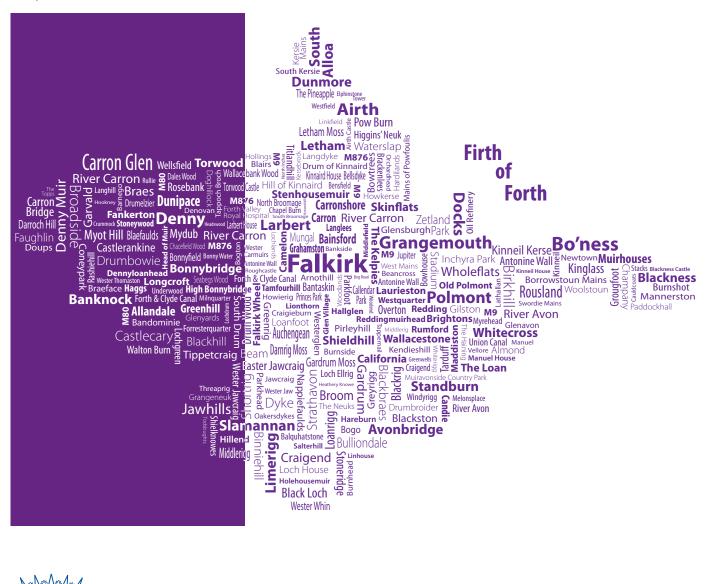
FALKIRK

Local Development Plan 2

Technical Report 5 (Revised):

Transport Appraisal

September 2018





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:
 - 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

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

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7	Polmont (Braes Urban Area)	56	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
8	Rural North	52	Airth – minimal impact and mitigation required. Torwood – impact on A9 corridor to North Broomage which currently experiences peak time congestion. Skinflats – Additional local infrastructure and improvements to existing infrastructure will be required to facilitate sites in Skinflats. 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.
9	Rural South	59	Avonbridge – No existing network issues in the vicinity of the proposed development site. 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. California – Roads safety issues will have to be overcome.

6. IMPLICATIONS OF SITE OPTIONS

Bo'ness

6.1 The proposed housing site in LDP2 is:

Change of use:

64/MÜ02 – 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 the 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
- 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

Moderate impact on Strategic Road Capacity

5 No significant impact on Strategic Road - No mitigation required
4 Minimal impact on Strategic Road - No or minor mitigation required

Major impact on Strategic Road where no mitigation can be implemented

Moderate accessibility to nearest rail facilities (Walking distance outwith 400m)

Poor accessibility to nearest rail facilities (Walking distance outwith 800m)

No significant impact on station car parking - No additional parking required
Minimal impact on station car parking - Additional car parking may be required
Moderate impact on station car parking - Additional car parking will be required

Good core path network through the development site
 Good core path 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

A core path network is in the vicinity of the development site

Remote core path network in the vicinity of the development site

0 Major impact on station car parking where no additional car parking can be provided.

0 Nearest rail facilities too remote to consider walking or cycling. Impact on available car parking.

Major impact on Strategic Road Capacity where peak time congestion already exists.
 Major impact on Strategic Road Capacity where congestion exists throughout the day.

Moderate impact on Strategic Road - Minor mitigation required (Localised widening of junctions)
 Major impact on Strategic Road - Major mitigation will be required (New junctions localised widening etc.)

Nearest rail facilities outwith reasonable walking distance in excess of 1600m. Impact on available car parking.

Major impact on station car parking - Additional car parking will be required as a result of future developments
 Major impact on station car parking - Existing car parking issues that will require additional car parking to be provided

Major impact on Strategic Road where large scale mitigation will be required (New Motorway or Trunk Road Junctions required)

Nearest rail facilities outwith reasonable walking distance but will involve cycling distances in excess of 1600m.Impact on available car parking.

Impact on Strategic Road Network

Impact on Rail Station Car Parking

Core Paths

2 Major impact on Strategic Road Capacity

5 Good accessibility to nearest rail facilities

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

Bo'ness 101 Burnfoot, Carriden, Bo'ness 102 Crawfield Road, Bo'ness 103 North Bank Farm, Bo'ness 104 Carriden Brae North, Muirhouses 105 East Muirhouses 106 Drumacre Road, Bo'ness 107 Gauze Road, Bo'ness 108 Pennelton Place, Bo'ness 108 Pennelton Place, Bo'ness 109 Easter Thomaston, Banknock 110 Broomhill Road 2, High Bonnybridge 111 Hillview Road, High Bonnybridge 112 Bonnyside Road, High Bonnybridge 113 Residential 114 Residential 115 Residential 116 Residential 117 Residential 117 Residential 118 Residential 119 Residential 110 Residential 110 Residential 111 Residential 111 Residential 112 Residential 113 Residential 114 Residential 115 Residential 116 Residential 117 Residential 118 Residential	450 150-200 100-120 100-120 28 25 25 25
102 Crawfield Road, Bo'ness Residential North Bank Farm, Bo'ness Residential 104 Carriden Brae North, Muirhouses Residential 105 East Muirhouses Residential 106 Drumacre Road, Bo'ness Residential 107 Gauze Road, Bo'ness Residential 108 Pennelton Place, Bo'ness Residential 109 Easter Thomaston, Banknock Business Industrial 110 Broomhill Road 2, High Bonnybridge Residential 111 Hillview Road, High Bonnybridge Residential	150-200 100-120 100-120 28 25 25 70
103	150-200 100-120 100-120 28 25 25 70
104 Carriden Brae North, Muirhouses Residential Re	100-120 100-120 28 25 25 70
105	28 25 25 70 20
106	28 25 25 70 20
108 Pennelton Place, Bo'ness Residential	70 20
Bonnybridge & Banknock 109 Easter Thomaston, Banknock Broomhill Road 2, High Bonnybridge 110 Hillview Road, High Bonnybridge Residential Residential	70 20
Bonnybridge & Banknock 109 Easter Thomaston, Banknock Broomhill Road 2, High Bonnybridge 110 Hillview Road, High Bonnybridge Residential Residential	20
110 Broomhill Road 2, High Bonnybridge Residential Residential Residential	20
111 Hillview Road, High Bonnybridge Residential	20
	ll ll
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
121 Gieri Faith, Faikhk Residential 122 Carron Road, Falkirk Mixed Use	81
122 Carron Road, Falkirk IMIXed Use 123 Woodend Farm 1, Falkirk Residential	40
124 Tamfourhill Road, Falkirk Residential	15
124 I Tarniourniii Road, Faikirk Residential 125 Ochiltree Terrace, Camelon Residential	20
125 Ochitree Terrace, Cameion Residential 126 Seaton Place, Falkirk Residential	15
	35
159 St Giles Square, Camelon Residential 160 Woodend Farm 2, Falkirk Residential	50
160 Woodend Farm 2, Falkirk Residential 161 Woodend Farm 3, Falkirk Residential	10
Grangemouth 128 Grangemouth Docks 1 Port Related & Energy	10
162 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	200-2000
131 Bensfield Farm, Stenhousemuir Residential	190
132 Denny Road, Larbert Residential	tbc
133 Stirling Road, Larbert Residential	tbc
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	125
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
	60 Bed Care Home
143 Land North of Shamistle, 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
	+ Visitors Centre
149 Airth Glebe Housing	60-70
150 Eastfield 1, Airth Housing	50
151 Eastfield 2, Airth Housing	tbc
	0 + 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

Part	Bo'ness	Site Burnfoot, Carriden, Bo'ness		Site Crawfield Road, Bo'ness		Site North Bank Farm, Bo'ness 103		Site Carriden Brae North, Muirhouse	es	Site East Muirhouses		Site Drumacre Road, Bo'ness 106		Site Gauze Road, Bo'ness		Site Pennelton Place, Bo'ness	
Part	Assessment Criteria Accessibility	101 Huts and Bothles		102 450 Residential Units		103 150-200 Residential Units		104 100-120 Residential Units		105 100-120 Residential Units		106 28 Residential Units		107 25 Residential Units		108 25 Residential Units	=
Part	a. Local Services (Schools, Shops, Library Health Centre) by	N/A	0	Other than local schools, site remote from town	2	Other than local schools, site remote from town	2	Site remote from local facilities including enhants	1	Site remote from local facilities including schools	1	Other than local schools, site remote from town	2	Local shops and schools are within a	3	Other than local schools, site remote from town	an 2
Manufacture	Access to existing public transport facilities - BUS Access to existing public transport facilities - RAIL	No rail facilities within reasonable distance	0	No rail facilities within reasonable distance	0	No rail facilities within reasonable distance	0	No rail facilities within reasonable distance	0	No rail facilities within reasonable distance	0	No rail facilities within reasonable distance	0		0	No rail facilities within reasonable distance	0
Amount of the property of th	Is there spare capacity	Minimal impact on local road network	4	Significant impact on local road network	2	Significant impact on local road network	2		2		2		4		4	Very limited impact on the local road network	k 4
Part	b. Will it create or exacerbate existing issues on the local Strategic Road Network		4		2		2	Muirhouses	2	Muirhouses	2		4		4		4
Manuscan		Minimal impact on strategic road network	4	3	2	3		3		3		3		3	4	Will impact on M9 Junction 5 and M9 Junction 3	n 4
Mathematical Continue	mad network		4	Will add to peak time congestion at motorway junctions	2	Will add to peak time congestion at motorway junctions	2	Will add to peak time congestion at motorway junctions	2	Will add to peak time congestion at motorway unctions	2	Will add to peak time congestion at motorway junctions	4	Will add to peak time congestion at motorway unctions	4	Will add to peak time congestion at motorway junctions	4
Manual Continue of the Conti		EGIP will provide for additional capacity on rail	3	EGIP will provide for additional capacity on rail	3	EGIP will provide for additional capacity on rail	3	EGIP will provide for additional capacity on rail	3	EGIP will provide for additional capacity on rail	3	EGIP will provide for additional capacity on rail	3	EGIP will provide for additional capacity on rail	3	EGIP will provide for additional capacity on rail	il 3
The content of the		network. Will add to parking pressures at Linithgow and	2		2	Mill add to parking pressures at Linlithgow and		Will add to parking pressures at Linithgow and		Nill add to parking pressures at Linithgow and	2	metwork. Will add to parking pressures at Linkhgow and	2		2	Will add to parking pressures at Linithgow and	nd 2
Amount of the content of the conte	Sustainable Transport and Infrastructure Policies	Pomori: raiway saators		Pomont raiway stations		POTION: NEWWY SERIOTIS		Promoti familiary stations		Pomoni naiway stations		Pomore narway stations		Pointers narmay stateers		POMOR NAWAY SCALORS	
Amount of the content of the conte	INF07 - Walking and Cyclin																#
The content of the	the core path network. Where appropriate, developer	Site adjacent to existing National Cycle Route and Crop Path natwork	5	Site adjacent to existing National Cycle Route	4		4	Site adjacent to existing National Cycle Route and Core Path network	4	Site adjacent to existing National Cycle Route and Core Path nationals	4	Site remote to existing National Cycle Route and Core Path network	1	Site remote to existing National Cycle Route and Core Path network	1	Site remote to existing National Cycle Route by artisarout to Core Path network	Juli 2
Part	sought.	LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies		LTS Policies	—
Part		The Council will continue to promote and in ASTP1 swareness of Active and Sustainable Trans	port.	The Council will continue to promote and in ASTP1 Invareness of Active and Sustainable Trans	crease port	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	port.	The Council will continue to promote and inc ASTP1 awareness of Active and Sustainable Transp	ort.	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	sport.	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Tran	ncresse isport	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	ncrease sport.	The Council will continue to promote and ASTP1 awareness of Active and Sustainable Tran	increase anaport.
Part	-	The Council will continue to enhance, when	_	The Council will continue to enhance, where		The Council will continue to enhance when	_	The Council will continue to enhance, where	_	The Council will continue to enhance, when	10	The Council will continue to enhance, whe	re	The Council will continue to enhance, when	re	The Council will continue to enhance, whe	hene
Part	2. New development will be required to provide an appropriate	possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cyc	elop multi ding	possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cyc	elop multi dng	possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cyc	elop multi ding	possible, the existing path network and deve ASTP2 use paths and improved pedestrian and cycle	ilop mult ling	possible, the existing path network and de ASTP2 use paths and improved pedestrian and cy	velop mut cling	possible, the existing path network and de ASTP2 use paths and improved pedestrian and o	velop mul voling	possible, the existing path network and de- ASTP2 use paths and improved pedestrian and cy	velop mub cling	possible, the existing path network and de ASTP2 use paths and improved pedestrian and o	levelop mult cycling
Part	parking, which complies with current Council guidelines and meets the following criteria:										ronk.						
Part		The Council will improve the pedestrian and environment in heavily used areas and will	cycling eraure	The Council will improve the pedestrian and environment in heavily used areas and will in	d cycling ensure	The Council will improve the pedestrian and environment in heavily used areas and will	cycling ensure	The Council will improve the pedestrian and environment in heavily used areas and will e	cycling insure	The Council will improve the pedestrian an environment in heavily used areas and will	d cycling ensure	The Council will improve the pedestrian an environment in heavily used areas and will	nd cycling I ensure	The Council will improve the pedestrian an environment in heavily used areas and will	d cycling ensure	The Council will improve the pedestrian as environment in heavily used areas and will	ind cycling ill ensure
Part		AD173 and maintenance schemes encourage and	agement enable	AG1P3 and maintenance achemies encourage and	enable	AS 19'3 and maintenance schemes encourage and	agement enable	AG 193 and maintenance schemes encourage and e	sgement inable	ASTP3 and maintenance schemes encourage and	ragement l'enable	ADTP3 and maintenance schemes encourage and	d enable	AG193 and maintenance schemes encourage and	ragement I enable	AD 173 and maintenance schemes encourage an	anagement nd enable
Part										many access by 1001 BTG CYCH.							
Designation of the content of the	Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in	Existing pedestrian routes in the vicinity of the development site and adjacent to the National	4	Existing pedestrian routes in the vicinity of the development site and adjacent to the National	4	Existing pedestrian routes in the vicinity of the development site and adjacent to the National	4	Existing pedestrian routes in the vicinity of the development site and adjacent to the National	5	Site adjacent to existing National Cycle Route	5	Existing pedestrian routes in the vicinity of the development site but remote from National	1	Existing pedestrian routes in the vicinity of the development site but remote from National	1	Existing pedestrian routes in the vicinity of the development site but remote from National	2
Column C		Cycle Routes		Cycle Rouses		Cycle Routes		Cycle Routes		and Core Path Network		Cycle Routes	1	Cycle Routes		Cycle Routes	4
Part	 Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in 	Existing pedestrian routes in the vicinity of the		Existing pedestrian routes in the vicinity of the		Site adjacent to existing National Cycle Route and		Site adjacent to existing National Cycle Route and Core Path network. Additional links may be required		Core Path network. Additional links may be required	1	Site remote to existing National Cycle Route and	1	Site remote to existing National Cycle Route and	1	Site remote to existing National Cycle Route but adjacent to Core Path network, additional links may	_
Part	particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community.	development site and adjacent to the National Cycle	4	development site and adjacent to the National Cycle Routes	4	Core Path network. Additional footways may be required to link development to the surrounding	3	to link the development site to the surrounding	4	to link the development site to the surrounding	4	Core Path network, additional links may be required to link the development site to the surrounding	2	Core Path network, additional links may be required to link the development site to the surrounding	2	adjacent to Core Path network, additional links may be required to link the development site to the	/ 2
Part	facilities;				Ш			will need upgraded in the vicinity of the development		will need upgraded in the vicinity of the development			1			and the state of t	+
Part	The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use.	Existing pedestrian routes in the vicinity of the		Existing pedestrian routes in the vicinity of the		Site adjacent to existing National Cycle Route and		Site adjacent to existing National Cycle Route and		Site adjacent to existing National Cycle Route and		Site remote to existing National Cycle Route and		Site remote to existing National Cycle Route and		Site remote to existing National Cycle Route but	
Part	Particular emphasis should be given to the provision of suitable lighting, and the provision of suitably designed and located crossing if	development site and adjacent to the National Cycle Routes	4	development site and adjacent to the National Cycle Routes	4	required to link development to the surrounding	3	Core Path network. Footways will require upgrading in the vicinity of the development.	3	Core Path network. Footways will require upgrading in the vicinity of the development.	3	to link the development site to the surrounding	2	to link the development site to the surrounding	2	squoent to Core Pain Nework, additional links may be required to link the development site to the surrounding frobesty network	2
Part																	—
No. All the antiques and the decomposed. The content of the process of the content of the conte	 Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired. 	existing pedestrian rocess in the vicinity or the development site and adjacent to the National Cycle Briefers	4	development site and adjacent to the National Cycle	4	Site adjacent to existing National Cycle Route and Core Path network. Upgrades may be required	3	Site adjacent to existing National Cycle Route and Core Path network. Upgrades may be required	3	Site adjacent to existing National Cycle Route and Core Path network. Upgrades may be required	3	Site remote to existing National Cycle Route and Core Path network	2	Site remote to existing National Cycle Route and Core Path network	2	Site remote to existing National Cycle Route but adjacent to Core Path network	2
Antique of the state of the s	Policy INF08 Bus Travel and New Development	*******															
Antique of the state of the s	New development will be required to provide appropriate levels of how infrastructure or suitable links to existing how strong or sundons																T
The state of the stage of the	as identified within travel plans, taking account of the 400m	Existing service provision in vicinity of development		Existing service provision in vicinity of development	3	Adjacent to bus routes although Grahamadyke is a	,	Site adjacent to hus mule	3	Site artisment to have route	3	Site artispent to how mode	3	Site artisment to how much		Site adjacent to here made	3
The second contribution of the property of the contribution of the property of the contribution of the con	delivered through direct funding of infrastructure, and/ or the provision of sums to support the delivery of bus services serving the	site.		site.	-	somewhat remote from the site.	-				_		-		_		-
Extent or incomplicating parameters are produced by the produced of the produc	development. 2. Bus infrastructure should be provided at locations and to phasing												1				+
Security of the security of great and Assembling on the solution of the security of the securi	standards set out in current Council outdelines	Existing service provision in vicinity or development site.	3	Existing service provision in vicinity or development site.	3	ernancement to existing public transport raciness will be required.	2	ernancement to existing public transport racities will be required.	2	will be required.	2	will be required.	2	will be required.	2	will be required.	2
Security of the security of great and Assembling on the solution of the security of the securi	 New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new 																T
No. 1995 (1995 Project	networks in surrounding areas. Alternatively, new development	Existing service provision in vicinity of development site.	3	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 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
Experiment Assessment of the appeal of the control of the special formation for the special development. No. 70 Augustation from the special deve	should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.																
Extraction of the designation of the segretal deployment of the segretal de	Policy INF09 Freight Transport																
Exercision of the formation for the formation of the sequent depth of th	Preight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be	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
The Court of an extract some wash with Court of an extraction of the Section 1 and t	accessed windox significant impact on local communities, or on the local and strategic road network.																
1 The Control and success services the following services and an extraction to a discontinuous to a discontinuous to a service services and a service of the success and a service of the succ	 Development which will encourage the transfer of freight from road to rail. Encourage the development of freight handling facilities, It is a received a development of the property of	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 SPT 1 Transport Assessments 1. The Control singles recognized the second speak recognized the second speak recognized to the speak recognized	3. The Council will continue to work with SEStran, finight communities developers and others in developing feeight quality	Not confinite for this town of development	M/A	Not and both for this time of development	N/A	Mark associated for this hour of development	M/A	that assaltant to the trans of development	N/A	Not controlle for this tops of development	AU A	Not received to the tree of development	M/A	Not continued to this town of development	NVA.	Mart annotation for this have of development	N/A
The Court of super super and support support of super	partnerships.	not approach to the type of development	100	not approache for this type of development	140	nu approade or this type of development	1000	real approache for this type of development	140	Picc approache for this type of development.	min	Not approach to this type of development	140	no approach of the type of development.	m.	nex approache for this type or development	
The second and the se																	-
The foreground assessment of the first programment of the first program	The Council will require transport assessments of developments where the impact of the development on the transport network is			A Transport Assessment will be required and		& Transport Assessment will be required and		& Transport Assessment will be required and		A Transport Assessment will be required and	1		1		1	L	
The foreground assessment of the first programment of the first program	examp to resust in a significant increase in the number of trips, and is a considered likely to require mitigation. The scope of transport and the second with the Constitute of the second con-	no transport assessment required for this scale of development	3	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road network to accommodate level of development	1	evo transport assessment required for this scale of development	3	two stansport assessment required for this scale of development	3	two transport assessment required for this scale of development	3
1. The Court of all own to report designment required by regard designment required by regard assessment of the second of the se	impact on trunk roads, also with Transport Scotland.										1		1		1	1	
3 h Carried and purity approprial and purity appropriate	Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and	No insperced sessessment previous for this or		A Transport Assessment will be required and		A Transport Assessment will be required and		A Transport Assessment will be required and		A Transport Assessment will be required and		No transport assassment remained for this a		No transport assument envised for this se		No transport assessment required for this scale of	Т
3 h Carried and purity approprial and purity appropriate	assessment of the likely impacts on air quality as a result of proposed development. The assessment will focus on the hierarchy	no warmpon assessment required for this scale of development	3	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road network to accommodate level of development	1	development	3	development	3	development	3
and the first proportion and the first proport	 The Council will only support development proposals where it is: 		-		H		-				1		+		1	 	+
Policy MF15 Purking The Court of all out is some service for the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of all out is some and out of the property of the court of the property of the property of the court of the property of	patisfied that the transport assessment and travel plan has been appropriately acoped, the network impacts properly defined and could be appropriately acoped, the network impacts properly defined and	No transport assessment required for this scale of development	3	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road network to accommodate level of development	1	possible mitigation measures to the local road retwork to accommodate level of development	1	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
The Counced and exempts requirements as an integrigate and an integrig	Policy INF11 Parking																
The testing pulses printing products in Park Testing Control will be a mentioned by the production of the control products of the development of t	,	The Council will work to ensure short stay		The Council will work to ensure short stay		The Council will work to ensure short stay		The Council will work to ensure short stay		The Council will work to ensure short stay						The Council will work to ensure short stay	,
The testing pulses printing products in Park Testing Control will be a mentioned by the production of the control products of the development of t	The Council will manage parking provision as an integral part of			shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the	1	shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the	
The testing pulses printing products in Park Testing Control will be a mentioned by the production of the control products of the development of t	wider transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.	PK1 while discouraging commuter car travel entertially to central seems which have	4	PK1 viability and vitality of the town centre while discouraging commuter car travel expecially to central sees which have	3	PK1 visibility and vitality of the town centre while discouraging commuter car travel expensively to central steem which have	3	PK1 Visibility and vitality of the town centre while discouraging commuter car travel expension to central areas which have	3	PK1 visibility and vitality of the town centre while discouraging commuter car travel expecially to central assess which have	3	PK1 visibility and vitality of the town centre while discouraging commuter car travel expensive to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel expecially to central assess which have	3	PK1 while discouraging commuter car travel entertially to central seem which have	3
The testing pulses printing products in Park Testing Control will be a mentioned by the production of the control products of the development of t		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.	1	higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.	
we consist by the services. The health pill promoting that and fill facilities on the condi- central real Policy of the condition on the cond	The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any processed chance.	•															1
2. This blank below plannering prise and plan facilities on the count of control to the facilities on the count of the development of the developm		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
Education Control and Long Agents and the recognition control.	The feasibility of promoting Park and Ride facilities on the road	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
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askeep stations, with priority given to new provision of Falket High.	austainable travel and the role of the centres. 4. New parking will be provided to support the strategic role of	not approxime to this development	5	evot appricable to this development	5	Not appacable to this development	5	reor appricable to this development	5	not appecable to this development	,	evot approxole to this development	,	not approacle to this development	,	Not approache to this development	+ -
Where possible, the provision of new off sheet provision of new off sheet policiable to this development 5 Not applicable	tailway stations, with priority given to new provision at Pallerk High. Where possible, the provision of new off street parking facilities will	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
be associated with traff contemporary and other measures to software uncertainfield positional markets.	be associated with traffic management and other measures to audicine uncontrolled on attest parking.												1				
S. The manuscripting standards and on the SPP will's scaled to the endocription where selected. In some with the standard to the endocription where selected. In some with the standard to the endocription where selected. In some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the endocription where selected is some with the standard to the standard the endocription where standard the standard the standard the standard the standard the standard the standard the standard the standard the standard the standard the standard t	5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the																T
Court is retirement interfact. Where the minimum interfacts in the contract of	Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan	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
esources may be requised in compensation.	resources may be required in compensation.	Burnings Carriero Buinnes	8*	Constint Book Brisson	70	North Bank From Reform	6*	Carridge Bree North Michael	r	Fast Markhamen	-	Drumara Poort Release		Gauss Board Referen		Pennelton Place, Bo'nexa	+-
Secretary, control or Castron rate, Grass (2) Area (2) Area (2) Castron rate (2) Castron ra		Sermoot, Carriden, Bo ness	04	Crawnero Hoso, po ness	70	HOTTE DANK FARM, DO NESS	63	Car-toen brise North, Murnouses	e.	East Mulmouses	6/	Drumscre Koso, Bo ness	74	Galde Koso, do ness	/5	Pennerion Place, Do ness	

