



# **Falkirk Local Development Plan 2**

## **Technical Report 5: Transport Appraisal**

### **1. INTRODUCTION**

- 1.1 The Falkirk Local Development Plan (LDP1) was adopted in July 2015. In order to ensure that a review is in place by 2020, as required by legislation, LDP2 has been prepared and is supported by this Transport Appraisal.
- 1.2 Chapter 2 summarises the policy background to the Transport Appraisal, with reference to national, regional and local policy and guidance.
- 1.3 Chapter 3 identified the current situation with regard to development committed through LDP2, including the 12 strategic growth areas and 4 strategic business locations, and the transport proposals and interventions planned to accompany this growth
- 1.4 As part of the Local Development Plan 2 process, a 'Call for Sites' was made. These sites were put forward by developers and/or landowners for inclusion in LDP2. Chapter 4 outlines the methodology by which these sites were assessed, identifying the transport planning criteria which informed the site selection process. The sites were assessed against national, regional, and local transport policies. The impact on the strategic and local transport infrastructure and networks was also assessed. An outline of the overall site score is given, with the detailed assessment listed in Appendix 1.
- 1.5 Chapter 5 expresses the assessment on a settlement by settlement basis, with reference to the average score recorded and the key transport constraints which affect each settlement.
- 1.6 Chapter 6 looks at the transport implications of the sites which were identified as preferred in the MIR, as well as the implications of the non-preferred alternative and additional sites following the MIR consultation.

## **2. POLICY BACKGROUND**

- 2.1 The transport appraisal for the new sites put forward for Local Development Plan 2 has been carried out in accordance with the Development Planning and Management Transport Appraisal Guidance (DPMTAG) taking into account national, regional, and local transport policies and strategies.

### **Development Planning and Management Transport Appraisal Guidance (DPMTAG) Context**

- 2.2 The Transport Appraisal for the new sites put forward for the Local Development Plan 2 (LDP2) were assessed using the same criteria as the sites put forward in the preparation of the original Local Development Plan (LDP1).
- 2.3 This previous assessment criteria was previously agreed with Transport Scotland in 2011.
- 2.4 The appraisal guidance and scoring mechanism are discussed in detail in Chapter 3 and the full results listed in Appendix 1.

### **National Transport Strategy Context**

- 2.5 The National Transport Strategy (NTS) – January 2016 highlights the significance of interaction between land-use planning and transport and its recognition in Scottish Planning Policy (SPP). The NTS and SPP highlight the need for development to demonstrate sustainable travel by emphasising the hierarchy of walking, cycling, public transport taxi, pool car, private car, and air. The appraisal has evaluated sites with this hierarchy in mind.
- 2.6 The appraisal has also taken into account the vision and high level objectives set out in the NTS.
- 2.7 The appraisal has evaluated the proposed sites set against the increased use of walking and cycling and the increased use in public transport since 2006 and the need to ensure that site selection will continue to promote sustainable access to development.

### **Regional Transport Strategy Context**

- 2.8 The recent refresh of the SEStran Regional Transport Strategy still promotes good access to a wide labour market, and key connectivity on transport networks in the SEStran area to facilitate a successful economy. The RTS will also seek to improve public transport.
- 2.9 These elements have been taken into consideration when appraising the impact of the sites on the strategic road and rail networks.

### **Local Transport Strategy Context**

- 2.10 The Transport Appraisal has been devised taking account of the active and sustainable travel policies set out in the Council's Local Transport Strategy:

- ASTP1 The Council will continue to promote and increase awareness of Active and Sustainable Transport.
- ASTP2 The Council will continue to enhance, where possible, the existing path network and develop multi-use paths and improved pedestrian and cycling signage as a major contribution to the network.
- ASTP3 The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure that new developments and new traffic management and maintenance schemes encourage and enable easy access by foot and cycle.
- ASTP4 All new developments which meet the requirements for a transport assessment will be required to produce a Travel Plan, to ensure easy access by Active and Sustainable modes.
- ASTP5 The Council will help to develop Travel Plans for new and existing businesses; and will continue to support schools in the development and implementation of School Travel Plans.
- ASTP6 The Council will work with schools and other partners to educate children about the benefits of walking and cycling and encourage them to walk and cycle to and from school wherever possible.

