

FALKIRK

Local Development Plan



Technical Report 4 (Revised): Strategic Constraints

April 2013



Falkirk Council

Falkirk Local Development Plan Technical Report 4 (Revised) Strategic Constraints

1. Introduction

- 1.1 The capacity of the areas to accommodate new development is governed by a wide range of issues, many of which manifest themselves at a detailed site specific level. There are however a number of issues which can be considered at a strategic, in the case of Falkirk, council wide level. This paper will consider these issues, to provide an overall picture of the constraints on the area's capacity to accommodate new development.

2. Environmental

Topography/Landscape

- 2.1 Falkirk Council, while covering a relatively compact geographical area of just under 300 sq kilometres, has a surprisingly diverse range of landscape and topographical features.
- 2.2 A more detailed discussion on landscape character is provided elsewhere but essentially the district is covered by 3 landscape character areas. There is a broad flat coastal margin adjacent to the Forth extending over much of the coastal length except from Kinneil eastwards, where the land rises quickly from the waterside. The coastal zone is backed by an extensive area of lowland river valleys with undulating topography. This zone in turn gives way to a higher plateau area to the south (generally 160m to 220m above sea level) and a significant upland area rising to over 350m (part of the Campsie massif) to the west.
- 2.3 Extensive areas of the undeveloped coastal zone are subject to flood risk and are therefore not in principle suitable for development (see later section on flood risk). The remainder is largely good quality agricultural land which development should avoid, or is already developed (at Grangemouth and Bo'ness) with very few vacant areas. Top tier European natural heritage designations along almost the whole of the coastal area also represent a considerable constraint to development options.
- 2.4 Most of the current extent of the built up area lies in the undulating river valley zone (Falkirk, Larbert/Stenhousemuir, Polmont, Bonnybridge, and Denny). The topography of this area is not so varied as to exclude development growth and a number of potential urban extension areas offer themselves. However it is worth noting that the stock of sites which are relatively unconstrained by features such as steep slopes or water courses is diminishing – the best sites have already been developed or are covered by current allocations.
- 2.5 The upland areas presents more constrained topographical circumstances, most obviously due to the prevalence of sloping ground but also because they contain a number of other constraining designations or conditions. The western upland area is almost completely contained within an AGLV, which in principle protects that area from development. The southern upland plateau offers more development potential topographically, but is also partially

covered by an AGLV and subject to a wide range of other constraints, such as natural heritage designations, flood risk, undermining, and lack of supporting infrastructure, as discussed in more detail elsewhere.

- 2.6 In summary the landscape and topography of this area presents an extensive range of constraints across considerable sectors of the district. In general terms only the middle zone of undulating river valleys provides reasonable prospects for expansion of urban areas. This area, though, also contains an extensive overlay of green belt designations (see other technical report) and the more recently designated Antonine Wall World Heritage Site Buffer Zone, which further limit the options for expansion.

Natural Heritage Designations

- 2.7 There are a wide range of designations related to the protection of habitats or species across the Falkirk Council area. These are graded within a hierarchy of protection from international to local importance. It is intended here to concentrate on those designations of international and national importance, as they provide the greater constraint to new development and tend to be of a more extensive nature.
- 2.8 At the top of the hierarchy are the Natura 2000 sites with European level significance, the Special Protection Areas (SPAs) and Special Areas of Conservation (SAC). In Falkirk Council area there are 2 SPAs and 1 SAC. The largest by far is the Firth of Forth SPA (also a Ramsar site) which stretches along virtually the whole length of the Forth Estuary for a distance of nearly 14 miles, covering an area of 1,440 hectares. Any new proposal on or adjoining this designation has to meet the test of overriding public interest to overturn the presumption against development, and the extent of this SPA represents a major constraint to new development.
- 2.9 The other two Natura 2000 sites cover relatively small territories within Falkirk Council area, although are afforded the same level of protection. The Falkirk portion of Slamannan Plateau SPA is located in the Rural South area, at Tippetcraig, north-west of Slamannan and extends to 10.3 ha, (other portions in North Lanarkshire to the west of Slamannan adjoin the council boundary). At Black Loch, south of Limerigg, there is an SAC which is 2.5 ha in area.
- 2.10 The next most important level of protection is the nationally important SSSI. There are 10 such sites within the council area (covering some 2,000 ha), a number of which are absorbed within the SPA and SAC designations mentioned above. The other freestanding ones are scattered around the area and protect a range of habitats or species. The largest is on the western edge of the council area, on the upland Denny Muir covering 197 ha, which is of grassland, heathland and bog importance, supporting valuable bird populations. Darnrigg Moss, north-east of Slamannan, protects important peatland and extends to 77 ha. Other significantly sized SSSIs are located at Carron Glen, west of Denny, and Avon Gorge, near Muiravonside Country Park on the southern boundary of the district, both of which protect important ancient and semi-natural woodland; at Carron Dams, an important island of protected fen or marsh in the urban area of Stenhousemuir; and Howierig Muir, another area of peatland on the Lochgreen Road, south-west of Falkirk.

- 2.11 Although the designations classified as local importance could be viewed as of lesser significance as constraints because they afford less protection from development than the higher order designations, some of these do cover considerable geographical extents and are noted here. In total these designations, made up of 62 Wildlife Sites, 24 Sites of Importance for Nature Conservation and 1 Local Nature Reserve cover nearly 3,500 ha. The notably extensive or spatially significant ones include Dunmore Moss and Wood, Letham Moss, Garbethill Moss, Callendar Woods, Loch Ellrig and Gardrum Moss, Kinneil Estate, Polmont Woods, Cowden, California, Auchegean and Roughcastle Wood.
- 2.12 Many of the designated sites in Falkirk Council area contain peatland, raised bogs or woodland habitats which have assumed particular significance as carbon sink repositories in the climate change agenda, and therefore their role as constraints has been heightened.
- 2.13 A number of the natural heritage designations overlap with other constraints such as flood risk or green belt, and therefore serve to reinforce the effect of these other constraints on development potential. A further facet of the natural heritage designations is their ability to provide corridors for wildlife migration and propagation, to form an integrated habitat network. The cumulative impact of the various designations and their spatial extent will be an important element of the Falkirk Greenspace network, which is intended to play a complementary, rather than constraining role on future development (see Technical Report 7).

Strategic flood risk assessment

- 2.14 The most extensive information on flood risk across the council area is provided by the SEPA Indicative Flood Risk map. This provides estimates of flood risk at the 1:200 year event level for coastal flooding and fluvial flooding, covering river catchments above 3 kms² in area. It does not encompass flood risk from pluvial or groundwater sources, nor does it take account of barriers such as road and railway embankments, and only takes account of existing flood defences where known. Although by no means comprehensive the SEPA map is a useful baseline of information on flood risk. In some localities the Council has commissioned, or has access to, more detailed flood risk assessments and these are also indicated here as a source of information.
- 2.15 According to the SEPA map extensive areas are subject to coastal flood risk, in particular the carseland north of the River Carron as far as South Alloa, much of Grangemouth, and foreshore areas of Bo'ness/Carriden.
- 2.16 In Grangemouth the gravity of the picture portrayed by the SEPA maps has been tempered by the results of a recently completed first phase study of flood risk carried out by Halcrow on behalf of Falkirk Council. This study indicated that the main residential urban area of the town is not affected by coastal flood risk, but that areas close to the two rivers which envelop the town, the Carron and Avon, remain at high risk e.g. the Old Town and Glensburgh to the west and Wholeflats to the east. An extensive part of the industrial area close to the estuary is also subject to a high level of coastal flood risk.
- 2.17 Fluvial flood risk covers a more scattered territory across the council area. Much of the River Carron is bounded by floodplains of varying extent and its

catchment encompasses a mix of urban and rural areas. Flood risk extends into Middlefield, Langlees and Carron in the lower reaches, to Mungal and west of Larbert, and stretching as far upstream as Stoneywood, including parts of the built up area of Denny/Dunipace. In turn riverine areas along the tributaries of the Carron are also shown as being at risk of flooding, including areas adjacent to the Bonny Water as far west as Banknock, including parts of Bonnybridge town centre and adjacent industrial areas, and the Castlerankine, Avon and Little Denny Burns, affecting adjacent parts of Denny.

- 2.18 The other major river catchment in the Council area is that of the River Avon. In contrast to the Carron its catchment is much more rural in character, with the exception of the length close to its confluence with the Forth. Thus significant areas at risk of flooding include the Wholeflats industrial area of Grangemouth, at Manuelhaugh, near Whitecross, and more extensive areas of floodplain to the west, north and east of Slamannan. Flood risk studies associated with development proposals in Slamannan broadly confirm the extent of areas at risk along the Avon to the north of the town. As with the River Carron, tributaries of the Avon also harbour area of flood risk, with notable areas shown along the Culloch Burn through Slamannan, the Rashieburn to the west of Slamannan, the Manuel Burn stretching from Whitecross to Maddiston and the Gilston Burn from Wholeflats south through Old Polmont to Gilston Strategic Development Opportunity.
- 2.19 A third catchment of note is that of the Grange Burn, which traverses Central Grangemouth and extends southward to Beancross and into Polmont. Substantial areas shown at flood risk exist in the Zetland Park and Bowhouse areas of Grangemouth, at Beancross and east of Polmont Station. Some relief is afforded to the Grangemouth section by a flood relief channel which skirts around the southern edge of Grangemouth and the northern edge of the Inchyra Grange Hotel site linking into the River Avon, which serves to divert water away from the built up area in times of spate. However a combination of high tide and high rainfall can compromise this measure. Other stretches of the Grange Burn with a high risk of flooding are around Beancross and (in its Polmont Burn tributary) in a residential area east of Polmont Station. The Westquarter Burn tributary of the Grange Burn has some areas of flood risk in Westquarter itself, and further upstream at Hallglen and Lionthorn (on the Glen Burn).
- 2.20 Smaller catchments north of the Carron include the Pow Burn, where flood risk is shown south of Airth, and along the Tor Burn in a relatively extensive area east of Torwood between Glenbervie Golf Club and Bogend.
- 2.21 There is very little information available on pluvial food risk across the council area, except in Grangemouth, where that type of flooding was included within the scope of the recent study of the town. This shows the greatest risk from pluvial flooding is to a residential area east of the town centre and close to the Grange Burn.
- 2.22 Flood alleviation measures have been taken in a number of localities over the years. A major scheme has been completed around Bo'ness on the Forth and the Grangemouth study mentioned earlier is intended to be the first stage in determining what measures are required to deal with the substantial flood risk to this major component of the Scottish economy. The issue is integral to taking forward the Grangemouth Freight Hub National Development in NPF2.

