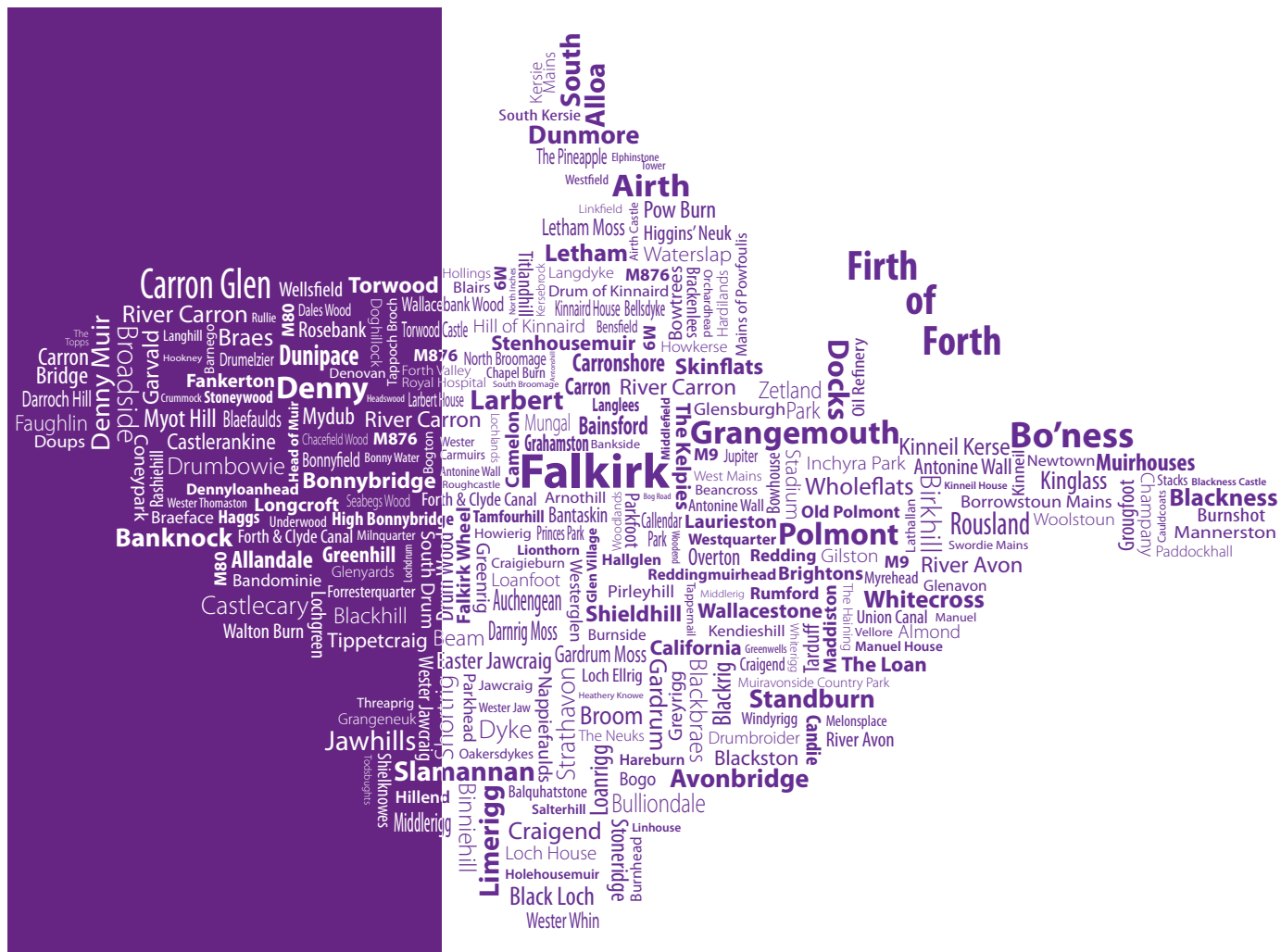


Local Development Plan2

Transport Appraisal

September 2018



Falkirk Council

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.

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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 Shamistie, 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	Slamannan Road 4, Limerigg	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

	Settlement	Average Score	Constraints / Impact
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.

Appraisal Criteria

Accessibility to Local Services - Schools, local shops, library, health centre etc.		LDP Policy INF07 - Walking and Cycling	
5	Good accessibility to all facilities within reasonable walking or cycling distance of the proposed development site	5	Development site adjacent to existing pedestrian routes and National Cycle Network
4	Good accessibility to majority of facilities within reasonable walking or cycling distance of the proposed development site	4	Development site adjacent to existing pedestrian and local cycle routes
3	Reasonable (Medium) Accessibility to majority of local facilities some outwith a reasonable walking and cycling distance from the proposed development site.	3	Development site adjacent to existing pedestrian and proposed cycle routes
2	Poor accessibility with some facilities within reasonable walking or cycling distance of the proposed development site	2	Development site adjacent to existing cycle routes and proposed pedestrian routes
1	Poor accessibility and lack of facilities within reasonable walking or cycling distance of the proposed development site	1	Development site adjacent to proposed pedestrian and proposed cycle routes
0	No facilities within a reasonable walking or cycling distance of the proposed development site	0	Development site remote from current pedestrian and cycling facilities

Access to existing public transport services and facilities - Bus		LDP Policy INF08 - Bus Travel and New Development	
5	Good accessibility to bus facilities including high frequency of bus services (better than 15 minute service)	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)	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)	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)	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)	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)	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		LDP Policy INF09 - Freight Transport	
5	Good accessibility to nearest rail facilities	5	No impact on local communities, local roads and strategic road networks
4	Moderate accessibility to nearest rail facilities (Walking distance outwith 400m)	4	Minimal impact on local communities, local roads and strategic road networks
3	Poor accessibility to nearest rail facilities (Walking distance outwith 800m)	3	Moderate impact on local communities, local road and strategic road networks
2	Nearest rail facilities outwith reasonable walking distance in excess of 1600m.	2	Moderate impact on local communities, local road and strategic road networks that will require mitigation works
1	Nearest rail facilities outwith reasonable walking distance but will involve cycling distances in excess of 1600m.	1	Major impact on local communities, local road and staretgic road networks that will require major mitiagtion works
0	Nearest rail facilities too remote to consider walking or cycling	0	Major impact on local communities, local road and staretgic road networks where no mitigation works can be carried out.

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

Local Road Capacity		LDP Policy INF10 - Transport Assessments	
5	No significant impact on Local Road Capacity	3	No Transport Assessment required
4	Minimal impact on Local Road Capacity	2	Transport Assessment required for individual site
3	Moderate impact on Local Road Capacity	1	Transport Assessment required to investigate cumulative impact of adjacent sites
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		LDP Policy INF11 - Parking	
5	No significant impact on Local Road Capacity - No mitigation required	5	No Impact on existing town centre parking capacity
4	Minimal impact on Local Road Capacity - No or minor mitigation required	4	Minimal impact on existing town centre parking capacity
3	Moderate impact on Local Road Capacity - Minor mitigation required (Localised widening of junctions)	3	Moderate impact on Existing town centre parking capacity
2	Major impact on Local Road Capacity - Major mitigation will be required (New junctions localised widening etc.)	2	Major impact on existing town centre parking capacity
1	Major impact on Local Road Capacity where large scale mitigation will be required (New road infrastructure required e.g. bypass roads etc.)	1	Major impact on existing town centre parking capacity where peak time congestion of services exists
0	Major impact on Local Road Capacity where no mitigation can be implemented	0	Major impact on existing town centre parking capacity where all day congestion exists.

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

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.