### 3. LDP1: COMMITTED DEVELOPMENT AND PROPOSED TRANSPORT PROJECTS

3.1 The LDP2 Main Issues Report emphasised that there would be a large degree of continuity in the spatial strategy between LDP1 and LDP2, and that most of the development proposed within LDP2 will be carried forward from LDP1, and indeed from the Falkirk Council Structure Plan and Local Plan that preceded it. Likewise the outstanding transport proposals which were identified to address the impacts of this growth will also be carried forward.

3.2 Committed development within LDP1 comprised 12 strategic growth areas which are the focus for housing growth, and four strategic business locations:

#### **Strategic Growth Areas**

Bo'ness Foreshore  
Bo'ness South East  
Banknock  
Dennyloanhead  
Denny South East  
Falkirk Canal Corridor  
Falkirk North  
Larbert North  
Overton/Redding  
Maddiston East  
Whitecross  
Slamannan

#### **Strategic Business Locations**

Falkirk Investment Zone  
Grangemouth Investment Zone  
Larbert Gateway  
Eastern Gateway

3.3 Pressures on key motorway junctions and road corridors would be exacerbated by these developments. The Council undertook a considerable amount of modelling work through previous plans to identify and design mitigation measures to address these issues.

3.4 Accordingly LDP1 identified the following interventions to upgrade the strategic and local road network.

INF01/02	M9 Junction 6 Upgrade
INF03	M9 Junction 5 Upgrade
INF04	M9 Junction 4 Upgrade
INF05	M9 Junction 3 Upgrade
INF06	M80 Junction 7 Upgrade
INF07	A801 Avon Gorge Upgrade
INF11	Falkirk A803 Corridor Improvements
INF12	Falkirk A904 Corridor Improvements
INF14	Denny Eastern Access Road

3.5 A number of these projects are being taken forward through the Council's Tax Increment Finance (TIF) scheme). Upgrading of M9J6 has already been completed, and M9J5 and the A904 improvements are scheduled. The A801 is dependent on completion of a suitable funding package. For others, developer contributions will be required.

3.5 In terms of sustainable transport measures , the EGIP project will have a major impact on the area and is well advanced. Long term safeguarding of station

sites at Grangemouth and Bonnybridge continues. The improvement of Falkirk Bus Station is identified as a key opportunity which is tied in with potential redevelopment of land at the east end of Falkirk Town Centre. A number of active travel projects are identified in LDP1 in tandem with the further development of the Central Scotland Green Network in the area.

- 3.6 With LDP1 only recently adopted, and most of its proposals still to be commenced, LDP2 involves selective, rather than radical change. The rolling forward of land requirements will be required, but there are no major legislative or national policy changes to take into account. This Transport Appraisal focuses on potential new development sites.

## **4. METHODOLOGY AND APPRAISAL**

### **Methodology**

- 4.1 A similar methodology to that used for the previous Local Development Plan Transport Appraisal was used for this exercise. However instead of appraising on a settlement by settlement basis the appraisal was carried out on a site by site basis, with a settlement summary.
- 4.2 The main reason for appraising on a site by site basis was that in some of the settlement area site impacts would vary significantly depending on location. This could lead to an imbalance when finally selecting sites to take forward in the next version of the Local Development Plan.
- 4.3 A scoring mechanism was used in the appraisal and is highlighted below. This allowed sites in each of the settlements to be assessed against each other in a fair and consistent manner.