In 2008 a much smaller flood protection scheme was constructed to reduce the risk of flooding from the Avon (Anchor) Burn in Dunipace, an area which had been subject to flooding in the past.

Sites allocated in Falkirk Council Local Plan where flood risk is highlighted

Bankier Distillery, Banknock
Bonnybridge Town Centre
Stirling Street East, Dunipace
Broad Street, Denny
Nethermains Road, Denny
Chisholm Pace, Grangemouth
Oxgang Road, Grangemouth
Grangemouth Docks
Glensburgh Road, Grangemouth
South Bridge St, Grangemouth
Earls Gate Park, Grangemouth
Kinneil Kerse
RSNH, Larbert
Station Road, Polmont
Main St, Avonbridge
Bridgehill, Avonbridge
Slamannan Rd, Avonbridge
Blinkbonnie Terrace, Slamannan
The Rumlie, Slamannan
Hillend Farm, Slamannan
Avonbridge Rd, Slamannan

3. Transport Network

Strategic Transport

- 3.1 At a strategic level Falkirk Council is very well connected to the rest of Scotland. Its central location between Glasgow and Edinburgh means the council area lies astride the principal road and rail connections of the country. Significant portions of the country's principal motorway network, comprising the M80, M876 and M9, skirt the northern edge of the central built up area. Branches continue northwards to Stirling and Perth via the M9 and M80, and north-eastward to Fife and Dundee via the M(A)876 and the Kincardine and Clackmannanshire Bridges.
- 3.2 The principle rail route between Edinburgh and Glasgow passes through Falkirk Council area and, from the loop serving Falkirk Grahamston, there is a branch northwards to Stirling and Perth. These lines support a high frequency daytime service through Falkirk High on the Edinburgh to Glasgow route and improved connections most recently on the Stirling route via Larbert with services extending to Alloa since 2009.
- 3.3 A third piece of strategic transport infrastructure, and the first historically, crosses the district, that of the Forth and Clyde and Union Canals. Falkirk is at the centre of this combined network, with the Falkirk Wheel providing the strategic connection between the two canals. Since 2002 the canals have once again supported boat traffic, albeit for the leisure market, although studies have been carried out to assess the potential for freight use. On the

maritime theme Falkirk Council area also contains the country's principal container port at Grangemouth where significant investment has been made, and is planned for in the future, to expand handling facilities. As a consequence the area is one of the most important intermodal and logistics hubs for freight distribution in the country.

- 3.4 The benefits of a central location for the Council area also bring constraints on the strategic network. On both the road and rail networks there is a considerable volume of through traffic which means at peak periods the network has capacity problems which affect the more local journeys of the majority of Falkirk residents. Recently completed improvements to the M80 route appear to have eased the congestion experienced in the Hags area in the west of the district but there are also congestion pinch points on the M9 on the eastern side of the built up area, most noticeably at Junction 6 and to a lesser extent at Junction 5.
- 3.5 The council undertook a considerable amount of modelling work through the Falkirk Council Structure Plan and Falkirk Council Local Plan (FCLP) processes to identify and design mitigation measures to address the problems at these junctions attributable to the impact of proposed development. The issue has been acknowledged in the National Planning Framework and Transport Scotland's STPR, where improvements to Junction 6 to a full 4 way junction have been itemised.
- 3.6 On the rail network capacity issues are now evident on the Glasgow to Edinburgh via Falkirk High route at peak periods, with regular overcrowding of trains. To a considerable extent the increase in frequency of this service to 4 trains per hour during the 2000's has been a victim of its own success, with larger numbers of passengers attracted to the service than can be handled by the rolling stock. Passenger numbers using routes through Falkirk have increased by up to 50% since 2001. This has resulted locally in severe parking problems at Falkirk High and Polmont stations, only partially relieved by the completion of works at each station to increase parking capacity.
- 3.7 The operator First Scotrail has increased peak hour train length in recent years to meet demand and proposals to completely electrify the whole network through Falkirk Council area through the Edinburgh-Glasgow Improvement Project are now underway, and the first phase is due for completion in 2016. This will marginally improve journey times locally and provide new rolling stock, although the most recent information from Network Rail suggests there will be longer trains at peak times instead of a previously planned increase to train frequency on the flagship Glasgow-Edinburgh route.

Local network

- 3.8 Important as the strategic network is for external connections, most journeys in the Council area are made internally, using the local road network, either by car or public transport. In general this network is relatively uncongested, but there are a number of pinch points which become congested at peak times. These pinch points appear principally on the radial routes into Falkirk Town centre, conveying traffic from the north (Grahams Road/Carron Road), the west (Glasgow Rd/Camelon Road), the south (High Station Rd/Glen Road) and from the east (Callendar Road and, separately, Grangemouth Road/Kerse Lane). This focussing of traffic into the town centre means that

the circulatory routes around the town centre also experience weekday peak period and weekend congestion, the latter due to shopper traffic.

- 3.9 The other district town centres have much less persistent congestion, with the exception of Denny, where there has been a long standing problem of peak period congestion at Denny Cross. A proposal to relieve that congestion contained in the adopted Falkirk Council Local Plan (FCLP) is carried forward into the Local Development Plan.
- 3.10 Away from radial routes into Falkirk town centre some congestion also appears on the roads feeding into the strategic road network. These occur notably on the A9 Laurieston Bypass and its extension to the Mary Street Roundabout, on A904 Grangemouth Road and A905 Glensburgh Road on the approaches to Earlsgate roundabout, and on all the routes feeding into the Westfield Roundabout near Falkirk Stadium. In the far west the access onto the M80 at Hags is another pinch point. More localised congestion is associated with the school run, which principally affects the morning peak. The most problematic location for this is close to St Mungo's RC Secondary School where school traffic mixes with commercial and commuter traffic on the A9 Northern Distributor Road.
- 3.11 The council has a hierarchical approach to promoting sustainable transport in the Development Plan and Local Transport Strategy, which favours active modes before public transport with car transport at the bottom of the hierarchy. Nevertheless it is prudent to assume that the current balance of transport usage will prevail in the short to medium term. The Council's Household Survey carried out in 2009 found that 70% of commuting trips in Falkirk Council area were made by car (down 1% on the 1998 figure), in contrast to 16% of trips by public transport (up 2% on 1998 level) and 14% either walking or cycling (down 7% since 1998).
- 3.12 A number of issues of current transport provision are being addressed in the current development plan. On the strategic road network the congestion issues at Junction 5 and 6 of the M9 will be tackled by localised interim improvements set out in Falkirk Council Local Plan, such as carriageway widening and/or signalisation of roundabout approaches. Longer term upgrades to Junction 6 involving the creation of full 4 way junction are highlighted in the National Planning Framework (NPF2) and STPR. The NPF also intimates the requirement to improve the A801 strategic link to West Lothian, on which both Falkirk and West Lothian Councils have completed all preparatory work.
- 3.13 On the local road network there have been a number of developer led projects completed or planned, as a result of development impact. The notably outstanding project from those listed in the Falkirk Council Local Plan is the Denny Eastern Access Road, which may be started by the time the LDP is adopted. Some other road safety related projects listed in the local plan also remain to be tackled. It is anticipated that with these outstanding works completed and the continued promotion of sustainable transport modes the existing road network will be relied upon to cope with future travel demand in the short to medium term.
- 3.14 In common with the approach of the current development plan the approach to the accommodation of new development in the LDP will be through the use of sustainable development principles. Future allocations of development

land (principally housing) should be located in existing settlements, in locations with good access by active and public transport facilities to work, shopping and recreational/community facilities.

- 3.15 While every effort will be made to minimise impact the geography of the network is such that traffic growth generated by committed and any additional development will likely exacerbate capacity problems on a number of arterial routes. For example, new development in Larbert/Stenhousemuir puts strain on the routes into Falkirk. There are just two crossings of the River Carron from that settlement area, from where traffic then funnels onto the congested Carron Rd or Glasgow Road corridors. Similarly future development which may be located in the Braes area will funnel traffic down the B805 Redding Rd/Maddiston Rd corridor directly to the Mary Street roundabout on the A803 near Callendar Business Park, or via Polmont and the A803, subsequently feeding into the same Mary Street roundabout pinch point.
- 3.16 With a reliance on use of the existing road network for the foreseeable future a balance will have to be struck between the need for more housing land and the capacity of the transport network to absorb traffic from new development. Areas considered for major new development should make the minimum impact on the pinch points in the network discussed earlier. An updated, detailed assessment of the transport impact of proposed new housing growth is contained in an appendix to this report.