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

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

Settlement	Site	Location	Land Use	No. of Units	
Bo'ness	101	Burnfoot, Carriden, Bo'ness	Huts and Bothies		
	102	Crawfield Road, Bo'ness	Residential	450	
	103	North Bank Farm, Bo'ness	Residential	150-200	
	104	Carriden Brae North, Muirhouses	Residential	100-120	
	105	East Muirhouses	Residential	100-120	
	106	Drumacre Road, Bo'ness	Residential	28	
	107	Gauze Road, Bo'ness	Residential	25	
	108	Pennelton Place, Bo'ness	Residential	25	
Bonnybridge & Banknock	109	Easter Thomaston, Banknock	Business Industrial		
	110	Broomhill Road 2, High Bonnybridge	Residential	70	
	111	Hillview Road, High Bonnybridge	Residential	20	
	112	Bonnyside Road, High Bonnybridge	Residential	70	
	113	Reilly Road, Greenhill	Residential	150	
	114	Cumbernauld Road, Longcroft	Residential	10	
Denny	115	Drove Loan, Denny		25	
	116	Rosebank North, Dunipace	Residential	450-500	
	117	Denovan Mains Farm, Denny	Residential	30	
	118	Tygetshaugh, Dunipace	Residential	10-15	
	164	Bankend Farm, Dunipace	Residential	see 116	
Falkirk	119	Smith Street, Falkirk	Residential	60	
	120	Slamannan Road, Falkirk	Residential	19	
	121	Glen Farm, Falkirk	Residential	150	
	122	Carron Road, Falkirk	Mixed Use	81	
	123	Woodend Farm 1, Falkirk	Residential	40	
	124	Tamfourhill Road, Falkirk	Residential	15	
	125	Ochiltree Terrace, Camelon	Residential	20	
	126	Seaton Place, Falkirk	Residential	15	
	159	St Giles Square, Camelon	Residential	35	
	160	Woodend Farm 2, Falkirk	Residential	50	
	161	Woodend Farm 3, Falkirk	Residential	10	
Grangemouth	128	Grangemouth Docks 1	Port Related & Energy		
	162	Grangemouth Docks 2	Port Related & Energy		
	163	Grangemouth Docks 3	Port Related & Energy		
Larbert & Stenhousemuir	92	Glenbervie, Larbert	Mixed	Unknown	
	94	Hill of Kinnaird	Residential	300	
	127	Kirkton Farm 2, Carronshore	Residential & Mixed Use	see 129	
	129	Kirkton Farm 1, Carronshore	Residential & Mixed Use	200-2000	
	130	Roughlands Farm, Carronshore	Residential	200	
	131	Bensfield Farm, Stenhousemuir	Residential	190	
	132	Denny Road, Larbert	Residential	tbv	
	133	Stirling Road, Larbert	Residential	tbv	
	134	Hill of Kinnaird East, Larbert	Residential	1000	
Polmont Area	95	Gilston, Polmont	Mixed Use	1500	
	135	Milnholm Riding Centre, Polmont	Residential	10	
	136	Station Road, Polmont	Residential	125	
	137	Grandsable Road, Beancross, Polmont	Economic Development & Tourism		
	138	Greenwells Farm North, Maddiston	Residential	90	
	139	Greenwells Farm South, Maddiston	Residential	50	
	140	Maddiston Fire Station, Main Road, Maddiston	Residential	70-100	
	141	Parkhall North, Maddiston	Residential	1200	
	142	Parkhall North (East), Maddiston	Residential	70 + 60 Bed Care Home	
	143	Land North of Shamistie, Maddiston	Road		
	144	Gilandersland, Maddiston	Residential	365	
	145	Redding Park North, Reddingmuirhead	Residential	20	
	146	Redding Road, Redding	Residential	50	
	147	Standrigg Farm, Wallacestone	Residential	200	
Rural North	148	Airth Mains Farm	Housing & Tourism	50 + Visitors Centre	
	149	Airth Glebe	Housing	60-70	
	150	Eastfield 1, Airth	Housing	50	
	151	Eastfield 2, Airth	Housing	tbv	
	152	Blairs Farm, Torwood	Residential & Commercial	70 + other uses	
	153	Newton Avenue, Skinflats	Residential	150 - 170	
	154	Castle Crescent, Torwood	Residential	40 - 60	
	155	East of Letham Cottages, Letham	Residential	30 - 40	
	165	Newton Avenue South, Skinflats	Residential	80	
Rural South	156	Stevenson's Yard, Avonbridge	Residential	30	
	157	South of B825, Whitecross	Residential	70	
	158	Waterstone Hill, California	Residential	5	
Urban Capacity Site Maps Sites	166	Municipal Buildings Residual Site	Residential	40	
	167	Victoria Buildings	Residential	25	
	168	Firs Park	Residential	86	
	169	Glen Village Bowling Club	Residential	25	
	170	Abbots Road	Residential	10	
	171	Former Bonnybridge Hospital	Residential	44	
	172	Stirling Street 2	Residential	30	

[illegible]

Bonybrideg and Banknock			Easter Thomaston, Banknock			Broomhill Road, High Bonybrideg			Hillview Road, High Bonybrideg			Bonybrideg Road, High Bonybrideg			Rally Road, Greenhill			Cumbernauld Road, Longcroft			Mingquater Farm		
Assessment Criteria			Industrial / Commercial			70 Residential Units			20 Residential Units			70 Residential Units			150 Residential Units			10 Residential Units					
1. Local services (school, shops, Library Health Centre) by Walking and Cycling			N/A			Local shops and schools are within a reasonable walking distance			3			Site remote from local shops and facilities			3			Site remote from local shops and facilities			1		
2. Access to existing public transport facilities - BUS			Reasonable access to bus services 2			Reasonable access to bus services 2			2			Poor access to bus services 1			Reasonable access to bus services 2			Poor access to bus services 1			Poor access to bus services 1		
3. Access to existing public transport facilities - RAIL			No rail facilities within reasonable distance 0			No rail facilities within reasonable distance 0			0			No rail facilities within reasonable distance 0			0			No rail facilities within reasonable distance 0			0		
4. Access to existing public transport facilities - Local Road			Major impact on local road network 1			Major impact on local road network 1			1			Major impact on local road network 1			Major impact on local road network 1			Major impact on local road network 1			Major impact on local road network 1		
5. Access to existing public transport facilities - Local Road			No given other committed developments 1			Remote from Strategic Road network 5			5			Remote from Strategic Road network 5			5			Remote from Strategic Road network 5			5		
6. Will it create or exacerbate existing issues on the trunk road network			Yes 1			No 5			5			No 5			5			No 5			5		
7. Access to existing public transport facilities - Local Road			Too remote to impact on rail network 5			Too remote to impact on rail network 5			5			Too remote to impact on rail network 5			5			Too remote to impact on rail network 5			5		
8. Access to existing public transport facilities - Local Road			No 5			No 5			5			No 5			5			No 5			5		
Sustainable Transport and Infrastructure Policies																							
INP07 - Walking and Cycling																							
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.			Site adjacent to existing National Cycle Route and Core Path network			Site adjacent to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			2		
			4			4			4			4			4			1			2		
			L15 Policies			L15 Policies			L15 Policies			L15 Policies			L15 Policies			L15 Policies			L15 Policies		
2. The Council will continue to promote and increase awareness of Active and Sustainable Transport.			ASPT1			ASPT1			ASPT1			ASPT1			ASPT1			ASPT1			ASPT1		
3. The Council will continue to enhance, where possible, the existing path network and develop new paths and improved pedestrian and cycling signage as a major contribution to the network.			ASPT2			ASPT2			ASPT2			ASPT2			ASPT2			ASPT2			ASPT2		
4. 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.			ASPT3			ASPT3			ASPT3			ASPT3			ASPT3			ASPT3			ASPT3		
5. 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.			ASPT3			ASPT3			ASPT3			ASPT3			ASPT3			ASPT3			ASPT3		
1. Where appropriate, infrastructure supporting the two modes of walking and cycling should be continued and support objectives in regard to the current Council policies.			Site remote to existing National Cycle Route and Core Path network			Site adjacent to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			2		
			1			4			4			4			4			1			2		
2. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, including the existing path network and develop new paths and improved pedestrian and cycling signage as a major contribution to the network.			Site remote to existing National Cycle Route and Core Path network, additional links may be required to link the development site to the surrounding highway network.			Site adjacent to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			2		
			2			4			4			4			4			1			2		
3. 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 suitable designed and located crossing facilities where routes meet the public road network.			Site remote to existing National Cycle Route and Core Path network			Site adjacent to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			2		
			2			4			4			4			4			1			2		
4. Where possible, no pedestrian route should be obstructed by the development. The developer should ensure that the development is accessible to all.			Site remote to existing National Cycle Route and Core Path network			Site adjacent to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			4			Site remote to existing National Cycle Route and Core Path network			2		
			2			4			4			4			4			1			2		
Policy INF08 Bus Travel and New Development																							
1. New development will be required to provide appropriate links to bus infrastructure or suitable links to existing bus services or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. This provision will be required through direct funding of infrastructure, and/or the provision of suitable support to the delivery of bus services serving the development.			Site adjacent to bus route.			Site is within a reasonable distance of bus routes			2			Site has poor access to bus services and is not within a reasonable walking distance			2			Site has poor access to bus services and is not within a reasonable walking distance			2		
			3			2			2			2			2			1			1		
2. Bus infrastructure should be provided in accordance with and phasing agreed with the Council, and designed in accordance with the residential and other committed policies.			Enhancement to existing public transport facilities will be required.			Enhancement to existing public transport facilities will be required.			2			Enhancement to existing public transport facilities will be required.			2			Enhancement to existing public transport facilities will be required.			2		
			2			2			2			2			2			2			2		
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.			Size and scale of development not suitable for bus generation.			Size and scale of development not suitable for bus generation.			2			Size and scale of development not suitable for bus generation.			2			Size and scale of development not suitable for bus generation.			2		
			1			1			1			1			1			1			1		
Policy INF09 Freight Transport																							
1. Freight intensive development will be directed to the development of the Zone and other locations that are located adjacent to significant impact on local communities, or on the local strategic road network.			Not applicable for this type of development			N/A			Not applicable for this type of development			N/A			Not applicable for this type of development			N/A			Not applicable for this type of development		
			N/A			N/A			N/A			N/A			N/A			N/A			N/A		
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 LDP policies.			Not applicable for this type of development			N/A			Not applicable for this type of development			N/A			Not applicable for this type of development			N/A			Not applicable for this type of development		
			N/A			N/A			N/A			N/A			N/A			N/A			N/A		
3. The Council will continue to work with SEB, BAA, and other stakeholders to ensure that the development is accessible to all.			Not applicable for this type of development			N/A			Not applicable for this type of development			N/A			Not applicable for this type of development			N/A			Not applicable for this type of development		
			N/A			N/A			N/A			N/A			N/A			N/A			N/A		
Policy INF10 Transport Assessments																							
1. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1					
			1			1			1			1			1			1			1		
2. Transport Assessment will be required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1					
			1			1			1			1			1			1			1		
3. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1					
			1			1			1			1			1			1			1		
4. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1					
			1			1			1			1			1			1			1		
5. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			Transport Assessment required to investigate cumulative impact of sites 110,111,112 and 113 must be considered particularly in respect of their impact on Broomhill Road / Seaboard Road Junction and also Bonybrideg T-jct.			1					
			1			1			1			1			1			1			1		
Policy INF11 Parking																							
1. 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 car use in order to travel especially to central areas which have higher levels of accessibility by alternative modes of transport.			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 car use in order to travel especially to central areas which have higher levels of accessibility by alternative modes of transport.			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 car use in order to travel especially to central areas which have higher levels of accessibility by alternative modes of transport.			4			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 car use in order to travel especially to central areas which have higher levels of accessibility by alternative modes of transport.			4			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 car use in order to travel especially to central areas which have higher levels of accessibility by alternative modes of transport.			4		
			4			4			4			4			4			4			4		
2. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
3. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
4. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
5. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
6. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
7. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
8. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
9. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
10. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
11. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
12. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
13. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
14. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
15. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
16. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
17. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
18. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
19. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
20. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
21. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
22. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
23. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council on the basis of the impact on trunk roads, roads with Transport Scotland.			Not applicable to this development			Not applicable to this development			5			Not applicable to this development			5			Not applicable to this development			5		
			5			5			5			5			5			5			5		
24. The Council will require transport assessments of developments where the impact of the development on the transport network is considered to be significant. This is a significant increase																							