### **Appraisal Criteria**

- 4.4 Each of the new sites brought forward through the Call for Sites and the MIR consultation were appraised against the following criteria:
  - 1. Accessibility to Local Services – School, Local Shops, Library, Health Centre
  - 2. Access to existing public transport services and facilities – Bus
  - 3. Access to existing public transport service and facilities – Rail
  - 4. Local Road Capacity
  - 5. Impact on Local Road Capacity
  - 6. Strategic Road Capacity
  - 7. Impact on Strategic Road Capacity
  - 8. Rail Travel
  - 9. Impact on Rail Station Car Parking
  - 10. Core Paths
  - 11. LDP Policy INF07 – Walking and Cycling
  - 12. LDP Policy INF08 – Bus Travel and New Development
  - 13. LDP Policy INF09 – Freight Transport
  - 14. LDP Policy INF10 – Transport Assessments
  - 15. LDP Policy INF11 – Parking

- 4.5 A sliding scale of scoring was adopted for all sites with a score given between 0 and 5 (with the exception of criterion 14 (Transport Assessment) which was scored between 1 and 3).

The poorest score of zero was given where:

- Poor accessibility,
- High impact on existing infrastructure and town centre parking
- Failure to meet existing national, regional and local policies (including the current Local development Plan and current Local Transport Strategy).

The highest score was five and was given where:

- Good accessibility
- Low impact on road and rail infrastructure
- Meeting the existing local plan policies
- Low impact on town centre parking

For the appraisal for Transport Assessment:

- The poorest score of 1 was given where a Transport Assessment was required to look at the cumulative impact of adjacent sites.
- The highest score of 3 was given where no Transport Assessment was required for the site.

- 4.6 Once each site had been appraised and the relevant score given for each of the criteria listed in 3.4 above a summary score was derived for each site within the settlement areas.

- 4.7 A summary of the individual site scores are listed below with the minimum score being 1 and the maximum score being 128.

- 4.8 A settlement appraisal summary is discussed and results presented in detail in the next chapter.

Site No.	Site Description	Score
	Call for Sites	
80	Falkirk Gateway	78
92	Glenbervie, Larbert	74
94	Hill of Kinnaird, Larbert	71
95	Gilston	51
101	Burnfoot, Carriden, Bo'ness	88
102	Crawfield Road, Bo'ness	68
103	Northbank Farm, Bo'ness	63
104	Carriden Brae (North), Muirhouses	65
105	East Muirhouses	65
106	Drumacre Road, Bo'ness	72
107	Gauze Road, Bo'ness	73
108	Pennelton Place, Bo'ness	73
109	Easter Thomiston, Banknock	61
110	Broomhill Road 2, High Bonnybridge	79
111	Hillview Road, High Bonnybridge	59
112	Bonnyside Road, High Bonnybridge	79
113	Reilly Road, Greenhill	59
114	Cumbernauld Road, Longcroft	68



115	Drove Loan, Denny	78
116	Rosebank North, Dunipace	59
117	Denovan Mains Farm, Dunipace	54
118	Tygetshaugh, Dunipace	71
164	Bankhead Farm, Dunipace	59
119	Smith Street, Falkirk	84
120	Slamannan Road, Falkirk	93
121	Glen Farm, Falkirk	73
122	Carron Road, Falkirk	80
123	Woodend Farm 1, Falkirk	68
124	Tamfourhill Road, Falkirk	86
125	Ochiltree Terrace, Camelon	86
126	Seaton Place, Falkirk	85
159	St. Giles Square, Camelon	74
160	Woodend Farm 2, Falkirk	68
161	Woodend Farm 3, Falkirk	68
128	Grangemouth Docks 1 – Port Related Activity	46
162	Grangemouth Docks 2 – Port Related Activity	46
163	Grangemouth Docks 3 – Port Related Activity	46
127	Kirkton Farm 2, Carronshore	52
129	Kirkton Farm 1, Carronshore	52
130	Roughlands Farm, Carronshore	55
131	Bensfield Farm, Stenhousemuir	55
132	Denny Road, Larbert	66
133	Stirling Road, Larbert	66
134	Hill of Kinnaird East, Larbert	50
135	Milnholm Riding Centre	64
136	Station Road, Polmont	69
138	Greenwells Farm North, Maddiston	57
139	Greenwells Farm South, Maddiston	57
140	Maddiston Fire Station, Main Street, Maddiston	69
141	Parkhall North, Maddiston	43
142	Parkhall North (East), Maddiston	43
143	Land North of Shamistle, Maddiston	N/A
144	Gilandersland, Maddiston	47
145	Redding Park North, Reddingmuirhead	65
146	Redding Road, Redding	72
147	Standrigg Farm, Wallacestone	44
148	Airth Mains Farm, Airth	46
149	Airth Glebe	48
150	Eastfield 1, Airth	48
151	Eastfield 2, Airth	48
152	Blair's Farm, Torwood	63
153	Newton Avenue, Skinflats	51
154	Castle Crescent, Torwood	63
155	East of Letham Cottages, Letham	53
165	Newton Avenue South, Skinflats	51
156	Stevenson's Yard, Avonbridge	81
157	South of B825, Whitecross	48
158	Waterstone Hill, California	77
166	Municipal Buildings Residual Site	90
167	Victoria Buildings, Falkirk	90
168	Firs Park, Falkirk	N/A
169	Glen Village Bowling Club	82
170	Abbots Road, Grangemouth	81

