

Employment Land

A word cloud map of Scotland, where the size of each location's name corresponds to its relative importance or frequency. The map shows a dense concentration of names in the central belt and around major cities like Glasgow, Edinburgh, and Aberdeen. Other significant locations include Dundee, Perth, Inverness, and numerous smaller towns and villages throughout the four nations.



Falkirk Local Development Plan 2

Technical Report 6: Employment Land

1. Introduction

1.1 This review of employment land has been undertaken to inform choices about the future planning of employment land supply in Falkirk Local Development Plan (LDP2). It seeks to:

- Provide a summary of the current economic situation within the Falkirk Council area
- Review national and local economic and planning policy which influences spatial planning and the use of land
- Review the take up of employment land since 2010-11
- Analyse trends in take up and demand and assess demand for business land
- Assess suitability of existing sites through qualitative assessment
- Assess suitability of potential additional sites through qualitative assessment
- Assess need for further land allocations

1.2 The central aim of the Scottish Government is to ensure long-term sustainable economic growth. Building a stronger and more successful economy is also central to the vision for the Falkirk area.

1.3 The planning system needs to provide the spatial framework to assist future economic growth, by ensuring that a number of key objectives and criteria are met.

1.4 In terms of employment land, key objectives of LDP2 are:

- to ensure the right quantity and quality of marketable employment land is available in the right locations, to support the future growth and diversification of the economy, having particular regard to the needs of potential growth sectors; and
- to protect our existing business areas in a way which recognises their value to the economy of the area, whilst allowing an appropriate level of flexibility

1.5 Whilst the availability of property is an integral component of economic development and growth, this study is primarily concerned with the supply of land, and its delivery through the planning process. It does not comprise a detailed market analysis or a detailed assessment of past and likely future property requirements. As the focus of the exercise is on supply of land rather than property, it does not constitute a full market appraisal of the demand and likely take up of development.

2. Economic Profile of the Falkirk Area

General Overview

- 2.1 The Falkirk Council area enjoys a central location at the heart of the Scottish Central Belt. It has a growing population which was 159,380 in 2016. The area is one of the best connected in Scotland. It lies midway between Glasgow and Edinburgh and their airports, is situated at the heart of the motorway network, and enjoys strong maritime trade links with Europe and beyond through the port of Grangemouth.
- 2.2 The area has an economy built largely on its locational strengths. Grangemouth is Scotland's largest container port and the Falkirk-Grangemouth area is a key node for Scotland's logistics industry, with the Malcolm Group, DB Schenker, and several road haulage companies having a major presence. It is also home to Ineos, one of the world's largest independent chemical companies, with its refinery and petrochemical facilities, and to Calachem, which makes chemicals for the agrochemical and pharmaceutical industries.
- 2.3 Beyond the petrochemical and logistics sectors, there are a number of other significant employers in the area including Forth Ports, ASDA and Alexander Dennis Ltd. Tourism has become an increasingly important strand in the economic fabric of the area, with a growing number of tourists visiting the area. The Falkirk Wheel and Helix/Kelpies have combined to make the Falkirk area one of the most popular Scottish tourist destinations, attracting in excess of one million visitors between them in 2014-15. Other major sources of employment within the area are the NHS and Council in the public sector, and the food and drink, and timber processing industries.

Employment

- 2.4 The overall number of jobs in the Council area for the years 2010 to 2016 is shown below:

Table 1: Employment in Falkirk Council area

Year	Employment
2010	55,000
2011	58,800
2012	58,500
2013	60,700
2014	62,600
2015	63,000
2016	66,000

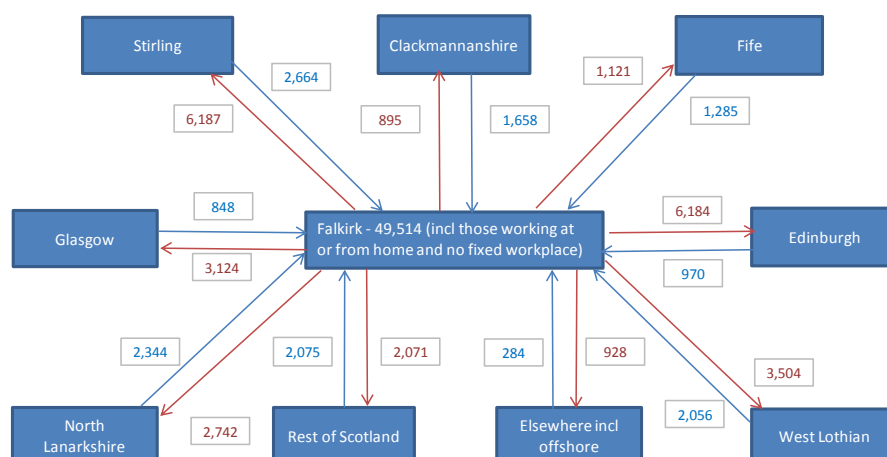
Source: Annual Business Register and Employment Survey NOMIS (Crown copyright)

- 2.5 This shows that numbers in employment recovered over the period to surpass pre-recession levels, reflecting a growing population as well as increases in opportunity levels. These figures estimate the number of jobs within the area, but in 2014 74,100 Falkirk residents were in employment, showing that a significant proportion of Falkirk residents commute elsewhere for work (see below).

Commuting Patterns

- 2.6 Falkirk is one of the best connected areas in Scotland, with measures to strengthen the area's connectivity continuing. Outward commuting is a significant feature in the economic profile of the area, as many people choose

to live in Falkirk and work elsewhere. This trend has increased as the area's population has increased and between the two censuses of 2001 and 2011 there was an increase in out-commuting by around 10,000 people. In-commuting also increased over the same period but by less than 4,000. The overall picture of origin and destination of commuting is shown in the diagram below.



Source: Census 2011

- 2.7 This shows the top 5 destinations for out-commuters, according to the most recent figures, are Stirling, Edinburgh, West Lothian, Glasgow and North Lanarkshire, in that order. The net donors of commuters are Clackmannanshire and Fife. The chart also shows that the level of self-containment remains very high with nearly 65% of people living and working in the Council area. In spite of the increase in the level of commuting, the overall pattern has changed little in the last 20 years

Unemployment in the Falkirk Council area

- 2.8 The claimant count for Universal Credit and Job Seekers Allowance shows that 2,540 people (2.5% of Falkirk's working-age population) were unemployed in April 2018. Claims in the Falkirk area have been reducing from 4,565 in January 2013, with spikes in the winter months in 2013, 2014, 2015 and 2016. The unemployment rate is slightly lower than Scotland as a whole.

Employment by Industry

- 2.9 Falkirk has a higher proportion of people employed within manufacturing, construction, wholesale and retail, and public administration and health, than Scotland as a whole. Manufacturing remains a particular strength of the Falkirk economy, and has weathered the recession, showing a small increase in employees over the period 2009-14 (see table 2 below). The sector, however, which is dominated by the chemical and petrochemical sector, is prone to global influences and is seeking to diversify away from traditional sources of raw materials and looking to new processes.