4. Water and Sewage

Water Supply

- 4.1 The council area receives its water supply from three sources; Carron Valley Water Treatment Works (WTW), which serves the bulk of the area, New Balmore WTW, which serves Grangemouth and Bo'ness, and Turret WTW, which serves Rural North and the northern and eastern sections of Larbert/Stenhousemuir settlement area. According to the latest information publicly available from Scottish Water (2012), through its Strategic Asset Capacity tables and its Asset Capacity Finder webtool, all of the Water Treatment Works serving the Falkirk Council area have strategic capacities in excess of 2000 units.
- 4.2 Discussion in the past with Scottish Water (SW) has brought the reassurance that the organisation has the capability of switching supplies around between treatment works to alleviate temporary shortages. Taking into account this flexibility to all intents and purposes there is sufficient capacity available at a strategic level to supply water to all potential development sites within Falkirk Council area.

Sewerage (Waste Water)

- 4.3 The position in regard to capacity at Waste Water Treatment works is more mixed across the council area. There are 11 Waste Water Treatment Works (WWTW) serving the council area, and the table below shows their respective capacities updated to 2012.

Waste Water Treatment Works Capacity 2012

WWTW	capacity	SW comment
DALDERSE	1686	Current capacity is sufficient for identified development needs
BONNYBRIDGE	1747	Current capacity is sufficient for identified development needs
DENNY	698	Current capacity is sufficient for identified development needs
KINNEIL KERSE	2000+	Currently not prioritised for additional strategic capacity within the 2010-2015 investment period
BO'NESS	797	Currently not prioritised for additional strategic capacity within the 2010-2015 investment period
AIRTH	<10	Prioritised for strategic investment within the 2010-2015 period
SLAMANNAN	450	Current capacity is sufficient for identified development needs
SOUTH ALLOA	13	Currently not prioritised for additional strategic capacity within the 2010-2015 investment period
TORWOOD	<10	Prioritised for strategic investment within the 2010-2015 period
WHITECROSS	54	Current capacity is sufficient for identified development needs
AVONBRIDGE	87	Current capacity is sufficient for identified development needs

Source: Scottish Water SACDP Capacity Tables 2012

- 4.4 As the table shows there are 5 large capacity works serving the bulk of the urban area. The remaining rural area is served by a number of smaller works with varying capacities. Some of these have very limited capacities and therefore pose a potential constraint on development proposals in their catchments. These are Airth WWTW, Torwood WWTW, Whitecross WWTW, Slamannan WWTW and Avonbridge WWTW. All of these have capacities lower than the sum of housing units located on currently allocated sites within their catchments. Two of the WWTWs (Airth and Torwood) are programmed for investment which may provide more capacity, while phasing of development may allow management of remaining capacity at the other works over the medium term. Nevertheless it is likely that promotion of these localities for further development should be considered cautiously.
- 4.5 Scottish Water, since 2006, has been funded to provide strategic capacity at water, and waste water, treatment works for domestic demand and their approach is to discuss potential issues and identify solutions to enable development rather than relying too prescriptively on the tables. Their view is that the principle of developing in the localities showing low capacity should not be threatened. Funding will be allocated to carry out work at treatment works to provide growth 'in line with local authority priorities', which is triggered when sites are allocated in development plans **and** have secured planning consent. Developers will still have to provide the funding for capacity on site and for connection to the strategic network.

5 Health and Safety Consultation Zones and Pipeline Corridors

- 5.1 Grangemouth is home to the largest concentration of COMAH (Control of Major Accident Hazards Regulations 1999) “Top Tier” establishments in Scotland. Regulation of the chemicals manufactured at the various plants in the town is tightly controlled under health and safety legislation and a series of hazard consultation zones defined by HSE operate around each hazard source, restricting the scale and nature of new development. The web of consultation zones in Grangemouth effectively means that the scope for new development in many parts of the town is constrained.
- 5.2 There are some hazard consultation zones in other communities around the area, albeit smaller in scale than in Grangemouth; these occur west of Bonnybridge, in Larbert, and at Kinnaird House.
- 5.3 With the presence of the petro-chemical complex at Grangemouth a significant proportion of the Council area is transected by pipelines supplying oil and petroleum products. The strategic location of the Council area in central Scotland means that the area is also criss-crossed by strategic pipelines for other energy providers, notably Transco.
- 5.4 The combination of these corridors means that some locations are ‘hot-spots’ for corridor routes. The width of the consultation buffer zones in these corridors varies depending on the fuel being transported; typically they range from 150m for Transco’s trunk pipeline traversing the west of the district, to 660m or 875m for the BP/Shell pipelines meandering around the Bo’ness, Avondale and southeastern rural areas of the district.
- 5.5 Some pipelines have no hazard consultation zones attached to them and are discounted here. Nevertheless in particular localities the corridors do present a constraint to development which, on a precautionary principle, should be avoided in a search for potential development areas.
- 5.6 As a general guide the following areas have significant concentrations of pipeline corridors
Grangemouth/Bo’ness
 Wholeflats, Inveravon, Polmonthill, Avondale, Avonbank, Kinneil, Boness
 Foreshore west, Birkhill
Rural South
 Myrehead, The Loan, Whitecross, Bowhouse, Standburn North, Avonbridge
 West, East Bonhard (by Champany), Greenrigg, Auchengean, Darnrigg
 Moss, Holehouse
Rural North
 Dunmore, Glenbervie House
Denny District
 Wellsfield/Quarter (nth of Dunipace), Doghillock
Bonnybridge/Banknock
 Hills of Dunipace, East Bonnybridge, Roughcastle, East of High Bonnybridge
- 5.7 A potential new pipeline, for the conveyance of CO², may be constructed during the period of the new LDP. The hazardous status of CO² has yet to be established, but areas affected are mainly in the Rural North area, particularly Letham, Bourtrees, Powfoulis, Drum of Kinnaird and Dales Wood.

6. Schools Capacity

- 6.1 The Council's development strategy of 'Sustainable Growth in all our Communities' has been very successful in raising the Council area's population to unprecedented levels, surpassing the Structure Plan target of 152,000 in 2009. Over the period of the Structure Plan, since 2001-2, the population of the Council area has been increasing by some 900 per annum, which represents a significant increase on the expected rise of 500 per annum upon which the target population was set. While this is largely due to rather higher levels of net in-migration in some years than was predicted, it is also partly due to an increase in the birth rate in recent years.
- 6.2 This population growth has put pressure on the various infrastructure components serving the area, not least that of the school's estate. Schools capacity has been closely monitored since 1999 when Falkirk Council created a Schools Planning Liaison Group to bring together officers from the Council's Education, Research and Planning services. The group's remit is to provide a strategic overview of planning, demographic and school capacity issues to ensure that the development planning process is fully informed of the constraints and opportunities associated with schools infrastructure.
- 6.3 In general terms recent increases in birth rates, coupled with in-migration to new housing developments, has resulted in rising numbers of pre-school children in the Falkirk Council area. Taking the latest population projections from the General Register Office for Scotland it is expected the primary age population will peak at around 2015 and the secondary age population to peak again in about 2023.
- 6.4 It is incumbent on the Council to plan for changing school age populations to ensure sufficient school spaces exist in each locality. Extending a school's capacity, or building new schools, is often the only practical way of addressing capacity pressures. This is expensive and is an additional cost to the Council, so the capital cost of additional capacity required as a consequence of new housing requires to be offset by appropriate developer contributions. Considerable progress has been made strategically and locally to extend capacity, and by 2012 all the area's secondary schools have been replaced and three new primary schools have been completed, at Kinnaird, Maddiston, and Antonshill. Significant extensions to schools at Wallacestone, Antonine and Larbert Village have also been completed along with numerous smaller projects progressing.
- 6.5 In some circumstances it is possible that changing the boundary of two or more school catchments will re-organise school capacity to fit changing populations. There is a statutory duty to formally consult parents on any rezoning proposals, and rezonings also require Scottish Ministers' consent in some circumstances. This has been carried out in regard to denominational primary catchments in Rural North and to non-denominational secondary catchments in Rural South. The most straightforward approach is "pre-zoning" where an area of proposed housing is rezoned before any houses are occupied.
- 6.6 Where surplus capacity exists, rationalisation of the school estate can release funds to allow expansion elsewhere. Like rezoning, formal consultation is a legal requirement for any school closure proposal, and Scottish Minister's consent is frequently refused nationally.

- 6.7 While the area as a whole has experienced general and school age population growth this has not been evenly spread. Thus a pattern has emerged where population growth has been greatest in the very areas where school capacity is already constrained, and least where they school capacity is adequate. A more detailed assessment of the projected situation in each settlement area is given below.

Bo'ness

- 6.8 The primary schools in Bo'ness as a whole have sufficient long-term capacity to support currently committed new housing growth, though a pre-zoning is likely to be required to accommodate the planned SIRR waterfront regeneration. This is complicated, however, by the geography of the school catchments and imbalance in demand from high levels of placing requests.
- 6.9 As regards secondary provision, in the non-denominational sector the school roll at Bo'ness Academy is expected to remain fairly static, but will increase in the longer-term as a result of planned large scale new housing proposals and recent increases in the birth rate. Modest expansion in the locality can also be accommodated and only if large scale expansion is contemplated would there be a need for significant new capacity to be considered. Major growth could also be the catalyst to re-organise primary school provision in Bo'ness longer term, perhaps through provision of a new campus to replace one or both of the Victorian school buildings (Bo'ness Public PS and Grange PS).