171	Former Bonnybridge Hospital	85
172	Stirling Street 2, Denny	81
178	Milnquarter Farm, Bonnybridge	77
189	Parkhall North (West), Maddiston	43
190	Grangemouth Docks 5 – Port Related Activity	46
195	Polmont Park	70
197	Wester Carmuir Park	87
204	Falkirk Wheel	87
	Additional MIR Sites	
207	Glen Works, Falkirk	73
208	Dunmore South	74
209	Southmuir Farm, California	74
210	Irene Terrace, Standburn	71
211	Middlerigg Farm, Reddingmuirhead	71
212	Slamannan Road 3. Limerigg	66
213	<b>Slamannan Road 4, Limerigg</b>	66
214	Wesleymount Farm East 1, California	72
215	Ferry Road, South Alloa	74
216	Torwoodhead	63
217	North Bank Farm 2, Bo'ness	62
218	Glenbervie West, Larbert	62
219	Glenbervie South, Larbert	58
220	Wesleymount Farm East 2, California	77
221	Standrigg Road 2, Wallacestone	44

## 5. SETTLEMENT APPRAISAL AND CONSTRAINTS SUMMARY

- 5.1 The appraisal exercise that was carried out for the previous Local Development Plan focused on a settlement appraisal. The information contained in Chapter 4 above is summarised into settlements below. (The average score of the sites has been used to compare settlements). The settlement appraisal has not been amended following the submission of the additional MIR sites as the additional sites do not make any significant changes to the overall impact on settlements.
- 5.2 Network constraints (road, rail, etc.) are listed for each of the settlements. This will put the sites and settlements into context with regard to existing infrastructure and possible additional infrastructure requirements.
- 5.3 Settlement Appraisal Summary

	<b>Settlement</b>	<b>Average Score</b>	<b>Constraints / Impact</b>
1	Bo'ness	72	Impact on local road networks especially the following junctions: A706 / A993 A904 / A993 Potential impacts of major growth on demand for parking at Linlithgow station
2	Bonnybridge and Banknock	69	Mitigation works required at the A803 / M80 Slip Roads due to development in and around Banknock. Impact on local road network in Bonnybridge in particular the Main Street Roundabout and the junction of Bridge Street / Seabegs Road.
3	Denny	64	Cumulative impact on local road network and in particular Denny Cross. Contributions will be required towards DEAR which will help reduce the impact.
4	Falkirk	80	Impact on the local road network where there are existing congestion issues on the main radial routes into Falkirk town centre.
5	Grangemouth	55	Port related activity that will impact on the local road network and its junctions with the M9 motorway.
6	Larbert and Stenhousemuir	61	The allocation of MIR Sites 94,134,131,130,129 and 127 will have major implications for the surrounding local road network and will require major infrastructure improvements. It is unlikely that the level of improvement works required will be able to be accommodated given the physical constraints on parts of the A88 and B902 corridors.