- 2.10 Numerically the public sector dominates employment in this area (accounting for nearly 30% of all employees), although this has shown slight decline since 2009 in the face of constraints on public finances. Falkirk Council and NHS Forth Valley are the largest employers, the latter boosted by the centralisation of acute services at Forth Valley Royal Hospital at Larbert in 2010. Other large public sector employers in the area are the Prison Service at Polmont, and the Child Support Agency, and Office of the Public Guardian at Callendar Business Park.
- 2.11 The area's excellent transport links have encouraged the expansion of warehousing and distribution, with employment in this sector above the Scottish average. Asda opened an enlarged Scottish distribution depot in Grangemouth in 2012 and the Malcolm Group have a major facility in the area at Wester Newlands, utilising both road and rail distribution capacity.
- 2.12 Although the area's tourism profile has greatly increased in recent years this is not yet reflected in jobs in the sector. The table below shows that those employed in the hotel and restaurant sector has remained at the same level between 2009 and 2014. However there has been significant interest in expanding capacity in the hotel sector, with some Premier Inn hotel extensions now in operation, and so this static employment picture may change in the future.
- 2.13 The earnings of people living in Falkirk are slightly lower than the Scottish average. The median gross weekly earnings for full time workers in 2014 living in Falkirk was £508.70, 1.8% lower than the Scottish median of £518.20. Falkirk generally has a smaller proportion of its population employed in high end managerial and professional occupations which have the higher earnings. In an area where manufacturing remains strongly represented, there is a higher proportion of process, plant and machine operatives than the Scottish average.
- 2.14 The following table shows the distribution of employment by industrial sector in Falkirk in 2009 and 2014, and compared to Scotland as a whole:

Table 2: Jobs by Sector

	Total Falkirk 2014		Total Falkirk 2009		Scotland 2014
	No	%	No.	%	%
Primary (agriculture, mining, utilities)	800	1.3	700	1.2	4.4
Manufacturing	7,600	12.1	7,200	12.7	7.7
Construction	4,500	7.2	4,300	7.6	5.6
Wholesale and Retailing	10,300	16.5	10,400	18.4	15.9
Hotels and restaurants	3,400	5.4	3,400	6.0	7.2
Public administration and health	17,800	29.4	18,200	32.2	22.5
*Financial Services	7,100	11.3	900	1.6	18.1
Transportation and Communication	5,100	8.1	4,000	7.1	6.7
*Other Services	2,000	3.2	7,400	13.1	4.1
Total	62,600	100	56,500	100	100

Source: Business Register and Employment Survey 2009 and 2014

*classification of jobs in these sectors altered between 2009 and 2014. For confidentiality reasons the figures are rounded to the nearest 100.

Challenges and Opportunities for the Falkirk Economy

- 2.15 Having come through the worldwide economic recession the Council has reviewed its approach to economic development and approved a new Economic Strategy for Falkirk 2015-2025. This identifies some challenges and opportunities for the Falkirk area.
- 2.16 The challenges are listed as:
- financial pressures – both on public and private sector budgets, which will affect decisions on whether or not to invest or support development. These pressures will require the consideration of new delivery mechanisms and private-public partnerships
 - the employment gap – demographic pressures creating rising demand for care services for the elderly and other vulnerable groups and pressures on school capacity as the secondary school population increases. The latter puts pressure on job creation for school leavers and the provision of apprenticeships/training schemes.
- 2.17 The opportunities are listed as:
- attracting investment and jobs – capitalising on the area's locational and sectoral advantages in chemicals, manufacturing and logistics. This will involve attracting greener technologies to co-locate with existing firms. It is recognised, however, that the area has strong competitors for mobile jobs providers such as the West Lothian, Stirling and Fife Council areas
 - a greener, sustainable Falkirk – rising to the challenges set by government for carbon reduction. This will involve developing energy efficient processes, creating renewable energy infrastructure, and low carbon logistic hubs using hybrid or electric vehicles
 - creating a premier tourism destination – building on the existing portfolio of attractions
 - international opportunity – ensuring world class digital connectivity is available locally, that young people can communicate with foreign businesses and that local businesses look beyond Scotland to grow their markets

3. Planning Policy

Introduction

- 3.1 The Local Development Plan reflects national planning policy, those elements of economic policy which have implications for planning, and key elements of Scottish Government policy aimed at tackling the effects of climate change.
- 3.2 The following sections review key elements of national and local planning and economic development policy. This will demonstrate that the spatial framework for employment land promoted through LDP2 is consistent with the aims and objectives of national planning policy, and national and local economic policy.

National Planning Policy

National Planning Framework

- 3.3 The National Planning Framework (NPF3) provides the spatial expression of the Scottish Government's Economic Strategy and its plans for infrastructure investment. NPF3 identifies national developments and other strategically important opportunities for Scotland which will support growth and regeneration, the low carbon economy, environmental enhancement and improved connectivity. Three such national developments are located within the Falkirk Council area:
- Grangemouth investment Zone: the provision of freight facilities, transport infrastructure, flood defences and business premises to support the area's nationally important role in freight handling and , energy related industry
 - Carbon capture and Storage Network and Thermal Generation; Grangemouth is one of two locations for a new thermal generation power station utilising carbon capture and storage technology
 - The port of Grangemouth is also part of the plan to increase Freight Handling Capacity on the River Forth
- 3.4 Grangemouth is identified as an Area of Co-ordinated Action to help deliver these national developments while ensuring that the living environment for local communities is protected and enhanced. It is also highlighted as an area with the potential to use excess heat for a district heating network.

Scottish Planning Policy

- 3.5 Scottish Planning Policy (SPP) is a statement of the Scottish Government's policy on how nationally important land use planning matters should be addressed. It supports the primary aim of increasing sustainable economic growth and complements NPF3 by providing the 'how' to the Framework's 'where'.
- 3.6 In terms of supporting business and employment SPP states that the planning system should allocate sites that meet the diverse needs of the different sectors and size of businesses in the area in a way which is flexible enough to accommodate changing circumstances. Local development plans are expected to:
- Encourage opportunities for home working, micro-businesses and community hubs.
 - Identify nationally important clusters of industries handling hazardous substances and safeguard them from development.
 - Be informed by the national Tourism Development Framework.
 - Allocate a range of sites for business, taking account of current market demand; location, size, quality and infrastructure requirements; whether sites are serviced or serviceable within five years; the potential for a mix of uses; their accessibility to transport networks by walking, cycling and public transport and their integration with and access to existing transport networks. The allocation of such sites should be informed by relevant economic strategies and business land audits in respect of land use classes 4, 5 and 6.
 - Identify new sites where existing sites no longer meet current needs and market expectations. Where existing business sites are underused, for example where there has been an increase in vacancy

rates, reallocation to enable a wider range of viable business or alternative uses should be considered.

- locate development which generates significant freight movements, such as manufacturing, processing, distribution and warehousing, on sites accessible to suitable railheads or harbours or the strategic road network.

- 3.7 SPP encourages local authorities to prepare Business Land Audits regularly to inform reviews of development plans, and updated more frequently if relevant. Business land audits should monitor the location, size, planning status, existing use, neighbouring land uses and any significant land use issues (e.g. underused, vacant, derelict) of sites within the existing business land supply. The Council's business land audit is shown in Appendix 3 and this has informed the annual reporting of activity through the Planning Performance Framework process.

