
Report to Planning Committee

Date of Meeting: 15th January 2026

Subject: Application 21/00069/PPP - For Planning Permission in Principle (PPP) for a proposed mixed-use development consisting of predominantly residential uses (Class 9), business (Class 4), education (Class 10) and other ancillary uses together with associated access and infrastructure and landscaping works on the former Carsebridge Distillery and warehouse site.

Report by: Jacob Muff, Team Leader

1.0 Purpose

- 1.1. The purpose of this report is to provide an up to date comprehensive assessment of the above application, following material changes since an earlier 'minded to approve' decision by the Planning Committee in May 2023. It is requested that the Planning Committee accepts the recommendation made by the Council's Planning Service to approve Planning Permission in Principle.
- 1.2. The application is a Planning Permission in Principle (PPP) application for a mixed-use development comprising of predominantly residential development for up to 490 new homes on the former Carsebridge Distillery site, with business uses in Class 4; Education uses in Class 10; with associated uses, accesses, infrastructure, landscaping, open space, play provision, drainage and active travel routes.
- 1.3. The application has been referred to the Committee for a decision, as the proposed development falls within the category of Major development and therefore cannot be determined under the Council's Scheme of Delegation.
- 1.4. It was also requested by the Committee that the application be returned to the Committee prior to the Section 75 legal agreement being finalised, signed, the conditions being formalised, and the decision being issued.
- 1.5. This report summarises the proposal and makes an assessment of the planning application; outlines the consultation responses and the public representations; updates the committee on the matters arising since the application was previously considered; and provides an update on the Section 75 legal agreement, setting out a recommendation and the next steps prior to determination.

2.0 Recommendations

- 2.1. The recommendation made to the Committee by Planning Officer's is to approve the planning application subject to the conditions listed in Appendix 1 and the draft Heads of Terms listed in the table in Appendix 2. The plans recommended for approval are in Appendix 3.
- 2.2. Providing the suggested conditions are applied and a Legal Agreement is entered into by all relevant parties; the PPP application is considered to be acceptable, meeting the Heads of Terms set out at the Planning Committee in May 2023 (as amended) and as presented to the Planning Committee in March 2025, following the demolition of Carsebridge House and the relocation of the Napoleon Column.

3.0 Considerations

3.1. Site Description

- 3.2. The application seeks Planning Permission in Principle for a mixed-use development on this site comprising of predominantly residential development with up to 490 new homes; Business uses in class 4; Education uses in Classes 10; and associated accesses, infrastructure, landscaping, open space, play provision, drainage and active travel routes.
- 3.3. The site covers an area of approximately 33 hectares and is located on the south-eastern edge of Sauchie. It is predominantly brownfield, formerly occupied by distillery buildings, bonded warehouses and other infrastructure associated with whisky distillation; much of which has since been removed.

3.4. Background and Planning History

- 3.5. This Planning application was originally submitted to the Council in April 2021 and presented to the Council's Planning Committee in May 2023, where the committee were 'minded to approve' the application subject to the satisfactory conclusion of a Section 75 Legal Agreement and conditions for the subsequent detailed phases.
- 3.6. The 2023 report to the Planning Committee provided a summary of the assessment, a summary of the Heads of Terms for the legal agreement, as well as a summary of the matters which would be covered in the planning conditions on the Planning Permission in Principle.
- 3.7. Following the committee decision in 2023 however, negotiations were still taking place when a fire took hold of Carsebridge House. On the 29th of August 2024 a fire caused significant damage to the Category B listed building on the site, and a structural engineer's report was submitted to the Planning Authority following the fire as part of a Listed Building Consent application to see its demolition. In assessing, the Planning Authority commissioned its own structural report to obtain an independent view of the building's condition, however before the outcomes could be processed and fully understood, and before determination of the Listed Building Consent application, Carsebridge House was demolished in its entirety. Legal advice

on whether or not the demolition constituted a criminal offence under the Planning (Listed Buildings and Conservation Areas (Scotland) Act 1997 was taken, and the Planning Authority reported the unauthorised demolition of the listed building to Police Scotland.

- 3.8. Following the demolition, Police Scotland confirmed that they were preparing a report for submission to the Procurator Fiscal. The Planning Authority took the decision to not pursue parallel enforcement action, but instead to support the Police. This was to address a motion by the Council on the 3rd of October 2024 which sought to hold those responsible to account. This approach was also presented in an update report to the Planning Committee earlier this year.
- 3.9. Whilst the police investigation is still ongoing, but the Council has continued engagement with the Applicant separately in relation to this currently undetermined planning application. Refusal or non-determination solely on the basis of the demolition was not considered to be in the Council's best interests as it could have resulted in an appeal to Scottish Ministers which would then have left them responsible for the decision making on this application rather than the Council.
- 3.10. Whilst the loss of the listed building cannot be reversed, the unauthorised demolition of Carsebridge House is being looked at separately to the Planning Application through the criminal justice system. Witness statements have been taken from Council Officers as part of Police Scotland's investigation and the case remains open.
- 3.11. A summary of other relevant planning history is listed below:
- 20/00146/PAN - Proposed Mixed Use Development Including Residential (Class 9), Business (Classes 4, 5 and 6), Education And Other Ancillary Uses Together With Associated Access and Infrastructure and Landscaping Works On Former Carsebridge Distillery and Warehouse Site – Response to notice issued.
 - 24/00187/LIST - Demolition Of Grade B Listed Building And Associated Works – Withdrawn

3.12. Consultation Responses

- 3.13. Road and Transportation Team – Do not object to the proposal, but previously raised concerns. They considered that the development would increase traffic on surrounding roads and junctions, including Carsebridge Roundabout, the A908, and Parkmill Roundabout, particularly during peak periods. Concerns were raised regarding the robustness of the Transport Assessment, the potential impacts of additional housing numbers and new education provision, and that the developer was seeking a greater number of homes than was allocated in the LDP.

In response, the applicant submitted a revised Transport Assessment concluding that the road network would continue to operate satisfactorily. The Roads Team also supported the extensive active travel package offered,

including improved links to schools, Sauchie, Alloa town centre, to Gartmorn Dam and for potential new public transport links.

Whilst concerns remain and those measures would reduce car dependency, they are unlikely to fully offset increased vehicle trips, but on balance it was concluded that these did not justify a refusal.

- 3.14. Lead Local Flood Authority – Raise no objections and support an approach to the management of flood risk through the deculverting of the Brothie Burn. They ask it to be noted that they would not support any measures to protect development from design storm events if it relied on critical maintenance being undertaken.
- 3.15. Environmental Health – Raise no objections, subject to conditions. They identify potential noise impacts from the road and railway, noting not only the passenger transport uses of the railway line but freight use also. An updated noise and air quality impact assessment will be required at the detailed design stage to assess the impacts on residential amenity and air quality.
- 3.16. Contaminated Land – Raise no objections but have asked that conditions relating to land quality and remediation (where required) are attached to any granting of planning permission.
- 3.17. Housing Services – Seek 25% of the total number of homes to be affordable homes, highlighting a demand for affordable housing within the Alloa Housing Market Area.
- 3.18. Regional Archaeologist – Raise no objections but have asked that conditions for a programme of archaeological works, including evaluation and recording is applied and addressed through the MSC application(s).
- 3.19. Health and Safety Executive (HSE) – Raise no objection. Although they initially advised against development due to the site been in a hazardous substance's consultation zone, this zone has since been revoked by Scottish Ministers and the HSE have confirmed that there is now no consultation requirement and no objection.
- 3.20. Network Rail – Raise no objection subject to conditions relating to fencing, drainage, landscaping, building setbacks and construction management next to the railway. These matters can be addressed through MSC application(s)
- 3.21. Sauchie Community Council – No response received. (Not in operation since August 2025)
- 3.22. Alloa Community Council – No response received.
- 3.23. Sauchie Community Group – No response received.
- 3.24. Coal Authority – The site lies within an area of shallow coal workings with recorded mine entries. Investigation, remediation and verification are required prior to development however no objections are raised, and these matters can be addressed through MSC application(s)
- 3.25. NHS Forth Valley – No response received.