7	Polmont (Braes Urban Area)	56	<p>Major impact on the surrounding local road network and in particular the B805, B810 and A803 corridors. Allocation of additional sites over and above those already allocated in the current LDP may require significant infrastructure improvements. Potential impacts of major growth on demand for parking at Polmont station</p>
8	Rural North	52	<p>Airth – minimal impact and mitigation required.</p> <p>Torwood – impact on A9 corridor to North Broomage which currently experiences peak time congestion.</p> <p>Skinflats – Additional local infrastructure and improvements to existing infrastructure will be required to facilitate sites in Skinflats.</p> <p>Letham - C116 junction with the A88 Bellsdyke Road has accident history due to poor visibility, any further development in Letham may require substantial junction improvements.</p>
9	Rural South	59	<p>Avonbridge – No existing network issues in the vicinity of the proposed development site.</p> <p>Whitecross – Cumulative impact with the proposed redevelopment of the Manuel Works will require significant infrastructure improvements. In isolation localised upgrading of the B825 may be required to facilitate development.</p> <p>California – Roads safety issues will have to be overcome.</p>

## **6. IMPLICATIONS OF SITE OPTIONS**

### **Bo'ness**

6.1 The proposed housing site in LDP2 is:

Change of use:

64/MU02 – Drum South (100 additional units)

6.2 Site 64/MU02 has been subject to previous planning applications and has been granted consent at various times in the past. The change in mix (additional housing in place of business use) will alter the nature of impacts on the local road network to some degree.

6.3 Alternative housing sites considered:

Strategic growth:

102 - Crawfield Road (320 units [total 450])

103 – Northbank Farm (200 units)

104 – Carriden Brae North (300 units)

105 – East Muirhouses (150 units)

Small scale infill (open space sites):

106 – Drumacre Road (28 units)

107 – Cadzow Avenue 2 (25 units)

108 – Pennelton Place (25 units)

217 – North Bank Farm 2, Bo'ness

6.4 Crawfield Road scored highest out of the four options for strategic growth. The infill sites scored higher than all the strategic sites, but these are small open space sites (106-108) which would not deliver significant housing growth.

### **Bonnybridge and Banknock**

6.5 The proposed housing site in LDP2 is:

114 – Cumbernauld Road (10 units)

Site proposed for de-allocation:

Site 9 – Kilsyth Road (25 units)

6.6 The proposed site is of a small scale which will have minimal impact on the road network and there will be no further impact on the surrounding road network other than that already predicted for committed sites carried forward from LDP1. The suggested removal of sites will reduce anticipated impacts.

6.7 Alternative housing sites considered:

Strategic growth:

110 – Broomhill Road 2, High Bonnybridge (70 units)

112 – Bonnyside Road, High Bonnybridge (80 units)

113 – Reilly Road, Greenhill (250 units)

178 – Milnquarter Farm (100 units)

Minor settlement extensions:

111 – Hillview Road, High Bonnybridge (20 units)

Alternative economic development sites considered:

109 – Easter Thomiston (14.3 ha)

- 6.8 Of the alternative housing sites of significant scale, sites 111 and 112 are the most sustainable from a transport perspective, although they would involve significant impact on the local road network and in particular Bonnybridge Toll. Site 113 scores poorly because of its relatively peripheral location.
- 6.9 The site considered for minor settlement expansion is of such a small scale the impact on the road network will be minimal.
- 6.10 The means of access to site 109 is unclear, but if this were on to the M80 slip, this would clearly have significant implications for the junction, and is unlikely to be favoured.

**Denny**

- 6.11 There are no new proposed sites in LDP2.
- 6.12 There will be no further impact on the surrounding road network, other than that already predicted for the committed sites in LDP1.
- 6.13 Alternative sites considered:

Strategic growth:

116 – Rosebank North, Dunipace (100 units)

164 – Bankhead Farm, Dunipace (350 units)

Minor settlement extension:

115 – Drove Loan, Denny (25 units)

Small scale infill

118 – Tygetshaugh, Dunipace (20 units)

- 6.14 Sites 116 and 164 would have significant detrimental impacts on the road network, and in particular Denny Cross. Sites 115 and 118 are of such a small scale that the impact on the road network will be minimal.