Local Development Plan

- 3.8 The first Falkirk Local Development Plan (LDP) set out a strategy of promoting 4 key Strategic Business Locations (SBLs). These are seen as the key drivers of economic growth and regeneration for the area and are focussed on the M9/M876/A801 corridor, which includes the two national development sites in NPF3.
- 3.9 The four SBLs and their constituent opportunity sites are listed in the table below.

Table 3: Strategic Business Locations

Location/Site	Size (ha)
<i>Falkirk Investment Zone</i>	
ED03 Falkirk Gateway	27.4
ED04 Falkirk Stadium	18.2
ED05 Abbotsford Business Park	13.6
ED06 Caledon Business Park	15.5
<i>Grangemouth Investment Zone</i>	
ED12 Earlsgate Park	9.8
ED13 Glensburgh	4.5
ED14 South Bridge Street	2.9
ED15 Grangemouth Docks	37.2
ED16 Ineos Redevelopment Opportunity	40.0
ED17 Wholeflats Business Park	4.2
<i>Larbert Gateway</i>	
ED19 Glenbervie	13.4
ED20 Central/Glenbervie Business Parks	8.1
ED21 Hill of Kinnaird	9.9

<i>Eastern Gateway</i>	
M02 Drum Farm South	7.0
ED24 Gilston	54.4
ED25 Beancross	5.5
M14 Whitecross	12.0

- 3.10 These SBL sites are supplemented by a number of local sites allocated for business and industry or mixed use, providing opportunities for local businesses to set up in communities. In addition there are a number of town centre opportunities identified. This represents an employment land supply of around 290 hectares.
- 3.11 The LDP also emphasises the need to safeguard employment land in existing industrial estates. Thus a network of Core Business Areas is retained through policy BUS02, where business uses in Classes 4, 5 and 6 are supported.
- 3.12 The LDP recognises that it is not realistic to retain all existing business areas in business use and those areas where there is a potential for redevelopment are designated under policy BUS03. However, pending any redevelopment business uses will still be supported. The list of locations falling under policies BUS02 and BUS03 is shown in Appendix 1.
- 3.13 The LDP also has policies relating to business and industrial development in the countryside, which normally requires a countryside location for the activity. Additional policies support the significant economic role of town centres, with policies aimed at protecting their vitality and viability and promoting the Town Centre First principle. Further policies relate to tourism development and the sustainable development of the canals as a major recreational, tourism and heritage asset, and key tourist nodes are identified in the plan.

4. Demand for Employment Land

- 4.1 This section reviews demand for employment land by looking at the pattern of take up over the last 5 years, and likely future demand given emerging trends in the different economic sectors.

Business Land take Up

- 4.2 Since 2010-11, land on 9 sites allocated in the FCLP/FLDP have been subject to development, totalling over 25 hectares. This represents just under 8.5% of the total current supply. The take up of sites is set out below:

Table 4: Take up of employment land 2011-16

Site	Development	Area (ha)
ED.GRA08 Earls Gate Park 2 (Grangemouth Investment Zone SBL)	Distribution warehouse for ASDA	14
ED.FAL11 Glasgow Road, Camelon	Tesco superstore	3.6
ED11 Redbrae Road, Camelon	Aldi and Home Bargains discount retail stores	1.4

4.3 The 22 km² of Falkirk Council allocated sites is actually greater than that found during the previous review.

4.4 In addition to take up of employment land on allocated sites, there has also been activity in existing sites.

ED02 Church Walk, Denny	Library and 11 retail units	0.6
ED16 Ineos Development Opportunity (Grangemouth Investment Zone SBL)	New HQ office block for Ineos	1.99
ED20 Glenbervie Business Park (Larbert Gateway)	60 bed care home and training centre	0.8
ED05 Abbotsford Business Park (Falkirk Investment Zone SBL)	4 speculative workshop units	0.62
ED15 Grangemouth Docks (Grangemouth Investment Zone SBL)	9,400 sqm warehouse and offices	2.3
Total take up		25.71

trend from 21 in 2011 to 15 in 2015. A considerable proportion of these will have resulted in development on the ground, although unfortunately this has not been systematically recorded. These include plant extensions and new shed or storage facilities as well as new free standing buildings or structures. The most noteworthy of the latter was the consent granted to Ineos in Grangemouth for a large ethane storage tank in 2014 which has now been completed. In terms of location, most proposals continue to be in Grangemouth or Falkirk, with much smaller numbers occurring in Larbert, Bo'ness, Denny or Polmont.

4.5 There have also been 14 consents for change of use (averaging 3 per annum) away from mainstream classes 4, 5 and 6 in the BUS02 and BUS03 localities to other uses, including for example, car sales areas, nurseries, leisure uses and financial services. There were as many change of use proposals consented in BUS02 as in BUS03 locations, although most business proposals overall continued to be in BUS02 locations, reinforcing the policy emphasis on safeguarding such areas for the uses specified.

4.6 There were 21 tourism related applications over the period. Many of these were associated with canal-side development or at the Falkirk Wheel or Helix. Since 2014 there has been an upsurge in applications to extend hotels, some of which are now in operation. The relative buoyancy of proposals coming forward in this sector reflects the important and established status of Falkirk as a tourist destination.

4.7 Applications for new office development totalled 6, mostly small scale associated with existing businesses, but also including the highly successful Hub in Falkirk, which converted a former post office and job centre building into small office units for new start businesses. However, development of new office space in Falkirk remains sluggish overall.

Existing and Possible Future Demand

4.8 Research by Ryden ('Falkirk Eastern Gateway Property Market Review' November 2015 and 'Hill of Kinnaird Employment Land Report' October 2015) looked at demand for business land in Falkirk Council area in 2015. It drew attention to long term national trends, where the shift of employment from manufacturing to services has resulted in a structural oversupply of industrial land for which there is little demand, a trend exacerbated by the 2008 economic downturn. While manufacturing and distribution are still significant in Falkirk, Ryden found that take up is on a declining trend and

most deals have been for premises in the general industrial areas of less than 500 sq m.