Bonnybridge and Banknock

- 6.10 In contrast to Bo'ness, this area's school capacity is currently under considerable pressure. Recent growth in Bonnybridge required the extension of Antonine Primary in 2006 and installation of temporary mobile classrooms at St Joseph's Primary in 2008, which will require a permanent replacement in time. Bonnybridge Primary is close to capacity with a rising roll and an extension is expected to be required in the near future. Large scale planned commitments in Banknock and Dennyloanhead will largely be accommodated through developer contributions already agreed in principle for extending Bankier and Head of Muir Primary Schools.
- 6.11 Modest expansion in the area can be accommodated through extending the existing programme of primary school extensions. Primary school capacity should be seen as a key constraint to major new housing growth in the Bonnybridge area unless it was of a scale sufficient to provide funding and sites for 2 new primary schools.
- 6.12 Secondary provision is provided locally at Denny High School, where a replacement school opened in 2009 with an increased capacity to take account of future development. Further pressure will be put on Denny High School longer-term but it should be manageable with use of its expandable capacity.

Denny

- 6.13 In common with Banknock and Bonnybridge this area has experienced population growth but so far school capacity has been able to cope. In the primary sector development of both existing planned commitments and modest growth can be accommodated with an extension to Denny Primary

and possible additional works at St Patrick's RC Primary in the medium to long-term. Large scale expansion would require a major extension at Dunipace Primary.

- 6.14 In the non-denominational secondary sector Denny High School capacity would be threatened in the longer-term but it should be manageable with use of its expandable capacity. Denominational pupils are zoned to St Modan's RC Secondary in Stirling where capacity appears to be adequate to cope with planned community growth in the Falkirk Council area.

Falkirk

- 6.15 Most non-denominational primary schools in Falkirk are not experiencing capacity pressures and can, in the main, cope with planned commitments, although many have rising rolls and some, such as Bantaskin Primary, will require some capacity increase in the short to medium term.
- 6.16 Comely Park and the denominational primary schools are the exception. Comely Park is currently experiencing accommodation pressures. Some extension to the school's capacity is expected to be required in the short term, though there is very limited scope physically. St Francis RC Primary already has a temporary extension accommodation to cope with excess demand and St Andrews is projected to exceed capacity in the short term. These pressures have been ameliorated to some extent since the new St Bernadette's RC primary school was opened at Antonshill in Stenhousemuir in 2012, with consequential catchments realignments for St Francis and St Andrews schools.
- 6.17 Falkirk has relatively few options geographically for settlement expansion and even major growth to the south could be accommodated within the current primary school catchments.
- 6.18 At secondary school level two renewed schools, Falkirk High and Graeme High, can accommodate existing commitments and any growth scenarios. The third (also new) school, St Mungo's RC High, does however, face capacity issues, but largely due to growth elsewhere in its very wide catchment, as it serves pupils from almost the whole district. It has already been rebuilt with enhanced capacity to deal with development pressures. Proposals to restrict its intake of non-denominational pupils have been considered by the Council, which if implemented, are expected to provide some relief in the longer term.

Grangemouth

- 6.19 There are no capacity issues in Grangemouth as this is the one settlement area which has not been contributing to the overall population growth in Falkirk Council area. The four primary schools and the new Grangemouth High School all have spare capacity. While the area suffers from many other constraints to growth, school capacity is not one of them.

Larbert/Stenhousemuir

- 6.20 This settlement area has experienced some of the highest growth in the last 10 years and many of its schools have capacity constraints. The largest pressure is at secondary level where Larbert High School is already operating beyond its theoretical capacity. An extension of around 300 spaces will be required within the next 10 years to accommodate the growth from existing commitments and plans to use accommodation at the adjacent Carrongrange School are being advanced to address this issue.
- 6.21 At primary level two new schools, at Kinnaird and Antonshill (St Bernadette's), have been opened to cater for population expansion, but there is an emerging risk that Kinnaird's 2-stream capacity will be inadequate to cope with the eventual completion of the Bellsdyke/Hill of Kinnaird development. Other schools (Larbert Village and Ladeside) have been extended while Stenhousemuir has been operating at high capacity; only Carron and, to a lesser extent, Carronshore Primaries have spare capacity. Without at least a further new primary school, existing school capacity does represent a significant constraint to major growth in this settlement area.

Polmont

- 6.22 As with Larbert/Stenhousemuir this area has also experienced considerable growth in housing development over the Structure Plan period. A new secondary school, Braes High, was opened in 2000 to cater for population growth in the area and this had already reached capacity by 2009. Measures have been taken to alleviate these pressures by rezoning areas in Rural South at Whitecross and Slamannan into the catchments of other secondary schools, but increasing accommodation pressures are expected in the longer term as a consequence of further growth from commitments. The northern part of the area is zoned to Graeme High School, which has spare capacity to accommodate growth.
- 6.23 At primary school level a number of schools in this area currently have or have already experienced capacity pressures, with the result that Wallacestone Primary has been extended to 3 stream, Maddiston Primary has been replaced with a larger school, and Westquarter Primary will be extended to cope with existing commitments. Even modest growth in this area will put pressure on Wallacestone Primary, which cannot be further expanded, and St Margaret's and Maddiston Primaries which would need extending. Depending on the scale of expansion some rezoning of catchments may be required.
- 6.24 Denominational pupils in this area travel to St Andrews RC Primary in Falkirk, where capacity pressures have already been noted. Major growth would require a further round of new school building and therefore school capacity represents a constraint on growth in this area.

Rural North

- 6.25 The three non-denominational primary schools serving Rural North are Airth, Larbert Village and Bothkennar. Only the last of these has no capacity issues. Existing commitments may require further capacity at Airth Primary, which has already been extended and has a physically constrained site, and

Larbert Village school has only recently been expanded to deal with earlier housing growth. Denominational children from Airth have been rezoned to Sacred Heart school in Grangemouth to relieve pressure on St Francis in Falkirk, and the new denominational St Bernadette's RC Primary at Antonshill has also created extra capacity for this area since 2012. Modest growth can probably be accommodated but major growth, would require new primary schools in either of Airth or Torwood.

- 6.26 Secondary pupils travel to either Larbert High or St Mungo's High, where capacity pressures have already been noted, so major growth in Rural North would further exacerbate an already pressured situation.

Rural South

- 6.27 The widely scattered nature of settlements in this area means that primary school capacity pressures vary considerably, from under occupation in some to near full capacity at others. Many schools are small and so are susceptible to marked change in risk to capacity even if only modest growth is contemplated. With regard to existing growth commitments a new primary school is planned for Whitecross but there is still some uncertainty on provision in Limerigg and Slamannan to cater for commitments. California Primary is also likely to experience capacity pressures in the medium term.
- 6.28 As regards secondary schools recent rezoning means that the area is now divided between the catchments of Falkirk High for Slamannan and Limerigg, Graeme High for Whitecross, and Braes High for the bulk of the area. Braes High remains at high risk of reaching capacity. Denominational pupils feed into St Mungo's RC High where capacity issues have already been highlighted.
- 6.29 Modest growth can be accommodated, dependent on scale and the particular school catchment affected. Major growth would be problematic, especially in the west where Allandale feeds into the Bonnybridge schools, which have already been highlighted as being at capacity. In the south if growth was of sufficient scale it could provide funding for a new school at Slamannan.

Appendix: Transport Appraisal of settlement growth proposals

(contained in separate spreadsheets)

Sites subject to Transport Appraisal

Settlement	Site	Location	Allocation	
Bo'ness	Existing Allocation (up to 2024)		285	
	H02	Kinglass Farm 1		160
	M02	Drum Farm South		120
	H06	Union Street		12
		Total	285	292
		Percentage increase in allocation		102.5%
Bonnybridge and Banknock	Existing Allocation (up to 2024)		1154	
	H13	Seabegs Road		48
	H74	Garncrew Road, Hagg		20
	M15	East Bonnybridge		200
		Total	1154	268
		Percentage increase in allocation		23.2%
Denny	Existing Allocation (up to 2024)		827	
	H16	Mydub 2 (up to 2024)		150
	H17	Carrongrove Mill (Extension only)		18
	H22	Rosebank, Dunipace		110
	M05	Broad Street (Extension only)		130
		Total	827	408
		Percentage increase in allocation		49.3%
Falkirk	Existing Allocation (up to 2024)		897	
	M07	Westburn Avenue (FDRI Site)		150
	H24	Gowan Avenue		44
	H28	Cauldhame Farm 2 (up to 2024)		150
	H32	Grangemouth Road		150
		Total	897	494
		Percentage increase in allocation		55.1%
Grangemouth	Existing Allocation (up to 2024) (no new sites)		106	0
Larbert and Stenhousiemuir	Existing Allocation (up to 2024) (no new sites)		894	0
Polmont	Existing Allocation (up to 2024)		840	
	H44	Parkhall Farm 2		40
	H45	Parkhall Farm 3		80
	H47	The Haining		20
	H50	Whyteside Hotel		35
		Total	840	175
		Percentage increase in allocation		20.8%
Rural North	Existing Allocation (up to 2024)		196	
	H55	The Glebe, Airth		40
		Total	196	40
		Percentage increase in allocation		20.4%
Rural South	Existing Allocation (up to 2024)		1018	
	H60	Slamannan Road 3, Avonbridge		10
	H63	Bridgend Road, Avonbridge		30
	H69	Hillcrest, Shieldhill		30
		Total	1018	70
		Percentage increase in allocation		6.9%
Falkirk Council area		Overall Totals	6217	1747
		Percentage increase in allocation		28.1%