- 3.26. Scottish Environment Protection Agency (SEPA) – Initially submitted a holding objection, which was removed following the submission of revised flood risk information. They support the deculverting of the Brothie Burn and advised on the retention of wetland features where feasible. They suggested that a further flood assessment would be required to inform the detailed design of the site. In relation to the risk posed by flooding from Gartmorn Reservoir, they raise no concerns providing it can be demonstrated that the condition, management and maintenance regime of the reservoir is appropriate to safeguard safety. SEPA confirms that flood risk associated with Gartmorn Dam does not justify refusal as the dam is regulated under the Reservoirs (Scotland) Act 2011 and the risk is considered extremely low. Consultation with Emergency Planning and the Flooding Officer in relation to the Dam has not identified grounds to withhold permission.
- 3.27. Scottish Water – Raise no objection to this planning application and suggest that there is sufficient capacity for foul water connections in the area.
- 3.28. Land Services – Raise no objection. The open space provision appears to be acceptable but must include a full-sized football pitch and equipped play space. Final layout, specification and maintenance arrangements should be controlled through the MSC application(s).
- 3.29. Education Services – Advised that no mitigation was required for secondary education but that it was for primary school and early years provision in the local area. An options appraisal was undertaken, and the expansion of Deepark Primary School was sought over the creation of a new school on this site.
- 3.30. SportScotland – No objections providing the football pitch is replaced
- 3.31. Historic Environment Scotland (HES) – Advisory comments. HES encouraged securing repair and re-use of the listed buildings at an appropriate stage of development and note their inclusion on the Buildings at Risk Register Support. Following the demolition however their comments are that we should securing repair and reuse the remaining historic assets and regulate any relocation and rebuilding through an appropriate legal agreement.
- 3.32. Publicity and Representations
- 3.33. The application was advertised by neighbour notification letter, a site notice in the Alloa Advertiser and in the Edinburgh Gazette. Ten representations were received, consisting of six objections and four neutral comments.
- 3.34. In summary, the objections raised concerns about:
- Increased traffic affecting Fairfield, Hallpark, and Whins Road.
 - The loss and treatment of listed buildings, including the attempted delisting and subsequent demolition of Carsebridge House, with suggestion that the demolition was unjustified.
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3.35. In summary the neutral comments suggested:

- That the bat and protected species concerns had been addressed and welcome the recommendations for biodiversity, pond mitigation, native planting, wildlife connectivity, and SuDS integration.
- That the demolition and tree removal proposed was acceptable with mitigation and that the replacement football pitch is acceptable.
- Welcoming the improvements to the active travel links.

3.36. *Planning Authority response to all comments: The comments will be considered in the assessment of the application in the relevant sections of the report of handling below.*

3.37. Summary of Supplementary Statements

3.38. The application was accompanied by a number of technical reports and assessments prepared by a range of professionals including:

A Design and Access Statement; Transport Assessment and Active Travel Package; Extended Phase 1 Ecology Report; Tree Survey Report; Flood Risk Assessment; Engineering and Drainage Report; Archaeology Report; Acoustic Report; Air Quality Impact Assessment; Education Impact Report; Affordable Housing Report and Supplementary Notes; Alloa Business Development Land Review; and a Site Investigation and Coal Mining Risk Assessment Report.

Planning Assessment

3.39. The Development Plan

3.40. Section 25 of the Town and Country Planning (Scotland) Act 1997 (as amended) indicates that in making any determination under the Planning Acts, regard is to be had to the Development Plan. The determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Statutory Development Plan for the Clackmannanshire Council Planning Authority Area comprises the adopted National Planning Framework 4, 2023 (NPF4) and the Clackmannanshire Local Development Plan, 2015 (LDP). As NPF4 and LDP policies form the Development Plan, all the policies are to be read and applied as a whole.

3.41. The key NPF 4 policies are considered to be:

Policy 1 – Tackling the Climate and Nature Crises

Policy 2 – Climate Mitigation and Adaption

Policy 3 – Biodiversity

Policy 6 – Forestry, Woodland and Trees

Policy 7 – Historic Assets and Places

Policy 9 – Brownfield, Vacant and Derelict Land and Empty Buildings

Policy 11 – Energy

Policy 12 – Zero Waste

Policy 13 – Sustainable Transport

Policy 14 – Design, Quality and Place

Policy 15 – Local Living and 20 Minute Neighbourhoods

Policy 16 – Quality Homes

Policy 18 – Infrastructure First

Policy 20 – Blue and Green Infrastructure

Policy 21 – Play, recreation and sport

Policy 22 – Flood risk and water management

Policy 23 – Health and safety

Policy 25 – Community Wealth Building

Policy 26 – Business and Industry

Policy 31 – Culture and Creativity

3.42. The key LDP policies are considered to be:

Policy SC1 – Maintaining a Housing Land Supply

Policy SC2 – Affordable Housing

Policy SC5 – Layout and design principles

Policy SC6 – Additional design information

Policy SC7 – Energy efficiency and low carbon development

Policy SC9 – Developer contributions

Policy SC10 – Education, community facilities and open spaces

Policy SC11 – Transport Networks

Policy SC12 – Access and transport Requirements

Policy SC14 – Renewable Energy

Policy SC20 – Water and drainage infrastructure and capacity

Policy EP1 – Strategic Land for Business

Policy EP2 – Existing Business Sites

Policy EP4 – Non-Employment Generating Uses on Existing or Allocated
Business Sites.

Policy EP11 – Surface Coal Mining

Policy EA2 – Habitat networks and biodiversity

Policy EA3 – Protection of Designated Sites and Protected Species

Policy EA4 – Landscape Quality

Policy EA7 – Hedgerows, Trees and Tree Preservation Orders

Policy EA9 – Managing flood risk

Policy EA11- Environmental quality

Policy EA12 – Water environment

Policy EA25 – The development of brownfield, unstable and contaminated
land

Policy EA21 – Historic Gardens and Designated Landscapes

Policy EA22 – Listed Buildings

3.43. Principle of Development

3.44. The site is a predominantly brownfield site within the settlement boundary of Sauchie. The redevelopment of this site is strongly supported in principle by Policy 9 of NPF 4 and by Policy EA25 of the LDP. The redevelopment of this site is also considered to meet the LDP's strategic objectives including: delivering positive change; supporting sustainable economic growth; and in meeting the housing need. The site is considered to be in a sustainable location and one that supports local living, one that would promote active travel, climate resilience and compact urban growth, with further support offered by Policies 1, 2, 15 and 18 of NPF 4.

3.45. The development received a 'minded to approve' decision by the Planning Committee in May 2023 against the current Development Plan which is a significant material consideration. The loss of the allocated business site had previously been accepted on the basis of the submitted information, and it has since been confirmed by the Education Service that there is no requirement for a new school on the site itself, with offsite provisions sought instead.