[illegible]

[illegible]

Grangemouth	Site 128	Grangemouth Docks 1		Site 162	Grangemouth Docks 2		Site 163	Grangemouth Docks 3		Site 190	Grangemouth Docks 5				
Assessment Criteria	Port Related Activity			Port Related Activity			Port Related Activity			Port Related Activity					
a. Local Services (Schools, Shops, Library Health Centre) by	Remote from local services		0	Remote from local services		0	Remote from local services		0	Remote from local services		0			
b. Access to existing public transport facilities -BUS	Remote from local services		0	Remote from local services		0	Remote from local services		0	Remote from local services		0			
c. Access to existing public transport facilities - RAIL	Remote from local services		0	Remote from local services		0	Remote from local services		0	Remote from local services		0			
Local Road Network Capacity															
a. Is there spare capacity	Adjacent to corridors that exhibit peak time congestion	1		Adjacent to corridors that exhibit peak time congestion	1		Adjacent to corridors that exhibit peak time congestion	1		Adjacent to corridors that exhibit peak time congestion	1				
b. Will it create or exacerbate existing issues on the local road network	Major impact on A904 and M9J6	3		Major impact on A904 and M9J6	3		Major impact on A904 and M9J6	3		Major impact on A904 and M9J6	3				
Strategic Road Network															
a. Is there spare capacity	Moderate impact on strategic road capacity	3		Moderate impact on strategic road capacity	3		Moderate impact on strategic road capacity	3		Moderate impact on strategic road capacity	3				
b. Will it create or exacerbate existing issues on the trunk road network	Major impact on M9 corridor and Junctions 5 & 6	2		Major impact on M9 corridor and Junctions 5 & 6	2		Major impact on M9 corridor and Junctions 5 & 6	2		Major impact on M9 corridor and Junctions 5 & 6	2				
Strategic Rail Network															
a. Is there spare capacity.	If rail freight proposed major impact on rail capacity	3		If rail freight proposed major impact on rail capacity	3		If rail freight proposed major impact on rail capacity	3		If rail freight proposed major impact on rail capacity	3				
b. Will it create or exacerbate existing issues on the rail network	Moderate impact if rail freight proposed.	3		Moderate impact if rail freight proposed.	3		Moderate impact if rail freight proposed.	3		Moderate impact if rail freight proposed.	3				
Sustainable Transport and Infrastructure Policies															
INF07 - Walking and Cycling															
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site remote from Core Path network and National Cycle Route		0	Site remote from Core Path network and National Cycle Route		0	Site remote from Core Path network and National Cycle Route		0	Site remote from Core Path network and National Cycle Route		0			
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	LTS Policies			LTS Policies			LTS Policies			LTS Policies					
	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.		ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.		ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.		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.		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.		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.		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.				
3. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel.	ASTP3			ASTP3			ASTP3			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.			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.			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.			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.					
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0			
5. 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;	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0			
6. Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0	Site remote from existing pedestrian facilities, Core Path network and National Cycle Route		0			
Policy INF08 Bus Travel and New Development															
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. 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.	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0			
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0			
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0	No service provision in vicinity of development site.		0			
Policy INF09 Freight Transport															
1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3			
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 LDP policies.	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3			
3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3	Moderate impact on local communities, local road and strategic road networks		3			
Policy INF10 Transport Assessments															
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1			
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. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport.	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1			
3. The Council will only support development proposals where it is satisfied that the transport assessment and travel plans have been appropriately scoped, the network impacts properly defined and suitable mitigation measures identified.	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management legislation.		1			
Policy INF11 Parking															
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.	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 areas which have higher levels of accessibility by alternative modes of transport.		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 areas which have higher levels of accessibility by alternative modes of transport.		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 areas which have higher levels of accessibility by alternative modes of transport.		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 areas which have higher levels of accessibility by alternative modes of transport.				
		4			4			4			4				
		4			4			4			4				
1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.	Not applicable for this development		5	Not applicable for this development		5	Not applicable for this development		5	Not applicable for this development		5			
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable for this development		5	Not applicable for this development		5	Not applicable for this development		5	Not applicable for this development		5			
3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Not applicable to this development		5	Not applicable to this development		5	Not applicable to this development		5	Not applicable to this development		5			
4. New parking will be provided to support the strategic role of railway 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.	Not applicable for this development		5	Not applicable for this development		5	Not applicable for this development		5	Not applicable for this development		5			
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	This site in Bo'nness is remote from the town centre and will require adequate parking in line with current standards		4	This site in Bo'nness is remote from the town centre and will require adequate parking in line with current standards		4	This site in Bo'nness is remote from the town centre and will require adequate parking in line with current standards		4	This site in Bo'nness is remote from the town centre and will require adequate parking in line with current standards		4			
Grangemouth Docks 1		46		Grangemouth Docks 2		46		Grangemouth Docks 3		46		Grangemouth Docks 5		46	

Larbert and Stenhousemuir	Site 92	Glenbervie, Larbert	Site 94	Hill of Kinraid	Site 127	Kirkton Farm 2, Carronshore	Site 129	Kirkton Farm 1, Carronshore	Site 130	Roughlands Farm, Carronshore	Site 131	Benfield Farm, Stenhousemuir	Site 132	Denny Road, Larbert	Site 133	Stirling Road, Larbert	Site 134	Hill of Kinraid East, Larbert
Assessment Criteria	Mixed Use Development	300 Residential Units	Residential and Mixed Use 200-2000 Dwellings	Accessibility	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units	200 Residential Units
a. Local Services (Schools, Shops, Library, Health Centre) Making and Cycling	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2
b. Access to existing public transport facilities - BUS	Site adjacent to public transport facilities	3	Site adjacent to public transport facilities	3	Site adjacent to public transport facilities	3	Site adjacent to public transport facilities	3	Site adjacent to public transport facilities	3	Site adjacent to public transport facilities	3	Site adjacent to public transport facilities	3	Site adjacent to public transport facilities	3	Site adjacent to public transport facilities	3
c. Access to existing public transport facilities - RAIL	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0
d. Local Road Network Capacity	Moderate impact on local road network	3	Moderate impact on local road network	3	Major impact on local road network	2	Major impact on local road network	2	Major impact on local road network	2	Major impact on local road network	2	Moderate impact on local road network	3	Moderate impact on local road network	3	Major impact on local road network	2
e. Will it create or exacerbate existing issues on the local road network	Will impact on the operation of local network	3	Will impact on the operation of local network	3	Exacerbate congested corridors	2	Exacerbate congested corridors	2	Exacerbate congested corridors	2	Exacerbate congested corridors	2	Moderate impact on local road network	3	Moderate impact on local road network	3	Major impact on local road network	2
f. Is there space adjacent to the road network	Will impact on the operation of M876 J2	3	Will impact on the operation of M876 J2	3	Will impact on M876 J2 and Borewells	2	Will impact on M876 J2 and Borewells	2	Will impact on M876 J2 and Borewells	2	Will impact on M876 J2 and Borewells	2	Will impact on M876 J2	2	Will impact on M876 J2	2	Will impact on M876 J2 and Borewells	2
g. Will it create or exacerbate existing issues on the trunk road network	Moderate impact on M90 network	3	Moderate impact on M90 network	3	Major impact on M90 network	3	Major impact on M90 network	3	Major impact on M90 network	3	Major impact on M90 network	3	Moderate impact on M90 network	3	Moderate impact on M90 network	3	Major impact on M90 network	3
h. Is there space adjacent to the trunk road network	Impact on parking at Larbert Station	3	Impact on parking at Larbert Station	3	Major impact on rail	1	Major impact on rail	1	Major impact on rail	1	Major impact on rail	1	Moderate impact on rail	3	Moderate impact on rail	3	Major impact on rail	1
i. Will it create or exacerbate existing issues on the rail network	Additional parking at station may be required	3	Additional parking at station may be required	3	Impact on parking at local stations	2	Impact on parking at local stations	2	Impact on parking at local stations	2	Impact on parking at local stations	2	Moderate impact on rail	3	Impact on parking at local stations	3	Impact on parking at local stations	2
Sustainable Transport and Infrastructure Policies	INF07 - Walking and Cycling																	
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site adjacent to existing local cycle routes but remote from Core Path network	1	Site adjacent to existing local and national cycle route and Core Path network	5	Site remote from existing local and national cycle route and Core Path network	1	Site remote from existing local and national cycle route and Core Path network	1	Site remote from existing local and national cycle route and Core Path network	1	Site remote from existing local and national cycle route and Core Path network	1	Site adjacent to existing local and national cycle route and Core Path network	1	Site remote to existing National Cycle Route but adjacent to Core Path network	1	Site adjacent to existing local and national cycle route and Core Path network	5
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies	
a. The Council will continue to enhance, where possible, the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP1		ASTP1		ASTP1		ASTP1		ASTP1		ASTP1		ASTP1		ASTP1		ASTP1	
b. The Council will continue to enhance, where possible, the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2		ASTP2		ASTP2		ASTP2		ASTP2		ASTP2		ASTP2		ASTP2		ASTP2	
c. The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure easy access by foot and cycle.	ASTP3		ASTP3		ASTP3		ASTP3		ASTP3		ASTP3		ASTP3		ASTP3		ASTP3	
3. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and objectives in agreed Travel Plans helping to support active travel.	Site adjacent to existing pedestrian facilities and local cycle network.	4	Site adjacent to existing pedestrian facilities, local and national cycle network and core path network.	5	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1
4. Pedestrian and cycle journeys in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school children and provide connections to public transport, as well as links to other amenities and community facilities.	Site adjacent to existing pedestrian facilities and local cycle network.	4	Site adjacent to existing pedestrian facilities, local and national cycle network and core path network.	5	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1
5. The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote 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.	Site adjacent to existing pedestrian facilities and local cycle network.	4	Site adjacent to existing pedestrian facilities, local and national cycle network and core path network.	5	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1
6. Where practical, no pedestrian route should be obstructed by facilities that render it undesirable for the mobility impaired.	Site adjacent to existing pedestrian facilities and local cycle network.	4	Site adjacent to existing pedestrian facilities, local and national cycle network and core path network	5	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	1
Policy INF08 Bus Travel and New Development																		
1. New development will be required to provide appropriate levels of infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPV. This provision will be delivered through direct funding of infrastructure and/or the provision of sum to support the delivery of bus services serving the development.	Existing service provision in vicinity of development site.	3	Site remote from existing public transport facilities	1	Site remote from existing public transport facilities	1	Site remote from existing public transport facilities	1	Site adjacent to bus route.	1	Site adjacent to bus route.	3	Site adjacent to bus route.	3	Site adjacent to bus route.	3	Site remote from existing public transport facilities	1
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	Existing service provision in vicinity of development site.	3	Site remote from existing public transport facilities	1	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be sited in locations where infrastructure via pedestrian links is provided in Policy INF09.	Existing service provision in vicinity of development site.	2	Size and scale of development suitable for bus penetration which should be investigated and form part of any planning consideration.	2	Size and scale of development suitable for bus penetration which should be investigated and form part of any planning consideration.	2	Size and scale of development suitable for bus penetration which should be investigated and form part of any planning consideration.	2	Size and scale of development not suitable for bus penetration.	2	Size and scale of development not suitable for bus penetration.	2	Size and scale of development not suitable for bus penetration.	2	Size and scale of development not suitable for bus penetration.	2	Size and scale of development suitable for bus penetration which should be investigated and form part of any planning consideration.	2
Policy INF09 Freight Transport																		
1. Freight intensive development will be directed to the Strategic Investment Zone and to other locations that can be accessed through significant impact on local communities, or on the local and strategic road network.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
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 LDP policies.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
3. The Council will continue to work with SESMA, freight haulage companies and others in developing freight quality partnerships.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
Policy INF10 Transport Assessments																		
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment was carried out for the site as part of the outline application for the old Bellsdyke Hospital site. A new assessment will be required to investigate the proposed change in use for the site.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1
2. Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and assessment of the likely impacts on an quality as a result of the development. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over the use of the car.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment was carried out for the site as part of the outline application for the old Bellsdyke Hospital site. A new assessment will be required to investigate the proposed change in use for the site.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1
3. The Council will only support development proposals where it is satisfied that the transport assessment and travel plan has been appropriately sought, the network impacts properly defined and suitable mitigation measures identified.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment was carried out for the site as part of the outline application for the old Bellsdyke Hospital site. A new assessment will be required to investigate the proposed change in use for the site.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1
Policy INF11 Parking																		
The Council will manage parking provision as an integral part of public transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.	PK1	3	PK1	3	PK1	3	PK1	3	PK1	3	PK1	3	PK1	3	PK1	3	PK1	3