- 4.9 The market for business land and the pattern of business expansion or change is much less predictable than that for housing. So whilst the immediate evidence points relatively low take up from the last five years, and a trend of declining demand, it is clearly prudent to continue to safeguard a strategic reserve of land for future business needs, which is flexible, and capable of responding to a range of different site requirements which may arise unexpectedly.
- 4.10 The area still has major sectoral strengths in the petrochemical and chemical sector and there are clearly major opportunities for investment in this sector. Ineos has restructured its business to change its source of supply of its feedstock from North Sea gas to, at least temporarily, North American shale gas. It is also rationalising its plant and operations at Grangemouth, creating sites which are currently subject to a masterplanning process and could be marketed as 'co-location opportunities.
- 4.11 There is also considerable interest in the energy sector within Grangemouth, where there have been several energy from waste proposals, and the companies themselves seeking to build new energy plants and reduce energy costs. The potential for district heating networks in the town, whereby surplus heat is linked to heat demand, whether from industrial or domestic users, is being investigated, and may further enhance the attractiveness of Grangemouth as an investment location.
- 4.12 There is considerable potential in the logistics sector, with Falkirk enjoying a prime location in relation to rail, road and sea connections, and the Port of Grangemouth has considerable land reserves which it is keen to develop for growth in this sector. Asda has already established Falkirk as their distribution base, and The Malcolm Group make extensive use of the road/rail modal hub at Wester Newlands, and there may be interest from other logistics companies in exploiting the area's locational advantages.
- 4.13 In terms of general industry the area still has a significant manufacturing sector with, for example, Alexander Dennis successfully operating the UK's leading bus builders at its facilities in Camelon and Larbert. Whilst the withdrawal of Carron Phoenix from manufacturing suggests further contraction, there is still a strong presence in metal working and timber manufacturing, to suggest a reasonable medium term demand for premises and land.
- 4.14 Waste management has been a growth sector in Falkirk as well as across the country in the light of the Scottish Government's zero waste and circular economy strategy. Demand for land and premises associated with the handling and disposal of waste by means other than landfill is likely to continue and current LDP policy directs such activities to existing waste management sites or existing industrial areas.

5. Assessment of Existing Employment Land Supply

Allocated LDP Sites

- 5.1 The total amount of land allocated for business and industry in the LDP is around 290 hectares which, appears to be a very generous supply in relation to recent levels of take up. Should this level of take up carry on at the same average rate Falkirk has around 56 years supply of employment land currently allocated. However, a crucial factor is that only a proportion of the land supply is immediately available. Many sites need considerable investment in site preparation and infrastructure before they can become available. This section reviews the existing supply of employment land and assesses its effectiveness.
- 5.2 The process used to assess the effectiveness and overall suitability of sites in the existing employment land supply focuses on a number of criteria as follows:
- Planning status – whether allocated or consented
 - Constraints – these include ownership, infrastructure and servicing provision, ground conditions and other physical constraints, and environmental constraints, such as flood risk and natural and built heritage impacts. These are discussed in more detail below.
 - Accessibility – proximity to trunk/principal road network and how accessible it is by sustainable modes of transport
- 5.3 The assessment is detailed in Appendix 2. For each site, concluding comments are provided, taking into account the assessment criteria, and a recommendation is made as to how the site should be treated in LDP2.
- 5.4 The assessment determines that of the 25 sites which are considered to comprise the employment land supply, 6 sites totalling some 51.1 hectares have a constraints rating of 1, which indicates that they are serviced, and more or less immediately available for development, and are considered to be the marketable and effective business land supply. A further 19 sites have a constraints rating of 2, indicating that substantial infrastructure or other investment is needed to allow development to commence. The sites and their ratings are summarised in Appendix 3.
- 5.5 The assessment concludes that most sites remain attractive, well located and suitable for their intended use, and should be retained for business development. This would provide the long-term flexibility and robustness in the business portfolio that is required to meet the area's economic development aspirations.
- 5.6 A number of sites require substantial investment in site preparation and infrastructure. The Council's Tax Increment Finance (TIF) initiative offers the prospect of unlocking constraints on several sites through improvements to the strategic and local road network, and other enabling works. Already this has financed improvements to junction 6 of the M9 and enabling works at Abbotsford Business Park. Improvements to junction 5 of the M9, and A904 corridor improvements in the vicinity of the Falkirk Gateway are next on the list of priorities. If partner funding can be secured to construct a new bridge on the A801 across the Avon Gorge, to complete a high capacity route between the M9 and M8, the potential for more demand for business land in the core areas will be enhanced. These works would also fulfil a key aim of NPF3, to improve access to the Grangemouth Investment Zone. The Council is seeking

to secure additional funding for infrastructure to enable economic development through its Investment Zone bid to the Scottish Government.

- 5.7 Where infrastructure costs are high, and supplementary funding streams (such as TIF) are not available, there may well be issues around viability, depending on the range of uses permitted on the site. Call for sites submissions for several sites have sought residential use as part of the mix. Whilst higher land values associated with housing have the potential to offset site development costs, they may bring with them additional infrastructure burdens (e.g. education provision). Housing may also reduce the flexibility of the remaining land for business use. In terms of those business sites proposed for residential use, the assessment considers that business potential is more limited at Hill of Kinnaird (ED21 in LDP1) and Drum South (M02 in LDP1), and residential use could be introduced/increased, with a relatively limited business component remaining. At Falkirk Gateway (ED03), the introduction of limited residential use could help the vitality of the proposed development in terms of the new vision which is emerging for the site. Gilston (ED23 in LDP1) and Glenbervie (ED19 in LDP1) remain prime business locations, offering high amenity greenfield sites on the urban edge next to motorway junctions, and residential use is consequently not favoured

Existing Industrial Estates

- 5.8 As also noted previously, the total supply of land associated with industrial and employment uses extends far beyond these 24 allocated LDP sites, to include existing industrial estates, recreational and retail uses, as well as the considerable amount of employment uses associated with town centres.
- 5.9 Most development activity is within existing industrial areas, as witnessed by the number of applications for workshops, warehouses and extensions. Recycling of the existing industrial land supply is a significant feature of the local economy and it is important that the status and function of these areas is monitored, to ensure that sites are safeguarded for industrial use, or allowed to diversify into other uses where appropriate.
- 5.10 There is therefore a continuing need to safeguard core industrial business areas from inappropriate development which would erode their contribution to the local economy. The LDP currently does this through Policy BUS02 (Core Business Areas), which will be carried forward into LDP2 (Policy JE02).
- 5.11 Other industrial areas have become less appropriate for new employment uses. These are usually older industrial sites where access, environment and surrounding uses may no longer be attractive to the needs of modern business and industry. Policy BUS03 (Business Areas with Potential for Redevelopment) allows for the consideration of proposals for redevelopment for alternative uses, subject to compatibility and compliance with other policy criteria. Again, this will be carried forward into LDP2 (Policy JE03)
- 5.12 The list of existing business and industrial areas has been reviewed to check whether their present categorisation under either BUS02/JE02 or BUS03/JE03 remains appropriate. This review has concluded that there has been no substantial change in character or circumstances within the majority of areas which would justify any change in status. The only exceptions are in Grangemouth around the western chemical cluster and in Bonnybridge at Seabegs Road and Bonnyhill Road. SPP dictates that important clusters of

industries handling hazardous substances are safeguarded from development that would compromise their operation or growth potential, therefore the Wood Street, area, previously designated as BUS03 has been expanded and revised to JE02. In Bonnybridge the status of Sebegs Road is revised to JE02 and Bonnyhill Road to JE03 to reflect the current character of both sites.