- 3.46. In May 2024 the Scottish Government declared a national housing emergency, now a material planning consideration that is given weight throughout the assessment below.
- 3.47. The application has been supported by an indicative masterplan which shows predominantly housing uses, with a small area for business and education uses. Taking into consideration the above, although there have been material changes to this application which require the proposal to be revisited, reassessed, and rebalanced, the principle of development is still considered to be acceptable subject to a detailed assessment of the application which is below.
- 3.48. Site Masterplan
- 3.49. The application is supported by an illustrative Masterplan which demonstrates how the site could be comprehensively redeveloped and integrated with its surroundings.
- 3.50. An earlier iteration of the site Masterplan was presented to the committee in May 2023. This included:
- The phased residential development of up to 490 new homes on land to the north and south of the B909, and on land to the north of Carsebridge road;
 - The conversion and reuse of the former office buildings on Carsebridge road for business and learning uses;
 - Provision of areas of open space to include a full-size football pitch and a play area, as well as landscaping and areas for community growing;
 - The deculverting of the Brothie Burn and the creation of a naturalised watercourse with associated landscaping and public access;
 - The installation of Sustainable Urban Drainage Systems (SuDS) which are designed to manage surface water whilst delivering amenity and biodiversity benefits, as well as managing water quantities and quality;
 - The delivery of a comprehensive active travel network throughout the site, together with improved connections to surrounding areas, improved facilities and potential new public transport connections. This included safeguarding land to the south-west corner of the site for a potential future pedestrian bridge over the railway line to Hilton Road, which would be subject to a separate planning application. (It is expected that the opportunity would only arise if proposals came forward to electrify the railway line and this section of the railway reopens to passenger trains)
 - Vehicular access would be from Carsebridge Road and the B909, with a central link road connecting these routes.
- 3.51. When presented to the committee originally, the masterplan sought to safeguard land adjacent to Carsebridge Roundabout for a potential new

primary school. It included the retention of Carsebridge House and the Napoleon Pillar in its original location.

- 3.52. The circumstances with Carsebridge House and the Napoleon Pillar are set out in the report, but since the earlier iteration, the Education Service have appraised the options available to them and chosen to extend the existing Deerpark Primary School rather than build a new school on this site. The safeguarded land is therefore no longer required for an education purpose and is instead proposed for housing.
- 3.53. A number of changes to this masterplan have been negotiated. Although there is potential for this to alter at the detailed phase depending on the outcomes of technical assessments, the masterplan does form part of the Draft Section 75 Legal Agreement and requires agreement to be changed.
- 3.54. The outcomes which have been negotiated include:
- A replacement pond on the area to the south of the B909;
 - The relocation of the Napoleon Pillar;
 - The retention of the existing tree lined avenue to the north of Carsebridge Road;
 - The construction of a new house on the site of the former Carsebridge House site, which will be a 'faithful representation' of what stood there before;
- 3.55. Impact on the Historic Environment
- 3.56. As explained above the loss of Carsebridge House has resulted in separate Police action being pursued. It has also resulted in changes to the draft Heads of Terms beyond what was originally proposed at the Planning Committee in May 2023.
- 3.57. The unauthorised demolition of this listed building is being looked at through the criminal justice system and is subject to separate consideration as noted in the earlier sections of this report. If the demolition had been included in the original application it would have likely conflicted with historic environment policies.
- 3.58. The contribution that Carsebridge House made to the sense of place is irreparable and the value that this historic asset gave to the community can never be replaced, however the developer has offered to create a 'faithful representation' of Carsebridge House to replace the demolished listed building. This will reuse the historic fabric where possible and its rebuilding should be the subject of a condition.
- 3.59. Whilst the loss of the listed building cannot be reversed, a faithful reconstruction of the external form using historically accurate detailing, would assist in retaining the legacy of the original house and in helping to reinstate some of the lost character of this area. The reconstruction is shown on the indicative masterplan on the former site of the house, and its reconstruction

aligns with the advice from HES. It also forms part of the draft Heads of Terms and conditions around the timing, design, and methodology are suggested in Appendix 1.

- 3.60. The Napoleon Pillar, a Category B listed structure formerly located adjacent to Carsebridge House was identified as being at risk following the fire and demolition. It is thought that pillar is an antique Roman Doric column, measuring approximately 3 metres in height and has had various homes across the continent. It is thought to have been gifted to the occupiers of Carsebridge house in the mid to late 19th Century.
- 3.61. Urgent relocation was considered necessary to secure its preservation, following liaison with HES, Clackmannanshire Heritage Trust, Resonate Together and the Applicant. The pillar was relocated in February 2025 following cleaning and minor repair works which were guided by a conservation consultant. A new plaque has also been installed which gives some understanding of its history.
- 3.62. The Column has been relocated to the curtilage of the former distillery offices which are currently occupied by Resonate Together. Although this setting is not the original, it is within a close proximity to the former house, is accessible during opening times to the public, and is in a place of relative safety within the garden grounds. HES has endorsed the relocation and listed the structure in its new location, however there is a mechanism to relocate the pillar back to its original location in the draft Heads of Terms should the Planning Authority seek this.
- 3.63. HES confirmed that the current would be in the best interests of the Column and its long-term preservation. It will also be cared for by Resonate Together and is still within the grounds of the former Carsebridge Distillery to which it had a historic association.
- 3.64. The listed walled garden is to be incorporated into the proposal and used as a community growing area. This new use is considered to be positive, but prior to its use a condition survey will be required and suitable works to make the wall secure should be conditioned. Works should be sufficient in so far that the walled garden and its associated structures can be removed from the 'at risk' register. The developer will need to establish a layout which is suitable for community growing, provide appropriate access arrangements and a plan for how the community growing area will be managed. Agreement on the timing, layout and delivery should also be sought and conditions are suggested.
- 3.65. Planning policies seek to protect and enhance the historic environment, assets and places, and can be used as a catalyst for the regeneration of places. Although the unauthorised demolition of Carsebridge House is noted, there are separate enforcement proceedings ongoing, and the faithful reconstruction of the building shows some recognition for the social and cultural identity which has been lost as a result of the demolition. The retention and incorporation of other historic assets within the wider development will contribute positively to the character and understanding of the area and are considered to meet the requirements of Policy 7 of NPF 4 and Policies EA21 and EA22 of the LDP.

- 3.66. Although the site of the Column has changed, it has had a history of being sited in different locations. It has been restored, relisted and will remain accessible in this new location and the character and its special interests are considered to be preserved. The listed walled garden has been unused as a garden for many years, but its repurposing for community growing, will help to ensure its future and allow it to be a primary component within this new housing development. The setting of the garden will be altered and has altered in the past; however, the standoff distances indicated on the proposed masterplan are considered to pay sufficient respect to the listed asset and will also allow it to be incorporated as an integral component of the wider development.
- 3.67. Providing the suggested conditions are applied, notwithstanding the demolition of Carsebridge House, the proposal is considered to meet the objectives of Policy 7 of NPF 4 and Policies EA21 and EA22 of the LDP.
- 3.68. Housing Supply and Affordable Homes
- 3.69. The proposal would contribute positively to maintaining a robust and deliverable housing land supply in Clackmannanshire in accordance with Policy SC1 of the LDP and Policy 16 of NPF 4 by delivering up to 490 new homes.
- 3.70. Although the information submitted by the Applicant relies heavily on the 2016 Housing Need and Demand Assessment (HNDA) and the Sauchie West Appeal decision, both of these are given limited weight by the Planning Authority as the HNDA is now 10 years old and the Sauchie West Appeal decision was made against the previous Development Plan. Policy 16 of NPF 4 is therefore given prominence.
- 3.71. Policy 16 of NPF 4 seeks a provision of affordable homes at 25% of the total number, unless a higher or lower level can be justified. Although a higher or lower amount has not yet been justified, it was considered previously when the application was brought to the Committee that the lack of an up to date adopted HNDA would significantly limit the Council's ability to defend a contribution of 25% at that stage should it be challenged. The need for new housing has only increased and the policy environment has not changed.
- 3.72. It was agreed with the Applicant that a housing need does exist in this area, but that the level of contribution for affordable housing should wait until an appropriate assessment has been undertaken.
- 3.73. The Council is currently undertaking an HNDA which will be presented to Scottish Government early in 2026. Although the number of affordable homes is not prescribed with the application at this time, a level of contribution which is proportionate to the need in this area will be sought and will form a separate legal agreement.
- 3.74. The HNDA should indicate the level of affordable housing required on this site, but if for whatever reason an HNDA is not adopted at the time the development is due to commence, there is a mechanism for the Applicant themselves to undertake a review of affordable housing need in this area and

for the Planning Authority to assess this in collaboration with the Housing Service.