1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.	Not applicable for this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable for this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2
4. New parking will be provided to support the strategic role of railway 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.	Will impact on parking at Larbert Station	3	Will impact on parking at Larbert Station	3	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Will impact on parking at Larbert Station	3	Will impact on parking at Larbert Station	3
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
	Glenbervie, Larbert	74	Hill of Kinnaird	71	Kirkton Farm 2, Carronshore	52	Kirkton Farm 1, Carronshore	52	Roughlands Farm, Carronshore	55	Bensfield Farm, Stenhousemuir	55	Denny Road, Larbert	66	Stirling Road, Larbert	66
															Hill of Kinnaird East, Larbert	50

[illegible]

Rural North	Site 148	Airth Mains Farm 50 Units + Visitors Centre	Site 149	Airth Glebe 60-70 Residential Units	Site 150	Eastfield 1, Airth 50 Residential Units	Site 151	Eastfield 2, Airth To be confirmed	Site 152	Blairs Farm, Torwood 70 Units + Commercial	Site 153	Newton Avenue, Skinfats 150-170 Residential Units	Site 154	Castle Crescent, Torwood 40-60 Residential Units	Site 155	East of Letham Cottages, Letham 30-40 Residential Units	Site 165	Newton Avenue South, Skinfats 80 Residential Units
Accessibility																		
a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	2	Site remote from nearest town centre and local neighbourhood services	1	Site remote from nearest town centre and local neighbourhood services	1	Site remote from nearest town centre and local neighbourhood services	1	Site remote from nearest town centre and local neighbourhood services	1	Site remote from nearest town centre and local neighbourhood services	1
b. Access to existing public transport facilities – BUS	Site adjacent to hourly bus service	1	Site adjacent to hourly bus service	1	Site adjacent to hourly bus service	1	Site adjacent to hourly bus service	1	Site adjacent to 20min bus service	3	Site adjacent to limited bus service	3	No bus service adjacent to site	0	Site service adjacent to site	0	Site adjacent to limited bus service	1
c. Access to existing public transport facilities – RAIL	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0
Local Road Network Capacity																		
a. Is there spare capacity	Major impact on local road network	2	Major impact on local road network	2	Major impact on local road network	2	Major impact on local road network	2	Moderate impact on local road network	3	Moderate impact on local road network	3	Moderate impact on local road network	3	Minimal impact on local road network	4	Moderate impact on local road network	3
b. Will it create or exacerbate existing issues on the local Strategic Road Network	Exacerbate congested corridors	2	Exacerbate congested corridors	2	Exacerbate congested corridors	2	Exacerbate congested corridors	2	Moderate impact on local road network	3	Moderate impact on local road network	3	Moderate impact on local road network	3	Minimal impact on strategic road network	4	Moderate impact on local road network	3
c. Is there spare capacity	Moderate impact due to cumulative impact	3	Moderate impact due to cumulative impact	3	Moderate impact due to cumulative impact	3	Moderate impact due to cumulative impact	3	Minimal impact on strategic road network	4	Moderate impact due to cumulative impact	3	Minimal impact on strategic road network	4	Moderate impact due to cumulative impact	3	Moderate impact due to cumulative impact	3
d. Will it create or exacerbate existing issues on the trunk Strategic Rail Network	Moderate impact due to cumulative impact	3	Moderate impact due to cumulative impact	3	Moderate impact due to cumulative impact	3	Moderate impact due to cumulative impact	3	Minimal impact on strategic road network	4	Moderate impact due to cumulative impact	3	Minimal impact on strategic road network	4	Moderate impact due to cumulative impact	3	Moderate impact due to cumulative impact	3
Strategic Rail Network																		
a. Is there spare capacity	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0
b. Will it create or exacerbate existing issues on the rail	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0
Sustainable Transport and Infrastructure Policies																		
INF07 – Walking and Cycling																		
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to existing National Cycle Route and Core Path network.	2	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to existing National Cycle Route and Core Path network.	4	Site adjacent to existing National Cycle Route and Core Path network.	4
	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	The Council will continue to enhance, where possible the existing path network and develop multi-use path and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2
3. Where appropriate, infrastructure supporting the two modes of walking and cycling will be considered and support objectives in agreed Travel Plans having to support active travel.	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.	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.	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.	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.	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.	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.	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.	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.	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.	ASTP3
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas. In particular to facilities school journeys and provide connections to public transport, as well as links to other amenities and community facilities.	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2
5. The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote safe use. Particular emphasis should be given to the provision of suitable lighting, and provision of suitably designed and located crossing facilities where routes meet the public road network.	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2
6. Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	2
Policy INF08 Bus Travel and New Development																		
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m walking distance required by SPP. This provision will be delivered through direct funding of infrastructure and/or the provision of sum to support the delivery of bus services serving the development.	Site adjacent to existing bus routetand hourly bus service.	1	Site adjacent to existing bus routetand hourly bus service.	1	Site adjacent to existing bus routetand hourly bus service.	1	Site adjacent to existing bus routetand hourly bus service.	1	Site adjacent to bus route.	3	Site adjacent to bus route with limited bus services.	1	Site adjacent to bus route.	3	No bus service adjacent to site	0	Site adjacent to bus route with limited bus services.	1
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council Guidelines.	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	3	Enhancement to existing public transport facilities will be required.	1
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. But facilities within developments should offer appropriate links to existing pedestrian routes in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Size and scale of development not suitable for bus penetration.	1	Size and scale of development not suitable for bus penetration.	1	Size and scale of development not suitable for bus penetration.	1	Size and scale of development not suitable for bus penetration.	1	Size and scale of development not suitable for bus penetration.	3	Size and scale of development not suitable for bus penetration.	1	Size and scale of development not suitable for bus penetration.	1	Size and scale of development not suitable for bus penetration.	3	Size and scale of development not suitable for bus penetration.	1
Policy INF09 Freight Transport																		
1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
2. Development which will encourage the transfer of freight from road rail, including the development of freight handling facilities, will be supported subject to other LDP policies.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
3. The Council will continue to work with SEStann, freight companies and others in developing highly quality partnerships.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
Policy INF10 Transport Assessments																		
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	No transport assessment required for this scale of development.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1
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 the development. The assessment will also take the hierarchy of transport modes, favouring the use of walking, cycling and public transport over the use of the car.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	No transport assessment required for this scale of development.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1
3. The Council will only support development proposals 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.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1	No transport assessment required for this scale of development.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.	1
Policy INF11 Parking																		
1. 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.	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3
2. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centres.	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
3. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
4. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2
5. New parking will be provided to support the strategic role of parking, 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.	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
6. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	The sites in Bishops are remote from the town centre facilities which will increase pressure on existing town centre parking	3	Not applicable to this development	5	The sites in Bishops are remote from the town centre facilities which will increase pressure on existing town centre parking	3	The sites in Bishops are remote from the town centre facilities which will increase pressure on existing town centre parking	3
	Airth Mains Farm	46	Airth Glebe	48	Eastfield 1, Airth	48	Eastfield 2, Airth	48	Blairs Farm, Torwood	63	Newton Avenue, Skinfats	51	Castle Crescent, Torwood	63	East of Letham Cottages, Letham	53	Newton Avenue South, Skinfats	51