Appraisal Criteria

Accessibility to Local Services - Schools, local shops, library, health centre etc.	
5	Good accessibility to all facilities within reasonable walking or cycling distance of the proposed development site
4	Good accessibility to majority of facilities within reasonable walking or cycling distance of the proposed development site
3	Reasonable (Medium) Accessibility to majority of local facilities some outwith a reasonable walking and cycling distance from the proposed development site.
2	Poor accessibility with some facilities within reasonable walking or cycling distance of the proposed development site
1	Poor accessibility and lack of facilities within reasonable walking or cycling distance of the proposed development site
0	No facilities within a reasonable walking or cycling distance of the proposed development site

Access to existing public transport services and facilities - Bus	
5	Good accessibility to bus facilities including high frequency of bus services (better than 15 minute service)
4	Reasonable Accessibility to facilities with high frequency of service (between 15 minute and 30 minute service)
3	Good accessibility to bus facilities with moderate frequency of services (between 15minute and 30 minute service)
2	Reasonable Accessibility to facilities with moderate frequency of service (between 15 minute and 30 minute service)
1	Poor Accessibility to facilities with high frequency of service (between 15 minute and 30 minute service)
0	Poor Accessibility to facilities with moderate frequency of service (between 15 minute and 30 minute service)

Access to existing public transport services and facilities - Rail	
5	Good accessibility to nearest rail facilities
4	Moderate accessibility to nearest rail facilities (Walking distance outwith 400m)
3	Poor accessibility to nearest rail facilities (Walking distance outwith 800m)
2	Nearest rail facilities outwith reasonable walking distance in excess of 1600m.
1	Nearest rail facilities outwith reasonable walking distance but will involve cycling distances in excess of 1600m.
0	Nearest rail facilities too remote to consider walking or cycling

Accessibility measured in 400m walking distance, 1600m cycling distance

Local Road Capacity	
5	No significant impact on Local Road Capacity
4	Minimal impact on Local Road Capacity
3	Moderate impact on Local Road Capacity
2	Major impact on Local Road Capacity
1	Major impact on Local Road Capacity where peak time congestion already exists.
0	Major impact on Local Road Capacity where congestion exists throughout the day.

Impact on Local Road Capacity	
5	No significant impact on Local Road Capacity - No mitigation required
4	Minimal impact on Local Road Capacity - No or minor mitigation required
3	Moderate impact on Local Road Capacity - Minor mitigation required (Localised widening of junctions)
2	Major impact on Local Road Capacity - Major mitigation will be required (New junctions localised widening etc.)
1	Major impact on Local Road Capacity where large scale mitigation will be required (New road infrastructure required e.g. bypass roads etc.)
0	Major impact on Local Road Capacity where no mitigation can be implemented

Strategic Road Capacity	
5	No significant impact on Strategic Road Capacity
4	Minimal impact on Strategic Road Capacity
3	Moderate impact on Strategic Road Capacity
2	Major impact on Strategic Road Capacity
1	Major impact on Strategic Road Capacity where peak time congestion already exists.
0	Major impact on Strategic Road Capacity where congestion exists throughout the day.

Impact on Strategic Road Network	
5	No significant impact on Strategic Road - No mitigation required
4	Minimal impact on Strategic Road - No or minor mitigation required
3	Moderate impact on Strategic Road - Minor mitigation required (Localised widening of junctions)
2	Major impact on Strategic Road - Major mitigation will be required (New junctions localised widening etc.)
1	Major impact on Strategic Road where large scale mitigation will be required (New Motorway or Trunk Road Junctions required)
0	Major impact on Strategic Road where no mitigation can be implemented

Strategic Rail Network Capacity	
5	No Impact on existing Strategic Rail Network capacity
4	Minimal impact on existing Strategic Rail Network Capacity
3	Moderate impact on Existing Strategic Rail Network Capacity
2	Major impact on existing Strategic Rail Network capacity
1	Major impact on existing Strategic Rail Network capacity where peak time congestion of services exists
0	Major impact on existing Strategic Rail Network capacity where all day congestion exists.

Impact on Strategic Rail Network	
5	No significant impact on Strategic Rail - No mitigation required
4	Minimal impact on Strategic Rail - Additional car parking may be required
3	Moderate impact on Strategic Rail - Additional car parking will be required
2	Major impact on Strategic Rail - Additional car parking will be required as a result of future developments
1	Major impact on Strategic Rail - Existing car parking issues that will require additional car parking to be provided
0	Major impact on Strategic Rail where no additional car parking can be provided.

ST1 - Core Paths	
5	Good core path network through the development site
4	Good core path in the vicinity of the development site
3	A core path network is in the vicinity of the development site
2	Remote core path network in the vicinity of the development site
1	No core paths in the vicinity of the development site
0	No core paths in the area

ST2 - Pedestrian Travel and Cycling	
5	Development site adjacent to existing pedestrian routes and National Cycle Network
4	Development site adjacent to existing pedestrian and local cycle routes
3	Development site adjacent to existing pedestrian and proposed cycle routes
2	Development site adjacent to existing cycle routes and proposed pedestrian routes
1	Development site adjacent to proposed pedestrian and proposed cycle routes
0	Development site remote from current pedestrian and cycling facilities

ST3 - Bus Travel and New Development	
5	Good accessibility to bus facilities including high frequency of bus services (better than 15 minute service)
4	Reasonable Accessibility to facilities with high frequency of service (between 15 minute and 30 minute service)
3	Good accessibility to bus facilities with moderate frequency of services (between 15minute and 30 minute service)
2	Reasonable Accessibility to facilities with moderate frequency of service (between 15 minute and 30 minute service)
1	Poor Accessibility to facilities with high frequency of service (between 15 minute and 30 minute service)
0	Poor Accessibility to facilities with moderate frequency of service (between 15 minute and 30 minute service)

ST4 - Rail Travel	
5	Good accessibility to nearest rail facilities
4	Moderate accessibility to nearest rail facilities (Walking distance outwith 400m)
3	Poor accessibility to nearest rail facilities (Walking distance outwith 800m)
2	Nearest rail facilities outwith reasonable walking distance in excess of 1600m. Impact on available car parking.
1	Nearest rail facilities outwith reasonable walking distance but will involve cycling distances in excess of 1600m.Impact on available car parking.
0	Nearest rail facilities too remote to consider walking or cycling. Impact on available car parking.

ST5 - Managing School Transport	
3	Completed written travel plan which is being reviewed on an annual basis
2	Working on Travel Plan activities
1	Not involved in Travel Plan activities

ST6 - Improving the Road Network	
5	No significant impact on Road Capacity - No improvements required
4	Minimal impact on Road Capacity - No or minor improvements required
3	Moderate impact on Road Capacity - Minor improvements required (Localised widening of junctions)
2	Major impact on Road Capacity - Major improvements will be required (New junctions localised widening etc.)
1	Major impact on Road Capacity where large scale improvements will be required (New road infrastructure required e.g. bypass roads etc.)
0	Major impact on Road Capacity where no improvements can be implemented

ST7 - Transport Assessments	
3	No Transport Assessment required
2	Transport Assessment required for individual site
1	Transport Assessment required to investigate cumulative impact of adjacent sites

ST8 - Transport Safety	
3	No road safety audits required
2	Road safety audit required where new infrastructure is proposed
1	Road safety audit required where new infrastructure is proposed where there is an accident history

ST10 - Parking	
5	No Impact on existing town centre parking capacity
4	Minimal impact on existing town centre parking capacity
3	Moderate impact on Existing town centre parking capacity
2	Major impact on existing town centre parking capacity
1	Major impact on existing town centre parking capacity where peak time congestion of services exists
0	Major impact on existing town centre parking capacity where all day congestion exists.