- 3.75. Prior to any development taking place, the draft Heads of Terms require the developer to enter into an additional legal agreement specifically relating to affordable housing before any works start. This is considered to provide a pragmatic approach that is evidence-based, allowing the site to deliver a level of affordable housing that is based on an identified need. This is considered to meet the requirements of Policy 16 of NPF 4 and Policy SC2 of the LDP.

3.76. Infrastructure Impacts

- 3.77. Policy 18 of NPF 4 puts infrastructure considerations at the heart of placemaking. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure.

- 3.78. This proposal will deliver a range of new infrastructure, including active travel improvements and new housing, whilst contributing to off-site mitigation for road improvements and education impacts. As noted in earlier sections a Section 75 Legal Agreement is considered necessary to make the development acceptable in planning terms. Draft Heads of Terms are suggested which serve a planning purpose, relates to the impacts of the proposed development, are fair and reasonable in scale; and reasonable in all other aspect.

- 3.79. The Applicant has agreed to the education mitigation sought by the education service which will be used to extend Deerpark Primary School and to extend the early learning provision associated with the development. Transportation Infrastructure works and Active Travel Link works, including upgrades to existing paths and new crossings will be provided by developer contributions through the Heads of Terms, and a contribution will be made for business development and public artwork.

- 3.80. There was no response from NHS Forth Valley at the time of the initial consultation, and on the basis that the Planning Committee were previously minded to approve; and considering the tests set out in Policy 18 of NPF 4, no further consultation has taken place.

3.81. Impact on Roads and Travel

- 3.82. The Roads and Transportation Team initially raised concerns that the development was likely to have an adverse impact on traffic conditions at several nearby roads and junctions, including the Carsebridge Roundabout, the A908, Shillinghill Roundabout, and Parkmill Roundabout. They raised concerns about the potential for reduced traffic efficiency and state potential road safety impacts during peak periods. They also noted issues with the access to Deerpark Primary School and raise concerns with the robustness of the Applicant's Transport Assessment.

- 3.83. Although these previous concerns have been reconsidered, there have been no significant changes on this matter since the Planning Committee's earlier

'minded to approve' decision in 2023. There have also been no policy changes that can be given any weight. The site is an allocated housing site, and the concerns have been balanced with a package of new and improved active travel measures offered, including a potential link to Gartmorn Road and a number of new crossings which will help mitigate public safety concerns and promote sustainable travel. These will be beneficial to the local community albeit they will not fully offset the concerns regarding increased vehicle trips.

- 3.84. The Applicant's Transport Assessment was revised and concluded that the surrounding road network would continue to operate within capacity albeit additional traffic would be generated by the development. The assessment also takes account of post-Covid changes in travel behaviour, which have led to a reduction in trips. On balance of this information, the Roads and Transportation Team did not object.
- 3.85. Whilst Transportation's concerns have been carefully considered and it is acknowledged that the impacts of this development are not fully mitigated, it is concluded that the concerns do not justify refusal of the application, having regard to the following factors:
- The site is allocated for development in the adopted LDP.
 - The applicant's transport consultants advise that physical constraints at key junctions limit the scope for effective and proportionate capacity improvements.
 - The applicant has committed to undertaking a further Transport Assessment upon occupation of the 390th dwelling (reflecting the LDP guideline capacity for the relevant sites), to review impacts and identify any necessary mitigation.
 - The proposals include a comprehensive package of active travel measures aimed at reducing reliance on the private car, improving safety, and encouraging walking and cycling. These include potential safe active travel routes to schools, improved links to Alloa town centre and the railway station, and enhanced connections to nearby communities, services, and recreational areas. The potential benefits of these measures, and their relative cost, are considered to carry significant weight.
- 3.86. As noted above, to address concerns, it has been agreed with the Applicant that a post-occupation Transport Review will be undertaken upon occupation of the 390th dwelling (reflecting the site allocation threshold). The review will assess local traffic conditions, junction performance, and the effectiveness of active travel measures, with additional mitigation implemented if required. A condition is suggested
- 3.87. Further transportation-related matters, including electric vehicle charging, cycle parking, a Residential Travel Plan, potential provision of a mobility hub, and design measures to reduce vehicle speeds, can be addressed through MSC applications.

Overall, whilst the development will generate additional traffic, the combined effects of proposed active travel measures, road improvements, and ongoing

monitoring are considered to be sufficient to ensure that the surrounding highway network continues to operate safely and efficiently. On balance and having regard to Policies SC11 and SC12 of the LDP and NPF 4 Policies 13 and 15, the development is considered to be acceptable. Subject to conditions and further assessments, there are considered to be insufficient grounds to withhold permission on road safety or transportation grounds alone, but conditions are suggested.

3.88. Impact on the Built Environment

3.89. As noted in the previous committee report, the site comprises of three main character areas. These can be described as:

- Land north of Carsebridge Road, formerly containing the distillery complex, Carsebridge House, and the listed walled garden, with protected trees.
- Land between Carsebridge Road and the B909, containing former warehouse land and retained office buildings now occupied by Resonate Together.
- Land south of the B909, including a vacant warehouse, former playing field, grassland, wetland areas and proximity to the railway line.

3.90. The proposal has been supported by a Design and Access Statement and Illustrative Masterplan Framework. While detailed layouts are reserved for a later stage, the design principles align with LDP Policies SC5 and SC6 and NPF 4 Policies 14, 15, and 16 demonstrating the potential to deliver a healthy, well connected, distinctive and sustainable place.

3.91. Careful consideration will be required at the MSC stage(s) in relation to development near historic assets to ensure the setting of listed buildings, protected trees and landscape are preserved and enhanced. Conditions are suggested for the detailed design phases and for any potential phasing.

3.92. Impact on Neighbouring Uses and Future Residents

3.93. Although much of the assessment will be left to the detailed design stage as noted in the sections above, the site appears to be capable of accommodating good quality new homes, with an acceptable level of amenity for future residents. Providing the detailed design is acceptable which will be assessed at MSC stage(s), no adverse impacts on future occupants or neighbouring uses are foreseen and there are no foreseeable conflicts with Policies 14, 16 or 23 of NPF 4 or with Policy SC5 of the LDP.

3.94. Land Quality, Coal Legacy and Flood Risk

3.95. The Council's Contaminated Land Section raise no objection to the proposal, subject to a condition requiring investigation of any potential contamination,

the submission of an appropriate remediation strategy, and a verification report confirming effective implementation.