6. Potential Additional Employment Sites

- 6.1 The pre-MIR consultation exercise generated three submissions for new employment sites. These proposed land at: Easter Thomiston, Banknock Grandsable Road, Polmont Grangemouth Dock. These have been reviewed against a number of physical and locational criteria to assess their suitability for including in the employment land supply.
- 6.2 The criteria selected for this exercise are grade the sites high to low (1-3) in terms of their suitability.
- Sustainable travel - ease of access to a site by walking, cycling and public transport;
 - Trunk roads - proximity to and ease of access to the motorway network.
 - Amenity - environmental quality and amenity.
 - Brownfield - important in terms of SPP requirement to support and promote brownfield sites.
 - Constraints - including ownership, infrastructure, ground conditions and environmental constraints, as noted previous with regard to existing sites.
- 6.3 The results of the assessment are shown in Appendix 4.
- 6.4 In the case of the Grandsable Road site, the construction of a distillery and tourist facility is nearing completion. A business allocation is considered appropriate to indicate the further potential for investment in the site subject to consideration against green belt, Antonine Wall, flooding and other relevant policies in this sensitive location. For Easter Thomiston, while landscape sensitivities are of less concern the proximity of the Haggs AQMA, declared for traffic pollution reasons, makes the cases for this goods vehicle generating site difficult. The proposed access, straight off an already constrained motorway slip road is unlikely to be favoured by Transport Scotland and the alternative suggestion, through the adjacent M03 site, is not within the control of the proposer. The site is also well away from the principle location of interest to business and industry in Falkirk, the M9/M876 corridor, so this proposal is not supported.
- 6.5 With regard to the additional areas at Grangemouth Docks, the site at the western docks is accepted as a logical extension of an existing allocation. However the sites at the eastern end of the Docks have not been formally allocated in the absence of more detailed information on their effectiveness, in particular in relation to potential impacts on the Firth of Forth SPA, and uncertainties about flood risk and future flood protection. However, it is accepted that the sites are part of the operational estate of the Port, and they are therefore included within the Urban Limit. They also provide a potential location for a carbon capture and storage thermal generating power station proposed in NPF3.

- 6.6 The MIR consultation generated another submission for Maddiston Fire Station by Brightons Community Council for support for small scale community workshops to be provided.

7. Conclusion

- 7.1 This report has identified the range of planning and economic policy which will influence the identification of land for employment within the local development plan. It has highlighted the existing strengths of the local economy but also the challenges which face the area in the slow recovery from economic recession.
- 7.2 The report has quantified levels of take-up in business land over the last 5 years. The recession led to a fall-off in demand, and take-up since has been sluggish. Factors which may drive and influence future demand have been considered, and sectors for potential growth identified. This includes the petrochemical sector, driven by Ineos' ongoing investment programme; logistics; and tourism.
- 7.3 The existing employment land supply has been assessed. Although the supply of land for employment use across the Council area appears extensive and offers a wide choice of locations and size, a high proportion of the supply is not currently effective and is affected by a variety of constraints. The Council's TIF initiative may help to improve the deliverability of some sites, but others may struggle with viability issues. Most sites are still considered appropriate for business use, although there is potential for some to accommodate an element of mixed use including residential.

Appendix 1

Existing Industrial Areas

Sites	Policy Designation
Bo'ness	
Grangemouth Road, Kinneil	BUS02/JE02
Corbiehall	BUS03/JE03
Bridgeness/Carriden	BUS02/JE02
Bo'mains Industrial Estate	BUS02/JE02
Links Road/Court	BUS03/JE03
Bonnybridge & Banknock	
Seabegs Road	BUS03/JE02
Canalbank	BUS03/JE02
Chattan Industrial Estate	BUS02/JE02
Bonnyhill Road	BUS02/JE03
Kilsyth Road, Banknock	BUS03/JE03
42 Kilsyth Road, Haggs	BUS03/JE03
343 Glasgow Road, Longcroft	BUS03/JE03
Longcroft Trade Centre	BUS03/JE03
171 Glasgow Road, Longcroft	BUS03/JE03
Denny	
Winchester Avenue	BUS02/JE02
Broad Street	BUS03/JE03
Duncarron/Bog Lane Industrial Estate	BUS03/JE03
Westfield Place	BUS03/JE03
Falkirk	
Callendar Business Park	BUS02/JE02
Bankside Industrial Estate	BUS02/JE02
Abbots Haugh Sawmill	BUS03/JE03
Abbots Road/Etna Road	BUS02/JE02
Middlefield Industrial Estate	BUS02/JE02
Glasgow Road, Camelon	BUS03/JE03
Abbotsford Business Park	BUS02/JE02
Dollar Industrial Estate/Gowan Avenue	BUS03/JE03
Burnbank Road/Mungaland	BUS03/JE03
Grangemouth	
Wholeflats/Abbotsinch/Powdrake/Kinneil/ Inchyra/Beancross	BUS02/JE02
Grangemouth Docks	BUS02/JE02
West Mains Industrial Estate	BUS02/JE02
Earls Road (expanded to include Dalgrain Road and Earls Road Depot)	BUS02/JE02

Gateway Business Park	BUS02/JE02
Wester Newlands	BUS02/JE02
Wood Street (expanded)	BUS02/JE02

Larbert & Stenhousemuir

Glenbervie Business Park	BUS02/JE02
Central Business Park	BUS02/JE02
Carron Business Park	BUS02/JE02
Carronshore Industrial Estate	BUS02/JE02
Carron Works	BUS02/JE02
Lochlands Industrial Estate	BUS02/JE02

Rural North

Airth	BUS02/JE02
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Appendix 2

Falkirk LDP Employment Land – Assessment of Existing Sites

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
BO'NESS							
ED01	Bo'mains Industrial Estate	Mr Davies	1.8	Allocated in LDP	Serviced site within existing industrial estate, previously clothing factory, now cleared.	Medium accessibility by sustainable modes. Medium accessibility to strategic road network via A706.	Cleared brownfield site which is immediately available in existing industrial area. Site has been vacant for a considerable time, and there is local concern about prolonged vacancy. Historically, some pressure for alternative uses. A more flexible approach to uses may be necessary to stimulate redevelopment.
				Rating: 3	Rating: 1	Rating: 2	<u>Recommendation</u> Changed to mixed use (MU03) to potentially accommodate business, housing or retail.
M02	Drum Farm South	Grange Estate	7.0	Allocated in LDP. Outline planning permission/MSD consent granted Brief prepared. Part of SBL	Access roundabout built. No other servicing. Potential mineral stability issues in south western part of site. Landscape sensitivity likely to impose constraints on uses/building type and scale	Medium accessibility by sustainable modes. Medium accessibility to strategic road network via A904	Part of Drum Farm masterplan, and allocated since 1995. Re-allocated in LDP1 as mixed use including retail/pub/restaurant hotel/housing. MSD for Class 4 use secured in 2013 by Mactaggart & Mickel but they have not renewed their option., and site is to be remarketed. Market likely to be limited for Class 4 in this location, especially given M9J3 offers only access to and from the east. Therefore site is likely to have a more local business focus rather than a strategic role.
				Rating: 1	Rating: 2	Rating: 2	<u>Recommendation</u> Business role of site reduced to local neighbourhood services, with increased housing content (MU02). Removed as a Strategic Business Location. Forms part of Bo'ness South East Strategic Growth Area and identified as a Major Area of Change.