Bonnybridge and Banknock Assessment Criteria	Site Easter Thomaston, Banknool	sk Site	Broomhill Road 2, High Bonnybri	ridge	Site Hillview Road, High Bonnybrid	ige	Site Bonnyside Road, High Bonnybi 112 70 Residential Units	idge	Site Reilly Road, Greenhill		Site Cumbernauld Road, Longcrof	t	Site Milnquarter Farm	
Accessibility	industrial / Commercial				20 Residential Units		70 Residential Units		150 Residential Units		10 Residential Units			
 a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling 	N/A	rea	I shops and schools are within a easonable walking distance.	3	Site remote from local shops and facilities	-1	Local shops and schools are within a reasonable walking distance.	3	Site remote from local shops and facilities	1	Site remote from local shops and facilities	1	Site remote from local shops and facilities	1
b. Access to existing public transport facilities - BUS c. Access to existing public transport facilities - RAIL Local Road Network Capacity	Reasonable access to bus services No rail facilities within reasonable distance	2 Reaso 0 No rail faciliti	sonable access to bus services littles within reasonable distance	0	Poor access to bus services No rail facilities within reasonable distance	0	Reasonable access to bus services No rail facilities within reasonable distance	0	Poor access to bus services No rail facilities within reasonable distance	0	Poor access to bus services No rail facilities within reasonable distance	0	Poor access to bus services No rail facilities within reasonable distance	- 1
Local Hoad Network Capacity I. Is there spare capacity	Major impact on local road network		or 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	Moderate impact on local road network	3	Major impact on local road network	
i. Is there spare capacity i. Will it create or exacerbate existing issues on the local Strategic Road Network i. Is there spare capacity	Yes No, given other committed developments	1 Remote	Yes ote from Strategic Road network	5	Yes Remote from Strategic Road network	1 6	Yes Remote from Strategic Road network	1	Yes Remote from Strategic Road network	1	Yes No. given other committed developments	3	Yes Remote from Strategic Road network	
Strategic Rail Network Strategic Rail Network	No, given other committed developments Yes	1 Remote	te from Strategic Road network.	5	No No	5	No No	5	No No	5	No, given other committed developments Yes	1	No No	
Is there spare capacity.	Too remote to impact on rail network	5 Too rer	remote to impact on rail network	5	Too remote to impact on rail network	5	Too remote to impact on rail network	5	Too remote to impact on rail network	5	Too remote to impact on rail network	5	Too remote to impact on rail network	
b. Will it create or exacerbate existing issues on the rail Sustainable Transport and Infrastructure Policies	No.	5	No	5	No.	5	No	5	No	5	No	5	No	t
INF07 - Walking and Cycling														
 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 adjacent and Core Par		4	Site remote to existing National Cycle Route and Core Path network	1	Site adjacent to existing National Cycle Route and Core Path network	4	Site remote to existing National Cycle Route and Core Path network	1	Site has National cycle route in the vicinity	2	Site adjacent to existing National Cycle Route and Core Path network	
	LTS Policies The Council will continue to promote and in avareness of Active and Sustainable Trans	sport. ASTP1 awa	LTS Policies he Council will continue to promote and in wareness of Active and Sustainable Trans	sport.	LTS Policies The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	sport.	LTS Policies The Council will continue to promote and it ASTP1 awareness of Active and Sustainable Tran	sport.	LTS Policies The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	port.	LTS Policies The Council will continue to promote and in: ASTP1 awareness of Active and Sustainable Transp	port.	LTS Policies The Council will continue to promote and in awareness of Active and Sustainable Trans	nsport
 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, when possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cy signage as a major contribution to the netw	velop multi- poss voling ASTP2 use work. sign	he Council will continue to enhance, when scalable, the existing path network and devise paths and improved pedestrian and cyc gnage as a major contribution to the netwo	velop multi oling rork	The Council will continue to enhance, when possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cyr signage as a major contribution to the netw	rork.	The Council will continue to enhance, when possible, the existing path network and de ASTP2 use paths and improved pedestrian and cy signage as a major contribution to the netw	velop mul cling vork	The Council will continue to enhance, when possible, the existing path network and de- use paths and improved pedestrian and cy- signage as a major contribution to the netw	elop multi ding ork	The Council will continue to enhance, where possible, the existing path network and deve use paths and improved pedestrian and cyc signage as a major contribution to the netwo	elop multi ding ork.	The Council will continue to enhance, when possible, the existing path network and dev use paths and improved pedestrian and cy signage as a major contribution to the netw	velop ycling work.
	The Council will improve the pedestrian and environment in heavily used sreas and will ASTP3 ASTP3 ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	J cycling ensure nagement enable ASTP3 and east	he Council will improve the pedestrian and twinonment in heavily used areas and will a at new developments and new traffic man and maintenance schemes encourage and say access by foot and cycle.	d cycling ensure nagement enable	The Council will improve the pedestrian an environment in heavily used areas and will ASTP3 have developments and new traffic mar and maintenance schemes encourage and easy access by foot and cycle.	d cycling ensure nagement I enable	The Council will improve the pedestrian an environment in heavily used areas and will ASTP3 ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	d cycling ersure nagemen I enable	The Council will improve the pedestrian an environment in heavily used areas and will the ASTP3 and the second second and the ASTP3 and maimmance schemes encourage and easy access by foot and cycle.	d cycling ensure nagement enable	The Council will improve the pedestrian and environment in heavily used areas and will call that new developments and new traffic man ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	cycling ensure agement enable	The Council will improve the pedestrian an environment in heavily used areas and will that new developments and new traffic mar ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	nd cyc II ensu anager d enab
 Where appropriate, infrastructure supporting the two modes of valking and cycling should be combined and support objectives in igreed Travel Plans helping to support active travel; 	Site remote to existing National Cycle Route and Core Path network	1 Site adjacent and Core Pa	ent to existing National Cycle Route Path network	4	Site remote to existing National Cycle Route and Core Path network	1	Site adjacent to existing National Cycle Route and Core Path network	4	Site remote to existing National Cycle Route and Core Path network	1	Site has National cycle route in the vicinity	2	Site adjacent to existing National Cycle Route and Core Path network	
 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 sublic transport, as well as links to other amenibles and community lacilities; 	Site remote to existing National Cycle Route and Core Path network, additional links may be required to link the development site to the surrounding footway network.	2 Site adjacent to Core Path net	nt to existing National Cycle Route and setwork	4	Site remote to existing National Cycle Route and Core Path network	1	Site adjacent to existing National Cycle Rouse and Core Path network	4	Site remote to existing National Cycle Route and Core Path network	1	Site has National cycle route in the vicinity	2	Site adjacent to existing National Cycle Route and Core Path network	
5. The surfacing, lighting, design, maintenance and location of pedistrition and cycle routes should promote their safe use. Perioduals emphasia should be given to the provision of usinizable lighting, and the provision of suitably designed and located crossing facilities where routes meet the public road network;	Site remone to existing National Cycle Route and Core Path network, additional links may be required to link the development site to the surrounding footway network.	2 Site adjacent t Core Path net	nt to existing National Cycle Route and setwork	4	Site remote to existing National Cycle Route and Core Path network	1	Site adjacent to existing National Cycle Route and Core Path network	4	Site remote to existing National Cycle Route and Core Path network	1	Site has National cycle route in the vicinity	2	Site adjacent to existing National Cycle Route and Core Path network	
 Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired. 	Site remote to existing National Cycle Route and Core Path network	2 Site adjacent t Core Path net	nt to existing National Cycle Route and network	4	Site remote to existing National Cycle Route and Core Path network	1	Site adjacent to existing National Cycle Route and Core Path network	4	Site remote to existing National Cycle Route and Core Path network	1	Site has National cycle route in the vicinity	2	Site adjacent to existing National Cycle Route and Core Path network	
Policy INF08 Bus Travel and New Development														t
. New development will be required to provide appropriate levels of us inflastructure or suitable links to existing bus stops or services, as identified within travel plants, taking account of the 40x mill be maximum walking distance required by SPP. This provision will be relieved through ident funding of infrastructure and row the tervision of sums to support the delivery of bus services serving the localization.	Site adjacent to bus route.	3 Site is within a	n a reasonable distance of bus routes	2	Site has poor access to bus services and is not within a reasonable walking distance	1	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	1	Site has poor access to bus services and is not within a reasonable walking distance	1	Site is within a reasonable distance of bus routes	
 Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the 														_
-g was unargined in modernments With EN	Enhancement to existing public transport facilities will be required.	2 Enhancement will be require	nt to existing public transport facilities ed.	2	Enhancement to existing public transport facilities will be required.	1	Enhancement to existing public transport facilities will be required.	2	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.	t
standards set out in current Council guidelines. 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 pedistrian networks in surrounding series. Alternatively, new development should offer or existing bus infrastructure via podestaria links are	Enhancement to existing public transport facilities will be required. Size and scale of development not suitable for bus penetration.	2 Enhancement will be require 2 Size and scale penetration.	nnt to existing public transport facilities ired.	2	Enhancement to existing public transport facilities will be required. Size and scale of development not suitable for bus penetration.	1	Enhancement to existing public transport facilities will be required. Size and scale of development not suitable for bus penetration.	2	Enhancement to existing public transport facilities will be required. Size and scale of development not suitable for bus penetration.	1	Enhancement to existing public transport facilities will be required. Size and scale of development not suitable for bus penetration.	1	Enhancement to existing public transport facilities will be required. Size and scale of development not suitable for bus penetration.	
standards set out in current Council guidelines. New development, where appropriate, should incorporate rouse uitable for the provision of bus services. Bus bacilities within new welcognames should offer appropriate links to existing predestrian ethechs in surrounding areas. Alternatively, new development hould be linked to existing bus infrastructure via pedestrian links as ascotled in Policy NPGV.	will be required.			-	will be required.	1						1		
standards set out in current Council guidelines. New development, where appropriate, should incorporate rouns utable for the provision of bus services. Bus facilities within new venighnents should offer appropriate into a testing podestrain-hould be linked to existing bus infrastructure vita pedestrain links as sectioned in Policy INFO? Policy INFO9 Freight Transport	will be required.			-	will be required.	1						1		
anchards sot of in current Council guidelines. New Servelopment, where approprisines, should incorporate rounse utable for the provision of bus services. Bus bacilities within new verolopments should offer approprises first to existing productions retrovaled approprise first to existing power and retrovaled as first as to existing power and appropriate in the accuracy of the provision of the provision of the provision of the provision of the provision of the provision of the provision of the provision of provision of pr	will be required.	2 Size and scale penetration.		-	will be required.	1 1 N/A						1 1 N/A		
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Denny	Site Drove Loan, Denny Site Rosebank North, Dunipace Site Denovan Mains Farm, Denny 115 17		,	Site Tygetshaugh, Dunipace		Site Bankend Farm, Dunipace								
Assessment Criteria Accessibility	115	25 Residential Units		116 400 - 500 Residential Units		30 Residential Units			118 10 - 15 Residential Units		164 See Rosebank North			
 Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling 	by Town centre within a reasonable cycling distance		Town centre within a reasonable cycling distance			Town centre within a reasonable cycling distance	2	The site	is remote from all local facilities	0	Town centre within a reasonable cycling distance	2	Town centre within a reasonable cycling distance	2
Access to existing public transport facilities - BUS Access to existing public transport facilities - BAII	moderate frequency	of service (between 15	2	moderate frequency of service No roll facilities within a representing distance.	2		of bus facilities	0	moderate frequency of service	2	moderate frequency of service (between 15	2		
Local Road Network Capacity a. Is there spare capacity	Existing issu	es at Denny Cross	1	Existing issues at Denny Cross	1	- NO THE	Existing issues at Denny Cross	1	Existing issues at Denny Cross	1	Existing issues at Denny Cross	1		
Will it create or exacerbate existing issues on the local roat Strategic Road Network	Will exacerba	te existing problems	i	Will exacerbate existing problems	1	_ \	Will exacerbate existing problems	1	Will exacerbate existing problems	1	Will exacerbate existing problems	1		
Is there spare capacity Will it create or exacerbate existing issues on the trunk roads trategic Rail Network	Too remote front	om strategic network applicable	5 5	Impact on the operation of Pimahli Interchang Yes	1		Minimal impact Minimal	4	Minimal impact Minimal	4	Impact on the operation of Pimahll Interchange Yes	1		
Strategic Rail Network a. Is there spare capacity.	Remote f	rom rail network	5	Remote from rail network	5		Remote from Rail Network	5	Remote from Rail Network	5	Remote from rail network	5		
Sustainable Transport and Infrastructure Policies		NO	5	No	5		No.	5	NO	5	No	5		
INF07 - Walking and Cycling 1. The Council will safeguard and promote the development.														
 The Council will safeguard and promote the development the core path network. Where appropriate, developer contributions to the implementation of the network will be countil. 	Good core path in th development site	e vicinity of the	4	Good core path in the vicinity of the development site	4	No core	paths in the vicinity of the development	1	No core paths in the vicinity of the development	1	Good core path in the vicinity of the development site	4		
	The Council	LTS Policies will continue to promote and I Active and Sustainable Tra	increase	LTS Policies The Council will continue to promote and ASTP1 awareness of Active and Sustainable Tra	ncrease isport.	ASTP1	LTS Policies The Council will continue to promote and in awareness of Active and Sustainable Trans	crease sport.	LTS Policies The Council will continue to promote and it ASTP1 awareness of Active and Sustainable Tran	crease	LTS Policies The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	ncrease asport.		
	The Council	will continue to enhance, wh existing path network and di	ere	The Council will continue to enhance, who possible, the existing path network and de	re		The Council will continue to enhance, when possible, the existing path network and dev		The Council will continue to enhance, whe possible, the existing path network and de-		The Council will continue to enhance, when possible, the existing path network and de-			
 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 mees the following criteria: 	possible, the ASTP2 use paths an	existing path network and di d improved pedestrian and o major contribution to the net	avelop mu yding	possible, the existing path network and de ASTP2 use paths and improved pedestrian and o signage as a major contribution to the net	onilos	ASTP2	possible, the existing path network and dev use paths and improved pedestrian and cyt signage as a major contribution to the netw	relop mult cling	possible, the existing path network and de ASTP2 use paths and improved pedestrian and cy signage as a major contribution to the netw	relop mult cling	possible, the existing path network and de- use paths and improved pedestrian and cy signage as a major contribution to the netv	voling		
parking, which complies with current Council guidelines and meets the following criteria:		major contribution to the net will improve the pedestrian a		signage as a major contribution to the net The Council will improve the pedestrian a			agnage as a major contribution to the netw The Council will improve the pedestrian and		signage as a major contribution to the nets The Council will improve the pedestrian an		signage as a major contribution to the netv			
	environment	will improve the pedestrian a in heavily used areas and w elopments and new traffic m ance schemes encourage an	nd cycling ill ensure	environment in heavily used areas and wi	nd cycling I ensure		The Council will improve the peositrian and environment in heavily used areas and will that new developments and new traffic mar and maintenance schemes encourage and	ensure	environment in heavily used areas and will	d cycling ensure	The Council will improve the pedistrian an environment in heavily used areas and will that now development and new traffic ma-	d cycling I ensure		
	ASTP3 and mainten easy access	ance schemes encourage an by foot and cycle.	d enable	ASTP3 and maintenance schemes encourage an easy access by foot and cycle.	d enable	ASTP3	and maintenance schemes encourage and easy access by foot and cycle.	enable	environment in heavily used areas and with that new developments and new traffic ma and maintenance schemes encourage and easy access by foot and cycle.	enable	envisorment in heavily used areas and will that new developments and new traffic ma and maintenance schemes encourage and easy access by foot and cycle.	I enable		
						There a	re no nedestrian facilities currently		Existing pedestrian routes in the vicinity of the			_		
 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 r development site bu Cycle Routes	outes in the vicinity of the remote from National	2	Existing pedestrian routes in the vicinity of the development site but remote from National Cycle Routes	2	provide:	d on this section of Denovan Road The remote. Facilities would need to be	0	Existing pedestrian routes in the vicinity of the development site but remote from National Cycle Routes	2	Existing pedestrian routes in the vicinity of the development site but remote from National Cycle Routes	2		
	Cycle Rodles		-	Cycle Roules		provided	d as part of development.		Lyun (Olina		Cycle HOURS	\vdash		
 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 	Existing pedestrian rou development site I	tes in the vicinity of the emote from National Cycle	2	Existing pedestrian routes in the vicinity of the development site but remote from National Cycle	2	There ar on this s	e no pedestrian facilities currently provided ection of Denovan Road The NCR is		Existing pedestrian routes in the vicinity of the development site but remote from National Cycle	2	Existing pedestrian routes in the vicinity of the development site but remote from National Cycle	2		
particular to inclinials scribbli journeys and provide connections to public transport, as well as links to other amenifies and community lacifilities;	Routes		1	Routes	1	remote. I of develo	Facilities would need to be provided as part opment.		Routes	_	Routes			
5 The surfacion lighting design maintanance and location of														
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 crossin.	Existing pedestrian rou development site but r	tes in the vicinity of the emote from National Cycle	2	Existing pedestrian routes in the vicinity of the development site but remote from National Cycle	2	There are	e no pedestrian facilities currently provided action of Denovan Road The NCR is Facilities would need to be provided as part	0	Existing pedestrian routes in the vicinity of the development site but remote from National Cycle	2	Existing pedestrian routes in the vicinity of the development site but remote from National Cycle	2		
lighting, and the provision of suitably designed and located crossin facilities where routes meet the public road network;	Routes			Routes		of develo	Facilities would need to be provided as part apment.		Routes		Routes			
Where practical, no pedestrian route should be obstructed by	Existing pedestrian rou	tes in the vicinity of the amote from National Cycle		Existing pedestrian routes in the vicinity of the		There ar	e no pedestrian facilities currently provided ection of Denovan Road The NCR is Facilities would need to be provided as part		Existing pedestrian routes in the vicinity of the development site but remote from National Cycle		Existing pedestrian routes in the vicinity of the development site but remote from National Cycle			
features that render it unsuitable for the mobility impaired	development site but r Routes	amote from National Cycle	2	development site but remote from National Cycle Routes	2	remote. I of develo	Facilities would need to be provided as part coment.	0	development site but remote from National Cycle Routes	2	development site but remote from National Cycle Routes	2		
Policy INF08 Bus Travel and New Development														
New development will be required to provide appropriate levels of hors infrastrumous or suitable links to existing hors stops or														
1. New ownerspream in one sequence provides appropriate average of bus infristructure 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 services.	Site is within a reason	able distance of bus routes	2	Site is within a reasonable distance of bus routes	3	Site rem distance	ote and not within a reasonable walking of existing public transport facilities. The scale of development would not be suitable isting funding for new bus services.		Site is within a reasonable distance of bus routes	3	Site is within a reasonable distance of bus routes	3		
will be delivered through direct funding of infrastructure and/ or the provision of sums to support the delivery of bus services serving th						for reque	scale of development would not be suitable isting funding for new bus services.							
						_								
 Bus infractructure should be provided at locations and to phasin, agreed with the Council, and designed in accordance with the standards set out in current Council guidelines. 	entrancement to exists will be required.	ng public transport facilities	2	Enhancement to existing public transport facilities will be required.	2	requirem	ote and therefore there would be little sent for imporved bus infrastructure.	•	Enhancement to existing public transport facilities will be required.	2	Enhancement to existing public transport facilities will be required.	2		
 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 						The see	atonous of the rite and it's ours occurrencies							
	Size and scale of development not suitable for bus penetration.		2	Unlikely bus penetration	2	location diversion	oteness of the site and it's rural countryside would make it highly unlikely for bus upenetration from exisiting routes.	0	Unlikely bus penetration	2	Unlikely bus penetration	2		
should be linked to existing bus infrastructure via pedestrian links a described in Policy INF07.														
Policy INF09 Freight Transport														
 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 	Not applicable for this	ype of development	N/A	Not applicable for this type of development	N/A	Not appli	icable 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				
Committee and assessing count research. 2. Development which will encourage the transfer of freight from toad to rail, including the development of freight handling facilities, will be supported subject to other LDP policies. 3. The Council will continue to work with SEStran, finight controlled to development of the subject to the support of the support of the subject to the support of the s	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		Not applicable for this type of development	N/A		
 The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality 	Not applicable for this	ype of development	N/A	Not applicable for this type of development	N/A	Not appli	Not applicable for this type of development		Not applicable for this type of development		Not applicable for this type of development	N/A		
Policy INF10 Transport Assessments														
The Council will require transport accomments of development	Transport Assessment	not required due to size and		A Transport Assessment will be required for a development of this size and scale. The		Transpor	rt Assessment not required due to size and		Transport Assessment not required due to size and		A Transport Assessment will be required for a development of this size and scale. The			
where the impact of the development on the transport network is filely to result in a significant increase in the number of tips, and is considered likely to require integation. The scope of transport assessments will be agreed with the Council and in the case of impact on turn's roads, also with Transport Scotland.	scale of development. added to the DEAR Su	Site, if allocated, should be polementary Guidance and ought. The LDP wording for reference to a contribution	3	development of this size and scale. The development will have a significant impact on both the bool and controls and extends. A solvent		scale of added to	development. Site, if allocated, should be the DEAR Supplementary Guidance and a	3	scale of development. Site, if allocated, should be added to the DEAR Supplementary Guidance and a	3	development of this size and scale. The development will have a significant impact on both the level and strategie most extracte. A relevant			
considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of	reliveant contribution si the site should incude towards DEAR.	ought. The LDP wording for reference to a contribution	-	development will have a significant impact on both the local and strategic road networks. A relevant contribution will be required for DEAR. The revised SPG for DEAR will need to include this site if it		reliveant the site s towards	contribution sought. The LDP wording for should incude reference to a contribution	,	reliveant contribution sought. The LDP wording for the site should incude reference to a contribution towards DEAR.	,	development will have a significant impact on both the local and strategic road networks. A relevant contribution will be required for DEAR. The revised SPG for DEAR will need to include this site if it			
	IOWARDS DEAR.			allocated. A Transport Assessment will be required for a		somards.	DEAR.		DWINGS DEAR.		ARCCANG.	\vdash		
 Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and sessessment of the likely imposts on air quality as a result of proposed development. The assessment will focus on the hierarch of transport modes, favouring the use of walking, cycling and public transport over use of the car. 	Transport Assessment scale of development.	not required due to size and Site, if allocated, should be polementary Guidance and ought. The LDP wording for reference to a contribution	'	development of this size and scale. The		Transpor	nt Assessment not required due to size and development. Size, if allocated, should be the DEAR Supplementary Guidance and a contribution sought. The LDP wording for should incude reference to a contribution DEAD.		Transport Assessment not required due to size and scale of development. Site, if allocated, should be added to the DEAR Supplementary Guidance and a selvaent contribution sought. The LDP wording for the site should incude reference to a contribution		A Transport Assessment will be required for a development of this size and scale. The development will have a significant impact on both			
assessment of the likely impacts on air quality as a result of proposed development. The assessment will focus on the hierarch of transport modes, faculation the use of walking cooling and public	reliveant contribution so the site should include	pptementary Guidance and i ought. The LDP wording for reference to a contribution	3	development will have a significant impact on both the local and strategic road natworks. A relevant contribution will be required for DEAR. The revised SPG for DEAR will need to include this site if it	1	reliveant the site of	the DEAK Supplementary Guidance and a contribution sought. The LDP wording for should incurse reference to a contribution.	3	added to the DEAK Supplementary Guidance and a reliveant contribution sought. The LDP wording for the site should include reference to a contribution.	3	development will have a significant impact on both the local and strategic road networks. A relevant contribution will be required for DEAR. The revised SPG for DEAR will need to include this site if it	1		
transport over use of the car.	lowards DEAR.			allocated.		towards	DEAR.		towards DEAR.					
The Council will only support development proposals where it is satisfied that the transport assessment and travel plan has been	Transport Assessment	not required due to size and Site if allocated should be		A Transport Assessment will be required for a development of this size and scale. The		Transpor	rt Assessment not required due to size and		Transport Assessment not required due to size and scale of development. Site if allocated, should be		A Transport Assessment will be required for a development of this size and scale. The development will have a significant impact on both the local and strategic road networks. A relevant contribution will be required for DEAR. The revised SPC for DEAR will need to include this size if it			
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 misigation measures identified.	added to the DEAR Su	pplementary Guidance and o ought. The LDP wording for	3	I manaport assessment will be incipred for all development of this size and scale. The development will have a significant impact on both the local and strategic road natworks. A relevant contribution will be required for DEAR. The revised SPG for DEAR will need to include this size if it	1	added to	nt Assessment not required due to size and development. Size, if allocated, should be the DEAR Supplementary Guidance and a contribution sought. The LDP wording for should incude reference to a contribution	3	Transport Assessment not required due to size and scale of development. Site, if allocated, should be added to the DEAR Supplementary Guidance and a selvaent contribution sought. The LDP wording for the site should incude reference to a contribution.	3	development will have a significant impact on both the local and strategic road networks. A relevant	1		
suitable misgation measures identified.	the site should incude towards DEAR.	not required due to size and Site, if allocated, should be polementary Guidance and ought. The LDP wording for reference to a contribution		contribution will be required for DEAK. The revised SPG for DEAR will need to include this site if it allocated		the site s towards	should incude reference to a contribution DEAR.		the site should incude reference to a contribution lowards DEAR.		contribution will be required for DEAK. The revised SPG for DEAR will need to include this site if it allocated			
Policy INF11 Parking														
	The Council	will work to ensure short stay		The Council will work to ensure short stay showing and tourist inumers are			The Council will work to ensure short stay shorting and tourist increases are		The Council will work to ensure short stay shoroning and tourist inumous one		The Council will work to ensure short stay shortning and tourist inumers are	\Box		
The Council will manage parking provision as an integral part of	accommodal viability and	ed in order to protect the ritality of the town centre	3	accommodated in order to protect the viability and vitality of the town centre	3	PK1	accommodated in order to protect the visibility and vitality of the town centre	3	accommodated in order to protect the PK1 viability and vitality of the town centre	3	accommodated in order to protect the viability and vitality of the town centre	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.	while discoursespecially to	will work to arracte short stay it tourist journeys are ed in order to protect the ritality of the town centre aging commuter car travel central areas which have	,	especially to central areas which have	3	PKI	The Council will over to enough a short stay shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while discouraging communar car travel especially to central areas which have	3	especially to central areas which have	3	especially to central areas which have	3		
	higher levels modes of tra		1	higher levels of accessibility by alternative modes of transport.			higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.			
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 vitalit.	Not applicable for this	development	5	Not applicable to this development	5	Not apo	licable to this development	5	Not applicable to this development	5	Not applicable to this development	5		
and viability of the centre. The foodbible of expension Block and Bide foolbing 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 appli	icable to this development	5	Not applicable to this development	5	Not applicable to this development	5		
 Parking in District and Local Centres will be managed to promot sustainable travel and the role of the contres. 	Site remote from Denr reliance on the private	y Town centre increasing the car.	2	Site remote from Denny Town centre increasing the reliance on the private car.	2	Site rem	ote from Denny Town centre increasing the on the private car.	2	Site remote from Denny Town centre increasing the reliance on the private car.	2	Site remote from Denny Town centre increasing the reliance on the private car.	2		
 New parking will be provided to support the strategic role of railway stations, with priority given to new provision at Falkirk High. 							/							
8. Parking in District and Local Centres will be managed to promote containable travel and the race of the centres. 4. New parking will be provided to support the strategic role of always stations, with priority glyent to new provision on Fallick High. Where possible, the provision of new off streng parking facilities will be associated with traffic management and other measures to exclude uncontrolled on-small praking.	Not applicable for this	development	5	Not applicable to this development	5	Not appli	icable to this development	5	Not applicable to this development	5	Not applicable to this development	5		
Neduce uncontrolled on-street parking. 5. The maximum parking standards set out in the SPP will be	-		1	1								\vdash		
reduce uncontrolled on-streak parany. 5. The maximum parking standards set our 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 mark, developer controllations to enhance travel plan resources may be required in compensation.	Not applicable for this	development	5	Not applicable for this development	5	Not appli	icable for this development	5	Not applicable for this development	5	Not applicable for this development	5		
permits be met, developer contributions to enhance travel plan resources may be required in compensation.				ļ										
	Drove	Loan, Denny	78	Rosebank North, Dunipace	59		Denovan Mains Farm, Denny	54	Tygetshaugh, Dunipace	71	Bankend Farm, Dunipace	59		