**Falkirk**

- 6.15 The proposed housing sites in LDP2 are:

Part change of use:

80/MU16 – Falkirk Gateway (100 units on mixed use site)

Moderate settlement extension:  
123/160/H42 – Woodend Farm, Hallglen (90 units)

Sites within the urban area:  
122/MU17 – Carron Road, Falkirk (mixed use site)  
168/H44 – Firs Park (40)

6.16 The proposed sites generally score highly, since they generally comprise highly accessible sites within the urban area. Falkirk Gateway involves a part change of use to residential from business, which will have some implications for the previously assumed transport impacts. It is located on a main radial route into Falkirk, and has good public transport links. Woodend Farm is less accessible due to its relatively peripheral location.

6.17 Alternative housing sites considered

Strategic growth:  
121 – Glen Farm, Falkirk (150 units)  
207 Glen Works (120 units)

Minor settlement extension:  
120 – Slamannan Road (19 units)

6.18 Site 121 and site 207 are of a strategic scale site in relatively peripheral locations with a moderate impact on the local road network. Site 120 Slamannan Road, Falkirk is relatively small so has low impact on the road network.

### **Grangemouth**

6.19 The proposed housing site in LDP2 is:

H45 - Avonhall (11 units)

6.20 The preferred economic development sites listed in the Main Issues Report were:

128 – Grangemouth Docks 1 (2.6 ha)  
162 – Grangemouth Docks 2 (7.3 ha)  
163 – Grangemouth Docks 3 (35.5 ha)  
190 – Grangemouth Docks 4 (5.8 ha)

6.21 The proposed housing site is a small infill site and will have minimal impact on the road network.

6.22 The preferred economic development sites comprised additional land within the port, for port related activity including the option of a new thermal power station with carbon capture and storage (as per NPF3). These potentially had significant implications for the local road network and nearby junctions on the M9.

## **Larbert and Stenhousemuir**

6.23 The proposed site in LDP2 is:

Change of use:

94/MU19 – Hill of Kinnaird Business Park (70 units)

6.24 Site 94/MU19 was previously included in the Transport Assessment for the North Larbert Strategic Growth Area as a business park. The scale of housing proposed is relatively modest, and the net additional impact on the local road network will be relatively small.

6.25 Alternative sites considered:

Part change of use

92 – Glenbervie, Larbert (100 units on mixed use site)

Strategic growth:

132 – Denny Road, Larbert (100 units)

133 – Stirling Road, Larbert (100 units)

131 – Bensfield Farm, Stenhousemuir (190 units)

130 – Roughlands Farm, Carronshore (200 units)

134 – Hill of Kinnaird East, Larbert (1000 units)

129 – Kirkton Farm 1, Carronshore (1500 units)

127 – Kirkton Farm 2, Carronshore (500 units)

218 - Glenbervie West, Larbert (63 units)

219 - Glenbervie South, Larbert

6.26 The sites around the northeast and east of Stenhousemuir (127, 129, 130, 131, 134) are of considerable scale and will have a significant impact on local road infrastructure, particularly putting pressure on the B902 into Falkirk. The larger ones (127, 129, 134) would also be likely to have impacts on the strategic road network. Sites on the west of Larbert will have moderate effects on the local network.

## **Polmont (Braes Urban Area)**

6.27 The proposed site in LDP2 is:

142/H18 – Parkhall Farm 5, Maddiston (70 units)

6.28 Site 142/H18 accesses directly on to the A801 so there is limited impact on the congested B905 corridor. However, the site has relatively low accessibility by sustainable modes.

6.29 Alternative sites considered:

Strategic growth:

189 – Parkhall North (West), Maddiston (250 units)

141 – Parkhall North, Maddiston (1200 units)

147 – Standrigg Road, Wallacestone (200 units)

211 - Middlerigg Farm, Reddingmuirhead (200)

221 – Standrigg Road 2, Wallacestone (114)



Moderate settlement extension:

- 140 – Maddiston Fire Station (70 units)
- 138 – Greenwells Farm North, Maddiston (100 units)
- 139 – Greenwells Farm, South, Maddiston (50 units)
- 136 – Station Road, Polmont (125 units)
- 195 – Polmont Park, Polmont (53 units)
- 146 – Redding Road, Redding (50 units)

Change of use

- 95 – Gilston, Polmont (up to 1000 units)

Minor settlement extension

- 145 – Redding Park North, Reddingmuirhead (20 units)

- 6.30 The alternative sites comprise a range of greenfield sites, most of which are peripheral in location. Larger sites will have a significant impact on the local road network, particularly those feeding into the B805 corridor. Site 95 involves change of use of a large business site to predominantly housing. This would result in changes to previously assessed transport impacts, with significant implications for the local road network and additional pressure on parking at Polmont railway station.