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
DENNY							
M05	Broad Street	Private/Falkirk Council	3.0	Allocated in LDP. Rating: 3	Flood risk associated with River Carron. Potential ecology issues. Fragmented ownership requires site assembly. Mixed use requires masterplanning exercise to define business site. Rating: 2	Medium accessibility to sustainable modes. Direct access to the medium access to strategic road network vi A883 Rating: 2	Site to be developed in association with housing allocation, and dependent on preparation of masterplan which addresses a number of constraints, particularly flood risk. No active developer at present, suggesting development may only be effective in the longer term. Nonetheless this remains the only significant opportunity for business development in the Denny area. Adjacent to Winchester Avenue industrial Estate which has proved popular. <u>Recommendation</u> Retained mixed use site for housing and business (MU09). Overall size of site reduced to exclude area within floodplain.
FALKIRK							
ED03	Falkirk Gateway	Falkirk Council/ Callendar Estate	27.4	Allocated in LDP. Part of SBL. Rating: 3	Substantial on- and off-site infrastructure required including improvements to the A904/A9 corridor. Flooding and surface water drainage issues to be overcome Rating: 2	Medium accessibility to sustainable modes. High accessibility to strategic road network via A904/A9 Rating: 1/2	TIF site. Major mixed use opportunity in prime location which is currently stalled. Previous masterplan relied on large household shopping element which is no longer viable. Revised preliminary development framework prepared, suggesting amended mix, with business, tourism and residential use. TIF works are programmed to address infrastructure constraints. Drainage strategy in preparation. Zones 1 and 4 have been marketed.. <u>Recommendation</u> Changed to mixed use to include housing as well as business, leisure, tourism and retail (MU16). Forms part of Falkirk Gateway Strategic Growth Area and identified as a Major Area of Change.
ED04	Falkirk Stadium	Falkirk Council	18.2	Allocated in LDP. Part of SBL. Rating:3	As for ED03. Ineos pipeline crosses site. Development also requires to fit with stadium. Rating: 2	Medium accessibility by sustainable modes. High accessibility to strategic road network via A904/A9 Rating: 1/2	TIF site. Preliminary development framework prepared. Opportunities include those associated with the completion of the stadium structure (east stand and corner pods) <u>Recommendation</u> Retained site for business/leisure/tourism use (BUS05). Identified as a Major Area of Change.

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
ED05	Abbotsford Business Park	Scottish Enterprise	13.6	Allocated in LDP. Part of SBL. Planning consent for infrastructure works and some workspace units. Rating: 1/2	Roads and drainage infrastructure installed, although further works required to remove old foundations in some parts of site Rating: 1	Medium accessibility to sustainable modes. High accessibility to strategic road network via A904/A9 Rating: 1/2	TIF site. Site is serviced and 4 advance workshop units have been completed as first phase of development <u>Recommendation</u> Retained site for business and industrial use (BUS06).
ED06	Caledon Business Park	Callendar Estate/Falkirk Council	16.7	Allocated in LDP. Part of SBL. Outline planning consent lapsed. Rating: 3	Substantial on- and off-site infrastructure provision required. Rating: 2	Medium accessibility to sustainable modes. High accessibility to strategic road network via A904/A9 Rating: 1/2	TIF site. Granted PPP consent for office/industrial park which lapsed in 2013. No current progress, although site will benefit from TIF works. Presents opportunity to integrate and improve the existing Bog Road Industrial Area. <u>Recommendation</u> Retained site for general business and industrial use (BUS07).
ED08	Rosebank Distillery	Scottish Canals	0.7	Allocated in LDP Rating: 3	Conversion of B listed distillery. Potential access and parking issues given location and constrained size of site. Rating: 2	High accessibility to sustainable modes. Medium accessibility to the strategic road network via the A803 Rating: 1/2	Prominent site presenting prime opportunity for canalside regeneration incorporating tourism use. Negotiations with potential occupier at an advanced stage. <u>Recommendation</u> Retained site for business/leisure/tourism use (BUS08).
ED09	Callendar Business Park	Land Securities	1.2	Allocated in LDP. Rating: 3	None known Rating: 1	Medium accessibility by sustainable modes. Medium accessibility to the strategic road network via the A803 Rating: 2	Single remaining plot on business park. <u>Recommendation</u> Retained site for business use (BUS09).

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
M06	Portdownie	Falkirk Council/ Scottish Canals	Not specified	Allocated in LDP Rating: 3	High levels of contamination need to be dealt with. Substantial on and off site infrastructure required, including contributions to A803 corridor improvements. Rating: 3	Medium accessibility to sustainable modes. Low accessibility to strategic road network Rating: 2/3	PPP application and masterplan received minded to grant status, but was subsequently withdrawn. Commercial use forms small part of proposal focused around new waterspace. High development costs and poor market conditions have put development on hold. However, scheme remains key to the regeneration of the Falkirk canal corridor.. <u>Recommendation</u> Retained site for mixed use including housing/business/tourism/community uses (MU11). Site reduced at eastern boundary to exclude war memorial. Identified as a Major Area of Change.
M08	Grahamston Opportunity Area	Falkirk Council/ Private	1.6	Allocated in LDP. Rating: 3	Access, parking and local road network capacity likely to be an issue. Also land assembly. More significant challenges if new accesses over railway are involved. Rating: 2	High accessibility by sustainable modes. Low accessibility to strategic road network Rating: 1/3	Key opportunity to better utilise extensive area of surface car parking adjacent to Grahamston railway station – further investigation of opportunities required but possible hotel or office site mixed with some housing. <u>Recommendation</u> Retained mixed use including housing/business/leisure/tourism/community/retail (MU12).
M09	Falkirk East End Opportunity Area	Various private	2.2	Allocated in LDP. Rating: 3	Land assembly required. Reconfiguration/rebuild of bus station required Rating: 2	High accessibility by sustainable modes. Low accessibility to strategic road network. Rating: 1/3	Potential town centre redevelopment opportunity which would involve improvement of the bus station. <u>Recommendation</u> Retained for mixed use including housing/business/leisure/tourism/community/retail (MU13). Revised site name 'Callendar Riggs'.

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
GRANGEMOUTH							
ED15	Grangemouth Docks	Forth Ports	37.2	Allocated in LDP. Part of SBL and National Development area Biomass plant has deemed consent. Port-related development may not need planning permission Rating: 2/3	Availability dependent on landowner (Forth Ports) aspirations. Proximity to Firth of Forth SPA likely to require screening for appropriate assessment. Within Major Hazard Consultation Zone. Flood risk. Rating: 2	Medium accessibility by sustainable modes. Medium accessibility to the strategic road network via the A904. High accessibility to port and multi modal freight facilities. Rating: 1/2	TIF site. Forth Ports retaining land for port related development. This includes land with deemed consent for biomass plant. <u>Recommendation</u> Retained sites for port-related general industry/storage and distribution uses/logistics and energy development (BUS15). Site boundary extended..
ED13	Glensburgh Road	Falkirk Council	4.5	Allocated in LDP. Part of SBL and National Development area Rating: 3	Within Major Hazard Consultation Zone. Infilled former route of F&C Canal and water main runs through site. Flood risk. Secure agricultural tenancy. Rating: 2	Medium accessibility by sustainable modes; ; High accessibility to the strategic road network via M9J6 Rating: 1/2	TIF site. Site has not been actively marketed. <u>Recommendation</u> Retained site for business and industry(BUS13).
ED14	South Bridge Street	Falkirk Council	2.9	Allocated in LDP. Part of SBL and National Development area Rating: 3	Within Major Hazard Consultation Zone. Infilled timber basin with potential ground condition issues. Flood risk. Rating: 2	Medium accessibility by sustainable modes; Medium accessibility to the strategic road network via the A904 Rating: 2	TIF site. Vacant site adjacent to Grangemouth Docks. <u>Recommendation</u> Retained site for business and industry (BUS14).