Rural South	Site 156	Stevenson's Yard, Avonbridge	Site 157	South of B825, Whitecross	Site 158	Waterstone Hill, California
Assessment Criteria						
Accessibility		30 Residential Units		70 Residential Units		5 Residential Units
a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site adjacent to village centre and local neighbourhood services	4	Site remote from town centre and local neighbourhood services	2	Site adjacent to village centre and local neighbourhood services	3
b. Access to existing public transport facilities - BUS	Site adjacent to frequent bus service	4	Site adjacent to hourly bus service	1	Site adjacent to infrequent bus service	1
c. Access to existing public transport facilities - RAIL	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0
Local Road Network Capacity						
a. Is there spare capacity	Minimal impact on local road network	4	Major impact on local road network	2	Minimal impact on local road network	4
b. Will it create or exacerbate existing issues on the local	Minimal impact on local road network	4	Major impact on local road network	2	Minimal impact on local road network	4
Strategic Rail Network						
a. Is there spare capacity	No impact on strategic road network	5	Moderate impact due to cumulative impact	3	No impact on strategic road network	5
b. Will it create or exacerbate existing issues on the trunk	No impact on strategic road network	5	Moderate impact due to cumulative impact	3	No impact on strategic road network	5
Strategic Rail Network						
a. Is there spare capacity	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0
b. Will it create or exacerbate existing issues on the rail	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0
Sustainable Transport and Infrastructure Policies						
INF07 - Walking and Cycling						
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to Core Path network but remote from National Cycle Route.	2
	LTS Policies		LTS Policies		LTS Policies	
	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	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.	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.	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.	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.	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.
3. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3
5. 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;	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3
6. Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3
Policy INF08 Bus Travel and New Development						
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. 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.	Site adjacent to frequent bus service	3	Site adjacent to existing bus routes and hourly bus service.	1	Site adjacent to frequent bus service	3
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	Enhancement to existing public transport facilities will be required.	3	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	3
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Size and scale of development not suitable for bus penetration.	3	Size and scale of development not suitable for bus penetration.	1	Size and scale of development not suitable for bus penetration.	3
Policy INF09 Freight Transport						
1. Freight intensive development will be directed to the Grangemou Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
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 LDP policies.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
Policy INF10 Transport Assessments						
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment will not be required.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will not be required.	3
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. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport.	A Transport Assessment will not be required.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will not be required.	3
3. The Council will only support development proposals 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.	A Transport Assessment will not be required.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	1	A Transport Assessment will not be required.	3
Policy INF11 Parking						
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.	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 areas which have higher levels of accessibility by alternative modes of transport.	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 areas which have higher levels of accessibility by alternative modes of transport.	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 areas which have higher levels of accessibility by alternative modes of transport.
1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2
4. New parking will be provided to support the strategic role of						

railway 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.	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
	Stevenson's Yard, Avonbridge	81	South of B825, Whitecross	48	Waterstone Hill, California	77

Urban Capacity Sites	Site 166	Municipal Buildings Residual Site 40 Residential Units	Site 167	Victoria Buildings 25 Residential Units	Site 168	Fire Park 86 Residential Units	Site 169	Glen Village Bowling Club 25 Residential Units	Site 170	Abbots Road 18 Residential Units	Site 171	Former Bonybridge Hospital 44 Residential Units	Site 172	Stirling Street 2 30 Residential Units	
Assessment Criteria	Accessibility														
A. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site adjacent to town centre and local neighbourhood services	4	Site adjacent to town centre and local neighbourhood services	4	N/A Planning Consent Granted	Site remote from nearest centre and local neighbourhood services	1	Site remote from nearest centre and local neighbourhood services	1	Site remote from nearest centre and local neighbourhood services	4	Site adjacent to village centre and local neighbourhood services	4	Site adjacent to village centre and local neighbourhood services	
B. Access to existing public transport facilities - BUS	Site adjacent to frequent bus service	4	Site adjacent to frequent bus service	4	N/A Planning Consent Granted	Site adjacent to hourly bus service	2	Site adjacent to frequent bus service	4	Site adjacent to frequent bus service	4	Site adjacent to frequent bus service	4	Site adjacent to frequent bus service	
C. Access to existing public transport facilities - RAIL	Site adjacent to rail station	5	Site adjacent to rail station	5	N/A Planning Consent Granted	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	
Local Road Network Capacity	Local Road Network														
D. Is there spare capacity	Moderate impact on local road network	3	Moderate impact on local road network	3	N/A Planning Consent Granted	Minimal impact on local road network	4	Minimal impact on local road network	4	Minimal impact on local road network	4	Minimal impact on local road network	4	Minimal impact on local road network	
E. Will it create or exacerbate existing issues on the local road network	Impact on existing congestion	3	Impact on existing congestion	3	N/A Planning Consent Granted	Minimal impact on local road network	4	Minimal impact on local road network	4	Minimal impact on local road network	4	Minimal impact on local road network	4	Minimal impact on local road network	
Strategic Road Network	Strategic Road Network														
F. Is there spare capacity	No impact on strategic road network	5	No impact on strategic road network	5	N/A Planning Consent Granted	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	
G. Will it create or exacerbate existing issues on the strategic road network	No impact on strategic road network	5	No impact on strategic road network	5	N/A Planning Consent Granted	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	
H. Is there spare capacity	No impact on strategic road network	5	No impact on strategic road network	5	N/A Planning Consent Granted	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	
I. Will it create or exacerbate existing issues on the rail network	No impact on strategic road network	5	No impact on strategic road network	5	N/A Planning Consent Granted	Minimal impact	4	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	5	No impact on strategic road network	
Sustainable Transport and Infrastructure Policies	INF07 - Walking and Cycling														
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought	Site adjacent to Core Path network and National Cycle Route.	4	Site remote from the Core Path network and National Cycle Route.	2	N/A Planning Consent Granted	Site adjacent to Core Path network and National Cycle Route.	4	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to Core Path network and National Cycle Route.	4	Site adjacent to Core Path network but remote from National Cycle Route.	2	Site adjacent to Core Path network but remote from National Cycle Route.	
	LTS Policies		LTS Policies		LTS Policies	LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies	
ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	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.	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.	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.	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.	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.	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.	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.	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.	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.	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.	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.	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.	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.	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.	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.
2. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in respect of Travel Plans helping to support active travel.	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	N/A Planning Consent Granted	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	
3. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to the transport network, and all access to other amenities and community facilities.	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	N/A Planning Consent Granted	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	
4. The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote that safe use. Particular attention should be given to the provision of suitable lighting, and the provision of suitable design and located crossing facilities where routes meet the public road network.	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	N/A Planning Consent Granted	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	
5. Where practical, no pedestrian route should be obstructed by structures that render it unsuitable for the mobility impaired.	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	N/A Planning Consent Granted	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	
Policy INF08 Bus Travel and New Development	Policy INF08 Bus Travel and New Development														
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. 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.	Site adjacent to frequent bus service	3	Site remote from existing bus facilities	1	N/A Planning Consent Granted	Site adjacent to frequent bus service	2	Site adjacent to frequent bus service	2	Site adjacent to frequent bus service	4	Site adjacent to frequent bus service	3	Site adjacent to frequent bus service	
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	Enhancement to existing public transport facilities will be required.	3	Enhancement to existing public transport facilities will be required.	1	N/A Planning Consent Granted	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	4	Enhancement to existing public transport facilities will be required.	3	Enhancement to existing public transport facilities will be required.	
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian and cycling networks in surrounding areas. Where appropriate, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Size and scale of development not suitable for bus penetration.	3	Size and scale of development not suitable for bus penetration.	1	N/A Planning Consent Granted	Size and scale of development not suitable for bus penetration.	2	Size and scale of development not suitable for bus penetration.	2	Size and scale of development not suitable for bus penetration.	4	Size and scale of development not suitable for bus penetration.	3	Size and scale of development not suitable for bus penetration.	
Policy INF09 Freight Transport	Policy INF09 Freight Transport														
1. Freight transport development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	
2. Development which will encourage the transport of freight from roads to the development, including the use of freight handling facilities, will be supported subject to other LDP policies.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	
3. The Council will continue to work with SEBran, freight companies, developers and others in developing freight partnership.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	
Policy INF10 Transport Assessments	Policy INF10 Transport Assessments														
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment will be required taking account of the cumulative impact of development and the possible new Council HQ	1	A Transport Assessment will not be required.	3	N/A Planning Consent Granted	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	
2. Transport assessments will include travel plans, and where necessary, safety audits of proposed mitigation measures and assessment of the likely impacts on an equality as a result of proposed development. This assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport.	A Transport Assessment will be required taking account of the cumulative impact of development and the possible new Council HQ	1	A Transport Assessment will not be required.	3	N/A Planning Consent Granted	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	
3. The Council will only support development proposals where it is satisfied that the transport assessment and travel plan has been appropriately accepted, the network impacts properly defined and suitable mitigation measures identified.	A Transport Assessment will be required taking account of the cumulative impact of development and the possible new Council HQ	1	A Transport Assessment will not be required.	3	N/A Planning Consent Granted	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	3	A Transport Assessment will not be required.	
Policy INF11 Parking	Policy INF11 Parking														
The Council will manage parking provision as an integral part of site transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.	PK1	3	PK1	3	PK1	3	PK1	3	PK1	3	PK1	3	PK1	3	
1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the viability and viability of the centre.	Not applicable to this development	5	Not applicable to this development	5	N/A Planning Consent Granted	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Site adjacent to local town centre reducing the reliance on the private car.	4	Site adjacent to local town centre reducing the reliance on the private car.	4	N/A Planning Consent Granted	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	
3. Parking in District and Local Centres will be managed to promote sustainable travel and the use of public transport.	Not applicable to this development	5	Not applicable to this development	5	N/A Planning Consent Granted	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	
4. New parking will be provided to support the strategic role of railway 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.	Not applicable to this development	5	Not applicable to this development	5	N/A Planning Consent Granted	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable to this development	5	Not applicable to this development	5	N/A Planning Consent Granted	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	
	Municipal Buildings Residual Site	90	Victoria Buildings	90	Fire Park	0	Glen Village Bowling Club	82	Abbots Road	81	Former Bonybridge Hospital	85	Stirling Street 2	81	