Falkirk Assessment Cristina	Site Smith Street, Falkirk 119 60 Residential Units	Sibe Silamannan Road, Falkirk 120 19 Residential Units	Site Glen Farm, Falkirk 121 150 Residential Units	Sibs Carron Road, Falkirk 122 St Residential Units	Site Woodend Farm 1, Falkirk 123 46 Residential Units	Site Tamfourhill Road, Falkirk 124 15 Residential Units	Site Ochiltree Terrace, Camelon 125 26 Residential Units	Site Seaton Place, Falkirk 126 15 Residential Units	Ste St Glies Square, Camelon 159 35 Residential Units	Site Woodend Farm 2, Falkirk 160 Sit Residential Units	Sibs Woodend Farm 2, Falkirk 161 16 Residential Units	Site 80 Falkirk Gateway to be confirmed	Sibe Summerland 196 to be confirmed	Sibe Wester Commune Park 197 Commercial	Site Falkirk Wheel 204 Tourism
Access billity s. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site remote from town centre and local reliablourhood services	2 Site remote from town centre and local 2 heighbourhood services	Site remote from local services 1	Adjacent to local shops but less so for other generals.	Site remote from local services 1	Site remote from local services	1 Site remote from local services 1	Site adjacent to trown centre	3 Site remote from local services 1	Site remote from local services	1 Site remote from local services 1	Site remote from local services	1 Site remote from local services 1 Si	its remote from local services 1	Site remote from local services 1
Malking and Cycling b. Access to existing public transport facilities - 8US c. Access to existing public transport facilities - RAIL	Site remote from public transport facilities Site remote from rail facilities	2 Site adjacent to bus facilities. 2 8 Site adjacent to Falkink High Station 5	Site remote from local bus services 1 Site within a reasonable distance of Falkirk High 4	Adjacent to local bus routes 2 Remote from rail facilities 2	Adjacent to local but routes 2 Remote from rail facilities 2	Regiscent to local bus routes Remote from rail facilities	2 Adjacent to local bus routes 2 2 Remote from rail facilities 2	Adjacent to local bus routes Remote from rail facilities	2 Remote from local bus routes 1 2 Remote from rail tacilities 2	Adjacent to local bus routes Remote from rail facilities	2 Adjacent to local but routes 2 2 Remote from rail facilities 2	Adjacent to local bus routes Remote from rail facilities	4 Adjacent to local bus routes 2 Ad 2 Remote from rail facilities 2 Re	djacent to local bus routes 2 terrote from rail facilities 2	Adjacent to local bus routes 2 Remote from rail facilities 2
Local Road Network Capacity s. Is there spare capacity	Existing peak time congestion on \$1902.	Adjacent to existing peak time congested network	Adjacent to existing peak time congested network 2	Adjacent to corridors that exhibit peak time	Adjacent to corridors that exhibit peak time		1 Adjacent to conidors that exhibit peak time 1	Adjacent to corridors that exhibit peak time	4 Adjacent to corridors that exhibit peak time 1	Adjacent to corridors that exhibit peak time	1 Adjacent to corridors that exhibit peak time 1	Adjacent to corridors that exhibit peak time	4 Adjacent to corridors that exhibit peak time 4 A	djacent to comidors that exhibit peak time	Adjacent to corridors that exhibit peak time
Will it create or exacerbate existing issues on the local road Strategic Road Network	Will exacerbate existing issues	3 Minimal impact due to size of development 4	Moderate impact on road cacacity 3	Will increase concession 3	ongestion Will increase congestion 3	Engestion Miner Image	tongestion 4 Minor Insact 4 5 Too remote for the strategic road network 5 1 hs 5	Vingestion Miner Imaged	4 Minor Insect 4	Will increase congestion	2 Will increase congestion 2 5 Too remote for the strategic road network 5 5 n/s 5	Will increase conceston	2 Minor Image: 4 M	orgestion finor image: 4	tongestion Winor Image: 4
 Is there spare capacity Will it create or exacerbate existing issues on the trurk road. Strategic Rall Network 	Foo remote from strategic road network n/s	5 Foo remote from strategic road network 5 5 Na 5	Eco semote from strategic road network 5 Na 5	Foo remote for the strategic road network 5 k/s 5	Ego remote for the strategic road network S	Too remote for the strategic road network	5 Foo remote for the strategic road network 5 5 k/s 5	Too remote for the strategic road network Via	\$ Foo tempte for the strategic road network \$ \$ 1/a \$	Too remote for the strategic road network n/a	5 Too remote for the strategic road network 5 n/a 5	Too remote for the strategic road network n/a	3 Foo remote for the strategic road network 5 Fo 3 Na 5 N	oo remote for the strategic road network 5	Too remote for the strategic road network S
s. is there soore capacity. 5. Will it create or exacerbate existing issues on the rail network	Minimal impact on existing rail network Minimal impact on existing rail network	4 Moderate impact on existing rail network 2 4 Moderate impact on existing rail network 2	Woderate impact on existing rail network 3 Woderate impact on existing rail network 2	Winer impact on Grahamaton Station 4 Winer impact on Grahamaton Station 4	Minimal impact on existing rail network 4 Minimal impact on existing rail network 4	Minimal impact on existing rail network Minimal impact on existing rail network	4 Minimal impact on existing rail network 4 4 Editional parking may be required at Carnelon 4	Minimal impact on existing rail network May impact on parking at Falkirk High Station	4 Minimal impact on existing rail network 4 3 Additional parking may be required at Carrelon 4	nia Minimal impact on existing tail network Minimal impact on existing tail network	4 Minimal impact on existing tail network 4 4 Minimal impact on existing tail network 4	Minimal impact on existing rail network Minimal impact on existing rail network	4 Minimal impact on existing rail network	Sinimal impact on existing rail network 4 Sinimal impact on existing rail network 4	Minimal impact on existing rail network 4 Minimal impact on existing rail network 4
Sustainable Transport and Infrastructure Policies							Station		Station			<u> </u>			
I. 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 contributions.	Site adjacent to existing National Cycle Route and Core Path network	Site adjacent to existing National Cycle Route and Core Path network	Site adjacent to existing National Cycle Route and Core Path network	Site adjacent to existing to local cycle routes and Core Path network	Site adjacent to existing National Cycle Rouse and Core Path network	Site adjacent to existing National Cycle Route and Core Path network	4 Site adjacent to existing National Cycle Route and Core Path network 4	Site remote to existing National Cycle Route but edjacent to Core Path network	2 Site remote to existing National Cycle Route but adjacent to Core Path network	Site adjacent to existing National Cycle Route and Core Path network	4 Site adjacent to existing National Cycle Route and Core Path network 4	Site adjacent to existing National Cycle Route and Core Path network	4 Site adjacent to existing National Cycle Route 4 Site and Core Path network	lite adjacent to existing National Cycle Route and Core Path network	Site adjacent to existing National Cycle Route and Core Path network
	LTS Policies The Council will continue to promote and increa	LTS Policies The Council will continue to promote and increase ASTP1 Issuanceses of Active and Sustainable Transport.	LTS Potces The Council will continue to promote and increase	LTS Policies The Council will continue to promote and increase	LTS Potces The Council will continue to promote and increase	LTS Policies The Council will continue to promote and incre	LTS Potces the Council will continue to promote and increase	LTS Policies The Council will continue to promote and in	LTS Potces The Council will continue to promote and increase	LTS Policies The Council will continue to promote and inco-	LTS Policies The Council will continue to promote and increase	LTG Policies The Council will continue to promote and increa	LTS Policies The Council will continue to promote and increase	LTS Policies The Council will continue to promote and increase	LTS Policies The Council will continue to promote and increase
.	The Council will continue to enhance, where possible, the existing path network and develop	The Council will continue to enhance where	The Council will continue to enhance, where possible, the existing path network and develop mu	The Council will continue to enhance, where uti- possible, the existing path network and develop in	The Council will continue to enhance, where	The Council will continue to enhance, where possible, the existing path network and develo	The Council will continue to enhance, where	The Council will continue to enhance, when to possible, the existing path network and dev	te The Council will continue to enhance, where wicp multi- possible, the existing path network and develop mul-	The Council will continue to enhance, where	The Council will continue to enhance, where op multi-possible, the existing path network and develop mu	The Council will continue to enhance, where	The Council will continue to enhance, where omulti-	The Council will continue to enhance, where	The Council will continue to enhance, where
 New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle patient which compared with content County in children and master. 	AGTP2 use paths and improved pedestrian and cycling signage as a major contribution to the network.	multi- AGTP2 use paths and improved pedestrian and cycling signage as a major contribution to the network.	AGTP2 use paths and improved pedestrian and cycling signage as a major contribution to the network.	AGTP2 use paths and improved pedestrian and cycling signage as a major contribution to the network.	possible, the existing path research and develop multi- AGTP2 use paths and improved pedestrian and cycling signage as a major contribution to the network.	AGTP2 use paths and improved pedermian and cyclin signage as a major contribution to the network	p multi- g AGTP2 use paths and improved pediemian and cycling signage as a major contribution to the network.	ASTP2 use paths and improved pedestrian and cy signage as a major contribution to the nete	cling AGTP2 use paths and improved pedestrian and cycling sork. signage as a major contribution to the network.	s- agraps are a major contribution to the network	ng Agtipg use paths and improved pedestrian and cycling is eigrage as a major contribution to the network.	s- AGTP2 use paths and improved pedestrian and cycling signage as a major contribution to the network	ASTP2 has paths and improved pedestrian and cycling ligrage as a major contribution to the network.	possible, the existing path network and develop mult signify use paths and improved pedestrian and cycling signage as a major contribution to the network.	possible, the existing path network and develop multi- AGTP2 use paths and improved pedestrian and cycling signage as a major contribution to the network.
the following criteria:	The Council will improve the pedestrian and cyc environment in heavily used areas and will ensu	ing The Council will improve the pedestrian and cycling se environment in heavily used areas and will ensure	The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure	The Council will improve the pedestrian and cyclin environment in heavily used areas and will ensure	g The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure the new Assetsments and new traffic management.	The Council will improve the pedestrian and or environment in heavily used areas and will en-	pring The Council will improve the pedestrian and cycling sure environment in heavily used areas and will ensure	The Council will improve the pedestrian an environment in heavily used areas and will that new developments and new traffic man	d cycling The Council will improve the pedestrian and cycling ensure environment in heavily used areas and will ensure	The Council will improve the pedestrian and environment in heavily used areas and will en	cycling The Council will improve the pedestrian and cycling source environment in heavily used areas and will ensure	The Council will improve the pedestrian and cylenvironment in heavily used areas and will ensu that new developments and new traffic manager	cling The Council will improve the pedestrian and cycling une environment in heavily used areas and will ensure	The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure	The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure
	AGTP2 that new developments and new traffic manager and maintenance othernes encourage and enable easy access by foot and cycle.	ne environment in heavily used areas and will ensure that new developments and new staffic management and name staffic management and management and management and management and management and staffic mana	environment in heavily used areas and will ensure that new developments and new traffic manageme and maintenance schemes encourage and enable easy access by foot and cycle.	AGTP3 that new developments and new traffic managems and maintenance schemes encourage and enable easy access by foot and cycle.	environment in heavily used areas and will ensure. ASTP3	environment in heavily used areas and will en ASTPs that new developments and new static manage and maintenance schemes encourage and en easy access by foot and cycle.	emironment is heavily used ansat and will ensure ement able ASTPS ASTPS ASTRONAMENT AND ASTRONAMENT ASTRONAMENT ASTRONAMENT ASTRONAMENT ASTRONAMENT ASTRONAMENT ASTRONAMENT AND ASTRONAMENT AS	AGTP3 that new developments and new traffic may and maintenance schemes encourage and easy access by foot and cycle.	ensure environment in heavily used areas and will ensure that new designments and new traffic management available and management areas and management areas are supported to the second	environment in heavily used sness and will en that new developments and new traffic mana- and maintenance schemes encourage and en- sery access by foot and cycle.	environment in heavily used areas and will ensure gement: ASTP2 that new developments and new staffs management and malerance schemes encourage and enable seasy access by foot and cycle.	that new developments and new traffic manage and maintenance schemes encourage and enal easy access by foot and cycle.	whitenment in heavily used sness and will ensure sneet. Add TPS Add TPS	environment in heavily used areas and will ensure that new developments and new staffic management ACTPPs and maintenance schemes encourage and enable seasy access by foot and cycle.	environment in heavily used areas and will ensure that new developments and new talkin management ASTPS and maintenance schemes encourage and enable easy access by four and cycle.
	Sood nedertries and note links are required	Sport perfection and puris links are provided				Sood nadeships and ourisitely are required	Good parkettian and curie links are remided	Sood parkettian and curie links are remaided	Good pedestrian and cycle links are provided	Site adjacent to existing Core Path Network and	Site adjacent to existing Core Path Network and	Site adjacent to existing Core Path Network and	Soot parketties and ouris links are resulted.	inord nedestrian and curie links are remaided	Sood paramities and ouris links are remoted
 Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Yawel Plans helping to support active travet; 	adjacent to the development site. Site adjacent to existing National Cycle Route and Core Path	4 adjacent to the development site. Site adjacent to existing National Cycle Route and Core Path 4	There are no pecketrian facilities currently provided on this section of the road network. The NCR is adjacent to the site. Footways to link to 186008 Falkin Road would need to be provided as part of development.	Reasonable footways are currently provided within the vicinity of the development site. Local cycle routes are nearby.	Site adjacent to existing Core Path Network and sithin a reasonable distance of National Cycle Youte. Fockway will need to be provided along the norm side of Haligien to link any developmen	edjacent to the development site. Site adjacent to existing National Cycle Route and Core Path	Adjacent to the development site. Site adjacent to existing National Cycle Route and Core Path	adjacent to the development site. Site adjacent to existing Core Path network but remote from National Cycle Routes	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to skising Core Path retwork but remote from National Cycle Routes. Footway will need to be	eithin a reasonable distance of National Cycle Route. Footway will need to be provided along the north side of Hallglen to link any developmen	sets adjacent to existing Lone Path herefore and eithin a reasonable distance of National Cycle 2 Route. Footway will need to be provided along the north side of Haliglan to link any development	Site adjacent to existing Core Path Network and within a reasonable distance of National Cycle Route. Footway will need to be provided along the north side of Haligien to link any development	3 Indjacent to the development site. Site adjacent to 4 Incident National Cycle Route and Core Path 4	djacent to the development site. Site adjacent to xisting National Cycle Route and Core Path	adjacent to the development site. Site adjacent to existing National Cycle Route and Core Path
	betsork	tetwork			size to existing pedestrian facilities.	hetwork	tetwork	1	provided along the southern boundary of the site.	site to existing pedestrian facilities.	site to existing pedestrian facilities. Site adjacent to existing Core Path Network and	site to existing pedestrian facilities.	betwork	etwork	betwork
 Pedestian 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 	Sood pedestrian and cycle links are provided edjacent to the development site. Site adjacent to	Scool pedestrian and cycle links are provided 4 edjacent to the development size. Size adjacent to existing National Cycle Route and Core Partn network.	There are no pedestrian facilities currently provided for this section of the road network. The NCR is adjacent to the site. Footways to link to \$88009 Falkink 2	Reasonable footways are currently provided within the vicinity of the development site. Local cycle routes 4	Site adjacent to existing Core Path Network and within a reasonable distance of National Cycle Route. Footway will need to be provided along 2	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to	Good pedestrian and cycle links are provided educent to the development site. Site adjacent to existing National Cycle Route and Core Path	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to a pointing Core Path network but remote from 2	Site adjacent to existing Core Path Network and within a neasonable distance of National Cycle Route. Footway will need to be provided along	elthin a reasonable distance of National Cycle 2 Route. Footway will need to be provided along 2	Site adjacent to existing Core Path Network and within a reasonable distance of National Cycle Route. Footway will need to be provided along	Good pedestrian and cycle links are provided discount to the development site. Site adjacent to seisting National Cycle Route and Core Path	lood pedestrian and cycle links are provided discent to the development site. Site adjacent to	Good pedestrian and cycle links are provided adjacent to the development sits. Site adjacent to
public transport, as well as links to other amenities and community lacities;	suitting National Cycle Route and Core Path network	existing National Cycle Route and Core Path network	Road would need to be provided as part of development.	see nearby.	the north side of Haligien to link any development site to existing pedestrian facilities.	existing National Cycle Route and Core Path hetwork	tetwork	solisting Core Path network but remote from National Cycle Routes	National Cycle Routes. Footway will need to be provided along the southern boundary of the site.	the north side of Haligien to link any development site to existing pedestrian facilities.	the north side of Haligien to link any developmen site to existing pedestrian facilities.	the north side of Haligien to link any developmen site to existing pedestrian facilities.	setting habonal Cycle House and Core Pierr setwork	djacent to the development are, sale adjacent to wisting National Cycle Route and Core Path etwork	sxisting National Cycle Route and Core Path satework
The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use. Particular	Good pedestrian and cycle links are provided	Sood pedestrian and cycle links are provided	There are no pedestrian facilities currently provided on this section of the road network. The NCR is	Exasonable footways are currently provided within	Site adjacent to existing Core Path Network and eithin a reasonable distance of National Cycle Route. Footway will need to be provided along 2	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to a skisting Core Path network but remoie from 2	Site adjacent to existing Core Path Network and eithin a reasonable distance of National Cycle Route. Footway will need to be provided along	Site adjacent to existing Core Path Network and eithin a reasonable distance of National Cycle 2 Route. Footway will need to be provided along 2	Site adjacent to existing Core Path Network and eithin a reasonable distance of National Cycle Route. Footway will need to be provided along	Good pedestrian and cycle links are provided adjacent to the development sits. Site adjacent to	iood pedestrian and cycle links are provided djacent to the development site. Site adjacent to	Good pedestrian and cycle links are provided adjacent to the development site. Site adjacent to
emphasis should be given to the provision of suitable lighting, and the provision of suitably designed and located crossing facilities where rouses meet the public road network;	edjacent to the development sits. Site adjacent to existing National Cycle Route and Core Path network	4 Indiponent to the development site. Site adjacent to suiting National Cycle Route and Core Parth network	adjacent to the site. Footways to link to Bibtitit Falkink Road would need to be provided as part of Sevelopment.	the vicinity of the development site. Local cycle routed are nearby.	the north side of Haligien to link any development site to existing pedestrian facilities.	adjacent to the development site. Site adjacent to existing National Cycle Route and Core Path tetwork	skisting National Cycle Route and Core Path setwork	existing Core Path network but remote from National Cycle Routes	National Cycle Routes. Footway will need to be provided along the southern boundary of the site.	the north side of Haligien to link any development site to existing pedestrian facilities.	the north side of Haligien to link any development site to existing pedestrian facilities.	the north side of Haliglen to link any development title to existing pedestrian facilities.	axisting National Cycle Route and Core Path to tetwork	xisting National Cycle Route and Core Path etwork	existing National Cycle Route and Core Path setwork
	Sood nationals and outle lists are omided	Sood parlamine and curie links are consided	There are no pedestrian facilities currently provided to this service of the mediately. The MCG is	Description from the currently required	Site adjacent to existing Core Path Network and	Good pedestrian and cycle links are provided	Good pedestrian and cycle links are provided	Good pedestrian and cycle links are provided	Good pedestrian and cycle links are provided advanced to the development site. Site advanced to	Site adjacent to existing Core Path Network and eithin a reasonable distance of National Cycle	Site adjacent to existing Core Path Network and eithin a reasonable distance of National Cycle	Site adjacent to existing Core Path Network and	Good pedestrian and cycle links are provided G	lood pedestrian and cycle links are provided	Good pedestrian and cycle links are provided
 Where practical, no pedestrian route should be obstructed by leasures that render it unsuitable for the mobility impaired. 	Sood pedestrian and cycle links are provided adjacent to the development site. Site adjacent to suisting National Cycle Route and Core Path network	Sood pedestrian and cycle links are provided 4 adjacent to the development site. Site adjacent to existing National Cycle Route and Core Path network	There are no pedestrian facilities currently provided to this section of the read network. The NCR is adjacent to the site. Footways to link to Bibbbs Fakins adjacent to the site. Footways to link to Bibbbs Fakins Read would need to be provided as part of	eithin the vicinity of the development site. Local cycle routes are nearby.	eithin a reasonable distance of National Cycle Route. Footway will need to be provided along the north side of Haligien to link any developmen site to existing pedestrian facilities.	adjacent to the development site. Site adjacent to existing National Cycle Route and Core Path network	adjacent to the development site. Site adjacent to skisting National Cycle Route and Core Path heteorik	adjacent to the development site. Site adjacent to existing Core Path network but remote from National Cycle Routes	edjacent to the development sits. Site adjacent to skitting Core Path network but senore from hational Cycle Router. Footway will need to be provided along the southern boundary of the site.	Route. Footway will need to be provided along the north side of Haligien to link any developmen site to exisiting pedestrian facilities.	 Route. Footway will need to be provided along the north side of Haligien to link any developmen site to existing pedestrian facilities. 	eithin a reasonable distance of National Cycle Route. Footway will need to be provided along the north side of Haligien to link any developmen site to existing pedestrian facilities.	Indjacent to the development site. Site adjacent to accide the solution and Core Path to be set out to the solution of th	lood pedestrian and cycle links are provided djacent to the development site. Site adjacent to disting National Cycle Route and Core Path etwork	adjacent to the development site. Site adjacent to existing National Cycle Route and Core Path tetrack
Policy INF08 Bus Travel and New Development			and the second		ste to existing pedestrain tacisties.				provided along the southern boundary of the sta-	ore to existing prosection recities.	are to existing preservan facilities.	size to existing proserran facilities.			
next unrealization, must be replicated by the stopp or environ, but whitestication or matches finise to existing but stopp or environ, at identified within travel plans, taking account of the environ, takenime asking distinctor engined by SPP. This provision will be allement though direct funding of inflatativization and/or the provision of exists to support the delivery of but services serving the provision of exists to support the delivery of but services serving the control of exists to support the delivery of but services serving the control of the services.	Site sencre from bus facilities on the \$4902 conidor	2 Existing service provision in vicinity of development 3 site.	Existing service provision in vicinity of development libe.	Existing service-provision in vicinity of development site.	Site slightly remote from bus facilities on Haligien Road 2	Existing service provision in vicinity of development side.	3 Existing service provision in vicinity of development 3 lite.	Existing service provision in vicinity of development site.	 No public transport infrastructure in the vicinity of the development site. 	Site slightly remote from bus facilities on Haligien Road	2 little slightly remote from bus facilities on Halighen 2	Good accessibility to bus facilities including high frequency of bus services (better than 15 minute service)	S Suitating service provision in vicinity of development 3 Size	sisting service provision in vicinity of development te.	Existing service provision in vicinity of development as
provision of sums to support the delivery of bus services serving the development. E. Wus infrastructure should be provided at locations and to chasing															
	Site remote from bus facilities on the \$900 corridor	2 Sixting service provision in vicinity of development 3	Skitching service provision in vicinity of development site.	Enhancement to existing public transport facilities will be required.	Enhancement to existing public transport facilities will pe required.	Enhancement to existing public transport facilities may be required.	2 Sinhancement to existing public transport facilities will 2 be required.	Enhancement to existing public transport facilities will be required.	2 Enhancement to existing public transport facilities will 2 be required.	Enhancement to existing public transport facilities will be required.	2 Enhancement to existing public transport facilities will 2 be required.	Skitting service provision in vicinity of development site.	5 Shhancement to existing public transport facilities any be required.	nhancement to existing public transport facilities any be required.	Enhancement to existing public transport facilities tray be required.
agreed with the Country, and designed in accommande with the standards are on in current Country globelines. It is a supportant of the country of the count	Size and scale of development not suitable for bus	. Size and scale of development not suitable for bus	lize and scale of development not suitable for bus	lize and scale of development not suitable for bus	lize and scale of development not suitable for bus	Size and scale of development not suitable for bus	. Size and scale of development not suitable for bus	Size and scale of development not suitable for bus	. Size and scale of development not suitable for bus	Size and scale of development not suitable for bus	Size and scale of development not suitable for bus	Size and scale of development suitable for bus	- Size and scale of development not suitable for bus	ize and scale of development may be suitable for	Size and scale of development may be suitable for
retworks in surrounding areas. Alternatively, new development should be linked to existing but infrastructure via pedestrian links as described in Policy INFO?.	penetation.	z penetation.	penetosion. 2	penetration.	penetration.	penetration.	penetorion.	penetration.	2 penetation. 2	benetation.	penetration.	benetiation.	s penesation.	us penercation.	bus penetration.
Policy INF09 Freight Transport															
 Freight identive-besophiert will be-bricked to the transperticum meetiment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic 	Nur.applicable for this type of development	NIA Nixt applicable for this type of development NIA	Not applicable for this type of development NU	Not applicable for this type of development No	Not applicable for this type of development NOA	Not applicable for this type of development	NIA Not applicable for this type of development NIA	Not applicable for this type of development	NIA Not applicable for this type of development NIA	Not applicable for this type of development	NIA Not applicable for this type of development NIA	Not applicable for this type of development	NIA Not applicable for this type of development NIA No.	tot applicable for this type of development NOA	Not applicable for this type of development NO.
to be detailed. 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	NIA. Not applicable for this type of development NIA.	Not applicable for this type of development NU	Not applicable for this type of development N	Not applicable for this type of development NO.	Not applicable for this trop of development	NIA Nonapplicable for this type of development NIA	Not applicable for this type of development	NIA Not applicable for this type of development NIA	Not applicable for this type of development	NIA Nonapplicable for this type of development NIA	Not applicable for this type of development	NIA Nonapplicable for this type of development NIA No.	ist applicable for this type of development NIA	Not applicable for this type of development NVA
apported subject to other LDP policies. It The Council will continue to work with SEStran, freight companies.	der sonicable for this tops of desainment	NIA ter accidenta for the tops of descriptorary NIA	ter societie by the top of descionary NU	A sir sociable but in top of designment N	A sign applicable for this tops of descionner? NIA	Nor annicolate for this tops of despironment	NIA personicable to the top of Assistance NIA	the societies for this tops of descionment	NA histopolisable for this tope of development NA	him annimate for this type of development	NIA terrorisata tertir ton el designosare NIA	him annimitie for this tops of descionment	NIA his posiciole for the tops of development NIA his	in accimula for this tops of descinopary NES	ter projection to this type of descionment. NIS.
Policy INF10 Transport Assessments	nu. approase or one special coveragement	ex supplicate or the tips of development. How	to appear to the gar of overprise.	a apparatus an go a annaprim	and the state of t	es approach to the type of development	AN HEADPLEAN IS THE UNIVERSITY AND	enappease to set go to everymen	AN INSPIRATION OF COMPANY	to appear to the gar a development	NA No. approach to the type of development. NA	to appear to the gar a directions.	AX SUSPICES OF SUSPICE STREET	and the state of t	to appear to the type of development.
The Council will require transport assessments of developments where the impact of the development on the transport network is.				A Transport Assessment will be required given the	A Transport Assessment will be required looking at					A Transport Assessment will be required looking at	A Transport Assessment will be required tooking at	A Transport Assessment will be required toking at			
whose 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 integration. The scope of transport sessessment will be agreed with the Council and in the case of impact on trunk needs, also with Transport Scotland.	No transport assessment required for this scale of development	3 No transport assessment required for this scale of 3 development	Transport Assessment will be required and possible mitigation measures to the local road tensor's to accommodate level of development.	is transport Assessment will be required given the wisting peak congestion on the surrounding road tetrack. Possible inligation measures to the local road network to accommodate level of development.	the cumulative impact of sites 160 and 161 (if stocated) and possible mitigation measures to the focal read retwent to accommodate cumulative level of development	No transport assessment required for this scale of development	3 No transport assessment required for this scale of Sevelopment	No transport assessment required for this scale of development	3 No transport assessment required for this scale of 3 development	 Transport Assessment will be required tooking at the cumulative impact of sites 123 and 161 (if allocated) and possible mitigation measures to the oosi traid network to accommodate cumulative level of development. 	the cumulative impact of sites 123 and 160 (if 1 stocated) and possible mitigation measures to the 1 local road network to accommodate cumulative level	the cumulative impact of the mixed use components of the Graeway Site and future developments at the	1 No transport assessment required for this scale of Sevelopment	transport assessment may be required for this evelopment site but is dependent on size and scale:	A transport assessment may be required for this development site but is dependent on size and scale.
essessments will be agreed with the Council and in the case of repect on trunk roads, also with Transport Scotland.											2 development	Indus.			
 Transport assessments will include travel plant and, where recessary, safety audits of proposed inligation measures and sessessment of the likely impacts on air quality as a result of 	No transport assessment required for this scale of development	3 No transport assessment required for this scale of 3 severament	Transport Assessment will be required and possible misigation measures to the local road selection to accommodate level of development.	N Transport Assessment will be required given the wisting peak conjection on the surtounding road streams. Possible misignion measures to the local load network to accommodate level of development.	A Transport Assessment will be required looking at the cumulative impact of sites 160 and 161 (if allocated) and possible miligation measures to the local read network to accommodate cumulative investi-	No transport assessment required for this scale of development	3 Six transport assessment required for this scale of 3	No transport assessment required for this scale of development	3 No transport assessment required for this scale of 3 development	N Transport Assessment will be required looking at the cumulative impact of sites 123 and 161 (if allocated) and possible mitigation measures to the	N Transport Assessment will be required looking at the cumulative impact of sites 123 and 160 (if 1 billocated) and possible mitigation measures to the	A Transport Assessment will be required looking at the cumulative impact of the mixed use components of the Gaseway Sibs and future developments at the	1 No managed assessment required for this scale of 3 to development	transport assessment may be required for this evelopment site but is dependent on size and scale 2	A transport assessment may be required for this development size but is dependent on size and scale 2
proposed development. The assessment will focus on the hierarchy of transport modes, fevouring the use of walking, cycling and public is. The Council will only europen development proposals where it is			-	tood network to accommodate level of development If Transport Assessment will be required given the	of development					ocal road network to accommodate cumulative level of development is Transport Assessment will be serviced toking or	ocal road network to accommodate cumulative level of development a Transport Assessment will be not shall be level	Stadum. N Transport Assessment will be required looking at			
 The council only support assessment and towel plan has been springfately scoped, the network impacts properly defined and suitable mitigation measures identified. 	No transport assessment required for this scale of Sevelopment	3 No transport assessment required for this scale of Sevelopment 3	A Transport Assessment will be required and possible mitigation measures to the local road selection to accommodate level of development	existing peak congestion on the sustaining road temeoric Possible mitigation measures to the local	A Transport Assessment will be required looking at the cumulative impact of sites 160 and 161 (if allocated) and possible miligation measures to the local read network to accommodate cumulative investi-	No transport assessment required for this scale of development	3 Sevelopment assessment required for this scale of Sevelopment	No transport assessment required for this scale of development	3 No transport assessment required for this scale of sevelopment 3	the cumulative impact of sites 123 and 161 (if blocated) and possible mitigation measures to the local road network to accommodate cumulative level	the cumulative impact of sites 123 and 160 (f' 1 shocared) and possible mitigation measures to the 1 ocal road network to accommodate cumulative level	the cumulative impact of the mixed use components of the Gtaeway Site and future developments at the	1 So transport assessment required for this scale of a severaport assessment required for this scale of a	transport assessment may be required for this evelopment site but is dependent on size and scale.	A transport assessment may be required for this development site but is dependent on size and scale 2
Policy INF11 Parking				Cad retrack to accompagate even of development	of development					of development	of development	233.1			
, ,	The Council will work to ensure short stay shopping and tourist journeys are	The Council will work to ensure short stay shopping and tourist journeys are	The Council will work to ensure short stay shopping and towist journeys are	The Council will work to ensure short stay shopping and tourist journeys are	The Council will work to ensure short stay shopping and tourist inumers are	The Council will work to ensure short stay shooping and tourist inument are	The Council will work to ensure short stay shooping and tourist journeys are	The Council will work to ensure short stay shopping and tourist journeys are	The Council will work to ensure short stay shopping and tourist inumers are	The Council will work to ensure short stay shopping and tourist journeys are	The Council will work to ensure short stay shopping and tourist journeys are	The Council will work to ensure short stay shooping and tourist increess are	The Council will work to ensure attort stay stocoping and tourier loument are	The Council will work to ensure short stay stropping and tourist journeys are	The Council will work to ensure short stay shopping and tourier journeys are
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.	accommodated in order to protect the viability and vitality of the town centre while PRCS.	shopping and tourist journeys are accommodated in order to protect the sublity and visibly of the tour centre while discovered communic car travail	PK1 Second of the second of th	Pics discommodated in order to protect the stability and vitality of the sour centre while discouraging commuter car travel especially so central areas which have	shopping and touriet journeys are accommodured in order to protect the visibility and visibly of the sour centre while per per per per per per per per per per per	shopping and tourist journeys are accommodated in order to protect the viability and vitality of the tour centre while discouraging commuter car travel especially to central areas which have	accommodated in order to protect the violatility and vitality of the town centre while a protect contract of the same of the s	PK1 Secure of the contract of the page of the town centre while pk1 discounties commune on the secure of the secur	accommodized in order to protect the viability and vitality of the town centre while a faccomposity commons on Years!	accommodated in order to protect the pack withhilly and vitality of the town centre while decoupled commune out their	accommodated in order to protect the viability and vitality of the time contravable accommodate contravable 3	accommodated in order to protect the PK1 viability and vitality of the town centre while decoupping management on travel	accommodated in order to protect the viability and vitality of the trium centre-while a protect protect of the state centre-while a protect of the state centre while a protect of the state of the stat	PK1 Second of the true centre while second or the second of the true centre while second or the true of the second of the true of the second o	Accommodated in order to protect the viability and vitality of the town centre while 5
public stansport, walking, cycling and safety-objectives are met	especially to central areas which have higher levels of accessibility by alternative modes of transport	especially to central areas which have higher levels of accessibility by alternative modes of transport.	accommodated in order to protect the viability and vitality of the town centre while decorating communer can travel especially to central areas which have higher levels of accessibility by attention modes of transport.	especially to central areas which have higher levels of accessibility by alternative trodes of transport	exapping and solution powerings are sociomnoclated in order to protect the exability and vitality of the sour centre while decouraging communer can travel expecially to central areas which have higher levels of accessibility by atternative modes of transport.	especially to central areas which have higher levels of accessibility by alternative trouber of treasure.	especially to central areas which have higher levels of accessibility by alternative thousand research	especially to central areas which have higher levels of accessibility by alternative should of transport	respecially to central areas which have higher levels of accessibility by alternative modes of transpor.	PV.1 pv.1	especially to central areas which have higher levels of accessibility by alternative trodes of transcore	suppose and science powerpy, are: 90.1 Security and visiting of the time centre while 90.1 Security and visiting of the time centre while supecially to central assess which have higher levels of accessibility by alternative wholes of timesport.	especially to central areas which have tigher levels of accessibility by atternative modes of treasure.	especially to central areas which have higher levels of accessibility by attentative endes of transport.	especially to certral areas which have sigher levels of accessibility by attenuative leades of transport.
The scale of public pasking provision in Falkini Town Cartre will be maintained broadly at its current level and any proposed change spasking provision will be assessed against its effect on the vitality and visibility of the certain.	Not applicable to this development	S Not applicable to this development S	Not applicable to this development 5	Not applicable to this development \$	Not applicable to this development 5	Not applicable to this development	S Not applicable to this development S	Not applicable to this development	5 Not applicable to this development 5	Not applicable to this development	5 Not applicable to this development 5	Site within reasonable walking distance to town centre and will be linked via a creen conidor via	4 Not applicable to this development 5 No	lot applicable to this development 5	Not applicable to this development 5
 The teasibility of promoting Park and Ride facilities on the road 												Victoria Park Site within reasonable walking distance to town			
comidons into Falkin. Yourn 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 Nur.applicable to this development 5	Not applicable to this development	S Not applicable to this development S	Not applicable to this development	5 Not applicable to this development 5	centre and will be linked via a green confidor via sictoria Park	4 Nut applicable to this development 5 No	iot applicable to this development 5	Not applicable to this development 5
 Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres. 	Site sence from Falkink town centre increasing the eliance on the private car.	2 Site senge from Falkini town centre increasing the silance on the private car.	litre remote from Falkink town centre increasing the eliance on the private car.	lite sends from Falkini town certre increasing the relance on the private car.	Site sence from Falkink town centre increasing the eliance on the private car.	Site sends from Falkirk town centre increasing the reliance on the private car.	3 Site remote from Falkink town centre increasing the stance on the private car.	lite just outsith a reasonable walking distance of own centre	4 Site sends from Falkink town certre increasing the silance on the private car.	lite sence from Falkirk town centre increasing the ellance on the private car.	3 Site sends from Falkirk town centre increasing the slance on the private car.	sets withit reasonable watering datance to town centre and will be linked via a green contidor via elictoria Parix	4 little sends from Falkink town centre increasing the silance on the private car.	or applicable to this development 5	Not applicable to this development 5
New pasking will be provided to support the strategic role of talway stations, with priority given to new provision at Falkink High. Where possible, the provision of new off street pasking facilities will	Not applicable to this development	S Not applicable to this development S	Not applicable to this development 5	Not applicable to this development	Not applicable to this development 5	Not applicable to this development	\$ Not applicable to this development \$	Not applicable to this development	5 Not applicable to this development 5	Not applicable to this development	5 Nixt applicable to this development 5	Site within reasonable walking distance to town paners and will be linked via a green contidor via	4 Not applicable to this development 5 No	ist applicable to this development 5	Not applicable to this development
be associated with staffic management and other measures to reduce uncomposed on-order parking. 5. The maximum parking standards secout in the SPP will be applied.		1						1				Nictoria Park			
to new development, where needed in the countries with the Council's trinmum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be	Not applicable for this development	\$ Not applicable for this development \$	Not applicable for this development 5	Not applicable for this development	turapplicable for this development 5	Not applicable for this development	\$ Not applicable for this development \$	Not applicable for this development	5 Not applicable for this development 5	Not applicable for this development	5 Not applicable for this development 5	Site within reasonable walking distance to sown before and will be linked via a green contidor via siconia Park	4 Not applicable for this development 5 No	iot applicable for this development 5	Nur. applicable for this development 5
required in compensation.	Smith Street, Falkirk	84 Stamannan Road, Falkirk 93	Gleo Farm, Falkirk 73	Carron Road, Falkirk B	Woodend Farm 1, Falkirk 68	Tamfouthill Road, Falkirk	86 Ochitree Yerrace, Camelon 86	Season Place, Falkirk	85 St Gilles Square, Camelon 74	Woodend Farm 2, Falkirk	68 Wooderd Farm 3, Falkirk 68	Falkirk Gazeway	78 Summerford 86	Wester Cannuirs Park 87	Falkits Wheel 87