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
ED12	Earls Gate Park	Calachem	9.8	Allocated in LDP Planning Consent. Part of SBL and National Development area Rating: 2	Site serviced and plots available. Within Major Hazard Consultation Zone. Flood risk. Rating: 1	Medium accessibility by sustainable modes.High accessibility to the strategic road network via M9J6 Rating: 1/2	TIF site. Business park developed by Calachem on surplus land. <u>Recommendation</u> Retained site for I business and industry (BUS12).
ED16	Ineos Development Opportunity	Ineos	40 - 100	Allocated in LDP Part of SBL and National Development area Planning consent for demolition of redundant plant and construction of new HQ Rating: 3	Major on- and off- site transport infrastructure required depending on scale of development. Within Major Hazard Consultation Zone Potential flood risk and proximity to Firth of Forth SPA likely to require screening for appropriate assessment. Rating: 2	Medium accessibility to sustainable modes. High accessibility to the strategic road network via M9J6. Rating: 1/2	TIF sites. Series of sites within Ineos landholding being made available as a result of rationalisation and clearance of redundant plant. Ineos have prepared masterplan. <u>Recommendation</u> Retained for business/industry/chemical industry (BUS16). Identified as a Major Area of Change.
ED17	Wholeflats Business Park	Falkirk Council	3.5	Allocated in LDP Part of SBL and National Development area Rating: 3	Within Major Hazard Consultation Zone. Rating: 2	Medium accessibility to sustainable modes. High accessibility to the strategic road network via M9J6. Rating: 1/2	TIF site. Partially developed as small business park with one office block. <u>Recommendation</u> Retained for business/industry (BUS18).

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
LARBERT & STENHOUSEMUIR							
ED20	Central/ Glenbervie Business Park	Falkirk Council/ Scottish Enterprise/ Private	6.5	Allocated in LDP. Part of SBL. Rating: 3	Site serviced and plots available. Rating: 1	Medium accessibility by sustainable modes.High accessibility to the strategic road network via A88 and M876J2. Rating: 1/2	Partly TIF site. Prime high quality existing business park with some remaining plots. <u>Recommendation</u> Retained site for business/industry (BUS20).
ED19	Glenbervie	Scottish Enterprise	13.4	Allocated in LDP. Part of SBL. Rating: 3	Site access constructed but topography of site means extensive platforming and other on site infrastructure work required. Rating: 2	Medium accessibility by sustainable modes.High accessibility to the strategic road network via A88 and M876J2. Rating: 1/2	TIF site. Former single user site in Scottish Enterprise ownership. Representations received from Scottish Enterprise seek a mixed use approach to the site with residential use introduced to offset high site development costs. However, the amount of housing required would have consequences for the scale and flexibility of the employment land remaining <u>Recommendation</u> Retained site for business/industry (BUS19).
ED21	Hill of Kinnaird	NHSFV	9.9	Allocated in LDP. Part of SBL. Outline planning consent as part of wider Bellsdyke/Hill of Kinnaird masterplan. Rating: 2	Site to be serviced in conjunction with wider masterplan. Rating: 2	Medium accessibility by sustainable modes. Medium accessibility to the strategic road network via the A88. Rating: 2	Representations have been received seeking reallocation for housing. Site is less well located than the Glenbervie sites. In the context of the wider masterplan, a mixed use approach could be acceptable, with a more limited business element <u>Recommendation</u> Changed to mixed use site including housing/ business/community uses (MU19). Housing capacity dependent on residual shortfall from originally approved 1700 houses.

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
POLMONT							
ED23	Gilston	Hansteen	54.4	Allocated in LDP. Part of SBL. PPP granted on northern part of site Rating: 2	Site access and A803 improvements carried out but substantial on- and off-site infrastructure works required, including contributions to trunk road improvement and sustainable transport. Rating: 2	Medium/low accessibility by sustainable transport modes. High accessibility to the strategic road network via M9J4 Rating: 1/2	TIF site .Access constructed from A803. Representation to change site to mixed use with housing. Unclear as to extent of housing proposed, but submission suggests site would be predominantly residential. Given strategic location of site, high accessibility, size and flexibility, it is suggested that it remain as an employment site. <u>Recommendation</u> Retain site for business/industry/leisure/tourism/local retail as per current PPP consent
ED24	Beancross	Klondyke	5.5	Allocated in LDP Part of SBL Rating: 3	Site within Antonine Wall WHS Buffer Zone so heritage and landscape assessment required. Flood risk Located in Green Belt Contributions required to road infrastructure upgrades Rating: 2	Medium/Low accessibility by sustainable transport modes. High accessibility to the strategic road network via M9J5 Rating: 1/2	Opportunity to provide national headquarters offices for existing garden centre operator. Sympathetic design required to acknowledge green belt and AW WHS buffer zone location. Flooding also require to be negotiated and may limit the amount of the site that can be developed. <u>Recommendation</u> Retained for business use (BUS03).

Site Ref	Site	Owner	Area(ha)	Planning Status	Constraints	Accessibility	Comments – Overall Assessment/Recommendation
				Detailed consent 1 PPP consent 2 Allocated 3	1 Low 2 Medium 3. High	1 High 2 Medium 3 Low	
RURAL							
M14	Whitecross New Settlement	Clowes / Callendar Estate/ Malcolm Whitecross Limited	12.0	Allocated in LDP. Part of SBL Rating: 3	Extensive on- and off-site infrastructure requirements for Whitecross SGA as a whole. Most land likely to be in Pipeline Consultation Zone. Rating: 3	Medium/low accessibility by sustainable transport modes. Low accessibility to strategic road network, pending construction of new access Rating: 2/3	Reappraisal of new settlement concept required in light of changed circumstances. With more limited scope for new housing, it is considered that the Manuel Works site should revert to business use. <u>Recommendation</u> Former Manuel Works site changed to business/industry (BUS02). Land west of Whitecross remains a housing site (H29).
M13	Stein's Brickworks, Allandale	Allandale Properties	0.3	Allocated in LDP Detailed consent Rating 1	Remediation of potentially contaminated site required. Formation of satisfactory access under railway is potentially difficult Rating 2	Low accessibility by sustainable transport modes. Medium accessibility to strategic road network. Rating: 2/3	Small part of mixed use site with proposal consented for class 4 office block <u>Recommendation</u> Retained site for mixed use including housing/recreation/business uses (MU08).