- 3.96. SEPA initially lodged a holding objection on flood risk grounds but withdrew this following the submission of additional and revised flood risk information. SEPA is satisfied that a robust analysis of flood risk has now been provided, including modelling of culvert blockage scenarios which confirms that the proposal would not increase flood risk elsewhere. SEPA advises that further, more detailed flood risk assessment will be required at the detailed design stage to inform the detailed design, but both SEPA and the Council's Flood Officer support the principle of deculverting the Brothie Burn, with potential environmental, water quality and amenity benefits. The Council's Flood Officer advises that although parts of the site are affected by fluvial flood risk, there is clear scope to improve flood risk management and the wider water environment.
- 3.97. Flood risks associated with a potential failure of Gartmorn Reservoir have been considered in consultation with SEPA, the Council's Flooding Officer and Emergency Planning Officer. The Flood Risk Assessment has been revised on three occasions to address issues relating to flood modelling, the functional floodplain, surface water interactions, and downstream impacts. The reservoir is regulated under the Reservoirs (Scotland) Act 2011 and subject to an inspection and a maintenance regime. SEPA advises that the probability of failure is extremely low and not generally material to land use planning decisions. No consultees have advised that planning permission should be withheld on the basis of reservoir flood risk.
- 3.98. The Coal Authority confirms that the site lies within an area at high risk from legacy coal mining issues, with three recorded mine entries and shallow coal workings present. However, they support the conclusions of the Applicant's site investigations, which identify the need for grouting works to stabilise shallow workings and further investigation to precisely locate mine entries and inform the layout of the site with appropriate stand-off distances. The Coal Authority raises no objection subject to conditions securing further investigation, remediation and verification, which can be addressed through MSC application(s).
- 3.99. The site is allocated for development in the LDP and is largely brownfield. Having regard to the advice from SEPA, the Coal Authority, and the Council's Contaminated Land and Flooding Officers, it is concluded that land quality, flooding and coal mining risks can be satisfactorily managed through conditions and further detailed assessment. Suggested conditions will secure further site investigations, remediation, and verification of these works. These interventions are considered sufficient to ensure that the site is safe, stable, and appropriately drained.
- 3.100. Providing the suggested conditions are applied, overall the proposal is considered to meet the requirements of LDP Policies EA25, EA9, EP11, EA12, and SC20 and NPF 4 Policies 9, 22 and 23, raising no foreseeable land quality, flooding, or legacy coal issues.

3.101. Impact on Open Space, Recreation, Community Facilities and the Natural Environment

3.102. The information submitted suggests that noise and air quality impacts, particularly from road and rail, can be mitigated through detailed design and building specifications. This and the appropriate siting of buildings; the use of green energy and a fabric first approach will be assessed at the MSC application stage(s). Based on the current level of information there is no foreseeable conflict with Policy SC14 of the LDP or with Policies 11 and 12 of the NPF 4.

3.103. Health and wellbeing benefits through new green and blue infrastructure, open space, public art, recreation and active travel routes; which include a full size football pitch, equipped park areas and community growing areas; are offered and considered to be positive, establishing a sense of place which helps contribute to the objectives of Policies EA11 and EA14 of the LDP and Policy 14, 15, 20, 21, 23 and 25 of NPF 4. SportScotland has raised no objection

Ecological and arboricultural surveys have informed the proposals at this stage. Protected trees are to remain and although ecological reports should be periodically updated and conditions are suggested, there are no known protected species present on the site at this time. Whilst it is acknowledged that some habitat loss will occur, the creation of new habitats, the deculverting of the Brothie Burn, enhanced SuDS, a replacement pond, and associated planting are all expected to deliver a net biodiversity increase. Protected trees and woodland will be safeguarded, but decisions on the detail of landscaping and other matters previously listed will be deferred to the MSC stage. Providing the suggested conditions are applied, the proposal is considered to accord with LDP Policies EA2, EA3, EA4, EA6, EA7, EA12, SC10 and SC21 and NPF 4 Policies 3, 4 and 6.

Summary of Assessment

3.104. In conclusion, the proposal for the comprehensive redevelopment of this brownfield site within the settlement boundary of Sauchie is considered to be offered significant policy support. It is considered that the impact on local infrastructure can be appropriately mitigated by way of legal agreements, that affordable housing provision on the site can be determined through an evidence-based approach, and that technical matters can be appropriately managed through conditions and further assessment at the detailed design stage(s).

Overall, subject to the suggested conditions and conclusion of Section 75 legal agreements, the proposal on balance is considered to comply with the development plan, delivering significant public benefits in terms of housing, regeneration, placemaking and community infrastructure. Approval is recommended.

4.0 Resource Implications

4.1. Financial Details

- 4.2. The full financial implications of the recommendations are set out in the report. This includes a reference to full life cycle costs where appropriate. Yes ☐

- 4.3. Finance have been consulted and have agreed the financial implications as set out in the report. Yes ☐

4.4. Staffing

5.0 Exempt Reports

- 5.1. Is this report exempt? Yes ☐ (please detail the reasons for exemption below) No ☐

6.0 Declarations

The recommendations contained within this report support or implement our Corporate Priorities and Council Policies.

(1) Our Priorities

Clackmannanshire will be attractive to businesses & people and ensure fair opportunities for all ☒

Our families; children and young people will have the best possible start in life ☒

Women and girls will be confident and aspirational, and achieve their full potential ☒

Our communities will be resilient and empowered so that they can thrive and flourish ☒

(2) Council Policies

Complies with relevant Council Policies ☒

Clackmannanshire Council Local Development Plan 2015
National Planning Framework 4

7.0 Impact Assessments

- 7.1 Have you attached the combined equalities impact assessment to ensure compliance with the public sector equality duty and fairer Scotland duty? No X

7.2 If an impact assessment has not been undertaken you should explain why:

(i) Having regard to the final paragraph of the Council's adopted document entitled "Procedure – Producing Council and Committee Reports", it states: "When a new plan, policy or strategy is being presented or an existing plan, policy or strategy is being reviewed, a formal "Equality and Fairer Scotland Impact Assessment " may require to be undertaken." This agenda item does not meet the criteria of a new plan, policy or strategy.

8.0 Legality

8.1 It has been confirmed that in adopting the recommendations contained in this report, the Council is acting within its legal powers. Yes ☒

9.0 Appendices

9.1 Appendix 1 – Suggested Conditions

9.2 Appendix 2 – Draft Heads of Terms

9.3 Appendix 3 – Plans List for Approval

10.0 Background Papers

10.1 Have you used other documents to compile your report?

Yes ☒ (please list the documents below) No ☐

- Adopted Clackmannanshire Local Development Plan (2015)

- National Planning Framework 4 (2023)

- Supplementary Guidance 1 Developer Contributions

- Supplementary Guidance 3 Placemaking

- Supplementary Guidance 4 Water

- Supplementary Guidance 5 Affordable Housing

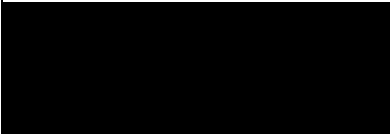
- Supplementary Guidance 6 Green Infrastructure

- Supplementary Guidance 7 Energy Efficiency and Low Carbon Development

Author(s)

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Jacob Muff	Team Leader	01259 450000

Approved by

NAME	DESIGNATION	SIGNATURE
Pauline Elliott	Interim Chief Planner and Service Manager	

Appendix 1 – Suggested Conditions

Condition 1 – Standard Permission Length

Unless the development hereby permitted has already begun, this permission will lapse after a period of 5 years beginning with the date of this Decision Notice. This condition is a condition pursuant to Section 59(2A)(a) of the Town and Country Planning (Scotland) Act 1997 (as amended) for this permission.