Grangemouth	Site 128	Grangemouth Docks 1		Site 162	Grangemouth Docks 2		Site Grangemouth Docks 3		Site Grangemouth Docks 5	
Assessment Criteria Accessibility a. Local Services (Schools, Shops, Library Health Centre) by		Port Related Activity Remote from local services	0		Port Related Activity Remote from local services	0	Port Related Activity Remote from local services		Port Related Activity Remote from local services	
b. Access to existing public transport facilities -BUS c. Access to existing public transport facilities - RAIL		Remote from local services Remote from local services Remote from local services	0		Remote from local services Remote from local services	0	Remote from local services Remote from local services Remote from local services	0	Remote from local services Remote from local services Remote from local services	0
Local Road Network Capacity a. Is there spare capacity	Adiacor	it to corridors that exhibit peak time	_	Adiacon	nt to corridors that exhibit peak time		Adjacent to corridors that exhibit peak time		Adjacent to corridors that exhibit peak time	
b. Will it create or exacerbate existing issues on the local roa	congest	ion	3	congest		3	congestion Major impact on A904 and M9J6	3	congestion Major impact on A904 and M9J6	3
Strategic Road Network a. Is there spare capacity b. Will it create or exacerbate existing issues on the trunk roa	Mode	erate impact on strategic road capacity inpact on M9 corridor and Junctions 5 &	3 2	Mode	erate impact on strategic road capacity npact on M9 corridor and Junctions 5 &	3 2	Moderate impact on strategic road capacity Major impact on M9 corridor and Junctions 5 &	3	Moderate impact on strategic road capacity Major impact on M9 corridor and Junctions 5 &	3
network Strategic Rail Network	6		-	6			6	_	6	
a. Is there spare capacity.	capacity		3	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 Sustainable Transport and Infrastructure Policies	Modera	te impact if rail freight proposed.	3	Modera	te impact if rail freight proposed.	3	Moderate impact if rail freight proposed.	3	Moderate impact if rail freight proposed.	3
INF07 - Walking and Cycling 1. The Council will safeguard and promote the development of the council will safeguard and promote the development of the council will safeguard and promote the development of the council will be considered as the										
the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.		note from Core Path network and I Cycle Route	0		note from Core Path network and I 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
	ASTP1	LTS Policies The Council will continue to promote and in awareness of Active and Sustainable Trans	ncrease	ASTP1	LTS Policies The Council will continue to promote and in awareness of Active and Sustainable Trans	crease	LTS Policies The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	crease	LTS Policies The Council will continue to promote and i ASTP1 awareness of Active and Sustainable Tran	increase
	ASIPI	The Council will continue to enhance, when		ASIPI	The Council will continue to enhance, where		The Council will continue to enhance, when		The Council will continue to enhance, whe	
New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which compilies with current Council guidelines and meets	ASTP2	possible, the existing path network and dev use paths and improved pedestrian and cyc signage as a major contribution to the netw	velop mult cling	ASTP2	possible, the existing path network and devi	elop mult ding	possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cy signage as a major contribution to the netw	relop mult	possible, the existing path network and de ASTP2 use paths and improved pedestrian and cy signage as a major contribution to the netv	velop mult ycling
the following criteria:		The Council will improve the pedestrian and	d cycling		The Council will improve the pedestrian and	cycling	The Council will improve the pedestrian an	d cycling	The Council will improve the pedestrian ar	nd cycling
	ASTP3	environment in heavily used areas and will that new developments and new traffic man and maintenance schemes encourage and easy access by foot and cycle.	nagement	ASTP3	environment in heavily used areas and will that new developments and new traffic man and maintenance schemes encourage and easy access by foot and cycle.	agement	environment in heavily used areas and will that new developments and new traffic man and maintenance schemes encourage and easy access by foot and cycle.	nagement	environment in heavily used areas and will that new developments and new traffic ma and maintenance schemes encourage and easy access by foot and cycle.	anagement
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;	Site ren Core Pa	note from exisiting pedestrian facilities, ath network and National Cycle Route	0	Site rem Core Pa	note from exisiting pedestrian facilities, ath network and National Cycle Route	0	Site remote from exisiting pedestrian facilities, Core Path network and National Cycle Route	0	Site remote from exisiting pedestrian facilities, Core Path network and National Cycle Route	0
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 rem Path net	ote from exisiting pedestrian facilities, Core work and National Cycle Route	0		ote from exisiting pedestrian facilities, Core work and National Cycle Route	0	Site remote from exisiting pedestrian facilities, Core Path network and National Cycle Route	0	Site remote from exisiting 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 rem Path net	ote from exisiting pedestrian facilities, Core work and National Cycle Route	0	Site remi Path net	ote from exisiting pedestrian facilities, Core work and National Cycle Route	0	Site remote from exisiting pedestrian facilities, Core Path network and National Cycle Route	0	Site remote from exisiting pedestrian facilities, Core Path network and National Cycle Route	0
Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.		ote from exisiting pedestrian facilities, Core	0		ote from exisiting pedestrian facilities, Core work and National Cycle Route	0	Site remote from exisiting pedestrian facilities, Core Path network and National Cycle Route	0	Site remote from exisiting pedestrian facilities, Core Path network and National Cycle Route	0
Policy INF08 Bus Travel and New Development										
New development will be required to provide appropriate levels or										
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 servi	ce provision in vicinity of development site.	0	No servi	ce 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
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. New development, where appropriate, should incorporate routes.	No servi	ce provision in vicinity of development site.	0	No servi	ce 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
5. New development, where appropriate, should intorporate 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 INFO;	No servi	ce provision in vicinity of development site.	0	No servi	ce 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										
Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be							Moderate impact on local communities, local road		Moderate impact on local communities, local road	
accessed without significant impact on local communities, or on the local and strategic road network. 2. Development which will encourage the transfer of freight from	and strat	e impact on local communities, local road egic road networks	3	and strat	e impact on local communities, local road legic road networks	3	and strategic road networks	3	and strategic road networks	3
road to rail, including the development of freight handling facilities, will be supported subject to other LDP policies.		e impact on local communities, local road egic road networks	3		e impact on local communities, local road tegic 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
The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality		e impact on local communities, local road egic road networks	3		e impact on local communities, local road tegic 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
partnerships. Policy INF10 Transport Assessments										
The Council will require transport assessments of developments										
where the impact of the development on the transport network is kley 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 Sottland.	scale of	ort Assessment should be required for this development, however, port related activity, rally covered by development management n.	1	scale of	oort Assessment should be required for this development, however, port related activity really covered by development management in.	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.	у .
 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 	scale of not gene	ort Assessment should be required for this development, however, port related activity rally covered by development management	1	scale of one	oort Assessment should be required for this development, however, port related activity rrally covered by development management	1	A Transport Assessment should be required for this scale of development, however, port related activity not generally covered by development management	1	A Transport Assessment should be required for this scale of development, however, port related activity, not generally covered by development management	у 1
of transport modes, favouring the use of walking, cycling and public 3. The Council will only support development proposals where it is satisfied that the transport assessment and travel plan has been	scale of	ort Assessment should be required for this development, however, port related activity	1	scale of	oort Assessment should be required for this development, however, port related activity	1	legislation. A Transport Assessment should be required for this scale of development, however, port related activity	1	legislation. A Transport Assessment should be required for this scale of development, however, port related activity	у 1
appropriately scoped, the network impacts properly defined and suitable mitigation measures identified.	not gene legislatio	rally covered by development management n.		not gene legislatio	rally covered by development management in.		not generally covered by development management legislation.		not generally covered by development management legislation.	'
Policy INF11 Parking										
The Council will manage parking provision as an integral past 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.	4	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	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	The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and tailstly of the town centre whild discouraging commuter car travel especially to central areas which have higher levels of accessibility by alternative modes of transport.	e 4
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 appl	cable for this development	5	Not appli	icable for this development	5	Not applicable for this development	5	Not applicable for this development	5
The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.	Not appl	cable for this development	5	Not appli	icable for this development	5	Not applicable for this development	5	Not applicable for this development	5
Parking in District and Local Centres will be managed to promote		cable to this development	5		icable to this development	5	Not applicable to this development	5	Not applicable to this development	5
sustainable travel and the role of the centres. 4. New parking will be provided to support the strategic role of failway 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 feduce uncontrolled on-street parking.		<u> </u>			icable for this development		Not applicable for this development		Not applicable for 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 max, developer contributions to enhance travel plan resources may be required in compensation.		in Bo'ness is remote from the town centre equire adequate parking in line with current s	4		in Bo'ness is remote from the town centre require adequate parking in line with current is	4	This site in Bo'ness is remote from the town centre and will require adequate parking in line with current standards	4	This site in Bo'ness is remote from the town centre and will require adequate parking in line with current standards	t 4
		Grangemouth Docks 1	46		Grangemouth Docks 2	46	Grangemouth Docks 3	46	Grangemouth Docks 5	46

0																	
Larbert and Stenhousemuir Assessment Criteria	Site 92 Glenbervie, Larbert Mixed Use Development	Site 94 Hill of Kinnaird 300 Residential Units	1	Kirkton Farm 2, Carronshore Residential and Mixed U	129 Jse 200 -	Kirkton Farm 1, Carronshore 2000 Dwellings		Site Roughlands Farm, Carronsho 200 Residential Units	ore	Site Bensfield Farm, Stenhousemu 131 190 Residential Units	uir	Site Denny Road, Larbert TBC	Site 133	Stirling Road, Larbert TBC		Site Hill of Kinnaird East, Larb	ert
Accessibility a. Local Services (Schools, Shops, Library Health Centre) b	Site remote from town centre and local 2	Site remote from town centre and local	2 Site	te remote from town centre and local 2	One rem	ote from town centre and local	2	Site remote from town centre and local	2	Site remote from town centre and local	2	Site remote from town centre and local 2	Site rer	mote from town centre and local	2	Site remote from town centre and local	2
Walking and Cycling b. Access to existing public transport facilities - BUS c. Access to existing public transport facilities - RAIL	heighbourhood services Site adjacent to public transport facilities 3 Site remote from rail facilities 0	neighbourhood services	1 Sit	ighbourhood services te remote from public transport facilities te remote from rail facilities 0	Site rem	urhood services ote from public transport facilities ote from rail facilities	1 0	heighbourhood services Site adjacent to public transport routes Site remote from rail facilities	2	neighbourhood services Site adjacent to public transport routes Site remote from rail facilities	2	neighbourhood services Site adjacent to public transport routes 2 Site remote from rail facilities 0	Site ad	ourhood services jacent to public transport routes mote from rail facilities		neighbourhood services Site remote from public transport facilities Site remote from rail facilities	1
Local Road Network Capacity a. Is there spare capacity b. Will it create or exacerbate existing issues on the local Strategic Road Network	Moderate impact on local road network 3 Will impact on the operation of local network 3	Moderate impact on local road network Will impact on the operation of local network	3	Major impact on local road network 2 Exacerbate congested corridors 2	Ma E	ajor impact on local road network Exacerbate congested corridors	2 2	Major impact on local road network Exacerbate congested corridors	2 2	Major impact on local road network Exacerbate congested corridors	2 2	Moderate impact on local road network 3 Impact on Larbert Cross and on A9 3	Mo	derate impact on local road network mpact on Larbert Cross and on A9	3	Major impact on local road network Exacerbate congested corridors	2 2
Is there spare capacity Will it create or exacerbate existing issues on the trunk	Will impact on the operation of M876 J2 3 Moderate impact on Motorway network 3	Will impact on the operation of M876 J2 Moderate impact on Motorway network	3	Will impact on M876 J2 and Bowtrees 2 Major impact on motorway network 3	Will Ma	impact on M876 J2 and Bowtrees ajor impact on motorway network	3	Will impact on M876 J2 and Bowtrees Major impact on motorway network	3	Will impact on M876 J2 and Bowtrees Major impact on motorway network	2 3	Will impact on M876 J2 2 Moderate impact on motorway network 2	Mo	Will impact on M876 J2 derate impact on motorway network	2	Will impact on M876 J2 and Bowtrees Major impact on motorway network	3
Strategic Rail Network a. Is there spare capacity. b. Will it create or exacerbate existing issues on the rail	Impact on parking at Larbert Station 3 Additional parking at station may be required 3	Impact on parking at Larbert Station Additional parking at station may be required	3	Major impact on rail 1 Impact on parking at local stations 2	lm	Major impact on rail spact on parking at local stations	1 2	Major impact on rail Impact on parking at local stations	1 2	Major impact on rail Impact on parking at local stations	1 2	Moderate impact on Rail 3 Impact on parking at local stations 3		Moderate impact on Rail Impact on parking at local stations	3	Major impact on rail Impact on parking at local stations	1 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	Site adjacent to existing local cycle routes but .	Site adjacent to existing local and national	ca.	e remote from existing local and national	Cito rom	ote from existing local and national		Site remote from existing local and national		Site remote from existing local and national		Site adjacent to existing local but remote from	Pito ros	mote to existing National Cycle Route		Site adjacent to existing local and national	
contributions to the implementation of the network will be sought.	remote from Core Path network	cycle route and Core Path network		de route and Core Path network		ute and Core Path network	1	cycle route and Core Path network LTS Policies	1	cycle route and Core Path network	1	national cycle routes and Core Path network		acent to Core Path network	2	cycle route and Core Path network	5
	The Council will continue to promote and increase ASTP1 awareness of Active and Sustainable Transport.	The Council will continue to promote and increa ASTP1 awareness of Active and Sustainable Transport	ise AS	The Council will continue to promote and increase STP1 awareness of Active and Sustainable Transport.	ASTP1	LTS Policies The Council will continue to promote and increase awareness of Active and Sustainable Transport	rease ort.	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	crease sport.	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	crease	The Council will continue to promote and increase ASTP1 awareness of Active and Sustainable Transport.	ASTP1	The Council will continue to promote and inc	rease ort.	The Council will continue to promote and ASTP1 awareness of Active and Sustainable Tra	increase ansport.
New development will be required to provide an appropriate	The Council will continue to enhance, where possib the existing path network and develop multi-use pat and improved pedestrian and cycling signage as a	The Council will continue to enhance, where po the existing path network and develop multi-use ASTP2	paths	The Council will continue to enhance, where possible the existing path network and develop multi-use path STP2 and improved pedestrian and cycling signage as a	ASTP2	The Council will continue to enhance, where p the existing path network and develop multi-u and improved pedestrian and cycling signage	se path	The Council will continue to enhance, when the existing path network and develop mult ASTP2 and improved pedestrian and cycling signa	ti-use path	The Council will continue to enhance, when the existing path network and develop multi and improved pedestrian and cycling signal	i-use path	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	le hs ASTP2	The Council will continue to enhance, where the existing path network and develop multi- and improved pedestrian and cycling signag	se path	The Council will continue to enhance, when the existing path network and develop mand improved pedestrian and cycling signal.	ulti-use paths
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:	major contribution to the network.	major contribution to the network.		major contribution to the network.		major contribution to the network.		major contribution to the network.		major contribution to the network.		major contribution to the network.		major contribution to the network.		major contribution to the network.	
	The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure that new developments and new traffic management ASTP3 and maintenance schemes encourage and enable easy access by foot and cycle.	The Council will improve the pedestrian and cyc environment in heavily used areas and will ensu that the developments and new traffic manage ASTP3 and maintenance schemes encourage and enal easy access by foot and cycle.	ure ment	The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure that new developments and new traffic management STP3 and maintenance schemes encourage and enable easy access by foot and cycle.	ASTP3	The Council will improve the pedestrian and of environment in heavily used areas and will en- that new developments and new traffic manag- and maintenance schemes encourage and er- easy access by foot and cycle.	nsure igement	The Council will improve the pedestrian an environment in heavily used areas and will that new developments and new traffic mar ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	ensure	The Council will improve the pedestrian and environment in heavily used areas and will that new developments and new traffic mar and maintenance schemes encourage and easy access by foot and cycle.	ensure nagement	The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure that new developments and new traffic management ASTP3 and maintenance schemes encourage and enable easy access by foot and cycle.	ASTP3	The Council will improve the pedestrian and environment in heavily used areas and will e that new developments and new traffic mans and maintenance schemes encourage and e easy access by foot and cycle.	nsure igement	The Council will improve the pedestrian a environment in heavily used areas and that new developments and new traffic in and maintenance schemes encourage as easy access by foot and cycle.	vill ensure nanagement
Where appropriate, infrastructure supporting the two modes of	Site adjacent to exisiting pedestrian facilities	Site adjacent to exisiting pedestrian facilities,	Ex	isting pedestrian facilities will require grading in the vicinity of the development.	Existing	pedestrian facilities will require to in the vicinity of the development.		Existing pedestrian facilities will require upgrading in the vicinity of the development.	1	Existing pedestrian facilities will require upgrading in the vicinity of the development.		Existing pedestrian facilities may require upgrading in the vicinity of the development.	Existing	g pedestrian facilities may require ling in the vicinity of the development.		Existing pedestrian facilities will require upgrading in the vicinity of the development.	1
walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;	Site adjacent to existing pedestrian facilities and local cycle network.	local and national cycle network and core path network.	5 Ad	grading in the vicinity of the development. Iditional cycling facilities will be required to k into exisiting networks	Addition	ng in the vicinity of the development. al cycling facilities will be required to exisiting networks	1	upgrading in the vicinity of the development. Additional cycling facilities will be required to link into exisiting networks	1	upgrading in the vicinity of the development. Additional cycling facilities will be required to link into exisiting networks	1	upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	Addition	ing in the vicinity of the development. nal cycling facilities will be required to be exisiting networks	2	upgrading in the vicinity of the development. Additional cycling facilities will be required to link into exisiting networks	1
 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 sublic transport, as well as links to other amenities and community actilities; 	Site adjacent to exisiting pedestrian facilities and local cycle network.	Site adjacent to existing pedestrian facilities, local and national cycle network and core path network.	5 the	isting pedestrian facilities will require upgrading in s vicinity of the development. Additional cycling silities will be required to link into existing networks:	Existing p the vicinity facilities w	pedestrian facilities will require upgrading in by of the development. Additional cycling 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 exisiting 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 may require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	Existing the vicin facilities	pedestrian facilities may require upgrading ir vity of the development. Additional cycling will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading the vicinity of the development. Additional cycling facilities will be required to link into existing network	in 1
5. The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use. Particuls emphasis should be given to the provision of suitable lighting, and it provision of suitably designed and located crossing facilities where routes meet the public road network;	Site adjacent to exisiting pedestrian facilities and ocal cycle network.	Site adjacent to exisiting pedestrian facilities, local and national cycle network and core path network.	5 the	isting pedestrian facilities will require upgrading in vicinity of the development. Additional cycling 1 illities will be required to link into existing networks	Existing p the vicinity facilities w	bedestrian facilities will require upgrading in y of the development. Additional cycling 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 may require upgrading in the vicinity of the development. Additional cycling tacilities will be required to link into existing networks	Existing the vicin facilities	pedestrian facilities may require upgrading in tity of the development. Additional cycling will be required to link into existing networks	2	Existing pedestrian facilities will require upgrading the vicinity of the development. Additional cycling facilities will be required to link into existing networ	in 1
Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired	Site adjacent to exisiting pedestrian facilities and local cycle network.	Site adjacent to exisiting pedestrian facilities, local and national cycle network and core path network.	5 the	isting pedestrian facilities will require upgrading in vicinity of the development. Additional cycling tilties will be required to link into existing networks	Existing p the vicinity facilities w	pedestrian facilities will require upgrading in by of the development. Additional cycling 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 may require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	upgradi Addition	g pedestrian facilities may require ling in the vicinity of the development. nal cycling facilities will be required to be exisiting networks	2	Existing pedestrian facilities will require upgrading the vicinity of the development. Additional cycling facilities will be required to link into existing networ	in 1 ks
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 tavel plant, a fishing 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 sum to support the delivery of bus services serving the development.	Existing service provision in vicinity of development site.	Site remote from existing public transport facilities	1 Site	e remote from existing public transport facilities 1	Site remo	ite from exisiting public transport facilities	1	Site adjacent to bus route.	3	Site adjacent to bus route.	3	Site adjacent to bus route.	Site adja	acent to bus route.	3	Site remote from existing public transport facilities	1
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.	Site remote from exisiting public transport facilities	1 Ent	hancement to existing public transport facilities will required.	Enhancen be require	ment to existing public transport facilities will ed.	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.	Enhance be requi	ement to existing public transport facilities will ired.	2	Enhancement to existing public transport facilities be required.	will 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 liked to existing bus infrastructure via pedestrian links as described in Policy INFOT.	Existing service provision in vicinity of development site.	Size and scale of development suitable for bus penetration which should be investigated and form part of any planning consdieration.	Siz 2 per par	ze and scale of development suitable for bus netration which should be investigated and form t of any planning consdieration.	Size and s penetration part of any	scale of development suitable for bus on which should be investigated and form y planning consdieration.	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.	Size and penetrat	d scale of development not suitable for bus	2	Size and scale of development suitable for bus penetration which should be investigated and form part of any planning consdieration.	2
Policy INF09 Freight Transport																	
 Freight intensive development will be directed to the Grangemou investment Zone and to other locations that can be accessed withous 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	t applicable for this type of development N/A	Not applic	cable 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 appl	licable for this type of development	N/A	Not applicable for this type of development	N/A
Development which will encourage the transfer of freight from ros to rail, including the development of freight handling facilities, will b supported subject to other LDP policies.	Not applicable for this type of development N/A	Not applicable for this type of development N	VA Not	t applicable for this type of development N/A	Not applic	cable 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 appl	licable for this type of development	N/A	Not applicable for this type of development	N/A
 The Council will continue to work with SEStran, freight companie 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	t applicable for this type of development N/A	Not applic	cable 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 appl	licable for this type of development	N/A	Not applicable for this type of development	N/A
Policy INF10 Transport Assessments																	
 The Council will require transport assessments of developments where the impact of the development on the transport network is kelly to result in a significant increase in the rumber 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	A Transport Assessment was acried out for the site as part of the cutline application for the old Beltedyke Hospital site. A new assessment will be required to investigate the proposed change in use for the site.	A T 1 mit acc	Fransport Assessment will be required and possible significan measures to the local road network to 1 commodate level of development	mitigation	ort Assessment will be required and possible measures to the local road network to date 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 may be required depending on the size and scale of development to investigate impact on surrounding local road network.	on the s	port Assessment may be required depending size and scale of development to investigate on surrounding local road network.	2	A Transport Assessment will be required and poss mitigation measures to the local road network to accommodate level of development	1
 Transport assessments will include travel plans and, where hoscessary, safety audits of proposed miligation measures and sessesment 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 	A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development	A Transport Assessment was acrired 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.	A T 1 miti acc	Fransport Assessment will be required and possible igation measures to the local road network to 1 commodate level of development	A Transpo mitigation accommo	ort Assessment will be required and possible measures to the local road network to odate 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 may be required depending on the size and scale of development to investigate impact on surrounding local road network.	A Transpon the simpact of	port Assessment may be required depending ize and scale of development to investigate on surrounding local road network.	3	A Transport Assessment will be required and poss mitigation measures to the local road network to accommodate level of development	1
transport over use of the car. 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	A Transport Assessment was acrited out for the site as part of the outline application for the old Belisdyke Hospital site. A new assessment will be required to investigate the proposed change in use for the site.	A T miti acc	Fransport Assessment will be required and possible igation measures to the local road network to commodate level of development		ort Assessment will be required and possible i measures to the local road network to odate 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 may be required depending on the size and scale of development to investigate impact on surrounding local road network.	A Transponthe simpact of	port Assessment may be required depending ize and scale of development to investigate on surrounding local road network.	3	A Transport Assessment will be required and poss 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 wid transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.	The Council will work to ensure short stay shopping and towist journeys are accommodated in order to protect the visability 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.	The Council will work to ensure short stay shopping and bourist journeys are accommodated in order to protect the statement of the town centre white discouraging commuter car travel especially to central areas which have higher levels of accessibility by attentative modes of transport.	3	The Council will work to ensure short stay shopping and doursel journeys are accommodated in order to protect the visibility and vitality of the town centre while discouraging communer car travel expecially to central areas which have higher levels of accessibility by atternative modes of transport.	PK1	The Council will work to ensure short stay shopping and tounist 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	The Council will work to ensure short stay shopping and bourist 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	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	The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the visability and visially of the councement while discouraging commuter car travel especially to certail 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.	3	The Council will work to ensure short star shopping and tourist journeys are accommodated in order to protect the viability and vitabley of the town centre wit discouraging commuter car travel especially to central areas which have higher levels of accessibility by alternativ modes of transport.	y sile 3
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 The scale of public parking provision in Falkink Town Centre will b maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality an viability of the centre. 		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
 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	Not applicable to this development	5
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.		Site remote from local town centre increasing the reliance on the private car.		Site remote from local town centre increasing the reliance on the private car.			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.	Site remote from local town centre increasing the reliance on the private car.		Site remote from local town centre increasing the reliance on the private car.		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 railser stations, with priority given to new provision at Falkirk High. Where possibile, the provision of new off street parking facilities will be associated with traffic management and other measures to reduce uncontrolled on-street parking.		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	Will impact on parking at local railway stations	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, seveloper contributions to enhance travel plan resources may be required in compensation.		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	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