Notes on constraints to development

The various sites within the employment land supply are more or less constrained by a range of factors, including:

- Ownership

This can prove a major constraint if an owner is reluctant or unwilling to bring the site to the market, or otherwise release it for business use. This may be related to aspirations for alternative, potentially more lucrative uses such as housing and retail. Ownership constraints can also involve ransom situations, which can further delay or prevent site development

- Infrastructure

Sites range from serviced plots which are effectively ready for development, through to land which requires the provision of on- or off-site road, water/drainage, landscape and other infrastructure to make them available for development. The cost of infrastructure in relation to the value of the site is a key consideration, and with current financial constraints, front-funding of infrastructure is proving particularly difficult, particularly on large sites.

- Ground Conditions

Poor ground conditions, contamination or adverse topography can be a significant constraint. Site preparation, consolidation, remediation and levelling can represent a significant cost.

- Environmental Constraints

Environmental constraints include flood risk, and potential impacts on natural and built heritage. These may place limitations on the amount of the site that can be utilised, the type of activity, or the scale and type of buildings. They may require mitigation measures which may add to infrastructure costs. Although such constraints will usually have been taken into consideration when the site was first allocated, new constraints can emerge or become more problematic over time.

Appendix 3

Employment Land Supply – Constraints and Effectiveness Summary

Rating 1 - Immediately Available/Serviced

Ref.	Site	Area (ha)
ED01	Bo'mains Industrial Estate	1.8
ED04	Falkirk Stadium	18.2
ED05	Abbotsford Business Park	13.6
ED09	Callendar Business Park	1.2
ED12	Earls Gate Park	9.8
ED20	Central/Glenbervie Business Park	6.5
6 sites		51.1

Rating 2/3 - Constraints to be Overcome

M02	Drum Farm South	7.0
M05	Broad Street	3.0
M06	Portdownie	to be defined
ED03	Falkirk Gateway	27.4
ED06	Caledon Business Park	16.7
ED08	Rosebank Distillery	0.7
M08	Grahamston Opportunity Area	to be defined
M09	Falkirk East End Opportunity Area	to be defined
ED13	Glensburgh	4.5
ED14	South Bridge Street	2.9
ED15	Grangemouth Docks	37.2
ED16	Ineos Redevelopment Opportunity	40.0
ED17	Wholeflats Business Park	3.5
ED19	Glenbervie	13.9
ED21	Hill of Kinnaird	9.9
ED23	Gilston	54.4
ED24	Beancross	5.5
M14	Whitecross	12.0
M13	Stein's Brickworks, Allandale	0.3
19 sites		238.9

Total business land supply on allocated sites **290.0 ha**

Comments

1. M06 Portdownie includes some business element but this is not quantified and PPP application gave no details
2. M08/M09 contains reference to office use, and although this is not quantified, it merits inclusion as a business opportunity

Appendix 4 Table 5: Assessment of Pre-MIR and MIR submissions for New Employment land

Site Ref	Site	Submission	Sustainability	Trunk/Principal Road Accessibility	Amenity	Constraints	Comments/Recommendation
			1 High 2 Medium 3 Low	1 High 2 Medium 3 Low	1 High 2 Medium 3 Low	1 Low 2 Medium 3 High	
PROPOSED NEW SITES – PRE-MIR SUBMISSIONS							
109	Easter Thomiston, Banknock	Allocate for industry/ Class 6	Greenfield Low/medium accessibility by sustainable modes. Potential adverse impacts on biodiversity Rating: 3	Adjacent to M80/J7, although not currently connected to the strategic or local road network Rating: 2	The dominant land cover is agricultural grassland on a undulating site rising from south to north. Adjacent to Haggs AQMA Rating: 2	Potential adverse impacts on biodiversity Potential adverse impact from increased traffic on Haggs AQMA. Not clear on how access to road network could be acheived Rating: 3	Variety of constraints, not least of which is uncertainty as to how the site could be accessed. Direct access onto slip road likely to be problematic. M80J7 is also at capacity and development here has not been factored into planned upgrade. Given generous supply of employment land generally, and lack of demand in the west of the district, this site would not add value to the portfolio of sites. Recommend not to allocate.
137	Grandsable Road, Beancross	Allocate for business/ tourism	Greenfield Low/medium accessibility by sustainable modes. Potential adverse impact on cultural heritage and green belt Rating: 3	Close to A9, approx 0.5 km from M9/J5 Rating: 1	Green belt location. Rating: 1	Located in green belt. AW WHS in northern part of site and rest within buffer zone. Flood risk. Rating: 3	Site has consent for distillery and ancillary retail/visitor facilities and is under construction. Site may have further investment potential which could be reflected in a proposal subject to green belt, Antonine Wall and flooding policies. Recommend to allocate.
128, 162, 163	Grangemouth Docks	Allocate additional sites within docks for port- and energy-related uses	Part greenfield, part brownfield Medium/low accessibility by sustainable modes Potential adverse impact on Firth of Forth SPA. Rating: 2	Reasonable accessibility to M9 through Docks. Good accessibility to port and multi modal facilities Rating: 1	Within/adjacent to existing port operations so suitable for port related use Rating: 2	Located adjacent to SPA Within 4 major hazard sites consultation zones. Flood risk Rating: 3	Sites comprise further land within the operational port. There are a number of potential constraints including flood risk and impacts on SPA which would require full assessment. Given uncertainty over effectiveness, these are not considered appropriate for formal allocation but could be included in the Urban Limit. Recommend not to allocate, but include within Urban Limit..

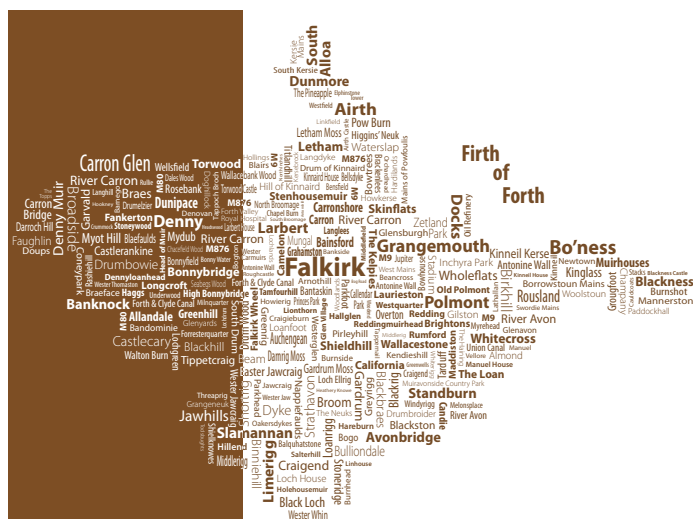
ADDITIONAL PROPOSED NEW SITES –MIR SUBMISSIONS							
140	Maddiston Fire Station	Allocate for small scale community workshops	Brownfield Potential impact on Manuel Burn	Access from the B805 Main Street, Maddiston and local road network.. Potential road network improvements required.	Potential improvement to townscape through redevelopment of this prominent vacant site.	Adverse ground conditions will increase development costs and may impact on viability.	Site is an important vacant brownfield site in the centre of the village Recommend as new mixed use site for housing with the potential for a retail unit, community facility or other employment use.
			Rating: 1	Rating: 3	Rating: 3	Rating: 3	

FALKIRK

Local Development Plan2

Technical Report 6 (Revised): **Employment Land**

September 2018



Falkirk Council