Reasons: In the judgement of the Planning Authority, no greater or shorter period of time for implementation of this permission should be applied than as provided for by Section 59(2B) of the Town and Country Planning (Scotland) Act 1997 (as amended).

Condition 2 – Matters Specified in Conditions:

Prior to the commencement of development on this site, a further application or applications for Matters Specified in Conditions shall be submitted to and approved in writing by the Planning Authority. Once approved, the development shall then proceed in accordance with the approved application(s). The further application(s) shall include the following details:

- (a) The layout and design of the site including all proposed buildings and structures, roads including means of access, footpaths and cycleways, car and cycle parking, boundary enclosures, street lighting, and open spaces (including identifying private ground and common areas).
- (b) Plans, sections and elevations of all buildings and structures, indicating the type and colour of all external facing materials.
- (c) A detailed levels survey of the site and cross sections showing the proposed finished ground and floor levels relative to existing ground levels and a fixed datum point. These details shall include the location of any remaining trees within or adjacent to the site's boundaries (including root protection areas); and full details of how the proposed site levels will tie-in with the existing levels outwith the site whilst demonstrating that the need for engineered solutions have been omitted or minimised to achieve an appropriate landscape fit.
- (d) A phasing plan which sets out a programme of works detailing the proposed phasing for the provision of the roads, housing (including affordable housing), structural landscaping, provision of play equipment and other associated works for each phase of the development.
- (e) A Design and Access Strategy for each MSC application which sets out the relationship of the various elements within the detailed proposal and explains how a distinctive, welcoming, connected, safe, adaptable and resource efficient development will be achieved. The strategy shall reference elements such as access, key buildings, landscaping and open space.

Reasons: To enable the Planning Authority to consider and approve detailed matters of layout, design, access, drainage and landscaping; and to ensure a high-quality, coordinated and policy compliant development. To ensure the orderly, coordinated and timely delivery of development and associated infrastructure in the interests of effective placemaking.

Condition 3 – Programme of Archaeological Works

No works shall take place within the development site until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted to and approved by the Planning Authority. Thereafter, the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority. Such a programme of works could include some or all of the following: historical research, excavation, post-excavation assessment and analysis, publication in an appropriate academic journal and archiving.

Reasons: To identify, record and preserve archaeological remains of potential importance in the interests of safeguarding cultural heritage.

Condition 4 – Flood Risk Assessment

No development shall commence until a further detailed Flood Risk Assessment has been submitted to and approved in writing by the Planning Authority. The assessment shall inform the detailed design and layout of the development and shall demonstrate to the satisfaction of the Planning Authority that the detailed design will not increase the risk of flooding elsewhere. Following approval, the development shall be undertaken in full accordance with the approved details.

Reasons: To help ensure the development is safe from flooding and flooding is not increased elsewhere as a result of the development.

Condition 5 – Foul and Surface Water Drainage

No development shall take place on site until a surface and foul water drainage scheme has been submitted to and approved in writing by the Planning Authority. This scheme shall detail how surface water from the development is to be treated and attenuated by a sustainable urban drainage system (SuDS). Any SuDS must not be sited within 10 metres of the railway boundary and should be designed with long term maintenance plans which meet the needs of the development. The development shall be carried out only in full accordance with such approved details.

Reasons: To ensure satisfactory drainage, protection of the water environment and to secure sustainable surface water management; and to protect the stability of the adjacent railway lines and the safety of the rail network in this location.

Condition 6 – Naturalised Channel and Deculverting of Brothie Burn

No development shall commence until details of the design and function of a new naturalised channel for the Brothie Burn (replacing the existing culverted section,) have been submitted to and approved in writing by the Planning Authority.

The submission shall include details on the timing of delivery, an assessment of the deculverting potential, the embankment gradients, levels and finishes, along with any planting and public walkways adjacent. The finish shall have regard to flood risk, amenity, biodiversity, and public access, and once details are approved, shall be implemented in accordance with the approved details.

Reasons: To reduce flood risk, to help restore natural watercourse processes, to enhance biodiversity, in the interests of amenity and to provide safe and convenient public access.

Condition 7 – Open Spaces, Community Gardens, Public Art, Pond, Play Areas and Maintenance

No development shall commence until details of the proposed on-site open space provision, play areas, community gardens, pond, and public art provision, together with their timing of delivery and their long-term maintenance arrangements have been submitted to and approved in writing by the Planning Authority.

Once approved, the provisions shall be implemented in full in accordance with the approved details and delivered in accordance with a phasing programme as agreed in writing by the Planning Authority.

Reasons: To ensure adequate and high-quality outdoor spaces and recreational provision. In the interests of biodiversity, to help promote character and quality, health and wellbeing, and to secure the long-term use, accessibility and maintenance of communal areas and features within the site.

Condition 8 – Requirement for Ecological Impact Assessment

No development shall commence on site until a further Ecological Impact Assessment has been submitted to and approved in writing by the Planning Authority. The assessment shall measure current levels of biodiversity across the site; Identify and provide mitigation for any potential loss of biodiversity resulting from the development; and Include pre-development surveys for protected species, with surveys updated at least every 2 years until the relevant phase of development is implemented.

Once approved, the development shall be carried out in full accordance with the assessment and mitigation measures as approved by the Planning Authority.

Reasons: To ensure the protection and enhancement of biodiversity and to safeguard protected species

Condition 9 – Landscaping

No development shall take place on site until such time as a scheme of landscaping has been submitted to and approved in writing by the Planning Authority. The scheme shall include details of hard and soft landscaping works, proposed boundary treatments, and include plans showing how existing trees and features that are to be retained will be protected during the construction phase, along with a programme for

the implementation of the landscaping. Details should also include a scheme of planting for the riparian areas and embankments to be introduced as part of the deculverting of Brothie Burn and the proposed pond to the south of the B909.

Once approved, landscaping shall be provided in the first planting season following the habitation of the final property within each phase of the development.

Landscaping shall be implemented in full accordance with the details approved by the Planning Authority and any trees, shrubs or hedgerows, that become uprooted, damaged, diseased or which die within the first 5 years following the completion of planting, shall be removed and replaced with a tree, shrub, or hedge of the same species and specification no later than the end of the first available planting season following the disease/death/removal of the original planting unless otherwise approved in writing by the Planning Authority.

Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. All landscaping, including planting, seeding and hard landscaping shall be carried out in full accordance with such approved details.

Reasons: In the interests of achieving an acceptable finish for the proposed development; in the interests of protected trees and biodiversity; to agree the timing of implementation, to ensure appropriate green and blue infrastructure, and to manage the impact of leaf fall on the operational railway.

Condition 10 – Fencing

The applicant must provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary. Details of the proposed fencing along with details of its future maintenance shall be submitted to and approved in writing by the Planning Authority prior to installation and works shall be carried out in full accordance with such approved details thereafter.

Reasons: In the interests of public safety and the protection of rail infrastructure.