Patrons Assessment Otheria	Site 95 States, Polineral 1909 Residential Units	Site Minholm Riding Centre, Polenant 135 10 Residential Units	136 Station Road, Polinces 136 125 Residential Units	137 Granduable Road, Beancrass, Polmost 137 Economic Development & Tourism	138 Greenwells Farm North, Maddiston 138 90 Residential Units	Site Creenwells Farm South, Meddistan 139 St Residential Units	162 Maddaton 163 70-100 Residential Units	Site Farkhall North, Meditions 141 1200 Residential Units	162 Parkhall North (East), Maddistor 162 70 Links v 60 Red Care Home	143 Contributer Road	Site Gitandersland, Maddicton 166 255 Residential Childs	165 Redding Park North, Reddingmuithe 165 20 Residential Units	ad Site Redding Ecod, Redding 166 SS Residential Solice	167 Standing Fare, Wallacecture 167 200 Residential Units	38e Parkhall North (West), Maddiston 183 200 - 250 Residential Units	Sile Polinost Park 195 S2 Residential Unit	
Access Brilley is Local Services (Schools, Shops, Library Health Cwitte) by Making and Cycling		2 Site sende from town sends and local sends out to an analysis of sends of	Site sends from town centre and tools 2	NA Currently under construction	Ste sende for tien onte androcal testitiourhood services	2 Side remote from town centre and boar :	2 Site renute from town centre and tool 2 resident pour centres 2	Site renote from town centre and tocal enoting outhood services.		4 NA	Sile rende for town centre and boat residourhood services	Site remain from sown centre and local profitioushood services	Site senior form town centre and local resimbourhood services	2 Side remote from town centre and tocal periodocythood sensions	Bits remote from town centre and facal profitourhood services	Site remain from town centre and local enables when demonstrates	2
Access to existing public transport facilities - BLS Access to existing public transport facilities - RAS.	lite renote fore public transport facilities lite renote fore sall facilities	Site remote from public banquet facilities Site remote from rail Solities	3 Site adjacent to public transport facilities 3 Site adjacent to sall facilities 5			1 Die remote from public bus faulties 4 Die remote from rad Sollities	1 Site adjacent to public transport facilities 3 0 Site renute from sail facilities 6	Site renote from public bus facilities. Site renote from sail facilities.	Site sense has public but facilities Site sense has rail facilities	1 NA 1 NA	Site adjacent to public transport facilities. Site nenute figm sall facilities			2 title senute from public but facilities 6 title senute from rad facilities	1 little remote from public bus facilities 0 little remote from call facilities	Site adjacent to public transport facilities Site reinste from salt facilities	9
s. St. there space capacity s. Wit's create or exponence excitor states on the book	Major impact on local road remark. Expendiate consected contains.	2 Monad impact on local road network 2 Monad impact on local road network	Moderate impact on road selects 1 Moderate impact on road selects 1	NA Currently under construction	Moderate impact on road network Moderate impact on road network	3 Moderate impact on road network : 2 Moderate impact on road network :	3 Modeste inpaction road service 3 3 Modeste inpaction road service 3	Major impact on total road network Exponence consened combins	2 Major report on local conditions 2 Expendate connected contains	2 Major impact on local related network 2 medical local statis to ASC1 and MR	2 Major impact on local read network 2 Exacertors connected complex	2 Monte repair due to size of development 2 Monte repair due to size of development	4 Major impact on local lead metwork 4 Evaluation concepted combins	2 Major impact on local read network 2 Examples concerned combine	2 Major impact on local road redwork 2 Examelate consented constant	2 Moderate impact on local road network 2 Man receives concention on existing corn	des 3
s. Its there space capacity s. Wit's create or expositions existing issues on the trurk	Willingsol on MR-36 Major impact on motorway network	2 Monad impact on strategic road network 3 Monad impact on strategic road network	Moderate impact on road network 3 Moderate impact on road network 3	NA Currently under construction	Moderate impact on road network Moderate impact on road network	3 Moderate impact on road network 3 Moderate impact on road network	3 Morrial impact on strategic road network 4 3 Morrial impact on strategic road network 4	Willingad on MR 36 Macrimost on motorary network	2 THE IMPACT OF MET JE 3 Major Impact on military is network	2 Will impact on MR J4 3 Moor impact on instorage network	2 Williampact on MR 24 3 Major impact on motivately helicols	2 Minut impad due to size of development 3 Minut impad due to size of development	4 Monad impact due to size of development 4 Monad impact due to size of development	4 Will impact on M9 Jil. 4 Major Impact on motorway network	2 WE repair on ME 34 5 Major Incode on Motorway network	Minderste impact on strategic road neter May increase concession on MP Junction	oA 3
t. It there some consists. Will clears or exace their existing issues on the rat	Major impact on call Impact on parking at focal stations	1 Montal impact on existing sall reteach 2 Montal impact on existing sall reteach	Modestie inpact or oil retwoh 2 Montal impact or parking at Polinois 4	NA Currently under construction	Moderate Incoming call refrects Additional parking may be required at Polerum	Minderate inspect on set network Additional parking may be required at Polinois	3 Moderate inspect on call celebral 2 3 Additional parking may be required at Pulmon 3	Mater report at Polynost and Lindhoow Additional parking will be required.	Major insent at Primore and Littleow Additional parking will be required.	1 NA	Major impact at Polecut and Liniffsons Additional parking will be required.	1 Impact at Potents and Linithoos 1 Additional pasking will be required.	Insect at Patrons and Linithoose Additional parking will be required.	Major inpact at Pulmort and Linkhope Additional parking will be required.	Mater record at Polecut and Linithcow Additional parking will be required.	Inseat at Poleont and Linkhoos Additional parking will be required.	- 1
Sustainable Transport and Infrastructure Policies 89907 - Wateria and Cycling																	
 The Council will safeguard and promote the development of the core path behavils. Where appropriate, developer contributions to the implementation of the behavils will be 	Site adjacent to existing National Cycle Rouse and Core Path network	4 Site adjacent to existing National Cycle Route and Care Path network	Site adjacent to existing National Cycle Route and Core Path reteach.	NA Currently under construction	Site adjacent to Core Plath 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 sender som National Cycle Route.	Site remote to Core Path network but adjacent to National Cycle Route	2 Site remote to Core Puth network but adjacent to National Cycle Route	2 NA	Site adjacent to Core Path network but remote from National Cycle Route.	Site adjacent to Care Path network and National Cycle Route	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.	3 Site remote to Core Path network but adjacent to National Cycle Route	2 Site adjacent is Core Path network but sen ton National Cycle Route.	3
and the same of th	LTE Polices	LTE Polices	LTS Palaces	LTE Policies	LTEPalane	LTE Polices	LTS Printers	LTE Paleon	LTE Polices	LTE Politics	LTS Polices	LTE Policies	LTE Policies	LTS Paleon	USFelian	LTE Policies	
	AETP memorina of Antine and Euclateable Transpor	Aggrap assertment of Active and Socialistic Transport	AZZP1 anaerona of Asive and Estainable Transpot.	AETP1 Reserves of folior and Socialnelle Transport	AETP seasoness of Anthro and Socialistical in Transport	ACTO Secretary of Active and Evaluated Transport	AZTP1 securement of Author and European Transport.	AZZP1 Reserves of Astine and Evolutivable Transport	ALTE: Assessment of Antive and Evaluated in Transpo	of. ACTP) preserves of Arthur and Euclidealde Tempori.	AZTP1 Secretary of Author and Euclainskin Transport.	AETP seasoness of Asian and Businshile Transpor	AETH secretors of Arive and Socialistic Turny	ACTIVI SEMENTERS of Address and Euclideable Transport.	AETP1 Interest of Asian and Euristatia Tempori.	AETP1 Interests of Antine and Endersalis	Transport.
Office development will be required to provide an appropriate	The Council will continue to enhance, where possible, the exhibit path returns and density AZTP2 are paths and improved pedestrian and system	The Council oil continue to enhance, where proceeds, the enhance parts returns and develop in AUTION are paths and improved probabilities and systing agreement and systing agreement and systing agreement and systing agreement.	The Council will continue to enhance, where possible, the existing push network and develop multi- AZTYC over paths and improved posteration and synting	The Council will continue to enhance, where possible, the existing path retreats and develop mult AZTPG are paths and improved potentian and systing	The Council collisioninus is arrismus, where possible, the exhibit path selected and density AZTY2 was paths and improved polantina, and spating depage as a major sanitification in the reduced.	The Council will continue to endurate, where possible, the existing path national and disording in ACTIVE was paths and improved particular and systing	The Council will continue to enhance, where multi- possible, the existing path network and develop in ACTYC one paths and improved periodician and cycling	The Council will construct to software, where smaller, the making peak released and densing ACTF2 and paths and improved polarization and qualing services as a major contribution to the release.	The Council will continue to enhance, where pussable, the existing public releast and develop ALTER use public and improved predestrian and system	The Council will continue to enhance, where op multi- op multi- op ASTED overpaths and improved periodician and systing	The Council will continue to enhance, where multi- passable, the existing path natural and develop o ACTYC are paths and improved periodician analysising	The Council will continue to enhance, where possible, the exhing path retreats and density AZTF2 was paths and represed pedestrian and system	The Council will continue to enhance, where possible, the existing push retends and draw ACTIV2 was paths and expressed periodical and syst	The Council will continue to enhance, where top multi- ring. ACTIO was path, and improved periods and shoring and action and improved periods and expline	The Council will continue to enhance, where make probable, the existing path nationals and denoting AZTYC use paths and improved periodician and cycling	The Council will continue to enhance or possible, the enaling path release and ACTFG one paths and improved periods on an	salama of decading results and applicing
devoted of padestrian and spoke inhadrostram, including spoke carbing, which complies with current Council guidelines and ments he following orderia:	The Countries in countries and con-		w The Count of Pressure for contrasting and contrast	The Council will reserve the selection and coultre			to The Country of House the ambient and code		the Council of Inneres for emission and	miles The County of Irramon for malestine and coll	The Countried research a selection and coul	The Council will revenue the ambition and on	the The Count of Street Street and	color De Canad all record to colorida and can	to The Count of Inventor in an internal and	ing The Countries in contract to an advanta	e and makes
	entinement in heavily used areas, and all em- bad new developments, and new halfs manage ACTPS and maintenance schemes, enumage and ma-	only and control as improved the parameters and will ensure an environment in healthy used areas, and will ensure that one developments and one traille management and materials are strong and enable sexy assess by had and option.	entirement is heavily used areas and all moure that are developments and new bulls management and neithernous accuracy and mobile	continues in transfer or personne and system environment in heavily continues and sill ensure that new developments and one halfs management AETPS and maximum without measuring and enable any assess by host and cycle.	AETFS and really used areas and self-sec- encial mental in handly used areas and self-sec- ded new developments and new helds manage AETFS and making mental substance and evel- sely assess by lead and spole.	are environment in heavily used areas and all innover that new developments and new bulls management like ASTPS and maintenance salemes environage and enable	to an annual in heavily used areas and all areas had now developments and now helfs management in AZTFG and maintenance softeness missauge and makin	AZTY2 and new developments and new halfs manager AZTY2 and new developments and new halfs manager and managers and medium as an accordance and and	ong the Colonia size oppose the parameter and the environment in heavily upon draws, and will an sent that serv developments and one trails manage and making and making and and entry assembly had and cycle.	nurs environment in heavily used areas and self mean general had new developments and new halfs manager take ACTPS and make heavily and sealer	or eminument in heavily used areas and will ensure ment. Matter disvelopments and new halfs management in AZTFG and maintenance subseries encourage and maintenance subseries encourage and maintenance.	ensistement in heavily used arous and will em- ant flad new developments and new hells manage and matteriories schemes recoverage and ma-	are environment in heavily used areas, and will as many business developments, and new trails many tile AZTPS and maintenance substrate minutespe and a	persons to be and used areas and all most general had new developments and new halfs manager haddle ASTPS and mathematics substrate encourage and enals	eminoment in heavily used areas and will ensure that new developments and new halfs manage AZZPG and matries are solvenes, ensurings and matries	w environment in heavily used areas are that area developments and new halfs to AZTPS and maintenance substrate areas, age	d will ensure a management a and multip
	many asserts by had and spoke.	1 1		many assesses by host and syste.			many asserts by limit and spole.	many accomes by host and spale.		nany access by fact analogole.	many asserts by fact and spale.	many accome by had and spole.	nery assets by had and sprin.	many assumes by fast and cycle.	nany assems by had and syste.	many asserts, by hast and syste.	
 Where appropriate, inhastrusture supporting the text modes of scaling and systing should be combined and support objectives in 	Existing pedectrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to	Sinting pedestrian facilities will require appraising in the vicinity of the development. Additional cycling facilities will be required to	Existing pedestrian facilities will require appraiding in the vicinity of the development. Additional cycling facilities will be required to	NA Currently under construction	New pedestrian facilities and cycling facilities will be required to trik development to existing	New pedestrian facilities and cycling facilities 1 will be required to link development to existing	Additional cycling facilities will be required to this into existing networks.	New pediestran facilities and cycling facilities will be required to tink development to existing	New pedestrian facilities and cycling facilities 1 will be required to link development to existing	1 NA	tion pedestrian facilities and cycling facilities will be required to trisk development to existing	New pedestrian facilities and cycling facilities will be required to this development to existing	Suiting pedestrian Suities will require appracing in the visinity of the development. Additional cycling facilities will be required to	New pedectrian facilities and cycling facilities and be required to trik development to existing	New pedestrian Suittles and cycling Solities. I will be required to this development to existing	Scaling protection facilities will require appealing in the vicinity of the development habitorial coding facilities will be required.	
Agreement of the control of the cont	IN I'S existed retworks	ara ara existina networks	DOLONG MARKATA		belautis.	trebecks.		MINORAL.	Metachis.		HeteOXX.	Mirachi.	SIX VID MORING MEMORIA	Winds.	Miles No.	NA MIL MARINE CARROLL	+
oppropriate belon to existing naturals in surrounding areas, in controder to facilitate school journeys and provide committees to public transport, an and as brids to other american and community	Existing periodician lacilities will require supposing in the storage of the development. Additional synthey lacilities will be required to link into existing nationals.	Sainting prelimation hashing will require approxing in the stainty of the development. Additional systing facilities will be required to look into existing nationals.	Existing production in olders will expute appealing in the visiting of the development. Additional systing and the will be required to look into existing sensories.	NA Canonity under construction	See patestion lacities and cycleg lacities will be expired to lots development to missing returnis.	1 New pedestrian laudites and spaling laudites will be required to bit above/apropriate existing reference.	1 Additional systing building will be required to link into publing returning	line periodical facilities and opolog facilities will be expired to look development to existing nations in.	1 New yealestrian laudities, and cycling laudities, will be emplored to link development to existing seriously.	1 66	New protestion lacities and systing lacities will be required to link development by existing nationals.	The projection lacities and cycleg facilities will be expired to but development to existing naturals.	Sainting pedestrian landities will enquire approxing in the visinity of the development. Additional opining facilities will be required to link into exhibing networks.	3 Deep melection locities and spring locities will be required to link development to existing returnles.	1 See yeshekian facilities and cycling facilities will be expired to link development be existing networks.	1 Solding profession building will require approach 1 for storing of the development. Additional update solding will be empired to link into existing rates	ngin 9 3
miles,		1				1	1					1					
 The surfacing lighting design, maintenance and listation of sederation and spoke notice should promise their sale use. Purificular replaces should be given to be provided a dutable lighting, and the provision of subsity designed and insaled descripting building. 	Existing periodician lacifilms will require upgrading in the statety of the development. Additional syntog	Existing preferation facilities will require approxing in 1 the visiting of the development. Additional system facilities will be required to believe exhalling retrieves.	Existing probabilism facilities will require upgrading in the visitity of the development, Additional systing Smillins will be regulated to both the entailing estimates	NA Currently under constitution	See patestion lacities and cycleg lacities will be equiped to lot development to mixture returnity.	The polesina lacities and spring lacities will be regard to bit development to existing releasing.	1 Additional systing building will be required to link into	New periodican facilities and opolog facilities will be required to lock development to existing optimists	New posterator healther, and cycling leadings will be expand to both development to existing retractor.	1 44	New pedesiries lacities and cyalog lacities will be required to link development to existing naturals.	New production facilities and cycling facilities will be produced to both development in mobiles protocols	Enting polestrian buildes will expire appealing in 1 the visitiy of the development. Additional spiling buildes will be required to lob into exhaus extendes.	3 New yealersteen huildings and synleng huilding will be anythed in 10th development in minima princes in	New yeaks him facilities and syning facilities will be assumed to look devaluations by mining agreement.	Drining periestrian lacilities will require approach to winning of the development. Additional system	2 2
the process of suitably designed and located creasing facilities where review meet the public result reduces;	access no se required to lick into existing retinions															econes will be empired to list into existing ratio	
Where precised, no pedestrian mate should be obstructed by estures that enaler it unsuitable for the mobility impaired.	Enking pedestran builders will require appeading in the stately of the development. Additional system builders will be required to this belongships retrievely	Suiting pedestran bottles will require appraising in the voinity of the development. Additional cycling bottles will be required to	Existing pedestrain tradition will require approxing in the vicinity of the development. Additional cycling facilities will be required to	NA Correctly under construction	See pedesision facilities and cycling facilities will be expired to lost development to existing naturals.	1 Description lacities and spring lacities will be regarded to this development in actions related to	1 Additional cycling facilities will be required to this into existing networks	See protesion builders and cycling building will be expired in Inth development in existing nations in.	New podestrian buildies, and cycling buildies, will be expired to link development to existing setupoles.	1 88	Very polesinian lautities and cyaling lautities will be engined to link development to assisting naturals.	The protestion lacities and cycleg facilities will be equival to bit development in existing naturals.	Surging pedestran builtes will require appraising in the visitity of the development. Additional cycling facilities will be required to	New podestrian building and spring building will be expained to link absorbagement to existing nationals.	New yesterator facilities and syning facilities will be expired to look development to existing networks.	Existing pedecition facilities will require opgrading in the vicinity of the development stational cycling facilities will be required to be control ordered.	E 3
Policy INFOS thus Yravel and New Development		and any existing removals	in the entiry behavior										less into existing retworks			PR IN MAIN PROPERTY.	
1. New development will be required in provide appropriate levels of too inheritative or suitable lette to mining but stops or services, as strettled within book places, when account of the 200m names auding debarrs required by 200 Y. The provision will be																	$\neg \neg$
on identified within band plane, taking assume of the SSSm maximum subleng dislamas required by SSP. This processor will be followed in formugh obsert funding of infrastructure and or the processor of some to support the different of loss services serving the market of some to support the different of loss services serving the contribution of some to support the different of loss services serving the contribution of some to support the services are serviced to the services of the ser	Existing service provision in visitily of development site.	Size service from public inamport facilities and substitute resourcible selling dislance.	Distinguanciae produker in scienty of development aim.	NA Careerily under construction	Discounts from existing but makes	1 Discounie homenshing has make	1 Die adjacent in Irus vanie. 3	Die remain from existing has routes	1 Site nemate from existing loss routes	1 88	Directions in mining loss rootes	2 Die serode from acisting loss routes	Sir adjusted in entiting loss reales	2 Die servie han existing has routes	1 Discremate from existing loss reutes	Title adjacent in existing loss routes	2
Society ment.																	
 But introduction which he provided at least on, and to phasting operation to the Council, and designed in accordance with the devices set and in current Council publishers. 	Debaruament is existing public transport lacities will be required.	Scharcement to existing public transport facilities will be explained.	Drivensment is mining public temport facilities will a temporeri.	NA Commity under construction	Enhancement to existing public interspect facilities will be required.	Enhancement is enabling public transport facilities will be required.	Scharcement to existing public interspect facilities will see required.	Drivensment to existing public increport leadings will be required.	Enhancement is existing public transport leadilies will be required.	1 88	Enhancement to existing public hampert facilities will be required.	2 (charament to existing public transport lacilities will be empired.	Scharcement is existing public incorport leadilies will be required.	2 Enhancement is mining public transport facilities will be required.	1 Edward in mining public hamped facilities oil to required.	Deharcement to existing public transport facilities may be required.	. ,
5. New development, where appropriate, cheald incorporate reades solution for the provision of less services. Eus facilities within new developments whould after appropriate less, in anxiety patientries selecteds in summaring areas, followed selections:	Date and scale of development and suitable for Iron	Security and address of development and audition for how	State and scale of distribution on tradition for the	NA Commity under committee land	Same and reader of development and residelle for how	. District and south of development and subdistrict for law.	. Size and scale of development not scalable by two	Dure and made of development is mulable for how	Date and made of development in mulative for inco-	1 80	Distr and scale of development in suitable for loss	. Dura and scale of development and scalable for hos	. Her and wate of development and walleby by loss	Ear and scale of development in subside for hos	Dire and scale of development is suitable for Itus	. Due and society of development and substitute for his	
should be loted to existing hos inhastructure via protestran links as tenorised in Policy RP07.	personation. Limbing side in Olishon Consumit for names should also be included.	production.	production.	AA Careey and career	servicios.	peratration.	amatusius.	provision and this should be investigated and provided if site allocated.	 provided if site allocated. 		personalizes and this should be investigated and provided if site allowand.	produin.	generation.	 permission and this should be investigated and provided if site allocated. 	1 provided if site allocated.	prodution.	1
Policy INFO9 Freight Transport																	
 Projekt intension development will be developt the barrigementh transferred Zone and to other business that can be seement without significant impaction local communities, or on the and and shalegic read network. 	Sal applicable for this type of development	N/A. Had applicable for this type of development.	DL Six applicable for this type of development MA	Not applicable for this type of development NA	Set applicable for this type of development	NIX. Not applicable for this type of development.	NA. The applicable for this type of development.	Not applicable for this type of development	NA. Not applicable for this type of development	NIX. Not applicable for this type of development.	NOX Sixt applicable for this type of development.	MA Not applicable for this type of development	NA NA applicable for this type of development	NIX. Not applicable for this type of development.	NA Sint applicable for this type of development	M. Sat applicable for this type of development	N/A
 Sevelapment which will encourage the transfer of height from the first involving the development of height handling leatilies, will be supported subject to other LDP policies. 	Sui applicable for this type of development	NA Na applicable for this type of development N	Di. Diei applicable for this type of development MA	Not applicable for this type of structurement NA	Sal applicable for this type of development	NA Not applicable for this type of development N	EX. Six applicable for this type of development M	Not applicable for Printype of development	NA Sui applicable for this type of development	NX. Sixt applicable for this type of development	NIA Sid applicable for this type of development .	FA Sui applicable for Vitaligue of development	NA Flat applicable for this type of development	NS. Not applicable for this type of development.	DA Not applicable for this type of development	EM. Out applicable for this type of development	NO.
off he supported subject to other LDP policies. In the Council will continue to work with IEE Stree, beight companies, developers and others in developing height quality partnerships.	Set analysis by the land of development	NA The available for the loss of development	D. Del applicable for this type of development MA	Sei annicatio for its loss of development	Sei anniunite he this hour of development	NA. The ambulate by the harved development	EA. The applicable for this bornel development.	A Six available for this loss of devolutions	WA. Not applicable by this hope of development	NA Not assistable for this base of development	NA Sideminate to the last of development	M. The analysis in the land development	NA Nat annihabite for this loss of development	NS. This analysis for the last of development	M. This assistable for this how of development	M. Not assistable by the board door	NA.
Policy INF10 Transport Assessments																	-
The County will require transport assumements of developments, where the impact of the development on the transport ordinals is dely to read the supplied or the transport of these and in whitever little, to require militarities. The support framquet assumements will be agreed with the Council and in the same of require or trush made, also with Transport Estimates.	Is contained Theoretical Assessment and line required to reconstiguies referent impaint of changes of designation of sales and subsequent impaint on the local most restorate and any milipation measures, required.	1 Re-Transport Seamenters required for this scale of development	A Transport Assessment will be required and provide mitigation recovers to the local road or second to assessmentate level of development	NA Controlly under construction	Transport foundament will be required and possible miligation measures to the local road setwork to accommodate level of development	A Transport Assessment will be required and 1 possible miligation measures to the load road retrook to accommodate load of development	A Transport Assessment will be required and 1 possible miligation measures to the local road reduces to accommodate level of development	 Tempori learament will be required and problem nitigation measures to the local road selects to accommodate level of development 	A Transport Assessment will be required and 1 possible milipation research to the local road partnership assessmentable level of development	A Transport Assessment was requested for the surrent planning application to determine if claimbake sees to be purposes. TA still assessment.	6 Transport Assessment still be required and 1 possible milipation measures to the local road release to accommodate local of development	1 Compet toward of ratherman.	3 A Tempori Assessment will not be required.	Champed Assessment will be required and provide milipation resources to the local road retents to assessmentate local of development	Transport Inspersement will be empired and provide milipation measures to the board road retearch to assumentable level of development	1 Transport Inconcerned will not be required.	3
Charagest assessments will include travel plants and, where																	-
recensory, solely audits of proposed miligation measures and consumed of the libely impacts on air quality as a result of proposed development. The assessment sell liberal to bismonly of paragraph stocks, forwarding the sea of making, syding and public and public tracks.	Is revised Transport Assessment and her required to receiving the service impact of change of designation of site and subsequent impacts on the board mad nationals and any miligation measures required.	1 No Transport Susmanument required for this scale of development	A Transport Assessment will be required and promible milipation resources to the level road principle to assessmentation level of development	NA Currently under construction	Transport Inconcerni will be required and possible mitigation measures to the local road reduced to assurementate local of development	A Transport Assessment will be required and 1 provider miligation resources to the load most ordered to assessmentable load of development	A Transport Assessment at the required and 1 possible mitigation measures to the load rand setsets in accommodate level of development	Turnquet humanneri wil he required and problem mitgation measures in the local road release to accommodate level of development	A Transport Assessment will be required and problem mitigation measures to the local road selects in assessmentals involved an development	A Transport Assessment was requested for the surrout planning application to determine if charicular eas 18 for purposes. 7A will assessed.	5 Transport Assessment will be required and 1 penaltic miligation measures to the local road selects to assessmeatics level of development	1 Sampet Surgent of rathe region.	3 A Tempori Assessment will not be required.	A Champort Assessment will be required and provide miligation reviewers to the local most policies to assessmentate local of development	Thereport illuseraneous will be required and modifier ellipation measures to the local read elevant to assuremental level of development	1 Transport Isosoomeri will not be required.	3
of transport resides, forcesting the use of making, systing and public demonstrator use of the use. In the Council will only assessed development prosperty where it is																-	+
an indicated the day appear an emphasis projects to the Fig. appear and four fire immunity and several plan has been appearablely suspect, the national impacts properly defined and systellar miligation measures identified.	A content Temporal Assessment will be required to meetingsite extract impact of obserge of designation of site and subsequent impact on the book road retrook and any miligation measures required.	1 No Transport Intersement required for this scale of development	A Transport Assessment will be required and growthin mitigation resources to the local road extend to assessmentation breat of development.	NA Currently under construction	Transport (bosonoment will be required and possible mitigation measures to the local road retroit to assummedate level of development	A Transport Assessment will be required and possible miligation measures to the load read reduces to accommodate level of development	A Transport Assessment will be required and 1 populate mitigation measures to the local road reduces to accommodate level of development	 Temport framework will be required and possible milipation resource to the local road velocity to accommodate level of development 	A Transport Assessment will be required and preachle milipation researces to the level and restauds to assessmentate level of development	A Transport Assessment was requested for the surrend planning application to determine if distributer sen is for purpose. 7A still assessed.	Transport Assessment will be required and psoughte mitigation measures to the load road releast to assessmentate level of development	1 Sampet Assessment will not be required.	3 A Tempori Assessment will not be required.	A Transport Assessment will be required and problem religation resources to the local most returned to accommodate local of development.	Transport floorescene of the required and socialities entity does not read settlemble to accommodate level of development.	1 Transport Assessment will not be required.	3
Policy INF11 Parking																	
	The Council will work to smoon short-day shapping and total a project, and assurematical to under to content the	The Council will work to ensure short siley shapping and tracked journeys are	The Council will seek to ansure short stay shopping and bushel journeys are	The Council will work to ansure what stay shapping and burnel pursuits are	The Council will work to ansure short stay dragging and bunkd journeys are	The Council will work to annurs short siley dropping and trusted journeys are	The Council will such to ansure short stay shopping and bound journeys are	The Council will work to enquire short stay shopping and touried journage, are appropriately in a polye to a solute for	The Council will work to arrange when skay alwaysing and teached journage, are	The Council will work to ansure where skey shapping and touries journeys are	The Council will work to amount when sky shopping and house journeys are assumed that is under to another the	The Council nell work to ensure short-stay shapping and built journeys are accurately fail to review the	The Council will such in ensure short slay shapping and tracked journeys are	The Council will such to ansure short stay shopping and touted journeys are assurementated in order to anster the	The Council will work to arrow wheat stay shapping and burnel journeys are	The Council will work to arrange shorts shapping and bound journeys are	winy
The Council will manage parting provision as an integral part of solder barrapart planning policy to ensure that mad traffic reduction, robbs transport, walking, cycling and solely objectives are met.	PCI sidelity and visitly of the loan centre shife discouraging commuter can based	2 PCI descripting and visited in under to protect the visiteity and visitely of the beam center while descripting commutes our board.	shopping and fundai jammya are seconomodolad in sade in particul for sadelity and videly of the laws sealth while desamaging commutes are insent equationly in control cases which have higher fresh of an associately by alternative restant of hampset.	position in order to produce the position of the position of the communities while electronic position of the transcription of the transcription of the communities are found in order to the communities of the communities o	Pic: discovered and its order to protect the rightly and visibly of the loan centre while descripting commuter can based and pick the pick of the p	bioping and install journeys are nonremodalists in order to protect the stability and visibly of the issue senter while discoveraging commutes our hand expensedly to commiss our hand expensedly to commiss our hand togher brooks of accordability by alternative	biopping and located prometry are assummentabled in order to product the stability and risking of the loans senior while downwasting community can have	PK1 distribution and visitly of the transcentre while	designing and leastly journeys, are assummentated as ratio to protect the assummentated as ratio to some senters while which and visiting of the loves senters while designately to control areas which have required to control areas which have legible books of assumptibility by alternative results of transport	p(c) product states the product the second states of the second states which second states are trained expensively to control among which have higher boths of assemblers are based expensively for control among which have higher boths of assemblery to allow makes.	procuremental and a confer to gradual than tability and classify of the inser- continue while discountaging commuter can insent expensiolly to continuit arouse which have lagilors in which of commutities by a discountine	PCI description in order to product the visibility and visibly of the town series while descripting commuter was board descripting commuter was board.	PK1 decommodated in order to product the visibility and visibility of the laser center while decomposing commoder are found.	PR3. PR3. PR3. PR3. Introducing of the form contine while behavioraging communion our trend required by the continuous which have been continued as a continuous depth of the continuous and a continuous depth of the continuous depth of th	2 PE3 dishibiy and riskly of the issue senior while dishibiy and riskly of the issue senior while dismanaging summains our travel repeniedly in central arrays which have higher in which of summaining by alternative	3 PCI description of the law codes description or the law codes	
	expensely to sented areas which have higher levels of assessibility by alternative resolvs of interspect.	represently to sensinal arrows within home higher breats of assessability by alternative modes of transport.	higher levels of acceptability by alternative matter, of hamport.	ingenially in control areas which have higher in etc. of accessibility by alternative number of interspect.	expecially to certain arous which have higher leads of assessability by alternative resides of transport.	beganiskly to carried amous which have higher brooks of accessibility by alternative receives of inamport.	expensarily in control areas which have higher levels of acceptability by alternative excites of interspect.	expensiolly in servical arrays which have higher levels of accessability by alternative modes of inerquot.	higher brook of accessibility by alternative reades of terrogram.	expecially in certified areas which have higher brack of assessability by alternative resolves of increport.	higher levels, of accessibility by alternative resides of increpant.	togetomy as comma comma much have higher levels of assemblility by alternation modes of incorport.	rependedy to sented areas, which have higher books of assemblify by alternative resoles of transport.	imperially in certail areas which have higher levels of accessibility by alternative resiles of interpret.	tigher levels of assessibility by alternative modes of interspect.	higher brooks of assemblidity by alternates of transport.	
 The scale of public parking proxision in Palitin Train Centre will be maintained insally at its numeric level and any programad change in parking promision will be assessed against its effect on the visibly and sinking of the centre. 	Sal applicable for this street operant	5 Not applicable to this development	5 Nex applicable to this development 5	NA Currently under construction	Not applicable to this development	5 Not applicable to this development	S Not applicable to this development S	Not applicable to this development	S Not applicable to this development	5 NA.	Not applicable to this development	S Not applicable to this development	5 Not applicable to this development	5 Not applicable to this development	S Not applicable to this development	S Not applicable to this development	
and stability of the contine. The beautifully of promoting Fack and Fiele besides, on the most continue to be investigated.	Sui ambaliin lariba devisameni	A. Del ambaldo la fina devolument	S Did analysis in the development .	NA Careely under construction	Set assissable to this development	A Distancial for the deviation of	s. No ambabili in the development	Not applicable to this development	s. Not assissable in this development		Not assistable to the development	S. Dat annicable in this development	s. Not available to this development	A. Del ambello la Del dredomeni	s. Not ambable to the development	S. Set anniquitie in this development	+.
1. Parting in District and Load Continue will be reasogaid to promote	Circumstant and the control of the c	District for had been resistant place.	Sie mein hat hat has mein hannahydre	NA Controlly under construction NA Controlly under construction	Discounts from head how make increasing the	The words have been been been been been been been be	District for local transmission of the control of t	Die remain han best deue serbe bereuting der	Site manife has been been as the beauting the	5 NA	Sile remain from host bear centre bureauting the	Elements from hard been renter becoming the	, the sense has been been been been been been been bee	, the sense has been been as the homeologists	City ments from load load control becausing the	The second have been present the second of the	- 1
collabable hand and the rule of the centres. S. New parking will be provided to support the stategic rule of solway stations, with printity given to new provision at Fallats High.	where in the photo car.	* Jelane or Rephalese	prison on the prison on		elana se lie pisale se.	* Indiana se trapitate sa	* Jelana in Dephale sa.	elance on the private nar.	* Jelana in the private san		plane or the phote on.	* Value on the private can.	* Interes on the private con.	* Infance on the private con	* Valence on the private ser.	* Jelana in the private say.	–
when visitine, with printing given in one provision at Falloth High. (There provision, the provision of one off street parting facilities will be accounted with itselfs management and other measures to educe uncontrolled on street parting.	IIII impact on parting at Polmont and Linkhgow school violation.	2 Not applicable to this development	Six impact on packing at Palmont salway statum. Sixtin a manuscript making / spring distance.	N/A Currently under construction	Set applicable to this development	S Not applicable to this development	Mill Impact on parking at Polmoni and Leibitgow solvey stations	SSE impact on parking at Pulmont and Linkshow solvery stations.	2 Will impact on parking at Pulmont and Lindbigue solitory stations.	2 85	MS impact on parking at Pulment and Linklingow reflexy stations	2 Millimpasi on parting at Polmoni solvery station	4 Willimpact on parting at Polyment railway visition	4 ISS impact on parking at Polinoni and Lindingson natural stations	2 All impact on parting at Poliment and Linkshgow salveny stations	2 If it impact on parking at Pulmont and Linkingson selectly stations.	
The maximum parking standards set such a the EPP will be applied to new shortlepment, where referent, in tenders with the control of the																	+
served he met, directoper sombifications in enhance hand plan resources may be required in companyation.	Sal applicable for this development	§ Not applicable for this development	g That applicable for this development g	NA Controlly under construction	Not applicable for this development	§ Not applicable for this development	g Not applicable for this development	Not applicable for this development	g Not applicable for this development		Nat applicable for this development	Sal applicable for this development	§ Not applicable for this development	§ Not applicable for this development	g Not applicable for this development	S Not applicable for this development	
	Silvian, Pulment	El Minhain Kiding Centre, Palmani 6	ii Batan Saad, Palmani (0	Grandadi'e Krael, Esararesa, Polmani 8	Grammadis Farm North, Maddedon	57 Greenwells Form South, Medidates S	17 Maddeise Fire Dation, Main Steal, Maddeise G	Parkhall North, Maddwise	G Pathal Sorth (End), Maldiston	63 Land North of Shambulle, Modelston	12 Glandenland, Medidates 1	IT Easting Fark North, Residing multihead	CE Residing Seasi, Residing	72 Banking Fem, Walesmann	II Parkhal North (Wast), Medidates	G Primari Pat	79
				-			-										