**Rural South**

- 6.31 It is proposed to de-allocate most of the Slamannan Strategic Growth Area and a range of smaller sites in certain of the Rural South villages.
- 6.32 There will be no further impact on the surrounding road network other than that already predicted for committed sites carried forward from LDP1. The suggested removal of sites will reduce anticipated impacts.

- 6.33 Alternative sites considered:

- 156 - Stephenson's Yard, Avonbridge (30 units)
- 157 - South of B825, Whitecross (70 units)
- 158 - Waterstone, California (5 units)
- 209 – Southmuir, California
- 210 – Irene Terrace, Standburn
- 212 – Slamannan Road 3, Limerigg
- 213 - Slamannan Road 4, Limerigg
- 214 - Wesley Farm East 1, California
- 220 - Wesleymount Farm East 2, California

- 6.34 Sites 156 and 158 are relatively small sites, with minimal impact on the local road network. Site 157 is a relatively large site in a remote rural location, served by rural road, and so scores low.

**Rural North**

- 6.35 There are no proposed sites in LDP2.

Preferred site listed in the Main Issues Report:

165 – Newton Avenue South, Skinflats (80 units)

6.36 Site 165 would have moderate impact on the local road network. In common with other village sites, accessibility is low by comparison with the main urban areas.

6.37 Alternative sites considered:

Strategic growth:

148 – Airth Mains Farm (200 units)

151 – Eastfield 2, Airth (300 units)

Moderate settlement extensions:

149 – Airth Glebe (30 units)

150 – Eastfield 1, Airth (50 units)

152 – Blairs Farm, Torwood (70 units)

153 – Newton Avenue, Skinflats (80 units)

154 – Castle Crescent, Airth (50 units)

155 – East of Letham Cottages, Letham (40 units)

208 - Dunmore South

215 - Ferry Road, South Alloa

216 - Torwoodhead

6.38 The alternative sites cover six villages – Airth, Letham, Torwood, Skinflats, Dunmore and South Alloa. Accessibility is generally not high given the rural location. Some villages have access to some local services (Airth and Skinflats) while some have better access to bus services than others (e.g. Torwood). The larger sites (148, 151) are likely to have significant implications for the local road network.

## **7. CONCLUSION**

- 7.1 The Transport Appraisal examined sites which were put forward through the Call for Sites and MIR process. An assessment based on transport policy criteria has been carried out and the sites have been scored accordingly.
- 7.2 The sites comprise a wide range of development options, mostly for housing, which have a range of transport impacts and whose accessibility varies according to location. Some settlements, such as Falkirk, clearly offer better accessibility than others. Most settlements are subject to constraints affecting the strategic or local road network. Some of these constraints are due to be addressed through the transport interventions set out in LDP1 and carried into LDP2.
- 7.3 The MIR identified a number of preferred sites, amounting to around 1,000 additional houses, most of which were focused in Falkirk and Bo'ness. The proposed plan takes forward sites in Bo'ness, Maddiston, Falkirk and Larbert. Additional housing is provided at the Bo'ness South East (Drum Farm South) and Larbert North (Hill of Kinnaird) Strategic Growth Areas through the conversion of business land to residential. Further smaller sites are proposed in Falkirk and Maddiston. The Strategic Growth Areas at Slamannan and Bo'ness Foreshore are de-allocated.
- 7.4 The net scale of additional housing identified is relatively modest in relation to the total land supply. The proposed sites may have some additional impacts on the local road network, but there are unlikely to be any additional implications for the strategic road network beyond those attached to the committed sites for which appropriate mitigation is planned.