	Site 207	Glen Works, Falkirk		Site 208	Dunmore South		Site 209	Southmuir Farm		Site 210	Irene Terrace, Standburn	
Assessment Criteria		120 Dwellings + Care Home			25 Elderly Bungalows			40-50 Units			5 Units	
Accessibility												
a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site remote from town centre and local neighbourhood services		1	Site remote from town centre and local neighbourhood services		0	Site remote from local services		0	Site remote from town centre and local neighbourhood services		0
b. Access to existing public transport facilities - BUS	Site remote from public transport facilities		1	Site adjacent to poor bus facilities.		1	Site adjacent to poor bus facilities.		1	Site adjacent to poor bus facilities.		1
c. Access to existing public transport facilities - RAIL	Site remote from rail facilities		2	Site remote from rail facilities		0	Site remote from rail facilities		0	Site remote from rail facilities		0
Local Road Network Capacity												
a. Is there spare capacity	B8028/B803 Exhibits peak time congestion in and around the town centre		3	Minimal impact on surrounding road network		5	Minimal impact on surrounding road network		5	Minimal impact on surrounding road network		5
b. Will it create or exacerbate existing issues on the local road	Will exacerbate existing issues		3	Minimal impact due to size of development		5	Minimal impact due to size of development		5	Minimal impact due to size of development		5
Strategic Road Network												
a. Is there spare capacity	Too remote from strategic road network		5	Too remote from strategic road network		5	Too remote from strategic road network		5	Too remote from strategic road network		5
b. Will it create or exacerbate existing issues on the trunk	n/a		5	n/a		5	n/a		5	n/a		5
Strategic Rail Network												
a. Is there spare capacity.	Minimal impact on existing rail network		3	Minimal impact on existing rail network		3	Minimal impact on existing rail network		3	Minimal impact on existing rail network		3
b. Will it create or exacerbate existing issues on the rail network	Minimal impact on existing rail network		3	Minimal impact on existing rail network		3	Minimal impact on existing rail network		3	Minimal impact on existing rail network		3
Sustainable Transport and Infrastructure Policies												
INF07 - Walking and Cycling												
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site adjacent to existing National Cycle Route and Core Path network		4	Site remote to existing National Cycle Route but adjacent to Core Path network.		3	Site remote to existing National Cycle Route but adjacent to Core Path network.		3	Site remote to existing National Cycle Route but adjacent to Core Path network.		3
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	LTS Policies			LTS Policies			LTS Policies			LTS Policies		
	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.		ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.		ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.		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.		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.		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.		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.		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.		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.		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.	
3. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;	Poor pedestrian and cycle links are provided adjacent to the development site. Existing footways are too narrow to promote pedestrian and cycling. Site adjacent to existing National Cycle Route and Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;	Poor pedestrian and cycle links are provided adjacent to the development site. Existing footways are too narrow to promote pedestrian and cycling. Site adjacent to existing National Cycle Route and Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2
5. 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;	Poor pedestrian and cycle links are provided adjacent to the development site. Existing footways are too narrow to promote pedestrian and cycling. Site adjacent to existing National Cycle Route and Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2
6. Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.	Poor pedestrian and cycle links are provided adjacent to the development site. Existing footways are too narrow to promote pedestrian and cycling. Site adjacent to existing National Cycle Route and Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2
Policy INF08 Bus Travel and New Development												
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. 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.	Majority of the site is outwith 400m walking distance to nearest bus stops. Bus service hourly. Poor pedestrian links to bus stops.		1	Existing service provision in vicinity of development site of poor frequency.		1	Existing service provision in vicinity of development site of poor frequency.		1	Existing service provision in vicinity of development site of poor frequency.		1
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	Enhancement to existing public transport facilities will be required.		1	Existing service provision in vicinity of development site of poor frequency.		1	Existing service provision in vicinity of development site of poor frequency.		1	Existing service provision in vicinity of development site of poor frequency.		1
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Size and scale of development may be suitable for bus penetration, but is highly unlikely.		1	Size and scale of development not suitable for bus penetration.		1	Size and scale of development not suitable for bus penetration.		1	Size and scale of development not suitable for bus penetration.		1
Policy INF09 Freight Transport												
1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A
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 LDP policies.	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A
3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A
Policy INF10 Transport Assessments												
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		2	No transport assessment required for this scale of development		3	No transport assessment required for this scale of development		3	No transport assessment required for this scale of development		3
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. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over use of the car.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		2	No transport assessment required for this scale of development		3	No transport assessment required for this scale of development		3	No transport assessment required for this scale of development		3
3. The Council will only support development proposals 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.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		2	No transport assessment required for this scale of development		3	No transport assessment required for this scale of development		3	No transport assessment required for this scale of development		3
Policy INF11 Parking												
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.	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	1
1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.	Not applicable to this development		5	Not applicable to this development		5	Not applicable to this development		5	Not applicable to this development		5
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable to this development		5	Not applicable to this development		5	Not applicable to this development		5	Not applicable to this development		5
3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site remote from Falkirk town centre increasing the reliance on the private car.		3	Site remote from Falkirk town centre increasing the reliance on the private car.		3	Site remote from Falkirk town centre increasing the reliance on the private car.		3	Site remote from Falkirk town centre increasing the reliance on the private car.		3
4. New parking will be provided to support the strategic role of railway 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.	Not applicable to this development		5	Will impact on parking at Larbert Railway Station		3	Will impact on parking at Falkirk High Railway Station		3	Will impact on parking at Polmont and Linlithgow railway stations where there are existing parking pressures.		2
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable for this development		5	Not applicable for this development		5	Not applicable for this development		5	Not applicable for this development		5
	Glen Works, Falkirk		73	Dunmore South		74	Southmuir Farm		74	Irene Terrace, Standburn		71