Rural North Assessment Criteria Accessibility	Site 148	Airth Mains Farm 50 Units + Visitors Centre		Site Airth Glebe 149 60-70 Residential Units	Site 150	Eastfield 1, Airth 50 Residential Units	Site 151	Eastfield 2, Airth To be confirmed		Site Blairs Farm, Torwood 152 70 Units + Commercial		Site Newton Avenue, Skinflats 153 150-170 Residential Units		Site Castle Crescent, Torwood 40-60 Residential Units	1	Site 155 East of Letham Cottages, Letha 30-40 Residential Units	m	Newton Avenue South, Skinfla 165 80 Residential Units	lats
a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	Site remote from	m town centre and local	2 S	Site remote from town centre and local an eighbourhood services		ote from town centre and local 2 urhood services		note from town centre and local ourhood 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 loca 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 c. Access to existing public transport facilities - RAIL					Site adjar	acent to hourly bus service 1 ote from rail facilities 0	Site adj	acent to hourly bus service note from rail facilities	1	Site adjacent to 20min bus service		Site adjacent to limited bus service Site remote from rail facilities	1	Site adjacent to 20min bus service Site remote from rail facilities	3		0	Site adjacent to limited bus service Site remote from rail facilities	1 0
a. Is there spare capacity b. Will it create or exacerbate existing issues on the local			2			ajor impact on local road network 2 Exacerbate congested corridors 2		lajor impact on local road network Exacerbate congested corridors	2	Moderate impact on local road network	3	Moderate impact on local road network Moderate impact on local road network	3	Moderate impact on local road network Moderate impact on local road network	3	Minimal imapet on local road network Minimal impact on strategic road network	4	Moderate impact on local road network	3
Strategic Road Network a. Is there spare capacity		bate congested corridors act due to cumulative impact	3 N	Exacerbate congested corridors 2 Moderate impact due to cumulative impact 3				te impact due to cumulative impact	3	Minimal imapet on strategic road network	4	Moderate impact due to cumulative impact	3		4			Moderate impact on local road network Moderate impact due to cumulative impact	
Will it create or exacerbate existing issues on the trunk Strategic Rail Network	Moderate impa	ct due to cumulative impact	3 N	Moderate impact due to cumulative impact 3	Moderate	e impact due to cumulative impact 3	Modera	te 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	Minimal impact on strategic road network	4	Moderate impact due to cumulative impact Moderate impact due to cumulative impact	
Is there spare capacity. Will it create or exacerbate existing issues on the rail		emote from rail network emote 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 Too remote from rail network	0	Too remote from rail network Too remote from rail network	0	Too remote from rail network Too remote from rail network	0	Too remote from rail network Too remote from rail network	0	Too remote from rail network Too remote from rail network	0	Too remote from rail network Too remote from rail network	0
Sustainable Transport and Infrastructure Policies INF07 - Walking and Cycling																			
 The Council will safeguard and promote the development of the core path network. Where appropriate, developer 		o Core Path network but remote	, s	Site adjacent to Core Path network but remote	Site adja	acent to Core Path network but remote	Site adj	acent to Core Path network but remote	2	Site adjacent to Core Path network but remote	2	Site adjacent to existing National Cycle Route		Site adjacent to Core Path network but remote		Site adjacent to existing National Cycle Route		Site adjacent to existing National Cycle Route	
contributions to the implementation of the network will be sought.	from National C	Cycle Route.	fr	rom National Cycle Route.	from Nati	tional Cycle Route.	from Na	ational Cycle Route.		from National Cycle Route.		and Core Path network LTS Policies		from National Cycle Route.		and Core Path network		and Core Path network	Ľ
		ouncil will continue to promote and increa ness of Active and Sustainable Transport		The Council will continue to promote and increase ASTP1 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 in awareness of Active and Sustainable Trans		The Council will continue to promote and inc ASTP1 awareness of Active and Sustainable Transp	rease oort.	The Council will continue to promote and in awareness of Active and Sustainable Trans		The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans		The Council will continue to promote and inc ASTP1 awareness of Active and Sustainable Transp		The Council will continue to promote and in awareness of Active and Sustainable Trans	increase isport.
	The Co	ouncil will continue to enhance, where po sting path network and develop multi-use	ssible	The Council will continue to enhance, where possible the existing path network and develop multi-use path		The Council will continue to enhance, where possible the existing path network and develop multi-use path		The Council will continue to enhance, where		The Council will continue to enhance, where	possible	The Council will continue to enhance, when	e possible	The Council will continue to enhance, whe	re possil	ble The Council will continue to enhance, where athir the existing path network and develop multi-	possible	The Council will continue to enhance, when the existing path network and develop multi	re possible
New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle	Acres and imp	proved pedestrian and cycling signage a contribution to the network.	is a	ASTP2 and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	and improved pedestrian and cycling signage as a major contribution to the network.	ASTP2	the existing path network and develop multi and improved pedestrian and cycling signal major contribution to the network.	e as a	ASTP2 the existing path network and develop multi- and improved pedestrian and cycling signage major contribution to the network.	e as a	ASTP2 the existing path network and develop mult and improved pedestrian and cycling signa major contribution to the network.	ge as a	ASTP2 the existing path network and develop multi and improved pedestrian and cycling signs major contribution to the network.	age as a	ASTP2 and improved pedestrian and cycling signage major contribution to the network.	e as a	ASTP2 and improved pedestrian and cycling signal major contribution to the network.	age as a
parking, which complies with current Council guidelines and meets the following criteria:		ouncil will improve the pedestrian and cyc		The Council will improve the pedestrian and cycling		The Council will improve the pedestrian and cycling		The Council will improve the pedestrian and	cycling	The Council will improve the pedestrian and		The Council will improve the pedestrian and		The Council will improve the pedestrian ar		g The Council will improve the pedestrian and	cycling	The Council will improve the pedestrian and	
	that ne	ment in heavily used areas and will ensu w developments and new traffic manage aintenance schemes encourage and enal	ement	environment in heavily used areas and will ensure that new developments and new traffic management ASTP3 and maintenance schemes encourage and enable	ASTP3	environment in heavily used areas and will ensure that new developments and new traffic management and maintenance schemes encourage and enable	ASTP3	environment in heavily used areas and will that new developments and new traffic man and maintenance schemes encourage and	agement	environment in heavily used areas and will e that new developments and new traffic mana ASTP3 and maintenance schemes encourage and e	agement	environment in heavily used areas and will that new developments and new traffic man ASTP3 and maintenance schemes encourage and	nagement	environment in heavily used areas and will that new developments and new traffic ma ASTP3 and maintenance schemes encourage and	anageme	environment in heavily used areas and will e that new developments and new traffic mana ASTP3 and maintenance schemes encourage and e	nsure agement mable	environment in heavily used areas and will that new developments and new traffic man ASTP3 and maintenance schemes encourage and	nagement
	easy ac	ccess by foot and cycle.		easy access by foot and cycle.		easy access by foot and cycle.		easy access by foot and cycle.		easy access by foot and cycle.		easy access by foot and cycle.		easy access by foot and cycle.		easy access by foot and cycle.		easy access by foot and cycle.	
Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in		trian facilities will require se vicinity of the development.	, E	existing pedestrian facilities will require apprading in the vicinity of the development.		pedestrian facilities will require ng in the vicinity of the development.		pedestrian facilities will require ng in the vicinity of the development.	,	Existing pedestrian facilities will require upgrading in the vicinity of the development.		Existing pedestrian facilities will require upgrading in the vicinity of the development.		Existing pedestrian facilities will require upgrading in the vicinity of the development.		Existing pedestrian facilities will require upgrading in the vicinity of the development.		Existing pedestrian facilities will require upgrading in the vicinity of the development.	
walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;	Additional pede	estrian and cycling facilities will link into existing networks	' A	Additional pedestrian and cycling facilities will be required to link into existing networks	Additiona	al pedestrian and cycling facilities will red to link into existing networks	Addition	nal pedestrian and cycling facilities will ired to link into existing networks	1	Additional cycling facilities will be required to link into existing networks	2	Additional cycling facilities will be required to link into existing networks	2	Additional cycling facilities will be required to link into existing networks	2	Additional pedestrian and cycling facilities will be required to link into existing networks	1	Additional cycling facilities will be required to link into existing networks	2
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		an facilities will require upgrading in development. Additional pedestrian	E	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian	Existing pe	redestrian facilities will require upgrading in y of the development. Additional pedestrian		pedestrian facilities will require upgrading in ity of the development. Additional pedestrian		Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling		Existing pedestrian facilities will require upgrading in		Existing pedestrian facilities will require upgrading in	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian		Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling	,
particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities:	and cycling facilit existing networks	ties will be required to link into	1 a	nd cycling facilities will be required to link into existing networks 1	and cycline	of the development. Additional pedestrian of a facilities will be required to link into letworks	and cvcl	ry or the development. Additional pedestrian ing facilities will be required to link into networks	1	the vicinity of the development. Additional cycling facilities will be required to link into existing networks	2	the vicinity of the development. Additional cycling facilities will be required to link into existing networks	2	the vicinity of the development. Additional cycling facilities will be required to link into existing networks	s 2	the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into existing networks	1	the vicinity of the development. Additional cycling facilities will be required to link into existing networks	2
Marienta,																			
The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use. Particula emphasis should be given to the provision of suitable lighting, and th	the vicinity of the	an facilities will require upgrading in development. Additional pedestrian ties will be required to link into	1	existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian	the vicinity	sedestrian facilities will require upgrading in by of the development. Additional pedestrian ing facilities will be required to link into	the vicin	pedestrian facilities will require upgrading in ity of the development. Additional pedestrian ing facilities will be required to link into	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian and cycling facilities will be required to link into	1	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling	2
provision of suitably designed and located crossing facilities where routes meet the public road network;	existing networks	ses will be required to link into	0	and cycling facilities will be required to link into existing networks	and cycling existing ne	ng racinties will be required to link into etworks	existing	ing tacilities will be required to link into networks		facilities will be required to link into existing networks		facilities will be required to link into existing networks		facilities will be required to link into existing networks	s	and dycling facilities will be required to link into existing networks		facilities will be required to link into existing networks	s
Where practical, no pedestrian route should be obstructed by	upgrading in th	trian facilities will require se vicinity of the development.	, E	existing pedestrian facilities will require apprading in the vicinity of the development.	upgrading	pedestrian facilities will require ng in the vicinity of the development.	upgradi	pedestrian facilities will require ng in the vicinity of the development.		Existing pedestrian facilities will require upgrading in the vicinity of the development.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling	2	Existing pedestrian facilities will require upgrading in the vicinity of the development.	2	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional pedestrian		Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling	, ,
features that render it unsuitable for the mobility impaired	Additional pede be required to I	estrian and cycling facilities will link into existing networks	' A	Additional pedestrian and cycling facilities will be required to link into existing networks	Additiona be require	al pedestrian and cycling facilities will red to link into existing networks	Addition be requ	nal pedestrian and cycling facilities will ired to link into existing networks	_	Additional cycling facilities will be required to link into existing networks		facilities will be required to link into existing networks	-	Additional cycling facilities will be required to link into existing networks		and cycling facilities will be required to link into existing networks		facilities will be required to link into existing networks	s ²
Policy INF08 Bus Travel and New Development																			
 New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, 	f																		
as identified within travel plans, taking account of the 400m maximus walking distance required by SPP. This provision will be delivered through direct funding of infrastructure and/or the provision of sums	Site adjacent to e service.	existing bus routesand hourly bus	1 S	lite adjacent to existing bus routesand hourly bus ervice.	Site adjace service.	cent to existing bus routesand hourly bus	Site adja service.	cent to existing bus routesand hourly bus	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
to support the delivery of bus services serving the development.																			
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 be required.	existing public transport facilities will	1 E	nhancement to existing public transport facilities will be required.	Enhancem be require	ment to existing public transport facilities will ad.	Enhance be requi	ement to existing public transport facilities will red.	1	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 wi be required.	3	Enhancement to existing public transport facilities will be required.	0	Enhancement to existing public transport facilities will be required.	1
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	Size and scale of penetration.	f development not suitable for bus	1 S	Size and scale of development not suitable for bus enetration.	Size and s penetration	scale of development not suitable for bus on.	Size and penetrat	scale of development not suitable for bus ion.	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.	3	Size and scale of development not suitable for bus penetration.	0	Size and scale of development not suitable for bus penetration.	1
described in Policy INF07.			_																
Policy INF09 Freight Transport 1. Freight Intensive development will be directed to the Grangemout																			
Investment Zone and to other locations that can be accessed without	Not applicable fo	r this type of development N	N/A N	N/A N/A	Not applica	cable for this type of development N/A	Not appl	icable 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
Development which will encourage the transfer of freight from roa						sable for this type of development N/A							21/4						-
to rail, including the development of freight handling facilities, will be supported subject to other LDP policies. 3. The Council will continue to work with SEStran, freight companies	Not applicable for	r this type of development N	N/A N	N/A N/A	Not applica	sable for this type of development N/A	Not appl	icable 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
developers and others in developing freight quality partnerships.	Not applicable for	r this type of development N	N/A N	lot applicable for this type of development N/A	Not applica	cable for this type of development N/A	Not appl	icable 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																			
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	A Transport Asse mitigation measu	essment will be required and possible ares to the local road network to	A	Transport Assessment will be required and possible nitigation measures to the local road network to	A Transpo mitigation	ort Assessment will be required and possible measures to the local road network to	A Transp	oort Assessment will be required and possible n measures to the local road network to		A Transport Assessment will be required and possible		A Transport Assessment will be required and possible		A Transport Assessment will be required and possib	ale			A Transport Assessment will be required and possible	
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.	accommodate lev	vel of development. The cumulative d other sites within the vicinity nneds	1 a	accommodate level of development. The cumulative mpact of this and other sites within the vicinity needs	accommod	date level of development. The cumulative 1 this and other sites within the vicinity needs	accomm	odate level of development. The cumulative if this and other sites within the vicinity needs	1	mitigation measures to the local road network to accommodate level of development	1	mitigation measures to the local road network to accommodate level of development	1	mitigation measures to the local road network to accommodate level of development	1	No transport assessment required for this scale of development	3	mitigation measures to the local road network to accommodate level of development	1
impact on trunk roads, also with Transport Scotland. 2. Transport assessments will include travel plans and, where	io de considereo.		ľ	o de considered.	to be cors	sidered.	to be co	issued.											
necessary, safety audits of proposed mitigation measures and assessment of the likely impacts on air quality as a result of	mitigation measu accommodate lev	essment will be required and possible ares to the local road network to yel of development. The cumulative	1 a	Transport Assessment will be required and possible nitigation measures to the local road network to occommodate level of development. The cumulative	mitigation accommod	ort Assessment will be required and possible i measures to the local road network to idate level of development. The cumulative 1	mitigatio accomm	ort Assessment will be required and possible in measures to the local road network to odate level of development. The cumulative	1	A Transport Assessment will be required and possible mitigation measures to the local road network to	1	A Transport Assessment will be required and possible mitigation measures to the local road network to	1	A Transport Assessment will be required and possib mitigation measures to the local road network to	1	No transport assessment required for this scale of	3	A Transport Assessment will be required and possible mitigation measures to the local road network to	1
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.	to be considered.		in	mpact of this and other sites within the vicinity nneds be considered.	to be cons		to be co	f this and other sites within the vicinity nneds sidered.		accommodate level of development		accommodate level of development		accommodate level of development		остобринен		accommodate level of development	
The Council will only support development proposals where it is satisfied that the transport assessment and travel plan has been	A Transport Asse mitigation measu accommodate Inc.	essment will be required and possible ares to the local road network to yel of development. The cumulative	1	Transport Assessment will be required and possible nitigation measures to the local road network to occommodate level of development. The cumulative	A Transpo mitigation	ort Assessment will be required and possible i measures to the local road network to idate level of development. The cumulative	A Transp mitigatio	ont Assessment will be required and possible in measures to the local road network to odate level of development. The cumulative	,	A Transport Assessment will be required and possible mitigation measures to the local road network to	1	A Transport Assessment will be required and possible mitigation measures to the local road network to		A Transport Assessment will be required and possib mitigation measures to the local road network to	ole 1	No transport assessment required for this scale of	3	A Transport Assessment will be required and possible mitigation measures to the local road network to	
appropriately scoped, the network impacts properly defined and suitable mitigation measures identified.	impact of this and to be considered.	d other sites within the vicinity nneds	in		impact of to to be cons	this and other sites within the vicinity nneds	impact of to be con	f this and other sites within the vicinity nneds	_	accommodate level of development		accommodate level of development	L'	accommodate level of development	Ι΄	development		accommodate level of development	Ι΄ Ι
Policy INF11 Parking																			
	chonnic	ouncil will work to ensure short stay ng and tourist journeys are		The Council will work to ensure short stay shopping and tourist journeys are		The Council will work to ensure short stay shopping and tourist journeys are		The Council will work to ensure short stay shopping and tourist journeys are		The Council will work to ensure short stay shopping and tourist journeys are		The Council will work to ensure short stay shopping and tourist journeys are		The Council will work to ensure short stay shopping and tourist journeys are		The Council will work to ensure short stay shopping and tourist journeys are		The Council will work to ensure short stay shopping and tourist journeys are	
The Council will manage parking provision as an integral part of wide transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.	discour	modated in order to protect the y and vitality of the town centre while raging commuter car travel	3	accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel 3	PK1	accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel	PK1	accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel	3	accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel	3	accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel	3	accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel	3	accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel	3	accommodated in order to protect the viability and vitality of the town centre while discouraging commuter car travel	e 3
	higher	ally to central areas which have levels of accessibility by alternative of transport.		especially to central areas which have higher levels of accessibility by alternative modes of transport.		especially to central areas which have higher levels of accessibility by alternative modes of transport.		especially to central areas which have higher levels of accessibility by alternative modes of transport.		especially to central areas which have higher levels of accessibility by alternative modes of transport.		especially to central areas which have higher levels of accessibility by alternative modes of transport.		especially to central areas which have higher levels of accessibility by alternative modes of transport.		especially to central areas which have higher levels of accessibility by alternative modes of transport.		especially to central areas which have higher levels of accessibility by alternative modes of transport.	
The scale of public parking provision in Falkirk Town Centre will b maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality an			1												1				\vdash
wability of the centre.	Not applicable	to this development	5 N	Not applicable to this development 5	Not appli	icable to this development 5	Not app	licable 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
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 N	lot applicable to this development 5	Not applica	cable to this development 5	Not appl	icable 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
Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site remote from reliance on the pr	local town centre increasing the	2 S	Site remote from local town centre increasing the eliance on the private car.	Site remot	te from local town centre increasing the on the private car.	Site rem	ote from local town centre increasing the 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
 New parking will be provided to support the strategic role of railwastations, with priority given to new provision at Falkirk Hinh. 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 N	lot applicable to this development 5	Not applica	cable to this development 5	Not appl	icable 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
The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's			+									The share is the same			+	The share is Bodes		The older in Balance	H
minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.	Not applicable for	r this development	5 N	lot applicable for this development 5	Not applica	cable for this development 5	Not appl	icable for this development	5	Not applicable for this development	5	The sites in Bo'ness are remote from the town centre facilities which will increase pressure on existing town centre parking	3	Not applicable for this development	5	The sites in Bo'ness are remote from the town centre facilities which will increase pressure on existing town centre parking	3	The sites in Bo'ness are remote from the town centre facilities which will increase pressure on existing town centre parking	e vn 3
required in compensation.		Airth Mains Farm	46	Airth Glebe 48		Eastfield 1, Airth 48	_	Eastfield 2, Airth	48	Blairs Farm, Torwood	63	Newton Avenue, Skinflats	g4	Castle Crescent, Torwood	63	East of Letham Cottages, Letham	52	Newton Avenue South, Skinflats	g4
	l		~	48		48		CHARLES A. AUSTI	~	Julia I a.i.i, Torwood	~3	Average, Salitings	31	Cuano Creadelli, Torwood	- 63	Cost or Committee Cottages, Lethan	<i>y</i> 3	nemon Avenue Outil, Skillints	31