Transport Appraisal of Proposed Housing Sites

Settlement Area	Bo'ness	Bonnybridge and Banknock	Denny	Falkirk	Polmont	Rural North	Rural South						
Assessment Criteria													
Accessibility													
a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	One new site (H02) and one amended site (M02) currently being taken forward in Bo'ness are on the outskirts of the existing town and the local services it provides.	3	The new sites being taken forward in the Bonnybridge and Banknock area offers reasonable levels of accessibility to Local Services. Carried forward sites between Bonnybridge and Banknock have poorer accessibility.	3	The majority of the development sites being taken forward within the Denny area offer reasonable accessibility to Local Services. The sites on Stoneywood Road are the most remote from all local services.	3	4	Four sites are being taken forward as new sites. H44 and H45 have poor accessibility to existing local services.	1	One new site is currently being taken forward, H55. The site offers poor accessibility to some local services due to the village's rural location and the range of current facilities within the village of Airth.	1	Three additional sites are being taken forward as new sites. H60 and H62 have reasonable access to Local Facilities provided within the village of Avonbridge. H69 is more remote from facilities in Shieldhill.	2.5
b. Access to existing public transport facilities - BUS	The sites allocated are located on current bus routes and are reasonably served by buses.	3	Sites allocated have a poor access to frequent bus services. The A803 carries an hourly bus service at present.	1	The sites allocated are located on current bus routes and are reasonably served by buses.	3	4	H44, H45 and H50 have reasonable accessibility to bus services, H47 less so.	2.5	The new site offers reasonable accessibility to existing bus facilities.	2	The three sites have poor or moderate accessibility to bus facilities	2
c. Access to existing public transport facilities - RAIL	There is poor access from Bo'ness to the nearest railway station at Linlithgow. There is very little integration with the local bus service	1	Access to existing rail services from the proposed development sites is poor.	0	Access to existing rail services from the proposed development sites is poor.	0	3	Two new sites have moderate access to rail facilities, the other sites are outwith reasonable walking distance of existing services	1.5	The site offers poor accessibility to rail services	0	The sites offer poor accessibility to rail services	0
Local Road Network Capacity													
a. Is there spare capacity	There is spare capacity on the local road network.	4	The local network will have future issues due to the Banknock SIRR.	2	Denny Cross is currently at capacity	1	1	The surrounding road network exhibits peak time congestion	2	There are currently no capacity issues on the local road network in the vicinity of the proposed site	4	There are currently no capacity issues on the local road network in the vicinity of the proposed sites in Avonbridge. There are localised capacity issues near site H69 and there may be future	2.5
b. Will it create or exacerbate existing issues on the local road network	Any existing issues will be addressed by the Transport Assessments that will be submitted in support of any applications for the sites	3	Capacity issues have been identified and mitigated for the A803 in Banknock as a result of the SIRR. The junctions with the M80 will be an issue needing addressed	2	Construction of the DEAR should help alleviate capacity issues at Denny Cross	3	2	Measures have been identified in the A803 corridor study in relation to M07. This site was one of several where the cumulative impact on the A803 corridor is being examined. Relevant contributions will be sought for this development in light of the works identified for the corridor.	2	The new site will have a minimal impact on the surrounding local road network.	4	The new sites in Avonbridge will have a minimal impact on the surrounding local road network. An access to the west of Slamannan may be required to reduce issues on the local road network.	2.5
Strategic Road Network													
a. Is there spare capacity	Existing peak time congestion at M9 Junction 5 which includes queuing on M9 off ramp and A9 Laurieston Bypass.	3	Slip roads to recently upgraded M80 at J7 will be improved as part of the existing development proposals for the area. New housing sites may require additional mitigation to be provided.	2	No known capacity issues at M876 Junction 1	4	3	There are no current capacity issues on the Strategic Road network in the vicinity of these developments	2	Peak time congestion already exists at junctions 5 and 6 of the M9. Queuing is evident on most arms of these interchanges. M9 Junction 4 will be signalled as a consequence of the Gilston and Whitecross Developments to remove the congestion that these developments will cause. Proposed housing in the Polmont area may impact on the operation of these signals.	5	There are no current capacity issues on the Strategic Road network in the vicinity of this site	5
b. Will it create or exacerbate existing issues on the trunk road network	Will add to the peak time congestion at M9 Junction 5. Will also impact on M9 Junction 3 eastbound slips and may cause peak time congestion.	3	Possible impact on the upgraded M80/J7 slip roads (mitigation for the existing proposals in the area include a larger roundabout of the southbound on/off slip, and signalisation of the northbound on/off slip). Additional modelling work will be required to determine any further junction improvements that will be required to mitigate the impact of the new sites.	2	Unlikely to have major impact on M876 Junction 1	4	3	Unlikely to have a significant impact on the Trunk Road Network	1	There will be an impact on the already congested junctions. Previous modelling work has identified interim solutions. The additional traffic generated by these developments may require to be modelled if they are taken forward.	4	Unlikely to have a significant impact on the Trunk Road Network	4
Strategic Rail Network													
a. Is there spare capacity.	EGIP will free up capacity and provide additional services at Linlithgow	3	No rail facilities in the vicinity of the development sites.	4	No rail facilities in the vicinity of the development sites	4	2	There is spare capacity on the Grahamston line for H28. However, M07 will impact on the capacity of the Falkirk High Station line.	3	EGIP will free up capacity and provide additional services	4	The site will have a minimal impact on the capacity of trains currently using Larbert and Falkirk Stations.	4
b. Will it create or exacerbate existing issues on the rail network	Put further pressure on parking at Linlithgow railway station.	3	May put further pressure on parking at railway stations in Falkirk/Larbert and Cumbernauld/Croy.	4	Put further pressure on parking at railway stations in Falkirk and Cumbernauld.	4	2	Put further pressure on parking at railway stations in Falkirk.	3	Put further pressure on parking at Polmont railway station.	4	May put minimal further pressure on parking at Larbert railway station.	4
Sustainable Transport and Infrastructure Policies													
ST1 - Core Path Network													
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.	There is a good network of core paths in the vicinity of the development sites proposed within the Bo'ness area	4	There is a good network of core paths in the vicinity of the development sites proposed within the Bonnybridge and Banknock area	4	There is a good network of core paths in the vicinity of the development sites proposed within the Denny area	4	4	There is a good network of core paths in the vicinity of the H28, however M07 is remote from the core path network	3	There is a network of core paths in the vicinity of the sites.	3	There is a network of core paths in the vicinity of the sites.	3
ST2 - Pedestrian Travel and Cycling													
New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure. This will consist of on- and, where appropriate, off-site measures that allow pedestrian and cycle movements within and beyond developments, and ensure that those wishing to use pedestrian/cycle networks are not dissuaded from doing so through the absence of suitable infrastructure:	Pedestrian travel and cycling are covered by various Local Transport Policies. Transport Policy MU8 in the current Local Transport Strategy highlights Grangemouth to Bo'ness and Bo'ness to Blackness as communities to be linked by cycling.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Transport Policy MU8 in the current Local Transport Strategy highlights Falkirk to Grangemouth and Falkirk to Stenhousemuir and Larbert as communities to be linked by cycling	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.	Pedestrian travel and cycling are covered by various Local Transport Policies: MU1 - The council will continue to maintain, and work to enhance where possible the existing path network and work towards developing multi-use paths. MU6 - The Council will ensure that new developments encourage access by foot through the planning and travel plan process.
(1) All pedestrian and cycle routes will comply with the standards set out in the Design Guidelines and Construction Standards for Roads in the Falkirk Council Area. Where appropriate, infrastructure supporting the two modes will be combined.	The new sites within the Bo'ness area are adjacent to current pedestrian and National cycling routes and would be required to link into these facilities. Additional routes are proposed to	The new sites lie within a reasonable distance of the core path network and the Forth and Clyde Canal towpath that can be used for walking and cycling. There are no current dedicated cyclin	The new and extended sites lie adjacent to existing pedestrian footpaths. There are currently no dedicated cycle routes in the vicinity of the development sites	The new sites lie adjacent to existing pedestrian footpaths. There are currently no dedicated cycle routes in the vicinity of the development sites, however links are proposed to	The new sites lie adjacent to existing pedestrian footpaths but there are currently no dedicated cycle routes in the vicinity of the development sites	The new sites lie adjacent to existing pedestrian footpaths but there are currently no dedicated cycle routes in the vicinity of the development sites	The new site within Airth is adjacent to current pedestrian and National cycling routes and would be required to link into these facilities	The new sites are adjacent to local pedestrian facilities but are remote from any dedicated cycling facilities					

