

Lowland Canals
Steering Group

Freight Project
Group

Lowland Canals
Freight Action Plan

Phase 1
Final Report

Potential
Development Sites



Submitted to

**Lowland Canals
Freight Project Group**

by

Milton Resources Ltd

January 2006

Potential Development Sites

Introduction

The opening of the Millenium Link has stimulated regeneration and development along the Lowland Canals. The Millenium Link reports identify the ongoing plans for projects adjacent to the canals. These projects relate primarily to housing and business developments, and to date have not (with the exception of the WEEE plant at Twechar) considered the opportunities these present for freight. All such developments present opportunities for bringing materials to construction sites, and removing waste and recycling by water. One of the main constraints in realising this potential is the lack of suitable vessels on the Lowland Canals to promote and encourage this.

This list of potential development sites is not comprehensive; the sites itemised here are those which are considered to have the greatest potential with regard to recommencing freight carriage on the Lowland Canals. There are comprehensive lists of development sites in the Millennium Link Reports. This document is intended to be complimentary to the Millenium Link reports; a number of opportunities were identified in the course of investigation where canalside development could work hand-in-hand with freight and business potential. These are summarised in the table below, with cross-references to records for potential loading / unloading points, industrial estates and businesses, where further detail of potential development is provided. Full details of the cross-referenced sites are listed in companion documents. "LC FAP Wharves Record Sheets", "LC FAP Businesses Record Sheets" and "LC FAP Industrial Estate & Retail Parks Record Sheets".

The potential sites have each been given a reference number (left hand column) eg: F&C1 where the first part refers to the canal on which the site is situated and the number is a unique identifier for that site.

Ref No	Location	Development Potential	Wharf Ref No	Industrial Estate Ref No.	Business Ref No.
F&C1	Grangemouth Docks and the reinstatement of the final length of the Forth & Clyde Canal	Restoration of the link to Grangemouth docks would provide a direct link from the docks to the cities of Edinburgh and Glasgow providing a route for containers that would not require transshipment by road	W/F&C/FC/1		B/FP B/SNO B/BP
F&C2	Development of land between Locks 2 & 4 on the Forth & Clyde Canal	The land between Locks 2 and 4 on the Forth & Clyde provide opportunities for marina, wharf, business and residential development. The large area also provides opportunities for boat building, repairs etc. The area comprises Green Belt (including West Mains Pond Wildlife Site), land allocated for mixed retail & commercial development (Falkirk Gateway – the indicative master plan for this area shows a marina with leisure focus which may affect freight potential), the Abbotshaugh Sawmill which is looking to relocate, and vacant land on the offside to the west of Lock 4.	W/F&C/FC/2	IE/FC/11	B/MAL B/ASD
F&C3	Novelis Site, Falkirk	The old Alcan site between Davids Loan and the Bankside Industrial Estate. This thirty-five acre site has been purchased by SEFV, the aspiration, for financial and economic development reasons, will be for higher value uses.	W/F&C/FC/3	IE/FC/8	
F&C4	Tamfourhill Industrial Estate, Falkirk	Tamfourhill industrial estate provides a potential site for a wharf, marina and waterways related businesses. There is an ongoing feasibility investigation by British Waterways, Falkirk Council & Scottish Enterprise Forth Valley into marina development, which has confirmed high development costs (especially due to contamination) and a requirement for residential development to create a viable project. Emphasis is	W/F&C/FC/5	IE/FC/1	

		shifting from the current industrial character, which may in turn limit freight potential.			
F&C5	Mavis Bishopbriggs	Landfill / household waste sites for Glasgow and East Dunbartonshire Councils are located in the area around Mavis. With the need to move the Tarmac Recycling plant at Blochairn, this site, together with its potential wharf site provides considerable potential for use as a Waste and Recycling concentration centre.	W/F&C/EDC/7		B/MAV B/GLA
F&C6	Firhill Basin, Glasgow	The potential identified for Firhill Basin includes moorings, residential moorings, marina facilities, wharf area etc. These are identified in the document identifying potential loading and unloading points.	W/F&CGA/GCC/1		
Ref No	Location (cont)	Development Potential (cont)	Wharf Ref No	Industrial Estate Ref No.	Business Ref No.
UC1	Whitecross Industrial Estate	In addition to being a potential housing development site, providing potential for construction-related canal traffic, the location has the potential for a wharf & marina development, with its associated businesses.	W/UC/FC/7	IE/FC/4	
UC2	Winchburgh	Plans for the development of substantial housing around Winchburgh provides opportunities for bringing construction materials, after which the wharf could be used for leisure / waste and recycling traffic. If a basin were constructed it could be used latterly as a marina.	W/UC/WLC/4		
UC3	Broxburn-East Mains Industrial Estate	East Mains Industrial Estate has space for the development of a substantial basin with freight, moorings and waterway-related industry. These businesses could include boat-building, overhauls and repairs.	W/UC//WLC/6	IE/WLC/4	
UC4	Greendykes Industrial Estate	Greendykes Industrial Estate has potential for development of moorings and wharf facilities. Recycling businesses nearby could expand with the	W/UC/WLC/8	IE/WLC/2	B/HAN

		potential for acting as a recycling “hub”. Development here also provides an opportunity to “smooth” the navigational hazard adjacent to the bridge.			
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