



Strathblane



Carbeth

Strathblane & Blanefield

Mugdock

© Crown Copyright and database right 2015. All rights reserved. Ordnance Survey Licence number: 100020790

T:\MAPDATA\ENL\DP\EDP2015\MIR2015\MIR_Site_Assessments_A4P_Template.qps

- Submitted Sites
- Housing Land Audit 2014 Sites

Local Development Plan 2017: Main Issues Report Site Assessments

Site Details

Settlement	Site Location	MIR Option	MIR Reference	Settlement Map
Strathblane	South of Campsie Road, Strathblane	Not an option	SBL05	Strathblane
Site promoted by	Charles Connell & Co			



Overall Assessment

Promoted by landowner - NOT by Stirling Council

Promoted for low density c.30 units with allocated cemetery use pushed further into the Green Belt. Prominent site from eastern approaches. Well-managed agricultural land. Current allocation at Campsie Road visually and functionally contained by existing planting and proposed cemetery. Further low density westerly expansion would have an unacceptable impact on the countryside and Green Belt which is consistent with the conclusions reached by the Examination Reporter.

Environmental Assessment

Flood Risk	Within potentially vulnerable area. Potentially at medium to high risk of flooding (Fluvial, part) Probability of development increasing risk of flooding elsewhere. FRA required to determine the risk of flooding from the Blane Water. This should consider the impact of the culverts under the tracks and disused railway in the site and also the road bridge/culvert at the A81. It is likely the majority of the site is developable. This accords with previous advice. Records of various local flood incidents.
Water Quality	Blane Water is at moderate ecological status due to sewage inputs. Any surface water run off should be directed to SUDS to alleviate pressure on Killearn WWTWs. (Note: From 2012 assessment - update from SW may be required.)
Topography and Ground Conditions	Gently undulating, well managed well drained pasture. No previous development history.
Green Belt	Primary Green Belt function is to prevent development in the countryside between Strathblane and East Dunbartonshire settlements to the east which would erode their separate identities. Green Belt also protects the more immediate setting of Strathblane itself. Current allocation at Campsie Road already results in limited eastward expansion but provide a robust boundary. Further large scale development would reduce openness and affect immediate setting of village.

Green Network	Strathkelvin Railway walking/cycle route, a core path and now part of the John Muir Way, runs to south of the site. Direct access would require Blane Water to be bridged. Site is partly allocated for cemetery in the adopted Plan.
Placemaking	Highly visible, open Green Belt site on A891 approach. Provides a rural setting at this point. Significantly expanding the footprint of village to the east would appear as sprawl into the countryside/Green Belt. Lack of a strong natural landscape or topographical 'stop' also a concern. Current allocation sets a precedent in terms of extent of village edge and this further site would place pressure for land allocations to north.
Landscape Impact	Within LCA 10 Strathblane. Village has a distinctive character and strong landscape relationship. Attractive eastern gateway to village characterised by well managed rolling 'valley floor' pasture land, contrasting with the moorland of the slopes to the north and south. Development would intrude into the countryside and Green Belt, where its function is to protect the character, setting and identity of settlements.
Historic Environment	Contains significant archaeological remains, one of which is a Scheduled Monument. Scheduled Area should be excluded from development, design input into setting and archaeological evaluation required.
Biodiversity	Encroaches into Integrated Habitat Network. If allocated, potential for biodiversity enhancement should be assessed.

Transportation Assessment

Active Travel	New footway should be provided over site frontage onto Campsie Road linking into existing footways (to be provided under consent for approved site H106). Provide link to core path (9078Sb/01) which runs along the southern boundary of the site.
Public Transport	Development to the eastern end of the site will be outwith the recommended 400m distance to bus facilities on the A81. (M-F hourly service). No Demand Responsive Transport in place for this area. Direct pedestrian links would need to be available through the site onto Campsie Road.
Private Transport	Formation of access onto Campsie Road. Applicant's Transport Statement proposes a mini-roundabout be formed, which would act as a good gateway feature for Campsie Road. Would be necessary to relocate existing 30 mph signage beyond new access point, and extend traffic calming as appropriate.
Transport Summary	Remote from public transport. Proposed mini-roundabout would act as gateway feature. TATS required as per SG14. New footway should be provided over site frontage onto Campsie Road linking into existing footways. Link to core path and railway walkway should be provided.

Social and Economic Assessment

The primary school has some capacity in the short to medium term. Secondary capacity is dependent on further developments within the catchment area. Strathblane, by and large, functions as a commuter or dormitory village. There is little in the way of local employment opportunities.