Condition 11 – Rebuilding Carsebridge House

No development shall commence until a detailed Method Statement for the rebuilding of Carsebridge House has been submitted to and approved in writing by the Planning Authority. The Method Statement shall include, but not be limited to:

- (a) A full schedule and photographic record of all surviving historic fabric from the original listed building, identifying its condition and suitability for reuse;
- (b) Details of how and where original materials and elements (including masonry, architectural features and finishes) will be reused within the reconstructed building, and justification for any elements proposed to be replaced;
- (c) Full details demonstrating that the rebuilt structure will be erected on the original footprint, including scaled plans and sections;
- (d) Specifications for any new materials which are to be incorporated into the redevelopment. This shall match the original building in terms of type, appearance and finish unless otherwise agreed in writing by the Planning Authority;
- (e) A step-by-step construction methodology, including storage, protection, repair and reinstatement of historic fabric; and

- f) The involvement and role of appropriately qualified conservation professionals throughout the rebuilding process.

The development shall thereafter be carried out strictly in accordance with the approved Method Statement and shall be completed in the first phase of development (unless otherwise approved in writing by the Planning Authority) and no later than the occupancy of the 200th home.

Reasons: To ensure that the rebuilding of the demolished listed building is carried out to a high standard of conservation; to make maximum use of the surviving historic fabric; to accurately reflect the original building and footprint; and to help safeguard the special architectural and historic interest of the former listed structure.

Condition 12 – Listed Walled Garden

The listed walled garden shall be retained and incorporated into the development and used as a community growing area. Prior to the first use of the walled garden for this purpose, and notwithstanding any details shown on the approved plans, the following shall be submitted to and approved in writing by the Planning Authority:

- (a) A detailed condition survey of the garden walls and any associated listed fabric, prepared by a suitably qualified professional, identifying necessary repair, stabilisation or safety works;
- (b) Full details of all works proposed to make the walls and associated structures safe and secure, including materials and methods, which shall preserve the special architectural and historic interest of the listed structures;
- (c) A layout plan for the community growing area, demonstrating how the space will be used, including plots, circulation, storage, and any ancillary features;
- (d) Details of access arrangements to the walled garden, including measures to ensure safe and inclusive access;
- (e) A Community Growing Management Plan, setting out how the area will be managed and maintained, including responsibilities, user arrangements, and long-term stewardship; and
- (f) A timetable for the implementation of the approved works and the commencement of the community growing use.

The approved works shall be carried out in full in accordance with the approved details prior to the first use of the walled garden as a community growing area, and the garden shall thereafter be retained and managed in accordance with the approved plans and management arrangements unless otherwise agreed in writing by the Planning Authority.

Reasons: To safeguard and enhance the historic walled garden as a community asset and ensure its appropriate long-term management.

Condition 13 – Transport Assessment

The development shall be implemented in accordance with the submitted Transport Assessment unless otherwise approved in writing by the Planning Authority. In addition, prior to the development of each phase, details shall be submitted to and approved in writing by the Planning Authority for the following:

- (a) Cycle parking provision (including details of the provision of a mobility hub for the relevant phase)
- (b) A Residential Travel Plan to be distributed to each property
- (c) Design measures within the site to reduce vehicle speeds, including traffic-calming features and street layouts.

These measures once approved shall be implemented in full prior to the first occupation of any dwelling on the respective phase and shall be retained thereafter unless otherwise agreed in writing by the Planning Authority.

Reasons: To ensure the development promotes sustainable travel; provides appropriate transport infrastructure; and maintains safe and efficient operation of the local road network.

Condition 14 – Transport Assessment Review and Mitigation

Prior to the commencement of construction of the 390th dwelling, an updated Transport Assessment shall be submitted to and approved in writing by the Planning Authority. The Transport Assessment shall assess the cumulative transport and traffic impacts of the development up to that point and shall include:

- (a) An updated assessment of traffic generation and distribution, including peak period impacts on the surrounding road network and key junctions.
- (b) An evaluation of road safety and operational performance of affected junctions.
- (c) An assessment of the effectiveness of the approved active travel and sustainable transport measures; and
- (d) Identification of any additional or revised mitigation measures required to address impacts arising from the development.

Where the approved Transport Assessment identifies the need for new or additional mitigation, no further development shall take place until a timetable and details for the delivery of such measures have been submitted to and approved in writing by the Planning Authority. Any approved mitigation shall be implemented in accordance with an agreed programme of delivery and prior to the occupation of the 390th new dwelling.

Reasons: To ensure that the transport impacts of the development remain acceptable, to allow a review of cumulative effects at an appropriate trigger point, and to secure any further necessary mitigation in the interests of road safety, network efficiency and sustainable transport should they be required.

Condition 15 – Noise, Vibration and Air Quality

No development shall commence until further noise, vibration and air quality assessments have been submitted to and approved in writing by the Planning Authority. Assessments shall use input data to model different scenarios from road and rail transportation within the vicinity of the site and from new infrastructure such as domestic heating sources and substation (where relevant). This shall include the current activity and the potential likely growth in activity, and these further assessments shall then be used to inform the detailed designed phases. Any mitigation required shall be implemented prior to occupation any property identified as requiring mitigation.

Reasons: To protect the health and amenity of future occupants and nearby receptors.

Condition 16 – Railway Standoff Distances

No new buildings or structures shall be situated 3m or less from Network Rail's boundary unless otherwise approved in writing by the Planning Authority.

Reasons: To protect rail infrastructure, to ensure adequate space is maintained for all works on site as well as future maintenance of the rail network and in the interests of amenity.

Condition 17 – Coal Mining Investigations

Prior to, or concurrent with, an application for Matters Specified in Condition relating to the layout of each development phase, the findings of a scheme of intrusive site investigations to locate the recorded mine entries within the site shall be submitted to and approved in writing by the Planning Authority, along with any details of remedial works necessary. The submission shall include a plan to show the established position of the mine entries, their calculated no-build zones, and how these relate to the layout. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reasons: To ensure that the exact location of recorded mine entries and areas of potential instability are identified and taken into account in the layout of the development, in order to safeguard future occupants and comply with guidance on development in former coal mining areas.

Condition 18 – Coal Mining Remediation

Prior to commencement of the development (or any relevant phase), the remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, shall be implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

Reasons: To ensure that any instability arising from past coal mining is effectively addressed prior to development, thereby making the site safe and stable for the proposed use and protecting public safety and property.

Condition 19 – Confirmation of Coal Mining Remediation

Prior to the first occupation of the development (or any relevant phase), a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reasons: To provide formal confirmation, from a competent professional, that all necessary remedial and mitigation works have been completed and that the site is safe for occupation, ensuring ongoing protection of future residents and compliance with coal mining risk management guidance.

Condition 20 – Contaminated Land Investigation Required

Prior to the commencement of any site works, a comprehensive contaminated land investigation shall be submitted to and approved by the Planning Authority in writing. The investigation shall be completed in accordance with a recognised code of practice such as British Standards Institution 'The investigation of potentially contaminated sites - Code of Practice (BS 10175:2011)'. The report must include a site-specific risk assessment of all relevant pollutant linkages, as required in Scottish Government Planning Advice Note.

Reasons: To ensure potential risks arising from previous site uses have been fully assessed.

Condition 21 – Land Remediation Strategy to be Approved

Where the risks assessment identifies any unacceptable risk or risks as defined under Part IIA of the Environmental Protection Act 1990, a detailed remediation strategy shall be submitted to the Planning Authority for approval. No works, other than investigative works, shall be carried out on the site prior to receipt of written approval of the remediation strategy by the Planning Authority.

Reasons: To ensure the proposed remediation plan is suitable.

Condition 22 – Undertake Land Contamination Remediation

Remediation of the site shall be carried out in accordance with the approved remediation plan. Any amendments to the approved remediation plan shall not be implemented unless approved in writing by the Planning Authority.

Reason: To ensure the remedial works are carried out to the agreed protocol.