<p>(2) Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, to other amenities and community facilities and support objectives in agreed Travel Plans where relevant.</p> <p>(3) Pedestrian and cycle movement within developments should be allowed for via direct routes without barriers.</p> <p>(4) Pedestrian and cycle links should be provided that offer connections to public transport connections in the surrounding area. For guidance, in new developments, no pedestrian should have to walk more than 400m to the nearest bus stop.</p> <p>(5) Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.</p> <p>(6) 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.</p> <p>(7) Pedestrian and cycle routes for school journeys should be provided in residential development where a need to do so is identified. In all cases, the aim should be to provide an overall walking/cycling distance between home and school of less than 2 miles wherever practical, or less than 1 mile for pedestrian journeys to primary school.</p> <p>(8) Cycle parking should be provided in accordance with the standards set out in Falkirk Council's Design Guidelines and Construction Standards for Roads in the Falkirk Council Area.</p>	<p>Blackness and Grangemouth</p>	<p>routes in the vicinity of the sites.</p>			<p>Grangemouth and Larbert & Stenhousemuir</p>			<p>1</p>
<p>ST3 - Bus Travel and New Development</p>								
<p>New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops, services or stations, as identified within travel plans. This provision will be delivered through direct funding of infrastructure and/ or the provision of sums to support the delivery of bus services serving the development.</p>	<p>Local Transport Policy PT3: The Council will continue to provide new and upgraded public transport infrastructure as funding permits to provide a safe, clean and convenient travel experience - Bo'ness Bus Station Upgrading</p>	<p>Local Transport Policy PT3: The Council will continue to provide new and upgraded public transport infrastructure as funding permits to provide a safe, clean and convenient travel experience - Coneypark Bus Turning Facility, A803 Glasgow Road Bus Lanes</p>	<p>Local Transport Policy PT3: The Council will continue to provide new and upgraded public transport infrastructure as funding permits to provide a safe, clean and convenient travel experience - A803 Glasgow Road Bus Lanes</p>	<p>Local Transport Policy PT3: The Council will continue to provide new and upgraded public transport infrastructure as funding permits to provide a safe, clean and convenient travel experience - Falkirk Bus Station Upgrading / Redevelopment, Westfield Park and Ride, A803 Glasgow Road Bus Lanes, A803 Callendar Road Bus Lanes</p>	<p>Local Transport Policy PT3: The Council will continue to provide new and upgraded public transport infrastructure as funding permits to provide a safe, clean and convenient travel experience</p>	<p>Local Transport Policy PT3: The Council will continue to provide new and upgraded public transport infrastructure as funding permits to provide a safe, clean and convenient travel experience</p>	<p>Local Transport Policy PT3: The Council will continue to provide new and upgraded public transport infrastructure as funding permits to provide a safe, clean and convenient travel experience</p>	
<p>(1) Bus infrastructure should be provided at locations and to phasing agreed with Falkirk Council, and designed in accordance with the standards set out in Falkirk Council's Design Guidelines and Construction Standards for Roads in the Falkirk Council Area.</p> <p>(2) Bus facilities within new developments should offer appropriate links to existing pedestrian or cycle networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian or cycle links as described in Policy ST2.</p> <p>(3) New development should incorporate routes suitable for the provision of bus services. Where bus services already exist, new developments should not be designed or constructed in ways that impede the routing of these services.</p> <p>(4) New developments may require bus links to rail stations or other public transport infrastructure.</p>	<p>Bo'ness is currently well served by bus. Bo'ness bus station has been earmarked for upgrading in both the Local Plan and Local Transport Strategy</p>	<p>Banknock is not as well served as the Bonnybridge area and has an existing half hourly service. The sites identified in Bonnybridge are to the east and lie on the same public transport corridor as Banknock.</p>	<p>The sites in Denny are adjacent to existing routes which offer a varying level of frequency. These sites will benefit from the future A803 bus lanes on Glasgow Road, Camelon should they be implemented</p>	<p>There is currently poor service provision in the vicinity of site H28. Site M07 is adjacent to the town centre and benefits from a high service provision within a reasonable walking distance.</p>	<p>The sites in Polmont are adjacent to a good level of existing bus frequency</p>	<p>Airth is currently served by a moderate frequency of bus service and the site is within a reasonable walking distance of stops.</p>	<p>The Rural South sites are served by a poor frequency of existing bus services.</p>	<p>1</p>
<p>ST4 - Rail Travel</p>								
<p>New and improved rail infrastructure will be delivered where this supports the use of rail for mid to long distance commuter journeys and meets the cost/ benefit criteria for such investments. Falkirk Council will work where appropriate with other local authorities, rail companies, developers, and Transport Scotland in delivering rail projects.</p>	<p>Local Transport Strategy Policy PT7 - The Council will continue to work with the Scottish Government and First ScotRail to improve access to railway stations and encourage more travel by train</p>	<p>Local Transport Strategy Policy PT7 - The Council will continue to work with the Scottish Government and First ScotRail to improve access to railway stations and encourage more travel by train - Safeguard site at Bonnybridge for future railway station</p>	<p>Local Transport Strategy Policy PT7 - The Council will continue to work with the Scottish Government and First ScotRail to improve access to railway stations and encourage more travel by train</p>	<p>Local Transport Strategy Policy PT7 - The Council will continue to work with the Scottish Government and First ScotRail to improve access to railway stations and encourage more travel by train</p>	<p>Local Transport Strategy Policy PT7 - The Council will continue to work with the Scottish Government and First ScotRail to improve access to railway stations and encourage more travel by train</p>	<p>Local Transport Strategy Policy PT7 - The Council will continue to work with the Scottish Government and First ScotRail to improve access to railway stations and encourage more travel by train</p>	<p>Local Transport Strategy Policy PT7 - The Council will continue to work with the Scottish Government and First ScotRail to improve access to railway stations and encourage more travel by train</p>	
<p>(1) Sites for possible new stations will be safeguarded at Bonnybridge, Grangemouth and Laurieston.</p> <p>(2) Pedestrian, cycle and bus links will be provided to existing and new stations where appropriate. Bus stops, cycle parking and disabled access at stations will be provided as required.</p> <p>(3) New parking will be provided to support the strategic role of existing and new stations, with priority given to new provision at Falkirk High. Where possible, the provision of new off street parking facilities will be associated with traffic management and other measures to reduce uncontrolled on-street parking.</p>	<p>The sites in Bo'ness will impact on Linlithgow railway station.</p>	<p>The current safeguarding of the site for a future railway station in Bonnybridge is carried forward in the Proposed Plan</p>	<p>Denny is remote from all current railway stations in the Falkirk area. Any rail travel will impact on the existing stations and car parks.</p>	<p>M07 will benefit from the future additional parking to be provided at Falkirk High Station. The site is within a reasonable walking distance. H28 is within a reasonable trael distance of Camelon station which offers a peak half hour service to Stirling and Edinburgh, and hourly to Glasgow</p>	<p>The new sites in Polmont, except H50, are outwith a reasonable walking distance of Polmont railway station and will put further pressure on parking at the railway station and surrounding area</p>	<p>Airth is remote from all current railway stations in the Falkirk area. Any rail travel will impact on the existing stations and car parks.</p>	<p>Shieldhill and Avonbridge are remote from all current railway stations in the Falkirk area, although Slamannan is within 5 miles of Caldercruix station in North Lanarkshire. Any rail travel from the new sites will impact on the existing stations and car parks.</p>	<p>4</p>
<p>ST5 - Managing Travel to School</p>								
<p>Falkirk Council will work with communities and other authorities in identifying opportunities to promote travel to school by sustainable means. School Travel Plans, Safer Routes to School, traffic management and road safety measures will be used where appropriate to deliver solutions tailored to the circumstances of the individual school.</p>	<p>Local Transport Strategy Policy TP1 - The Council will work with local schools to promote and implement school travel plans to reduce congestion around schools, improve safety, reduce environmental impact and promote good health. Policy TP2 - The Council will work with Active School Co-ordinators to promote the uptake of initiatives contributing to the objectives and effectiveness of school travel plans</p>	<p>Local Transport Strategy Policy TP1 - The Council will work with local schools to promote and implement school travel plans to reduce congestion around schools, improve safety, reduce environmental impact and promote good health. Policy TP2 - The Council will work with Active School Co-ordinators to promote the uptake of initiatives contributing to the objectives and effectiveness of school travel plans</p>	<p>Local Transport Strategy Policy TP1 - The Council will work with local schools to promote and implement school travel plans to reduce congestion around schools, improve safety, reduce environmental impact and promote good health. Policy TP2 - The Council will work with Active School Co-ordinators to promote the uptake of initiatives contributing to the objectives and effectiveness of school travel plans</p>	<p>Local Transport Strategy Policy TP1 - The Council will work with local schools to promote and implement school travel plans to reduce congestion around schools, improve safety, reduce environmental impact and promote good health. Policy TP2 - The Council will work with Active School Co-ordinators to promote the uptake of initiatives contributing to the objectives and effectiveness of school travel plans</p>	<p>Local Transport Strategy Policy TP1 - The Council will work with local schools to promote and implement school travel plans to reduce congestion around schools, improve safety, reduce environmental impact and promote good health. Policy TP2 - The Council will work with Active School Co-ordinators to promote the uptake of initiatives contributing to the objectives and effectiveness of school travel plans</p>	<p>Local Transport Strategy Policy TP1 - The Council will work with local schools to promote and implement school travel plans to reduce congestion around schools, improve safety, reduce environmental impact and promote good health. Policy TP2 - The Council will work with Active School Co-ordinators to promote the uptake of initiatives contributing to the objectives and effectiveness of school travel plans</p>	<p>Local Transport Strategy Policy TP1 - The Council will work with local schools to promote and implement school travel plans to reduce congestion around schools, improve safety, reduce environmental impact and promote good health. Policy TP2 - The Council will work with Active School Co-ordinators to promote the uptake of initiatives contributing to the objectives and effectiveness of school travel plans</p>	<p>Local Transport Strategy Policy TP1 - The Council will work with local schools to promote and implement school travel plans to reduce congestion around schools, improve safety, reduce environmental impact and promote good health. Policy TP2 - The Council will work with Active School Co-ordinators to promote the uptake of initiatives contributing to the objectives and effectiveness of school travel plans</p>