Local Services (Schools, Shops, Library Health Centre) by Valking and Cycling 1. Access to existing public transport facilities - BUS 2. Access to existing public transport facilities - RAIL Local Road Network Capacity 2. Will it create or exacerbate existing issues on the local Strategic Road Network 3. Will it create or exacerbate existing issues on the trunk Strategic Rail Network 2. Will it create or exacerbate existing issues on the trunk Strategic Rail Network 3. Virili it create or exacerbate existing issues on the trunk Strategic Rail Network 4. Will it create or exacerbate existing issues on the rail Sustainable Transport and Infrastructure Policies INF07 - Walking and Cycling	neighbo Site adj Site rem Minimal	acent to village centre and local urhood services acent to frequent bus service	4	Site ren					
Local Road Network Capacity Is there spare capacity Will it create or exacerbate existing issues on the local Strategic Road Network Is there spare capacity Will it create or exacerbate existing issues on the trunk Strategic Rail Network Is there spare capacity. Will it create or exacerbate existing issues on the rail Sustainable Transport and Infrastructure Policies	Minimal	note from rail facilities	4	Site adj	note from town centre and local urhood services acent to hourly bus service note from rail facilities	2 1 0	neighbo Site adja	acent to village centre and local urhood services acent to infrequent bus service lote from rail facilities	3 1 0
I. Is there spare capacity I. Will it create or exacerbate existing issues on the trunk Strategic Rail Network I. Is there spare capacity. Will it create or exacerbate existing issues on the rail Sustainable Transport and Infrastructure Policies	wittimal	impact on local road network impact on local road network	4 4	Major in	npact on local road network	2 2	Minimal	impact on local road network impact on local road network	4 4
Is there spare capacity. Will it create or exacerbate existing issues on the rail Sustainable Transport and Infrastructure Policies		act on strategic road network	5		te impact due to cumulative impact te impact due to cumulative impact	3		act on strategic road network	5
Sustainable Transport and Infrastructure Policies	Too rem	note from rail network	0	Too ren	note from rail network	0	Too rem	ote from rail network	0
INEO7 Wolking and Coaling	Too rem	note from rail network	0	Too ren	note from rail network	0	Too rem	ote from rail network	0
IN-U7 - Walking and Cycling The Council will safeguard and promote the development of the core path network. Where appropriate, developer ontributions to the implementation of the network will be ought.		acent to Core Path network but remote tional Cycle Route.	2		acent to Core Path network but remote tional Cycle Route.	2		acent to Core Path network but remote tional Cycle Route.	2
	ASTP1	LTS Policies The Council will continue to promote and ir awareness of Active and Sustainable Trans		ASTP1	LTS Policies The Council will continue to promote and ir awareness of Active and Sustainable Trans		ASTP1	LTS Policies The Council will continue to promote and in awareness of Active and Sustainable Trans	
New development will be required to provide an appropriate tandard of pedestrian and cycle infrastructure, including cycle arking, which complies with current Council guidelines and meets	ASTP2	The Council will continue to enhance, whei possible, the existing path network and devuse paths and improved pedestrian and cy signage as a major contribution to the network.	velop mul cling	ASTP2	The Council will continue to enhance, whei possible, the existing path network and devuse paths and improved pedestrian and cy signage as a major contribution to the network.	velop mul cling	ASTP2	The Council will continue to enhance, wher possible, the existing path network and dev use paths and improved pedestrian and cy signage as a major contribution to the netw	velop mul cling
e following criteria:	ASTP3	The Council will improve the pedestrian an environment in heavily used areas and will that new developments and new traffic mai and maintenance schemes encourage and easy access by foot and cycle.	ensure nagemen	ASTP3	The Council will improve the pedestrian an environment in heavily used areas and will that new developments and new traffic ma and maintenance schemes encourage and easy access by foot and cycle.	ensure nagemen	ASTP3	The Council will improve the pedestrian and environment in heavily used areas and will that new developments and new traffic mar and maintenance schemes encourage and easy access by foot and cycle.	ensure nagemen
. Where appropriate, infrastructure supporting the two modes of ralking and cycling should be combined and support objectives in greed Travel Plans helping to support active travel;	upgradi Additior	pedestrian facilities will require ng in the vicinity of the development. al cycling facilities will be required to existing networks	3	upgradi Additior	pedestrian facilities will require ng in the vicinity of the development. al pedestrian and cycling facilities will ired to link into existing networks	1	upgradir Addition	pedestrian facilities will require ng in the vicinity of the development. al cycling facilities will be required to existing networks	3
 Pedestrian and cycle facilities in new developments should offer ppropriate links to existing networks in surrounding areas, in articular to facilitate school journeys and provide connections to ublic transport, as well as links to other amenities and community acilities; 	the vicin	pedestrian facilities will require upgrading in ty of the development. Additional cycling will be required to link into existing networks	3	the vicin and cycl	pedestrian facilities will require upgrading in ty of the development. Additional pedestriar ng facilities will be required to link into networks	1	the vicini	pedestrian facilities will require upgrading in ty of the development. Additional cycling will be required to link into existing networks	3
. The surfacing, lighting, design, maintenance and location of edestrian and cycle routes should promote their safe use. Particular emphasis should be given to the provision of suitable ghing, and the provision of suitable designed and located crossin acilities where routes meet the public road network;	the vicin	pedestrian facilities will require upgrading in ty of the development. Additional cycling will be required to link into existing networks	3	the vicin	pedestrian facilities will require upgrading in ty of the development. Additional pedestriar ng facilities will be required to link into networks	1	the vicini	pedestrian facilities will require upgrading in ty of the development. Additional cycling will be required to link into existing networks	3
Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired	upgradi Additior	pedestrian facilities will require ng in the vicinity of the development. al cycling facilities will be required to existing networks	3	upgradi Additior	pedestrian facilities will require ng in the vicinity of the development. al pedestrian and cycling facilities will ired to link into existing networks	1	upgradir Addition	pedestrian facilities will require ng in the vicinity of the development. al cycling facilities will be required to existing networks	3
Policy INF08 Bus Travel and New Development		· · · · · ·			· · · · · · · · · · · · · · · · · · ·				
New development will be required to provide appropriate levels us infrastructure or suitable links to existing bus stops or services is identified within travel plans, taking account of the 400m naximum walking distance required by SPP. This provision will be ellevered through direct funding of infrastructure and/or the rovision of sums to support the delivery of bus services serving the velopment.	Site adja		3	Site adja service.	cent to existing bus routesand hourly bus	1	Site adja	cent to frequent bus service	3
. Bus infrastructure should be provided at locations and to phasin greed with the Council, and designed in accordance with the transdards set out in current Council guidelines. New development, where appropriate, should incorporate route uitable for the provision of bus services. Bus facilities within new levelopments should offer appropriate links to existing pedestrian etworks in surrounding areas. Alternatively, new development	be requi	scale of development not suitable for bus	3	be requi	scale of development not suitable for bus	1	be requir	scale of development not suitable for bus	3
hould be linked to existing bus infrastructure via pedestrian links a lescribed in Policy INF07.	18								
Policy INF09 Freight Transport									
 Freight intensive development will be directed to the Grangemon investment Zone and to other locations that can be accessed rithout significant impact on local communities, or on the local and trategic road network. 		cable for this type of development	N/A	Not appl	icable for this type of development	N/A	Not appli	cable for this type of development	N/A
. Development which will encourage the transfer of freight from oad to rail, including the development of freight handling facilities will be supported subject to other LDP policies. The Council will continue to work with SEStran, freight	Not appl	icable for this type of development	N/A	Not appl	icable for this type of development	N/A	Not appli	cable for this type of development	N/A
ompanies, developers and others in developing freight quality artnerships.	Not appl	cable for this type of development	N/A	Not appl	icable for this type of development	N/A	Not appli	cable for this type of development	N/A
Policy INF10 Transport Assessments									
The Council will require transport assessments of developments here the impact of the development on the transport network is kely to result in a significant increase in the number of trips, and is onsidered likely to require mitigation. The scope of transport ssessments will be agreed with the Council and in the case of mpact on trunk roads, also with Transport Scotland.		oort Assessment will not be required.	3	possible network cumulati	oort Assessment will be required and mitigation measures to the local road to accommodate level of development. The ve impact of this and other sites within the neds to be considered.	1	A Transp	ort Assessment will not be required.	3
Transport assessments will include travel plans and, where ecessary, safety audits of proposed mitigation measures and ssessment of the likely impacts on air quality as a result of roposed development. The assessment will focus on the hierarch of transport modes, favouring the use of walking, cycling and publi	y ·	oort Assessment will not be required.	3	possible network cumulati vicinity n	ort Assessment will be required and mitigation measures to the local road to accommodate level of development. The we impact of this and other sites within the neds to be considered.	1	A Transp	ort Assessment will not be required.	3
. The Council will only support development proposals where it is attisfied that the transport assessment and travel plan has been pyropriately scoped, the network impacts properly defined and uitable mitigation measures identified.		oort Assessment will not be required.	3	possible network cumulati	oort Assessment will be required and mitigation measures to the local road to accommodate level of development. The ve impact of this and other sites within the neds to be considered.	1	A Transp	ort Assessment will not be required.	3
Policy INF11 Parking									
the Council will manage parking provision as an integral part of rider transport planning policy to ensure that road traffic reduction ublic transport, walking, cycling and safety objectives are met.	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 bountsi 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 ounts 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
. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed chaing o parking provision will be assessed against its effect on the vitalit and viability of the centre.	Not applicable to this development			Not app	licable to this development	5	Not appl	licable to this development	5
. The feasibility of promoting Park and Ride facilities on the road orridors into Falkirk Town Centre will continue to be investigated.	Not appl	Not applicable to this development			icable to this development	5	Not appli	cable to this development	5
. Parking in District and Local Centres will be managed to promot		ote from local town centre increasing the on the private car.	2		ote from local town centre increasing the on the private car.	2		ote from local town centre increasing the on the private car.	2

	Stevenson's Yard, Avonbridge	81	South of B825, Whitecross	48	Waterstone Hill, California	77
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
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.		5	Not applicable to this development	5	Not applicable to this development	5

Urban Capacity Sites Assessment Criteria	Site 166	Municipal Buildings Residual Si 40 Residential Units	ite	Site Victoria Buildings 167 25 Residential Units		Site Firs Park 168 86 Residential Units		Site Glen Village Bowling Club 25 Residential Units		Site Abbots Road 170 10 Residential Units		Site Former Bonnybridge Hospita 171 44 Residential Units	al	Site Stirling Street 2 172 30 Residential Units	
Accessibility a. Local Services (Schools, Shops, Library Health Centre) by	Site a	djacent to town centre and local	4	Site adjacent to town centre and local	4	N/A Planning Consent Granted		Site remote from nearest centre and local	1	Site remote from nearest centre and local	1	Site remote from village centre and local	4	Site adjacent to village centre and local	4
Walking and Cycling b. Access to existing public transport facilities -BUS	neight Site a	djacent to frequent bus service		neighbourhood services Site adjacent to frequent bus service	4			neighbourhood services Site adjacent to hourly bus service Falkirk High Station nearby	1 2	neighbourhood services Site adjacent to frequent bus service	4 0	neighbourhood services Site adjacent to frequent bus service	4	neighbourhood services Site adjacent to frequent bus service	
c. Access to existing public transport facilities - RAIL Local Road Network Capacity	Site a	djacent to rail station	5	neignbournood services Site adjacent to frequent bus service Site adjacent to rail station	5	N/A Planning Consent Granted N/A Planning Consent Granted		Falkirk High Station nearby	2	Site adjacent to frequent bus service Site remote from rail facilities	۰	Site remote from rail facilities	0	Site adjacent to frequent bus service Site remote from rail facilities	0
is there spare capacity Will it create or exacerbate existing issues on the local road Strategic Road Network		rate impact on local road network t on existing congestion	3	Moderate impact on local road network Impact on existing congestion	3	N/A Planning Consent Granted N/A Planning Consent Granted		Minimal impact on local road network Minimal impact on local road network	4	Minimal impact on local road network Minimal impact on local road network	4	Minimal impact on local road network Minimal impact on local road network	4	Minimal impact on local road network Minimal impact on local road network	4
a. Is there spare capacity		pact on strategic road network pact on strategic road network		No impact on strategic road network No impact on strategic road network	5	N/A Planning Consent Granted N/A Planning Consent Granted		No impact on strategic road network No impact on strategic road network	5	No impact on strategic road network No impact on strategic road network	5	No impact on strategic road network No impact on strategic road network	5	No impact on strategic road network No impact on strategic road network	5
Will it create or exacerbate existing issues on the trunk road Strategic Rail Network a. Is there spare capacity.		emote from rail network		Too remote from rail network	5	N/A Planning Consent Granted		Falkirk High Station nearby	3	Too remote from rail network	0	Too remote from rail network	0	Too remote from rail network	0
Will it create or exacerbate existing issues on the rail network Sustainable Transport and Infrastructure Policies		emote from rail network	5	Too remote from rail network	5	N/A Planning Consent Granted		Minimal impact	4	Too remote from rail network	ō	Too remote from rail network	ō	Too remote from rail network	ō
INFO7 - Walking and Cycling 1. The Council will safeguard and promote the development of															
the core path network. Where appropriate, developer	Site a	djacent to Core Path network and National	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	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
combounds to the implementation of the network will be sough	, Cyca			LTS Policies		LTS Policies		LTS Polinies		·		LTS Policies			
	ASTE	The Council will continue to promote and in awareness of Active and Sustainable Trans	rease port.	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	rease oort.	The Council will continue to promote and incre ASTP1 awareness of Active and Sustainable Transpo	ease et.	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	ncrease sport.	LTS Policies The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	port.	The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	crease sport.	LTS Policies The Council will continue to promote and in ASTP1 awareness of Active and Sustainable Trans	ncrease sport.
		The Council will continue to enhance, where	possible,	The Council will continue to enhance, where	possible,	The Council will continue to enhance, where p the existing path network and develop multi-u	ossible,	The Council will continue to enhance, when	re possible	e, The Council will continue to enhance, when	possible	The Council will continue to enhance, when	e possible	The Council will continue to enhance, when	re possible,
New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle	ASTE	The Council will continue to enhance, where the existing path network and develop multi- 2 and improved pedestrian and cycling signag- major contribution to the network.	use patris je as a	The Council will continue to enhance, when the existing path network and develop multi- ASTP2 and improved pedestrian and cycling signal major contribution to the network.	e as a	the existing path network and develop multi-u ASTP2 and improved pedestrian and cycling signage major contribution to the network.	as a	The Council will continue to enhance, when the existing path network and develop multi ASTP2 and improved pedestrian and cycling signal major contribution to the network.	u-use patr ige as a	e, The Council will continue to enhance, when the existing path network and develop multi ASTP2 and improved pedestrian and cycling signar major contribution to the network.	use pam je as a	The Council will continue to enhance, when the existing path network and develop mult ASTP2 and improved pedestrian and cycling signal major contribution to the network.	ge as a	The Council will continue to enhance, when the existing path network and develop mult ASTP2 and improved pedestrian and cycling signal major contribution to the network.	ti-use parnsi age as a
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 improve the nedestrian and	curtina	The Council will improve the perjectrion and	cyclina	The Council will improve the perfection and o	urling	The Council will improve the perfection on	d cyclina	The Council will improve the perfectrion and	cycline	The Council will improve the pedestrian an		The Council will improve the perfection on	ed eveling
	АОТО	environment in heavity used areas and will that new developments and new traffic man and maintenance schemes encourage and easy access by foot and cycle.	ensure agement	environment in heavily used areas and will of that new developments and new traffic man	insure agement	environment in heavily used areas and will en that new developments and new traffic manag	sure jement	environment in heavily used areas and will that new developments and new traffic man	ensure nagement	environment in heavily used areas and will of that new developments and new traffic man and maintenance schemes encourage and easy access by foot and cycle.	ensure agement	environment in heavily used areas and will not new developments and new traffic man	ensure nagement	environment in heavily used areas and will that new developments and new traffic mai and maintenance schemes encourage and easy access by foot and cycle.	l ensure nagement
	~	and maintenance schemes encourage and easy access by foot and cycle.	enable	and maintenance schemes encourage and easy access by foot and cycle.	anable	and maintenance schemes encourage and en easy access by foot and cycle.	able	ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	i enable	and maintenance schemes encourage and easy access by foot and cycle.	enable	and maintenance schemes encourage and easy access by foot and cycle.	enable	and maintenance schemes encourage and easy access by foot and cycle.	i enable
Where appropriate, infrastructure supporting the two modes of	Existin	ng pedestrian facilities will require upgrading		Existing pedestrian facilities will require upgrading				Existing pedestrian facilities will require upgrading	ng	Existing pedestrian facilities will require upgrading		Existing pedestrian facilities will require upgradir	ıg	Existing pedestrian facilities will require upgradin	ng
 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; 	cyclin petwo	ng pedestrian facilities will require upgrading vicinity of the development. Additional g facilities will be required to link into existing	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing metworks.	3	N/A Planning Consent Granted		Existing pedestrian facilities will require upgradir in the vicinity of the development. Additional cycling facilities will be required to link into existi networks.	in 3	Existing pedestrian facilities will require upgradin in the vicinity of the development. Additional cycling facilities will be required to link into existing networks.	3	Existing pedestrian facilities will require upgradir in the vicinity of the development. Additional cycling facilities will be required to link into existi networks.	n 4	Existing pedestrian facilities will require upgradir in the vicinity of the development. Additional cycling facilities will be required to link into existi- networks.	in 3
4. Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;	Existing the vic	g pedestrian facilities will require upgrading in inity of the development. Additional cycling is 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	4	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3
podic transport, as were as links to other americas and community facilities;	Tacillos	s will be required to thic into existing networks						sacrines will be required to link into existing networks		sacrises will be required to link into existing networks		sacritists will be required to link into existing networks		sacrities will be required to link into existing networks	
The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use. Particular	r Evistin	n nedestrian facilities will require ungrading in		Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling				Existing nedestrian facilities will require ungrading in		Evisting nedestrian facilities will require ungrading in		Existing perjectrion facilities will require ungrading in		Existing perfection facilities will require ungrading in	
emphasis should be given to the provision of suitable lighting, and the provision of suitably designed and located crossing facilities	the vic	g pedestrian facilities will require upgrading in inity of the development. Additional cycling is will be required to link into existing networks	3	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	4	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing networks	3
where rouses meet the public road network;	Evietic	na parlantrino facilitian will require ungradio		Existing padestrian facilities will require upgrading				Existing pedestring facilities will require ungrading							
Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.	in the	ng pedestrian facilities will require upgrading vicinity of the development. Additional g facilities will be required to link into existin	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing	3	N/A Planning Consent Granted		Existing pedestrian facilities will require upgradir in the vicinity of the development. Additional cycling facilities will be required to link into existi	3	Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling facilities will be required to link into existing	3	Existing pedestrian facilities will require upgradir in the vicinity of the development. Additional cycling facilities will be required to link into existi	4	Existing pedestrian facilities will require upgradir in the vicinity of the development. Additional cycling facilities will be required to link into existi	3
Policy INF08 Bus Travel and New Development	netwo	rics		networks				networks		networks		networks		networks	
	H														
1. New development will be required to provide appropriate levels of bas infrastructure or suitable links to existing bus stops or services, as identified with reavel plant, sking account of the 400m maximum walking distance required by SPP. This provision will be delivered through distinct harding of infrastructure and/or the provision of sums to support the delivery of bus services serving the development.		Spacent to frequent bus service		Site remote from existing bus facilities		N/A Planning Consent Granted				Site adjacent to frequent bus service		Site adjacent to frequent bus service		Site adjacent to frequent bus service	
walking distance required by SPP. This provision will be delivered through direct funding of infrastructure and/ or the provision of sums	Site ac	jacent to frequent bus service	3	Site remote from existing bus facilities	1	N/A Planning Consent Granted		Site adjacent to frequent to hourly bus service	2	Site adjacent to frequent bus service	4	Site adjacent to frequent bus service	3	Site adjacent to frequent bus service	3
to support the delivery of bus services serving the development. 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. 3. New development, where appropriate, should incorporate routes	Enhan be req	cement to existing public transport facilities will uired.	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.	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 															
networks in surrounding areas. Alternatively, new development	Size ar penetr	nd scale of development not suitable for bus ation.	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.	4	Size and scale of development not suitable for bus penetration.	3	Size and scale of development not suitable for bus penetration.	3
should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	Ш														
Policy INF09 Freight Transport															
 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 	Not ap	plicable 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
strategic road network. 2. Development which will encourage the transfer of freight from road	d														-
to rail, including the development of freight handling facilities, will be supported subject to other LDP policies.	Not ap	plicable 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 SEStran, freight companies, developers and others in developing freight quality partnerships.	Not ap	plicable 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															
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	A Tran	sport Assessment will be required taking at of the cumluative impact of development and ssible 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
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.	the po	same relit Council HU											1		
Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and	A Tran	sport Assessment will be required taking							1						\Box
assessment of the likely impacts on air quality as a result of proposed development. The assessment will focus on the hierarchy	account the pos	sport Assessment will be required taking at of the cuminative impact of development and ssible 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
of transport modes, favouring the use of walking, cycling and public 3. The Council will only support development proposals where it is	t								+		-			1	++
 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 Tran	sport Assessment will be required taking to of the cuminative impact of development and ssible 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
	and por	- Jan County Ing													
Policy INF11 Parking		The Council will work to ensure short stay		The Council will work to ensure short stay		The Council will work to ensure short stay		The Council will work to ensure short stay		The Council will work to ensure short stay		The Council will work to ensure short stay		The Council will work to ensure short stay	
The Council will manage parking provision as an internal and of wide		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the		shopping and tourist journeys are accommodated in order to protect the	
The Council will manage parking provision as an integral part of wide transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.	PK1	viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have		PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3
	1	higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.	1	higher levels of accessibility by alternative modes of transport.	
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 substitute of the centre.	Not	oplicable to this development	5	Not applicable to this development		N/A Planning Consent Granted		Not applicable to this development		Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	
parking provision will be assessed against its effect on the vitality and viability of the centre.	rvot ap	groupe to this development	5	www. wypricable to this development	5	res - writing consent oranted		And additional in this development	5	wox approasse to ens development	5	The approache to this development	5	TO Approache to this development	
The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.		plicable 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
Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	Site ac	gacent to local town centre reducing the e 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
New parking will be provided to support the strategic role of railway stations, with priority given to new provision at Falkink High.															
A New parking will be provided to support the strategic role of railway stations, with priority given to new provision at Falkink 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 ap	plicable 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
	d								\vdash						+
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	Not ap	plicable for this development	5	Not applicable for this development	5	N/A Planning Consent Granted		Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
developer contributions to enhance travel plan resources may be required in compensation.	Ц_								_						Ш
	Munic	ipal Buildings Residual Site	90	Victoria Buildings	90	Firs Park	0	Glen Village Bowling Club	82	Abbots Road	81	Former Bonnybridge Hospital	85	Stirling Street 2	81

	Site Glen Works, Falkirk		Site Dunmore South		Site Southmuir Farm		Site Irene Terrace, Standburn	
Assessment Criteria Accessibility Accessibility Accessibility	120 Dweilings + Care Home		25 Elderly Bungalows		40-50 Units		5 Units	
Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling b. Access to existing public transport facilities - BUS	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
c. Access to existing public transport facilities - BUS	Site remote from public transport facilities Site remote from rail facilities		Site adjacent to poor bus facilities. Site remote from rail facilities	0	Site adjacent to poor bus facilities. Site remote from rail facilities	0	Site adjacent to poor bus facilities. Site remote from rail facilities	0
Local Road Network Capacity	B8028/B803 Exhibits peak time congestion in	3		-		5		5
a. Is there spare capacity b. Will it create or exacerbate existing issues on the local road	and around the town centre Will exacerbate existing issues		Minimal impact on surrounding road network Minimal impact due to size of development	5 5	Minimal impact on surrounding road network Minimal impact due to size of development	5	Minimal impact on surrounding road network 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 Strategic Rail Network a. Is there spare capacity.	n/a Minimal impact on existing rail network		n/a Minimal impact on existing rail network	3	n/a Minimal impact on existing rail network	3	n/a 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		Minimal impact on existing rail network		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	Site adjacent to existing National Cycle Route		Site remote to existing National Cycle Route but		Site remote to existing National Cycle Route but		Site remote to existing National Cycle Route but	
contributions to the implementation of the network will be sought.	and Core Path network	4	adjacent to Core Path network.	3	adjacent to Core Path network.	3	adjacent to Core Path network.	3
	LTS Policies The Council will continue to promote and in-		LTS Policies The Council will continue to promote and inc		LTS Policies The Council will continue to promote and in		LTS Policies The Council will continue to promote and in	
	ASTP1 awareness of Active and Sustainable Trans The Council will continue to enhance, where		ASTP1 awareness of Active and Sustainable Transp The Council will continue to enhance, where		ASTP1 awareness of Active and Sustainable Trans The Council will continue to enhance, where		ASTP1 awareness of Active and Sustainable Trans The Council will continue to enhance, wher	
New development will be required to provide an appropriate	possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cyc	elop multi- ling	possible, the existing path network and deve ASTP2 use paths and improved pedestrian and cycl	elop multi- ling	possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cyc	elop multi cling	possible, the existing path network and dev ASTP2 use paths and improved pedestrian and cy	elop multi- cling
standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:	signage as a major contribution to the netwo		signage as a major contribution to the netwo		signage as a major contribution to the netw		signage as a major contribution to the netw	
	The Council will improve the pedestrian and environment in heavily used areas and will that new developments and new traffic man	ensure	The Council will improve the pedestrian and environment in heavily used areas and will e that new developments and new traffic mana	ensure	The Council will improve the pedestrian and environment in heavily used areas and will that new developments and new traffic mar	ensure	The Council will improve the pedestrian and environment in heavily used areas and will that new developments and new traffic man	ensure
	and maintenance schemes encourage and easy access by foot and cycle.		and maintenance schemes encourage and e easy access by foot and cycle.		and maintenance schemes encourage and easy access by foot and cycle.		and maintenance schemes encourage and easy access by foot and cycle.	enable
						Τ		
Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in	Poor pedestrian and cycle links are provided adjacent to the development site. Existing footways are too narrow to promote pedestrian and cycling.		Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core	2
agreed Travel Plans helping to support active travel;	Site adjacent to existing National Cycle Route and Core Path network		Path network		Path network		Path network	
Pedestrian and cycle facilities in new developments should offer	Poor pedestrian and cycle links are provided							
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	adjacent to the development site. Existing footways are too narrow to promote pedestrian and cycling. Site adjacent to existing National Cycle Route and		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		Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core Path network	2
facilities;	Core Path network		ir aut network		Faurietwork		Fatthetwork	
The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use.	Poor pedestrian and cycle links are provided adjacent to the development site. Existing footways		Reasonable pedestrian links are provided adjacent to		Reasonable pedestrian links are provided adjacent to		Reasonable pedestrian links are provided adjacent to	
Particular emphasis should be given to the provision of suitable lighting, and the provision of suitably designed and located crossing	are too narrow to promote pedestrian and cycling. Site adjacent to existing National Cycle Route and	2	the development site. Site adjacent to existing Core Path network	2	the development site. Site adjacent to existing Core Path network	2	the development site. Site adjacent to existing Core Path network	2
facilities where routes meet the public road network;	Core Path network							
Where practical, no pedestrian route should be obstructed by	Poor pedestrian and cycle links are provided adjacent to the development site. Existing footways are too narrow to promote pedestrian and cycling.	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing Core	2
features that render it unsuitable for the mobility impaired.	Site adjacent to existing National Cycle Route and Core Path network	_	Path network	_	Path network	_	Path network	_
Policy INF08 Bus Travel and New Development								
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	Majority of the site is outwith 400m walking distance to nearest bus stops. Bus service hourly. Poor		Existing service provision in vicinity of development	1	Existing service provision in vicinity of development	1	Existing service provision in vicinity of development	1
delivered through direct funding of infrastructure and/ or the provision of sums to support the delivery of bus services serving the development.	pedestrian links to bus stops.		site of poor frequency.		site of poor frequency.		site of poor frequency.	
Bus infrastructure should be provided at locations and to phasing	Enhancement to existing public transport facilities will	4	Existing service provision in vicinity of development	4	Existing service provision in vicinity of development	1	Existing service provision in vicinity of development	
agreed with the Council, and designed in accordance with the standards set out in current Council guidelines. 3. New development, where appropriate, should incorporate routes	be required.	1	site of poor frequency.	1	site of poor frequency.	1	site of poor frequency.	1
suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian	Size and scale of development may be suitable for	1	Size and scale of development not suitable for bus	1	Size and scale of development not suitable for bus	1	Size and scale of development not suitable for bus	1
networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	bus penetration, but is highly unlikely.	'	penetration.	'	penetration.	'	penetration.	'
Policy INF09 Freight Transport								
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
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
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
			yp					1
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	A Transport Assessment will be required and possible mitigation measures to the local road		No transport assessment required for this scale of	3	No transport assessment required for this scale of	3	No transport assessment required for this scale of	3
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.	network to accommodate level of development		development		development		development	3
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	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
of transport modes, favouring the use of walking, cycling and public								
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	A Transport Assessment will be required and possible mitigation measures to the local road	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
suitable mitigation measures identified.	network to accommodate level of development							
Policy INF11 Parking	Th- Course!		The Coursell III		The Course III was		The Course will be a second	
The Council will manage parking provision as an integral part of	The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the		The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the		The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the		The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the	
wider transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	3	PK1 viability and vitality of the town centre while discouraging commuter car travel especially to central areas which have	1
	higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.		higher levels of accessibility by alternative modes of transport.	
The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
to parking provision will be assessed against its effect on the vitality and viability of the centre.								
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
	Site remote from Falkirk town centre increasing the	3	Site remote from Falkirk town centre increasing the	3	Site remote from Falkirk town centre increasing the	3	Site remote from Falkirk town centre increasing the	3
sustainable travel and the role of the centres. 4. New parking will be provided to support the strategic role of	reliance on the private car.		reliance on the private car.		reliance on the private car.		reliance on the private car.	
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	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
reduce uncontrolled on-street parking. 5. The maximum parking standards set out in the SPP will be							p. 55500100.	
applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5	Not applicable for this development	5
cannot be met, developer contributions to enhance travel plan resources may be required in compensation.								
	Glen Works, Falkirk	73	Dunmore South	74	Southmuir Farm	74	Irene Terrace, Standburn	71