	Site 211	Middlerigg Farm, Reddingmuirhead	Site 212	Slamannan Road 3, Limerigg	Site 213	Slamannan Road 4, Limerigg	Site 214	Wesleymount Farm East 1
Assessment Criteria	211	200 Units	212	Expansion to 83 Units	213	TBC	214	
Accessibility								
a. Local Services (Schools, Shops, Library Health Centre) by	Site remote from local services	0	Remote from local services	0	Remote from local services	0	Site remote from local services	0
b. Access to existing public transport facilities - BUS	Site adjacent to poor bus facilities.	1	Remote from local services	1	Remote from local services	1	Site adjacent to poor bus facilities.	1
c. Access to existing public transport facilities - RAIL	Site remote from rail facilities	0	Remote from local services	0	Remote from local services	0	Site remote from rail facilities	0
Local Road Network Capacity								
a. Is there spare capacity	Minimal impact on surrounding road network	5	Minimal impact on surrounding road network	5	Minimal impact on surrounding road network	5	Minimal impact on surrounding road network	5
b. Will it create or exacerbate existing issues on the local	Minimal impact due to size of development	5	Moderate impact on the existing village roads infrastructure	3	Moderate impact on the existing village roads infrastructure	3	Minimal impact due to size of development	5
Strategic Road Network								
a. Is there spare capacity	Too remote from strategic road network	5	Too remote from strategic road network	5	Too remote from strategic road network	5	Too remote from strategic road network	5
b. Will it create or exacerbate existing issues on the trunk road network	n/a	5	n/a	5	n/a	5	n/a	5
Strategic Rail Network								
a. Is there spare capacity.	Minimal impact on existing rail network	3	Minimal impact on existing rail network	3	Minimal impact on existing rail network	3	Minimal impact on existing rail network	3
b. Will it create or exacerbate existing issues on the rail	Minimal impact on existing rail network	3	Minimal impact on existing rail network	3	Minimal impact on existing rail network	3	Minimal impact on existing rail network	3
Sustainable Transport and Infrastructure Policies								
INF07 - Walking and Cycling								
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site adjacent to Core Path network but remote from National Cycle Route	3	Site adjacent to Core Path network but remote from National Cycle Route	3	Site adjacent to Core Path network but remote from National Cycle Route	3	Site remote to existing National Cycle Route but adjacent to Core Path network.	3
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	LTS Policies		LTS Policies		LTS Policies		LTS Policies	
	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	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.	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.	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.	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.	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.	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.	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.
3. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Site adjacent to existing Core Path network. Poor pedestrian links to village	2
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Site adjacent to existing Core Path network. Poor pedestrian links to village	2
5. 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;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Site adjacent to existing Core Path network. Poor pedestrian links to village	2
6. Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Site adjacent to existing Core Path network. Poor pedestrian links to village	2
Policy INF08 Bus Travel and New Development								
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. 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.	Existing service provision in vicinity of development site of poor frequency.	1	Existing service provision in vicinity of development site of poor frequency.	1	Existing service provision in vicinity of development site of poor frequency.	1	No service provision in vicinity of development site.	0
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	Existing service provision in vicinity of development site of poor frequency.	1	Existing service provision in vicinity of development site of poor frequency.	1	Existing service provision in vicinity of development site of poor frequency.	1	No service provision in vicinity of development site.	0
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Layout of development not suitable for bus penetration.	1	Layout of development not suitable for bus penetration.	1	Layout of development not suitable for bus penetration.	1	No service provision in vicinity of development site.	0
Policy INF09 Freight Transport								
1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A
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 LDP policies.	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A
3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A	Moderate impact on local communities, local road and strategic road networks	N/A
Policy INF10 Transport Assessments								
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	Transport Assessment required to investigate cumulative impact of adjacent sites should they be allocated.	1	Transport Assessment required to investigate cumulative impact of adjacent sites should they be allocated.	1	A Transport Assessment will not be required for this development site	3
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. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over use of the car.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	Transport Assessment required to investigate cumulative impact of adjacent sites should they be allocated.	1	Transport Assessment required to investigate cumulative impact of adjacent sites should they be allocated.	1	A Transport Assessment will not be required for this development site	3
3. The Council will only support development proposals 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.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	Transport Assessment required to investigate cumulative impact of adjacent sites should they be allocated.	1	Transport Assessment required to investigate cumulative impact of adjacent sites should they be allocated.	1	A Transport Assessment will not be required for this development site	3
Policy INF11 Parking								
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.	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 areas which have higher levels of accessibility by alternative modes of transport.	2	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 areas which have higher levels of accessibility by alternative modes of transport.	2	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 areas which have higher levels of accessibility by alternative modes of transport.	2	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 areas which have higher levels of accessibility by alternative modes of transport.	5
1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
4. New parking will be provided to support the strategic role of railway 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.	Will impact on parking at Polmont and Linlithgow railway stations where there are existing parking pressures.	2	Will impact on parking at Falkirk High Station where there are existing parking pressures.	2	Will impact on parking at Falkirk High Station where there are existing parking pressures.	2	Not applicable for this development	5
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
	Middlerigg Farm, Reddingmuirhead	71	Slamannan Road 3, Limerigg	66	Slamannan Road 4, Limerigg	66	Wesleymount Farm East 1	72

	Site 215	Ferry Road, South Alloa	Site 216	Torwoodhead, Torwood	Site 217	North Bank Farm 2, Bo'ness	Site 218	Glenbervie West
Assessment Criteria	215	70 Units	216	80 Units	217	Up to 440 Units	218	63 Units
Accessibility								
a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site remote from town centre and local neighbourhood services	0	Site remote from town centre and local neighbourhood services	0	Site remote from town centre and local neighbourhood services	2	Site remote from town centre and local neighbourhood services	0
b. Access to existing public transport facilities - BUS	Site adjacent to poor bus facilities.	1	Site adjacent to good frequency bus route	2	Site remote from public transport facilities	1	Site adjacent to good frequency bus route	2
c. Access to existing public transport facilities - RAIL	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0
Local Road Network Capacity								
a. Is there spare capacity	Minimal impact on surrounding road network	5	Moderate impact on local road network	3	Major impact on local road network	2	Moderate impact on local road network	3
b. Will it create or exacerbate existing issues on the local	Minimal impact due to size of development	5	Will impact on the operation of local network	3	Will impact on the operation of local network	2	Will impact on the operation of local network	3
Strategic Road Network								
a. Is there spare capacity	Too remote from strategic road network	5	Will impact on the operation of M876 J2	3	Too remote from strategic road network	5	Will impact on the operation of M876 J2	3
b. Will it create or exacerbate existing issues on the trunk	n/a	5	Moderate impact on Motorway network	3	n/a	5	Moderate impact on Motorway network	3
Strategic Rail Network								
a. Is there spare capacity.	Minimal impact on existing rail network	3	Impact on parking at Larbert Station	1	Minimal impact on existing rail network	3	Impact on parking at Larbert Station	1
b. Will it create or exacerbate existing issues on the rail	Minimal impact on existing rail network	3	Additional parking at station may be required	1	Minimal impact on existing rail network	3	Additional parking at station may be required	1
Sustainable Transport and Infrastructure Policies								
INF07 - Walking and Cycling								
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site remote to existing National Cycle Route but adjacent to Core Path network.	3	Site remote to existing National Cycle Route but adjacent to Core Path network.	3	Site remote to existing National Cycle Route but adjacent to Core Path network.	3	Site remote to existing National Cycle Route some distance from the Core Path network.	2
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	LTS Policies		LTS Policies		LTS Policies		LTS Policies	
	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	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.	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.	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.	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.	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.	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.	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.
3. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	1	Reasonable pedestrian links are provided adjacent to the development site. Site some distance from the Core Path network	2
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	1	Reasonable pedestrian links are provided adjacent to the development site. Site some distance from the Core Path network	2
5. 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;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	1	Reasonable pedestrian links are provided adjacent to the development site. Site some distance from the Core Path network	2
6. Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	1	Reasonable pedestrian links are provided adjacent to the development site. Site some distance from the Core Path network	2
Policy INF08 Bus Travel and New Development								
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. 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.	Existing service provision in vicinity of development site of poor frequency.	1	Parts of the site outwith 400m walking distance to bus stops.	2	Site remote from existing public transport facilities	1	Parts of the site outwith 400m walking distance to bus stops.	2
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	Existing service provision in vicinity of development site of poor frequency.	1	Parts of the site outwith 400m walking distance to bus stops.	2	Site remote from existing public transport facilities	1	Parts of the site outwith 400m walking distance to bus stops.	2
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Existing service provision in vicinity of development site of poor frequency.	1	Scale of development unsuitable for bus penetration.	2	Size and scale of development suitable for bus penetration which should be investigated and form part of any planning consideration.	1	Scale of development unsuitable for bus penetration.	2
Policy INF09 Freight Transport								
1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
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 LDP policies.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
Policy INF10 Transport Assessments								
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	No transport assessment required for this scale of development	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2
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. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over use of the car.	No transport assessment required for this scale of development	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2
3. The Council will only support development proposals 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.	No transport assessment required for this scale of development	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	2
Policy INF11 Parking						3		
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.	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 areas which have higher levels of accessibility by alternative modes of transport.	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 areas which have higher levels of accessibility by alternative modes of transport.	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 areas which have higher levels of accessibility by alternative modes of transport.	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 areas which have higher levels of accessibility by alternative modes of transport.
1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.	Not applicable for this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable for this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site remote from local town centre increasing the reliance on the private car.	3	Site remote from local town centre increasing the reliance on the private car.	3	Site remote from local town centre increasing the reliance on the private car.	3	Site remote from local town centre increasing the reliance on the private car.	3
4. New parking will be provided to support the strategic role of railway 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.	Will impact on parking at Larbert Station	3	Will impact on parking at Larbert Station	3	Will impact on Polmont and Linlithgow stations	2	Will impact on parking at Larbert Station	3
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
	Ferry Road, South Alloa	74	Torwoodhead, Torwood	63	North Bank Farm 2, Bo'ness	62	Glenbervie West	62