<p>(1) Pedestrian, cycle and public transport routes will be promoted that facilitate travel by these modes to school. Developers will be expected to demonstrate that developments include adequate footway, cycle and public transport links to nearby schools. Where necessary, developers will be expected to contribute towards the provision of links to schools.</p> <p>(2) New schools should be located where they are most accessible to the community who will be served by them. Direct access should be provided using walking and cycling routes.</p> <p>(3) Where development leads to increased walking or cycling to existing schools, developers may be required to contribute to the provision of infrastructure at the school e.g. new cycle lockers.</p>	<p>All current schools have a School Travel Plan up and running. The Council has also introduced 20mph zones at all schools.</p>	<p>3</p>	<p>All current schools have a School Travel Plan up and running. The Council has also introduced 20mph zones at all schools. Any school pupils from the new site in Banknock and Bonnybridge may be distance entitled to free school travel.</p>	<p>3</p>	<p>All current schools have a School Travel Plan up and running. The Council has also introduced 20mph zones at all schools.</p>	<p>3</p>	<p>All current schools have a School Travel Plan up and running. The Council has also introduced 20mph zones at all schools. Some primary school pupils and all high school pupils will be distance entitled to free school transport</p>	<p>3</p>	
ST6 - Improving the Network									
<p>Falkirk Council will work with other authorities, Transport Scotland and developers in delivering necessary improvements to the road network. Any improvements identified will be taken forward as part of packages of measures that support sustainable transport.</p>	<p>Local Transport Policy NWK4 - The Council will continue to work with other authorities, the Scottish Government and developers to deliver network improvement schemes which contribute to the safety of the network, reduce congestion or improve accessibility thus strengthening the economy as part of a package of measures that support sustainable transport.</p>	<p>Local Transport Policy NWK4 - The Council will continue to work with other authorities, the Scottish Government and developers to deliver network improvement schemes which contribute to the safety of the network, reduce congestion or improve accessibility thus strengthening the economy as part of a package of measures that support sustainable transport.</p>	<p>Local Transport Policy NWK4 - The Council will continue to work with other authorities, the Scottish Government and developers to deliver network improvement schemes which contribute to the safety of the network, reduce congestion or improve accessibility thus strengthening the economy as part of a package of measures that support sustainable transport.</p>	<p>Local Transport Policy NWK4 - The Council will continue to work with other authorities, the Scottish Government and developers to deliver network improvement schemes which contribute to the safety of the network, reduce congestion or improve accessibility thus strengthening the economy as part of a package of measures that support sustainable transport.</p>	<p>Local Transport Policy NWK4 - The Council will continue to work with other authorities, the Scottish Government and developers to deliver network improvement schemes which contribute to the safety of the network, reduce congestion or improve accessibility thus strengthening the economy as part of a package of measures that support sustainable transport.</p>	<p>Local Transport Policy NWK4 - The Council will continue to work with other authorities, the Scottish Government and developers to deliver network improvement schemes which contribute to the safety of the network, reduce congestion or improve accessibility thus strengthening the economy as part of a package of measures that support sustainable transport.</p>	<p>Local Transport Policy NWK4 - The Council will continue to work with other authorities, the Scottish Government and developers to deliver network improvement schemes which contribute to the safety of the network, reduce congestion or improve accessibility thus strengthening the economy as part of a package of measures that support sustainable transport.</p>	<p>Local Transport Policy NWK4 - The Council will continue to work with other authorities, the Scottish Government and developers to deliver network improvement schemes which contribute to the safety of the network, reduce congestion or improve accessibility thus strengthening the economy as part of a package of measures that support sustainable transport.</p>	
	<p>The sites in Bo'ness may impact on the upgrading of M9 Junction 5 required as part of the existing Local Plan allocations. Consented future upgrading of M9 Junction 3 to a full interchange at Champany will improve access to the strategic road network and may reduce impact on M9J5 for the existing Local Plan allocations and new Proposed Plan sites.</p>	<p>3</p>	<p>The sites in Bonnybridge and Banknock benefit from the completion of the M80 at Haggs. The sites will also benefit from the improvements to the on/off slips to the M80 that are required as part of the Banknock SIRR and Dennyloanhead developments.</p>	<p>3</p>	<p>The sites in Denny will benefit from the construction of the Denny Eastern Access Road that will bypass Denny Cross reducing existing congestion. Sites will have to make a contribution to the scheme.</p>	<p>2</p>	<p>M07 will benefit from the future improvements to the town centre gyratory.</p>	<p>3</p>	
ST7 - Transport Assessments									
<p>(1) Falkirk Council will require transport assessments of developments where the impact of that development on the transport network is considered likely to require mitigation. In all cases, this mitigation.</p> <p>(2) Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and assessment of the likely impacts on air quality as a result of proposed development.</p> <p>(3) Developers will agree the scope of the assessment with Falkirk Council, then undertake the assessment in accordance with the scoping. In all cases, the assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over unnecessary use of the car.</p> <p>(4) The Council will only grant planning permission where it is satisfied that the transport assessment and travel plan has been appropriately scoped, the network impacts properly defined and suitable mitigation measures identified.</p>	<p>Transport Assessments will be required for any site above the threshold set by Scottish Government Guidance and Falkirk Council. Sites H02 and M02 will require a Transport Assessment to be submitted.</p>	<p>2</p>	<p>Transport Assessments will be required for any site above the threshold set by Scottish Government Guidance and Falkirk Council. H16 and M05 will require a Transport Assessment to be submitted. The cumulative impact of all the sites in Denny will be considered for developer contributions to the construction of the Denny Eastern Access Road.</p>	<p>2</p>	<p>Transport Assessments will be required for any site above the threshold set by Scottish Government Guidance and Falkirk Council. M07, H28 and H32 will require a Transport Assessment to be submitted. The cumulative impact of M07 and other developments will be considered to deliver the improvements required on the A803 corridor.</p>	<p>1</p>	<p>Transport Assessments will be required for any site above the threshold set by Scottish Government Guidance and Falkirk Council. H45, H46, and H47 should be considered together in a Transport Assessment and the cumulative impact determined. The cumulative impact of all the housing sites on M9 Junction 5 should also be determined and the appropriate level of funding for mitigation works secured.</p>	<p>3</p>	
ST8 - Transport Safety									
<p>1) Falkirk Council will require safety audits of new schemes where appropriate. These will be undertaken in line with the Institute of Highway and Transportation's "Guidelines for the Safety Audit of Highways".</p> <p>(2) Developers will provide or contribute to the provision of safety based infrastructure where this is agreed through the scoping for Transport Assessments, Freight Partnerships or other appropriate processes.</p>	<p>Road Safety audits will be required for any new infrastructure and any major changes to existing infrastructure as a result of development.</p>	<p>2</p>	<p>Road Safety audits will be required for any new infrastructure and any major changes to existing infrastructure as a result of development.</p>	<p>2</p>	<p>Road Safety audits will be required for any new infrastructure and any major changes to existing infrastructure as a result of development.</p>	<p>2</p>	<p>Road Safety audits will be required for any new infrastructure and any major changes to existing infrastructure as a result of development.</p>	<p>2</p>	
ST9 Managing Freight									
<p>(1) Freight intensive development will be directed to locations that can be accessed without significant impact on local communities, or on the local and strategic road network. Areas with rail or sea access, notably Grangemouth Docks and the connecting branch line, will be particularly favoured.</p> <p>(2) Development which will encourage the transfer of freight from road to rail, including the development of freight handling facilities, will be supported subject to other Local Plan policies.</p> <p>(3) Signage strategies, junction improvements and network upgrades will be considered where these contribute to improved access for freight.</p> <p>(4) The Council will work where appropriate with freight companies, developers and others to bring forward freight quality partnerships.</p> <p>(5) The Council will work with other agencies and developers to explore freight use of the lowland canal network where appropriate.</p>	<p>Not applicable</p>	<p>Not applicable</p>							
ST10 - Parking									

<p>The Council will manage parking provision as an integral part of wider transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.</p> <p>(1) There will be a presumption against significant additional public parking in Falkirk Town Centre.</p> <p>(2) There will be a presumption against the removal of existing parking provision in Falkirk Town Centre where this would adversely affect the vitality and viability of the centre.</p> <p>(3) Park and ride facilities will be promoted at Westfield, Falkirk. The feasibility of providing facilities on the B902 Stenhousemuir-Falkirk corridor will be investigated.</p> <p>(4) Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.</p> <p>(5) The maximum parking standards set out in the SPP will be applied where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, then enhanced travel plan resources may be required in compensation</p>	<p>Local Transport Policy PK1 - The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel especially to central area which have high level of accessibility by other modes. Policy PK4 -The Council will keep under review its car parking management operation to ensure maximum efficiency in delivering a high quality parking service.</p>		<p>Local Transport Policy PK1 - The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel especially to central area which have high level of accessibility by other modes. Policy PK4 -The Council will keep under review its car parking management operation to ensure maximum efficiency in delivering a high quality parking service.</p>		<p>Local Transport Policy PK1 - The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel especially to central area which have high level of accessibility by other modes. Policy PK4 -The Council will keep under review its car parking management operation to ensure maximum efficiency in delivering a high quality parking service.</p>		<p>Local Transport Policy PK1 - The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel especially to central area which have high level of accessibility by other modes. Policy PK4 -The Council will keep under review its car parking management operation to ensure maximum efficiency in delivering a high quality parking service.</p>		<p>Local Transport Policy PK1 - The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel especially to central area which have high level of accessibility by other modes. Policy PK4 -The Council will keep under review its car parking management operation to ensure maximum efficiency in delivering a high quality parking service.</p>		<p>Local Transport Policy PK1 - The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel especially to central area which have high level of accessibility by other modes. Policy PK4 -The Council will keep under review its car parking management operation to ensure maximum efficiency in delivering a high quality parking service.</p>		<p>Local Transport Policy PK1 - The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel especially to central area which have high level of accessibility by other modes. Policy PK4 -The Council will keep under review its car parking management operation to ensure maximum efficiency in delivering a high quality parking service.</p>	
	<p>Sites H02 and M02 in Bo'ness are remote from town centre facilities which may increase pressure on existing town centre parking</p>	3	<p>The sites in Bonnybridge and Banknock are remote from town centre facilities, except H13, which may increase pressure on existing town centre parking in both Falkirk and North Lanarkshire</p>	3	<p>The sites in Denny may increase pressure on town centre parking.</p>	1	<p>Site H28 may increase pressure on existing town centre parking due to its remoteness from town centre facilities and poor public transport links, although this is partially offset by its proximity to Newcarron Local Centre</p>	3	<p>The sites in Polmont may increase pressure on existing town centre parking in Falkirk.</p>	3	<p>The site in Airth may increase pressure on existing town centre parking in Stenhousemuir or Falkirk.</p>	5	<p>The new sites in Shieldhill and Avonbridge may increase pressure on existing town centre parking in Falkirk due to lack of local facilities.</p>	4
Total	Bo'ness	Bonnybridge and Banknock	Denny	Falkirk	Polmont	Rural North	Rural South	46.5						

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