Condition 23 – Confirmation of Land Contamination Remediation

On completion of the remediation works and prior to the site being occupied, the developer shall submit a report to the Planning Authority confirming the works have been carried out in accordance with the remediation plan.

Reasons: To provide verification the remediation has been carried out to the Planning Authority's satisfaction.

Condition 24 – Unsuspected or Unencountered Land Contamination

The presence of any previously unsuspected or unencountered contamination that becomes evident during the development of the site shall be brought to the attention of the Planning Authority within one week. At this stage, a comprehensive contaminated land investigation shall be carried out if requested by the Planning Authority.

Reasons: To ensure all contamination within the site is dealt with.

Condition 25 – Construction Environmental Management Plan

No development shall commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Planning Authority. The

approved Construction Environmental Management Plan shall thereafter be implemented in full for the duration of the development: works.

The Construction Environmental Management Plan shall include, but not be limited to, details of:

- (a) construction working hours and methods to minimise disturbance to neighbouring properties;
- (b) measures to control noise, vibration, dust, dirt and air pollution;
- (c) measures for the management of surface water, groundwater and pollution prevention, including fuel storage and refuelling arrangements;
- (d) site access arrangements, construction traffic management, delivery routing and parking for contractors;
- (e) the location of site compounds, welfare facilities and material storage areas;
- (f) waste management and recycling measures;
- (g) measures to protect existing trees, habitats and biodiversity;
- (h) procedures for community liaison, including a nominated site contact; and
- (i) emergency procedures and incident response measures.

Reasons: To ensure that development activities are appropriately managed so as to protect neighbouring amenity, road safety and the natural environment.

Condition 26 – Developer to Update Planning Authority

As soon as possible after each of the phases of the development approved under the phasing plan is completed, written notice shall be given to the Planning Authority on the completion of each phase

Reasons: To accord with section 27B(2) of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc (Scotland) Act 2006

Appendix 2 - Draft Heads of Terms

Affordable Housing

Affordable Housing to be delivered in order to meet an identified Housing Need.

Education Contribution

Contributions for the expansion of Deerpark Primary School, early learning and childcare centre provision.

Transportation Infrastructure Works and Active Travel Link Works

Contributions to improvements to existing paths and for new pedestrian crossings.

Safeguarding the Footbridge

Land as shown on the masterplan safeguarded for a potential new footbridge

Public Art

A public art strategy with contributions consistent with the supplementary guidance.

Business Development

A contribution for improvement works to the former office buildings

Implementation and Phasing Plan

To be submitted as part of the first MSC

Design Brief and Design Code

To be submitted as part of the first MSC

Masterplan

To be submitted as part of the first MSC

Carsebridge House

Requiring the faithful reconstruction of Carsebridge House

Napoleon Column

Mechanism for the Column to remain in its current location or to return it to its original location.

Garden Walls, Garden House and Walled Garden West of House

Requiring restoration and preservation.

Appendix 3 – Plans List for Approval

Site Location Plan – 20065(OS)001 B – To Approve

289500

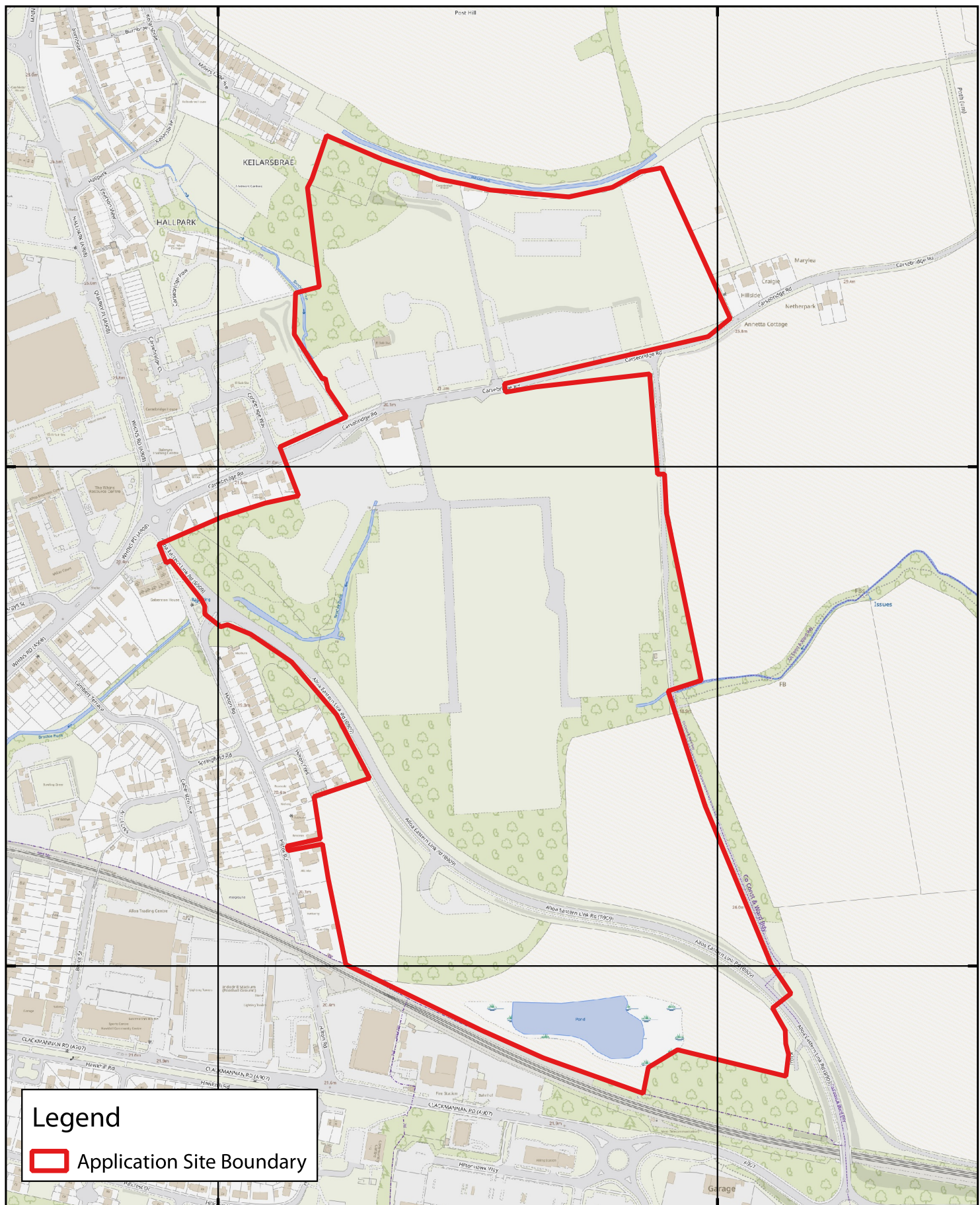
290000

693500

693500

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693000



Legend

Application Site Boundary

289500

290000



21/00069/PPP – Carsebridge Bond, Carsebridge Road, Sauchie, Clackmannanshire, FK10 3LT

Proposed Mixed Use Development Including Residential (Class 9), Business (Class 4), Education (Class 10) and Other Ancillary Uses Together With Associated Access and Infrastructure and Landscaping Works On Former Carsebridge Distillery and Warehouse Site

Clackmannanshire Council
www.clacks.gov.uk

Comhairle Siorrachd
Chlach Mhanann

0 50 100 150 200 250 metres

Scale: 1:5000

Development Services
Kilncraigs

Tel: 01259 450 000
planning@clacks.gov.uk

Date:
06 Jan 2026

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