	Site 219	Glenbervie South, Larbert		Site 220	Wesleymount Farm East 2, California		Site 221	Standrigg Road 2	
		TBC			TBC			114 Units	
Assessment Criteria									
Accessibility									
a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site somewhat remote from town centre and local neighbourhood services		3	Site remote from town centre and local neighbourhood services		0	Site remote from town centre and local neighbourhood services		0
b. Access to existing public transport facilities - BUS	Site adjacent to good frequency bus route		2	Site remote from public transport facilities		1	Site adjacent to public transport facilities		1
c. Access to existing public transport facilities - RAIL	Site remote from rail facilities		0	Site remote from rail facilities		0	Site adjacent to rail facilities		0
Local Road Network Capacity									
a. Is there spare capacity	Moderate impact on local road network		3	Minimal impact on local road network		5	Major impact on local road network		2
b. Will it create or exacerbate existing issues on the local	Will impact on the operation of local network		3	Minimal impact on local road network		5	Exacerbate congested corridors		2
Strategic Road Network									
a. Is there spare capacity	Will impact on the operation of M876 J2		3	Minimal impact on strategic road network		5	Will impact on M9J4		2
b. Will it create or exacerbate existing issues on the trunk road network	Moderate impact on Motorway network		3	Minimal impact on strategic road network		5	Major impact on strategic road network		3
Strategic Rail Network									
a. Is there spare capacity.	Impact on parking at Larbert Station		1	Minimal impact on existing rail network		3	Major impact t Polmont and Linlithgow		1
b. Will it create or exacerbate existing issues on the rail network	Additional parking at station may be required		1	Minimal impact on existing rail network		3	Additional parking may be required.		1
Sustainable Transport and Infrastructure Policies									
INF07 - Walking and Cycling									
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site remote to existing National Cycle Route but adjacent to Core Path network.		3	Site remote to existing National Cycle Route but adjacent to Core Path network.		3	Site adjacent to Core Path network but remote from National Cycle Route.		3
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	LTS Policies			LTS Policies			LTS Policies		
	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.		ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.		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.		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.		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.		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.		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.	
3. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Site adjacent to existing Core Path network. Poor pedestrian links to village		2	New pedestrian facilities and cycling facilities will be required to link development to existing networks.		1
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Site adjacent to existing Core Path network. Poor pedestrian links to village		2	New pedestrian facilities and cycling facilities will be required to link development to existing networks.		1
5. 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;	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Site adjacent to existing Core Path network. Poor pedestrian links to village		2	New pedestrian facilities and cycling facilities will be required to link development to existing networks.		1
6. Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network		2	Site adjacent to existing Core Path network. Poor pedestrian links to village		2	New pedestrian facilities and cycling facilities will be required to link development to existing networks.		1
Policy INF08 Bus Travel and New Development									
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. 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.	Existing service provision adjacent to proposed site.		4	Existing service provision in vicinity of development site of poor frequency.		1	Site remote from existing bus routes		1
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	Existing service provision adjacent to proposed site.		4	Existing service provision in vicinity of development site of poor frequency.		1	Enhancement to existing public transport facilities will be required.		1
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Size and scale of development not suitable for bus penetration.		1	Size and scale of development not suitable for bus penetration.		1	Size and scale of development is suitable for bus penetration and this should be investigated and provided if site allocated.		1
Policy INF09 Freight Transport									
1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A
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 LDP policies.	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A
3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A	Not applicable for this type of development		N/A
Policy INF10 Transport Assessments									
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development.		2	A Transport Assessment will not be required for this development site		3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		1
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. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over use of the car.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		2	A Transport Assessment will not be required for this development site		3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		1
3. The Council will only support development proposals 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.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		2	A Transport Assessment will not be required for this development site		3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		1
Policy INF11 Parking									
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.	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	5	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 areas which have higher levels of accessibility by alternative modes of transport.	3
1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.	Not applicable for this development		5	Not applicable to this development		5	Not applicable to this development		5
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable for this development		5	Not applicable to this development		5	Not applicable to this development		5
3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site remote from local town centre increasing the reliance on the private car.		3	Site remote from local town centre increasing the reliance on the private car.		5	Site remote from local town centre increasing the reliance on the private car.		2
4. New parking will be provided to support the strategic role of railway 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.	May impact on parking at Larbert Railway Station			Not applicable to this development		5	Will impact on parking at Polmont and Linlithgow railway stations.		2
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable for this development			Not applicable for this development		5	Not applicable for this development		5
	Glenbervie South, Larbert		58	Wesleymount Farm East 2, California		77	Standrigg Road 2		44

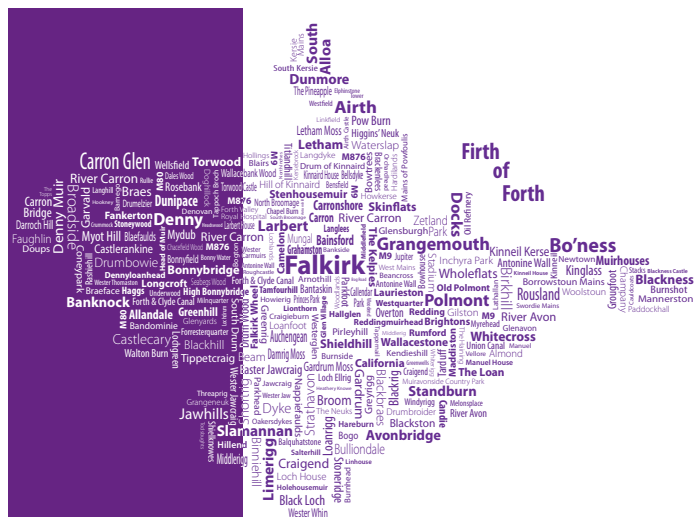
Additional Sites	131	Bensfield Farm, Larbert	102	Crawfield Road, Bo'ness	134	Hill of Kinnaird	104 & 105	Muirhouses, Bo'ness	
Assessment Criteria	240 Units		450 Units		865 - 1038 Units		250 Units		
Accessibility									
a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site remote from town centre and local neighbourhood services		2	Other than local schools, site remote from town centre	2	Site remote from town centre and local neighbourhood services	2	Site remote from local facilities including schools	1
b. Access to existing public transport facilities - BUS	Site adjacent to public transport routes		2	Site served by existing bus service	3	Site remote from public transport facilities	1	Site served by existing bus service	3
c. Access to existing public transport facilities - RAIL	Site remote from rail facilities		0	Site remote from rail facilities	0	Site remote from rail facilities	0	Site remote from rail facilities	0
Local Road Network Capacity									
a. Is there spare capacity	Major impact on local road network		2	Significant impact on local road network	2	Major impact on local road network	2	Significant impact on A904 / A993 junction at Muirhouses	2
b. Will it create or exacerbate existing issues on the local road network	Exacerbate congested corridors		2	A706 / A993 & Provost Road / A993	2	Exacerbate congested corridors	2	Exacerbate congested corridors	2
Strategic Road Network									
a. Is there spare capacity	Will impact on M876 J2 and Bowtrees		2	Will impact on M9 Junction 5 and M9 Junction	2	Will impact on M876 J2 and Bowtrees	2	Will impact on M9 Junction 5 and M9 Junction	2
b. Will it create or exacerbate existing issues on the trunk road network	Major impact on motorway network		3	Will add to peak time congestion at motorway	2	Major impact on motorway network	3	Will add to peak time congestion at motorway	2
Strategic Rail Network									
a. Is there spare capacity	Major impact on rail		1	Will add to existing pressures	2	Major impact on rail	1	Will add to existing pressures	2
b. Will it create or exacerbate existing issues on the rail network	Impact on parking at local stations		2	Will add to parking pressures at Linlithgow and Polmont railway stations	2	Impact on parking at local stations	2	Will add to parking pressures at Linlithgow and Polmont railway stations	2
Sustainable Transport and Infrastructure Policies									
INF07 - Walking and Cycling									
1. The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.	Site adjacent to Core Path network but remote from National Cycle Route.		2	Site adjacent to Core Path network but remote from National Cycle Route. Existing pedestrian routes in the vicinity of the development site.	3	Site adjacent to existing local and national cycle route and Core Path network	5	Site adjacent to existing National Cycle Route and Core Path network	4
2. New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	LTS Policies		LTS Policies		LTS Policies		LTS Policies		
	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and increase awareness of Active and Sustainable Transport.	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.	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.	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.	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.	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.	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.	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.	
3. Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks		1	Site adjacent to Core Path network but remote from National Cycle Route. Existing pedestrian routes in the vicinity of the development site.	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	1	Existing pedestrian routes in the vicinity of the development site and adjacent to the National Cycle Routes	5
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks		1	Site adjacent to Core Path network but remote from National Cycle Route. Existing pedestrian routes in the vicinity of the development site.	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	1	Existing pedestrian routes in the vicinity of the development site and adjacent to the National Cycle Routes	4
5. 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;	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks		1	Site adjacent to Core Path network but remote from National Cycle Route. Existing pedestrian routes in the vicinity of the development site.	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	1	Existing pedestrian routes in the vicinity of the development site and adjacent to the National Cycle Routes	3
6. Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks		1	Site adjacent to Core Path network but remote from National Cycle Route. Existing pedestrian routes in the vicinity of the development site.	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	1	Existing pedestrian routes in the vicinity of the development site and adjacent to the National Cycle Routes	3
Policy INF08 Bus Travel and New Development									
1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. 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.	Site adjacent to bus route.		3	Existing service provision in vicinity of development site.	3	Site remote from existing public transport facilities	1	Site adjacent to bus route.	3
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.	Enhancement to existing public transport facilities will be required.		2	Existing service provision in vicinity of development site.	3	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Size and scale of development not suitable for bus penetration.		2	Size and scale of development may be suitable for bus penetration.	3	Enhancement to existing public transport facilities will be required.	2	Size and scale of development not suitable for bus penetration.	2
Policy INF09 Freight Transport									
1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.	Not applicable for this type of development		N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
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 LDP policies.	Not applicable for this type of development		N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.	Not applicable for this type of development		N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A	Not applicable for this type of development	N/A
Policy INF10 Transport Assessments									
1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1
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. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over use of the car.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1
3. The Council will only support development proposals 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.	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity needs to be considered.	3	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	1
Policy INF11 Parking									
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.	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3	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 areas which have higher levels of accessibility by alternative modes of transport.	3
1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.	Not applicable to this development		5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not applicable to this development		5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site remote from local town centre increasing the reliance on the private car.		2	Site remote from local town centre increasing the reliance on the private car.	3	Site remote from local town centre increasing the reliance on the private car.	2	Site remote from local town centre increasing the reliance on the private car.	3
4. New parking will be provided to support the strategic role of railway 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.	Not applicable to this development		5	Not applicable to this development	5	Will impact on parking at local railway stations	3	Not applicable to this development	5
5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable for this development		5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
	Bensfield Farm, Larbert		57	Crawfield Road, Bo'ness	76	Hill of Kinnaird	55	Muirhouses, Bo'ness	71

FALKIRK

Local Development Plan2

Technical Report 5 (Revised): Transport Appraisal

September 2018



Falkirk Council