

- 5.27 New developments must contribute meaningfully to the provision of open space and play facilities in the local area, taking account of the various quantitative, qualitative and accessibility standards set out in the Council's Open Space Strategy. Traditionally, the requirement has been met through on-site provision, and this will continue to be the case with most larger developments. However, in certain circumstances, financial contributions to off-site provision or upgrading may be a more appropriate alternative.

5.28

### Policy INF04 Open Space and New Residential Development

Proposals for residential development of greater than 3 units will be required to contribute to open space and play provision. Provision should be informed by the Council's open space audit, and accord with the Open Space Strategy and the Supplementary Guidance SG13 on 'Open Space and New Development', based on the following principles:

1. New open space should be well designed; appropriately located; functionally sized and suitably diverse to meet different recreational needs in accordance with criteria set out in Supplementary Guidance SG13 'Open Space and New Development'.
2. Where appropriate, financial contributions to off-site provision, upgrading, and maintenance may be sought as a full or partial alternative to direct on-site provision. The circumstances under which financial contributions will be sought and the mechanism for determining the required financial contribution is set out in Supplementary Guidance SG13 'Open Space and New Development'.
3. Arrangements must be made for the appropriate management and maintenance of new open space.

### Education Capacity

- 5.29 Notwithstanding improvements to the school estate over recent years, housing growth in certain locations will require further new or extended schools. In allocating sites for development the Council has taken account of the capacities of schools in the same catchment. Where school capacity is an issue improvements will be facilitated through development phasing and appropriate developer contributions, as highlighted against relevant sites in the Site Schedule.
- 5.30 Windfall sites may also raise issues concerning school capacity. Such proposals will be assessed against Policy INF05 and the accompanying Supplementary Guidance SG10 'Education and New Housing Development', as set out below. Where capacity problems exist, contributions will be sought unless increases in capacity are not possible or will prejudice the Council's education policies. In cases where no further capacity enhancements are possible and there are no other management solutions the proposed development will not be supported.
- 5.31 In recent years demand for nursery places has increased significantly and in certain localities nursery capacity is under pressure and enhancements will be required. Shortfalls in nursery capacity will also be addressed through appropriate developer contributions also set out in Supplementary Guidance SG10 'Education and New Housing Development'.

5.32

### Policy INF05 Education and New Housing Development

Where there is insufficient capacity within the catchment school(s) to accommodate children from new housing development, developer contributions will be sought in cases where improvements to the school are capable of being carried out and do not prejudice the Council's education policies. The contribution will be a proportionate one, the basis of which is set out in Supplementary Guidance SG10 'Education and New Housing Development'. Where proposed development impacts adversely on Council nursery provision, the resourcing of improvements is also addressed through the Supplementary Guidance.

In circumstances where a school cannot be improved physically and in a manner consistent with the Council's education policies, the development will not be permitted.

## Primary Healthcare

- 5.33** Analogous to the pressures put on school capacity by community growth, in some localities, such as the Bonnybridge, Denny and Polmont areas, local doctors' surgeries and other primary care facilities have been experiencing higher demand. Where deficiencies in capacity are identified by NHS Forth Valley and will be exacerbated by new housing provision, appropriate developer contributions will be sought from new development within the catchments of the relevant primary care facilities.

**5.34** **Policy INF06 Healthcare and New Housing Development**

In locations where there is a deficiency in the provision of health care facilities identified by NHS Forth Valley, developer contributions will be sought to improve the quantity and quality of such provision commensurate with the impact of the new development. The approach to the improvement of primary healthcare provision will be set out in Supplementary Guidance SG11 'Healthcare and New Housing Development'.

## Sustainable Transport

- 5.35** The strategy of promoting sustainable growth while creating better quality places means that in addressing capacity issues in transport infrastructure the Council will strive to achieve a balance between three broad approaches:
- ❖ Building and widening roads to create more capacity;
  - ❖ Increasing the efficiency of the network through traffic management;
  - ❖ Managing/reducing demand through promoting sustainable transport measures, such as walking, cycling and public transport.
- 5.36** The measures to be taken to address existing constraints on strategic transport infrastructure have already been set out in the spatial strategy. Many of these have been carried forward from the Falkirk Council Local Plan and have been the subject of detailed assessment.
- 5.37** Government guidance has established a hierarchy of transport modes whereby walking, cycling and public transport should be prioritised. Encouraging sustainable travel is largely dependent on making it easier for travellers to make this choice. Planning can ensure that sustainable infrastructure, such as footways, cycle lanes or bus priority measures, is built into new development to encourage use of sustainable modes of travel.

## Walking and Cycling

- 5.38** The LDP will promote the development and use of pedestrian and cycle networks through identifying specific routes and setting requirements for pedestrian and cycle provision within new development.
- 5.39** The Council's Core Paths Plan has identified an integrated system of top-tier routes, both urban and rural, recreational and functional, extending to some 250 miles. Opportunities to extend this strategic network for active travel are included in a number of the green network opportunities highlighted in the Site Schedule. In addition to the Core Paths there are locally important networks for cycling and walking. It is important that new development not only builds in a high quality of pedestrian and cycle infrastructure but also integrates with existing pedestrian and cycle networks, as set out in Policy INF07.

**5.40** **Policy INF07 Walking and Cycling**

1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:
  - Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;
  - Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;
  - The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use. Particular emphasis should be given to the provision of suitable lighting, and the provision of suitably designed and located crossing facilities where routes meet the public road network;
  - Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.