c. Access to existing public transport facilities - RAIL Site	ite remote from local services ite adjacent to poor bus facilities.			Expansion to 83 Units			TBC			
c. Access to existing public transport facilities - RAIL Site		0		ote from local services ote from local services	0		Remote from local services Remote from local services		Site remote from local services Site adjacent to poor bus facilities.	0
Local Road Network Capacity	ite remote from rail facilities	0		ote from local services	0		Remote from local services		Site remote from rail facilities	0
	inimal impact on surrounding road network inimal impact due to size of development	5		on surrounding road network of on the existing village roads			impact on surrounding road network e impact on the existing village roads		Minimal impact on surrounding road network Minimal impact due to size of development	5 5
Strategic Road Network			infrastructure		3	infrastruc	cture	3		
a. Is there spare capacity b. Will it create or exacerbate existing issues on the trunk road network Strategic Rail Network	oo remote from strategic road network	5	n/a	n strategic road network	5	n/a	ote from strategic road network		Too remote from strategic road network n/a	5
a. Is there spare capacity. Mir	inimal impact on existing rail network inimal impact on existing rail network	3		on existing rail network on existing rail network	3		impact on existing rail network impact on existing rail network		Minimal impact on existing rail network Minimal impact on existing rail network	3
Sustainable Transport and Infrastructure Policies INF07 - Walking and Cycling										
The Council will safeguard and promote the development of the core path network. Where appropriate, developer Site	ite adjacent to Core Path network but remote om National Cycle Route	3	Site adjacent to 0 from National Cy	Core Path network but remote ycle Route	3		acent to Core Path network but remote tional Cycle Route		Site remote to existing National Cycle Route but adjacent to Core Path network.	3
	LTS Policies The Council will continue to promote and inc awareness of Active and Sustainable Transp			LTS Policies uncil will continue to promote and incess of Active and Sustainable Transp		ASTP1	LTS Policies The Council will continue to promote and in awareness of Active and Sustainable Trans		LTS Policies The Council will continue to promote and in awareness of Active and Sustainable Trans	
New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle	The Council will continue to enhance, where possible, the existing path network and deve multi-use paths and improved pedestrian and cycling signage as a major contribution to the	elop d	possible ASTP2 multi-use	uncil will continue to enhance, where e, the existing path network and deve se paths and improved pedestrian an signage as a major contribution to th	elop id	ASTP2	The Council will continue to enhance, where possible, the existing path network and devimulti-use paths and improved pedestrian arcycling signage as a major contribution to the contribution of the contribut	elop nd	The Council will continue to enhance, wher possible, the existing path network and devasting path network and devasting in the civiling signage as a major contribution to to	elop Ind
parking, which complies with current Council guidelines and meets the following criteria:	network. The Council will improve the pedestrian and		network.				network. The Council will improve the pedestrian and		network. The Council will improve the pedestrian and	
AS	environment in heavily used areas and will et that new developments and new traffic mana and maintenance schemes encourage and e easy access by foot and cycle.	agement	ASTP3 that new and main	ment in heavily used areas and will e w developments and new traffic mana intenance schemes encourage and e ccess by foot and cycle.	agement		environment in heavily used areas and will that new developments and new traffic man and maintenance schemes encourage and easy access by foot and cycle.	agement	environment in heavily used areas and will that new developments and new traffic mar and maintenance schemes encourage and easy access by foot and cycle.	nagement
walking and cycling should be combined and support objectives in to the	easonable pedestrian links are provided adjacent the development site. Site adjacent to existing ore Path network	2		estrian links are provided adjacent nt site. Site adjacent to existing k	2	to the dev	ble pedestrian links are provided adjacent relopment site. Site adjacent to existing n network		Site adjacent to existing Core Path network. Poor pedestrian links to village	2
particular to facilitate school journeys and provide connections to to the	easonable pedestrian links are provided adjacent the development site. Site adjacent to existing ore Path network	2		estrian links are provided adjacent nt site. Site adjacent to existing k	2	to the dev	ble pedestrian links are provided adjacent velopment site. Site adjacent to existing n network		Site adjacent to existing Core Path network. Poor pedestrian links to village	2
Particular emphasis should be given to the provision of suitable to the	easonable pedestrian links are provided adjacent the development site. Site adjacent to existing ore Path network	2		estrian links are provided adjacent nt site. Site adjacent to existing k	2	to the dev	ble pedestrian links are provided adjacent relopment site. Site adjacent to existing n network		Site adjacent to existing Core Path network. Poor pedestrian links to village	2
b. Where practical, no pedestrian route should be obstructed by	easonable pedestrian links are provided adjacent the development site. Site adjacent to existing ore Path network	2		estrian links are provided adjacent nt site. Site adjacent to existing k	2	to the dev	ble pedestrian links are provided adjacent velopment site. Site adjacent to existing n network		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.	xisting service provision in vicinity of development te of poor frequency.		Existing service pr site of poor freque	orovision in vicinity of development ency.			service provision in vicinity of development or frequency.	1	No service provision in vicinity of development site.	0
	kisting service provision in vicinity of development te of poor frequency.	1	Existing service pr	provision in vicinity of development ency.	1		service provision in vicinity of development or frequency.	1	No service provision in vicinity of development site.	0
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 Lay	ayout of development not suitable for bus enetration.	1	Layout of developr	oment not suitable for bus	1	Layout of penetratio	development not suitable for bus on.	1	No service provision in vicinity of development site.	0
Policy INF09 Freight Transport										
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.	oderate impact on local communities, local road Id strategic road networks		Moderate impact o and strategic road	on local communities, local road d networks	N/A		impact on local communities, local road egic road networks		Moderate impact on local communities, local road and strategic road networks	N/A
Development which will encourage the transfer of freight from good to rail, including the development of freight handling facilities. Mod	oderate impact on local communities, local road	N/A	Moderate impact o	on local communities, local road	N/A		impact on local communities, local road		Moderate impact on local communities, local road and strategic road networks	N/A
3. The Council will continue to work with SEStran, freight Mod	nd strategic road networks oderate impact on local communities, local road	N/A		on local communities, local road	N/A		impact on local communities, local road		Moderate impact on local communities, local road	N/A
partierships.	nd strategic road networks	N/A	and strategic road	d networks	N/A	and strate	egic road networks	IN/A	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.	Transport Assessment will be required and pssible mitigation measures to the local road stwork to accommodate level of development			ment required to investigate to of adjacent sites should they be	1		t Assessment required to investigate re impact of adjacent sites should they be .		A Transport Assessment will not be required for this development site	3
posposed development. The assessment will focus on the hierarchy post of transport modes, favouring the use of walking, cycling and public transport over use of the car.	Transport Assessment will be required and ssible mitigation measures to the local road stwork to accommodate level of development	2		ment required to investigate t of adjacent sites should they be	1		t Assessment required to investigate re impact of adjacent sites should they be		A Transport Assessment will not be required for this development site	3
appropriately scoped, the network impacts properly defined and	Transport Assessment will be required and pssible mitigation measures to the local road stwork to accommodate level of development	2		ment required to investigate tt of adjacent sites should they be	1		t Assessment required to investigate re impact of adjacent sites should they be		A Transport Assessment will not be required for this development site	3
Policy INF11 Parking			I_			•				
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.	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 shopping accomm viability a while dis especiall higher le	uncil will work to ensure short stay og and tourist journeys are nodated in order to protect the and vitality of the town centre scouraging commuter car travel illy to central areas which have evels of accessibility by alternative 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 communet er ar travel especially to central areas which have higher levels of accessibility by alternative modes of transport.	2	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 whigh ie discouraging commuter car travel especially to central areas which have higher levels of accessibility by alternative modes of transport.	5
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.	ot applicable for this development	5	Not applicable for	this development	5	Not applic	cable for this development	5	Not applicable for this development	5
The feasibility of promoting Park and Ride facilities on the road	ot applicable for this development	5	Not applicable for	this development	5	Not applic	cable for this development	5	Not applicable for this development	5
Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.	ot applicable to this development	5	Not applicable to the	this development	5	Not applic	cable to this development	5	Not applicable to this development	5
New parking will be provided to support the strategic role of railway stations, with priority given to new provision at Falkirk High. Will 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.	ill impact on parking at Polmont and Linlithgow ilway stations where there are existing parking essures.	2		rking at Falkirk High Station where parking pressures.	2		ct on parking at Falkirk High Station where existing parking pressures.	2	Not applicable for this development	5
The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandern 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.	ot applicable for this development	5	Not applicable for	this development	5	Not applic	cable for this development	5	Not applicable for this development	5
	Middlerigg Farm, Reddingmuirhead	71	Slamar	nnan Road 3, Limerigg	66		Slamannan Road 4, Limerigg	66	Wesleymount Farm East 1	72

	Site Ferry Road, South Alloa		Site Torwoodhead, Torwood		Site North Bank Farm 2, Bo'ness	;	Site Glenbervie West	
Assessment Criteria Accessibility a. Local Services (Schools, Shops, Library Health Centre) by	70 Onits		80 Units Site remote from town centre and local		Up to 440 Units Site remote from town centre and local		63 Units Site remote from town centre and local	
Walking and Cycling b. Access to existing public transport facilities - BUS	neighbourhood services Site adjacent to poor bus facilities.	0	neighbourhood services Site adjacent to good frequency bus route	2	neighbourhood services Site remote from public transport facilities	1	neighbourhood services Site adjacent to good frequency bus route	2
c. Access to existing public transport facilities - RAIL Local Road Network Capacity	Site remote from rail facilities	0	Site remote from rail facilities Moderate impact on local road network	3	Site remote from rail facilities Major impact on local road network	0	Site remote from rail facilities Moderate impact on local road network	3
a. Is there spare capacity b. Will it create or exacerbate existing issues on the local Strategic Road Network	Minimal impact on surrounding road network Minimal impact due to size of development	5 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
a. Is there spare capacity b. Will it create or exacerbate existing issues on the trunk Strategic Rail Network	Too remote from strategic road network n/a	5 5	Will impact on the operation of M876 J2 Moderate impact on Motorway network	3	Too remote from strategic road network n/a	5 5	Will impact on the operation of M876 J2 Moderate impact on Motorway network	3
a. Is there spare capacity. b. Will it create or exacerbate existing issues on the rail	Minimal impact on existing rail network Minimal impact on existing rail network	3	Impact on parking at Larbert Station Additional parking at station may be required	1	Minimal impact on existing rail network Minimal impact on existing rail network	3	Impact on parking at Larbert Station Additional parking at station may be required	1
Sustainable Transport and Infrastructure Policies INF07 - Walking and Cycling								
 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
	LTS Policies The Council will continue to promote and in awareness of Active and Sustainable Trans		LTS Policies The Council will continue to promote and inc ASTP1 awareness of Active and Sustainable Trans		LTS Policies The Council will continue to promote and ir ASTP1 awareness of Active and Sustainable Tran		LTS Policies The Council will continue to promote and ir ASTP1 awareness of Active and Sustainable Trans	
	The Council will continue to enhance, where		The Council will continue to enhance, where		The Council will continue to enhance, when		The Council will continue to enhance, where	
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:	possible, the existing path network and dev multi-use paths and improved pedestrian ar- cycling signage as a major contribution to the network.	nd ne	possible, the existing path network and dev- multi-use paths and improved pedestrian ar- cycling signage as a major contribution to the network.	id ie	possible, the existing path network and demulti-use paths and improved pedestrian a cycling signage as a major contribution to network.	nd he	possible, the existing path network and dev multi-use paths and improved pedestrian a cycling signage as a major contribution to to network.	and the
	The Council will improve the pedestrian and environment in heavily used areas and will that new developments and new traffic man	ensure agement	The Council will improve the pedestrian and environment in heavily used areas and will that new developments and new traffic man	ensure agement	The Council will improve the pedestrian an environment in heavily used areas and will that new developments and new traffic ma	ensure	The Council will improve the pedestrian an environment in heavily used areas and will that new developments and new traffic man	ensure nagement
	ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	enable	ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	enable	ASTP3 and maintenance schemes encourage and easy access by foot and cycle.		ASTP3 and maintenance schemes encourage and easy access by foot and cycle.	l enable
Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing	2	Reasonable pedestrian links are provided adjacent to the development site. Site adjacent to existing	2	Existing pedestrian facilities will require upgrading in the vicinity of the development.	1	Reasonable pedestrian links are provided adjacent to the development site. Site some distance from	2
agreed Travel Plans helping to support active travel;	Core Path network	2	Core Path network		Additional cycling facilities will be required to link into existing networks	'	the Core Path network	
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					Edding and adding to the			
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
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								
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
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								
 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
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
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								
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.	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	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	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	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
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 withlist and visibility of the centre.	· ·	5	Not applicable to this development	5	Not applicable to this development	5	Not applicable to this development	5
vitality and viability of the centre. 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
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	3	Site remote from local town centre increasing the	3	Site remote from local town centre increasing the	3	Site remote from local town centre increasing the	3
sustainable travel and the role of the centres. 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.	reliance on the private car. Will impact on parking at Larbert Station		reliance on the private car. Will impact on parking at Larbert Station	3	reliance on the private car. Will impact on Polmont and Linlithgow stations	2	reliance on the private car. Will impact on parking at Larbert Station	3
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
		<u> </u>			IL	<u> </u>		1

The second of the control of the c	Assessment Criteria	Site Glenbervie South, Larbert TBC		Site 220 Wesleymount Farm East 2, Califor	rnia	Site Standrigg Road 2 221 114 Units	
March September March September	Accessibility a. Local Services (Schools, Shops, Library Health Centre) by Walking and Cycling	local neighbourhood services	3	neighbourhood services	0		0
Bellet and product of the control							
March Property March M	a. Is there spare capacity	,		·		, ,	
An incomparison of the property and th	Strategic Road Network						
Management Angeles A	b. Will it create or exacerbate existing issues on the trunk road network Strategic Rail Network	Moderate impact on Motorway network	3	Minimal impact on strategic road network	5	Major impact on strategic road network	3
Builder Anderson and Capture (1997) The Capture Anderson and Capture (1997)	a. Is there spare capacity. b. Will it create or exacerbate existing issues on the rail network		-				
The content of the improvement	'						
The control of the property	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		3				3
And the companies of the problem of	sought.	ASTP1 The Council will continue to promote and in awareness of Active and Sustainable Trans	sport.	ASTP1 The Council will continue to promote and ind awareness of Active and Sustainable Transp	port.	ASTP1 The Council will continue to promote and in awareness of Active and Sustainable Trans	sport.
About particular and the control of	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:	possible, the existing path network and dev multi-use paths and improved pedestrian a cycling signage as a major contribution to t	relop nd	ASTP2 possible, the existing path network and deve multi-use paths and improved pedestrian an cycling signage as a major contribution to th network.	elop nd ne	possible, the existing path network and dev multi-use paths and improved pedestrian a cycling signage as a major contribution to t network.	velop nd he
The control of the co		environment in heavily used areas and will that new developments and new traffic management and maintenance schemes e	ensure	environment in heavily used areas and will enter that new developments and new traffic management and maintenance schemes en	ensure	environment in heavily used areas and will that new developments and new traffic management and maintenance schemes e	ensure
processor in the control in notice control in the c	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;	to the development site. Site adjacent to existing	2		2	will be required to link development to existing	1
electrical production between the face of the control of the contr	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;	to the development site. Site adjacent to existing	2				1
And the control of the control in the second by equal to the control of the control in the second by equal to the control of the control in t	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;	to the development site. Site adjacent to existing	2		2		1
The manufactor with the special of protein appeals and protein and the first distanction of statistic with the Secretary in America, and well destined with the Secretary in America and the S	Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.	to the development site. Site adjacent to existing	2				1
The information are written in the central point depart of the control of the central contr							
Earling agreement with the Council, and disapped in accordance with by Council and Supplement Council and Suppleme	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		1	Site remote from existing bus routes	1
utable for the provision of this development with a development and the section of development and the section of the section	the standards set out in current Council guidelines.	Existing service provision adjacent to proposed site.	4				1
Figure resource overcomment really and resource from the processor with a disease of the minimum resource of the processor with a disease of the processor wit	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 INFO7.		1			penetration and this should be investigated and	1
intergence in investment. Zone and to ombit bostonis but can be considered in the present of development and the support of the support of the support of the support of the support of the support of suppor	, ,						
and far religion fluid under grow development of freight handling follows. As applicable for this type of development of the supported advisor to the support of development of the support advisors to the following freight spally religion to the support advisors to the following freight spally religion to the support advisors to the following freight spally religion to the support advisors to the following freight spally religion to the support and offered in development on the support advisors to the foliation of development on the support advisors to the foliation of development on the support and offered in the control offered the foliation of the support and offered in the control offered the foliation of the support and offered in the control offered the foliation of the support and the support and the foliation of the support and the support and the support and the foliation of the support and	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
The Caucil will require tangent assessment will be required and possible migration measures to the local road resource will be required and possible migration measures to the local road resource will be required and possible migration measures to the local road resource will be required and possible migration measures to the local road resource will be required and possible migration measures to the local road resource will be required and possible migration measures to the local road resource will be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possible migration measures to the local road resource will not be required and possib	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
The Council will require transport assessments of developments have the project of the development on the transport notwork is projected from the development on the transport notwork is a constructed label for the development on the transport of the development on the transport of the development on the transport of the development of the local read in the case of project institution measures and the project of transport of the local read in the case of project institution measures and the project of transport of the local read in the case of project institution measures and assessment will be required and sessor ment of the libery impacts on air quality as a result of least of the local read instruction of the libery impacts on air quality as a result of least of the local read in the local r	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
A Transport Assessment will not be required and one-thicking to require minigation. The score of transport development proposals where the apport of the labely impacts on air quality via a result of proposed development. The assessment will focus on the interview of the labely impacts on air quality via a result of proposed development. The assessment will focus on the interview of the labely impacts on air quality via a result of proposed development. The assessment will focus on the interview of transport of the labely impacts on air quality via a result of proposed development. The assessment will focus on the interview of transport of the labely impacts on air quality via a result of proposed development. The assessment will focus on the interview of the accumulation of the labely impacts on air quality via a result of proposed development. The assessment will focus on the interview of transport of the labely impacts on air quality via a result of proposed development. The assessment will focus on the interview of the labely impacts on air quality via a result of proposed development. The assessment will focus on the interview of the labely impacts on air quality via a result of proposed development. The assessment will not be required and possible minigation measures to the local road network to accommodate level of development. The council will work be assessment will not be required for this development will not be required and possible minigation measures to the local required for this development will not be required and possible minigation measures to the local required in the labely inte	Policy INF10 Transport Assessments						
cessary, safety audits of proposed mitigation measures and sessment will not be required for this development. The assessment will not be required for this development assessment will not be required and possible mitigation measures to the local road network to accommodate level of development. A Transport Assessment will not be required for this development assessment and travel plan has been proprieted stronger, been the road and an elevant to a commodate level of development assessment will not be required for this development. Folia, I The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the viability and viatily of the town centre will propose as an integral part of wider transport, but to ransport, washing, ording and safety objectives are met. For scale of public parking provision in Falsikh Town Centre will commodated in order to protect the viability and viatily of the town centre will applicable to this development. The scale of public parking provision will be assessed against its effect on evaluation and provision of the account of the public parking provi	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.	possible mitigation measures to the local road	2		3	possible mitigation measures to the local road	1
A Transport Assessment will not be required for this proprietally scoped, the network impacts properly defined and uitable mitigation measures is the local road network to accommodate level of development. Policy INF11 Parking The Council will work to ensure short stay shopping and tourist journeys are accommodated in order to protect the validity and validity of the town centre while discouraging commuter car travel especially to central areas with have higher levels of accessibility by alternative modes of transport. The scale of public parking provision in Falkirk Town Centre will emanate and any proposed hange to parking provision in Falkirk Town Centre will be managed to renote sustainable travel and the role of the centres. Not applicable to this development 5 Not applicable for this development 5 Not applicable for this development 5 Not applicable to this development 5 Not applicable for this development 5 Not applicable for this development 5 Not ap	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.	possible mitigation measures to the local road	2		3	possible mitigation measures to the local road	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 communiter car travel especially to central areas which have higher levels of accessibility by alternative modes of transport. The scale of public parking provision in Falkirk Town Centre will en emaintained broadly at its current level and any proposed hange to parking provision will be assessed against its effect on evaluation of the viability and provided to support the stategic role of more order to protect the validity of the town centre while discouraging communiter car travel especially to central areas which have higher levels of accessibility by alternative modes of transport. Not applicable to this development 5 Not applicable for this development 5 Not applicable f	 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. 	possible mitigation measures to the local road	2			possible mitigation measures to the local road	1
shopping and tourist journeys are a commodated in order to protect the viability and vitality of the town centre wild framsport, walking, cycling and safety objectives are met. PKT will discouraging commuter cart ravel especially to central areas which have higher levels of accessibility by alternative modes of transport. The scale of public parking provision in Falkirk Town Centre will enable to parking provision will be assessed against its effect on levitality and vitality of the town centre will enable to parking provision will be assessed against its effect on levitality and vitality of promoting Park and Ride facilities on the road ordifors into Falkirk Town Centres will be managed to romote sustainable travel and the role centres. Not applicable for this development Not applicable for this development 5 Not applicable to this development 5 Site remote from local town centre increasing the reliance on the private car. New parking will be provided to support the strategic role of diskovay stations, with priority given to new provision at Falkirk High there possible, the provision of new off street parking facilities will be associated with traffic management and other measures to accommodated in order to protect the viability and vitality of the town centre wild be town centre wild the town centre wild be town centre wild be provided to support the road order of the centres. Not applicable to this development 5 Not applicable to this development 5 Not applicable to this development 5 Site remote from local town centre increasing the reliance on the private car. Not applicable to this development 5 Will impact on parking at Diffmont and Linitingow railway stations. 1 PKT Viability and vitality of the town centre viable specially to central areas which have higher levels of accessibility by alternative modes of transport. Not applicable to this	Policy INF11 Parking						
e maintained broadly at its current level and any proposed hange to parking provision will be assessed against its effect on he vitality and viability of the centre. The feasibility of promoting Park and Ride facilities on the road orridors into Falkirk Town Centre will continue to be investigated. The feasibility of promoting Park and Ride facilities on the road orridors into Falkirk Town Centre will continue to be investigated. Parking in District and Local Centres will be managed to romote sustainable travel and the role of the centres. Not applicable for this development Site remote from local town centre increasing the reliance on the private car. Site remote from local town centre increasing the reliance on the private car. Not applicable to this development 5 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. Not applicable to this development 5 Will impact on parking at Polmont and Linlithgow railway stations. 6 Will impact on parking at Polmont and Linlithgow railway stations. 7 Will impact on parking at Polmont and Linlithgow railway stations. 8 Not applicable for this development Not applicable for this development 5 No	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.	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	3	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	5	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	3
orridors into Falkirk Town Centre will continue to be investigated. Parking in District and Local Centres will be managed to romote sustainable travel and the role of the centres. New parking will be provided to support the strategic role of aliway stations, with priority given to new provision at Falkirk High. Where possible, the provision of new off street parking facilities will e associated with traffic management and other measures to aduce uncontrolled on-street parking. The maximum parking standards set out in the SPP will be poplied to new development, where relevant, in tandem with the council's minimum standards. Where the minimum standards assources may be required in compensation. Not applicable to this development to the sevelopment of the selection to the private car. Site remote from local town centre increasing the reliance on the private car. Site remote from local town centre increasing the reliance on the private car. Not applicable to this development of the reliance on the private car. Will impact on parking at Polmont and Linlithgow railway stations. The maximum parking standards set out in the SPP will be poplied to new development, where relevant, in tandem with the council's minimum standards. Where the minimum standards are policially in the selection of the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car. Not applicable to this development of the reliance on the private car.	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
reliance on the private car. In the parking will be provided to support the strategic role of aliway stations, with priority given to new provision at Falkirk High. Where possible, the provision of new off street parking facilities will a easociated with traffic management and other measures to educe uncontrolled on-street parking. The maximum parking standards set out in the SPP will be polied to new development, where relevant, in tandem with the council's minimum standards. Where the minimum standards annot be met, developer contributions to enhance travel plan sesources may be required in compensation. Teliance on the private car. Teliance on the private car. Will impact on parking at Polmont and Linlithgow railway stations. To the maximum parking standards set out in the SPP will be polied to new development, where relevant, in tandem with the council's minimum standards. Where the minimum standards annot be met, developer contributions to enhance travel plan sesources may be required in compensation. Not applicable for this development Not applicable for this development Not applicable for this development To the maximum parking standards. Where the minimum standards annot be met, developer contributions to enhance travel plan sesources may be required in compensation.	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
New parking will be provided to support the strategic role of allway stations, with priority given to new provision at Falkirk High. Where possible, the provision of new off street parking facilities will eassociated with traffic management and other measures to aduce uncontrolled on-street parking. The maximum parking standards set out in the SPP will be policed to new development, where relevant, in tandem with the council's minimum standards. Where the minimum standards and the minimum standards. Where the minimum standards and the minimum standards are not in tandem travel plan assources may be required in compensation. Not applicable to this development Not applicable for this development Solve applicable for this development Not applicable for this development Solve applicable for this development The maximum parking standards. Where the minimum standards are not interest and the provided to this development and Linlithgow railway stations. Not applicable to this development Not applicable for this development Solve applicable for this development	Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.		3		5		2
pplied to new development, where relevant, in tandem with the Jouncil's minimum standards. Where the minimum standards annot be met, developer contributions to enhance travel plan assources may be required in compensation. Not applicable for this development Not applicable for this development 5 Not applicable for this development 5 Not applicable for 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.	·			5	. Will impact on parking at Polmont and Linlithgow	2
Glenbervie South, Larbert 58 Wesleymount Farm East 2, California 77 Standrigg Road 2 44	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

	1			1							
Additional Sites Assessment Criteria	131	Bensfield Farm, Larbert 240 Units		102	102 Crawfield Road, Bo'ness 450 Units		134 Hill of Kinnaird 865 - 1038 Units			104 & Muirhouses, Bo'ness 105 250 Units	
Accessibility a. Local Services (Schools, Shops, Library Health Centre) by Walking and	Site remote from town centre and local		2	Other than local schools, site remote from		2	Site remote from town centre and local		2	Site remote from local facilities including	1
Cycling b. Access to existing public transport facilities - BUS	neighbourhood services Site adjacent to public transport routes		2	town centre Site served by existing bus service Site remote from rail facilities		3	neighbourhood services Site remote from public transport facilities Site remote from rail facilities		1	schools Site served by existing bus service	3
c. Access to existing public transport facilities - RAIL Local Road Network Capacity	Site remote from rail facilities Major impact on local road network		2			2			2	Site remote from rail facilities Significant impact on A904 / A993 junction at	
a. Is there spare capacity b. Will it create or exacerbate existing issues on the local road network	Exacerbate congested corridors		2	Significant impact on local road network A706 / A993 & Provost Road / A993		2	Major impact on local road network Exacerbate congested corridors		2	Muirhouses 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	
b. Will it create or exacerbate existing issues on the trunk road network Strategic Rail Network	Major impact on motorway network		3	Will add to peak time congestion at motorway Will add to existing pressures		2	Major impact on motorway network		3	Will add to peak time congestion at motorway	2
a. Is there spare capacity. b. Will it create or exacerbate existing issues on the rail network	Major impact on rail Impact on parking at local stations		2	Will add to existing pressures Will add to parking pressures at Linlithgow Polmont railway stations		2	Major impact on rail Impact on parking at local stations		2	Will add to existing pressures Will add to parking pressures at Linlithgow and Polmont railway stations	2
Sustainable Transport and Infrastructure Policies				I omon taliway stations						Polition railway stations	
INF07 - Walking and Cycling 1. The Council will safeguard and promote the development of the core path network.	Site adjacent to Core Path network but remote from			Site adjacent to Core Path network but remote from			Site adjacent to existing local and national cycle route			Site adjacent to existing National Cycle Route and	
Where appropriate, developer contributions to the implementation of the network will be sought.	National Cycle Route.		2	National Cycle Route. Existing pedestrian routes in the vicinity of the development site.		3	and Core Path network		5	Core Path network	4
	LTS Policies The Council will continue to promote and incre ASTP1 awareness of Active and Sustainable Transpo			ΔSTD1	LTS Policies The Council will continue to promote and incr awareness of Active and Sustainable Transport		ASTP1	LTS Policies The Council will continue to promote and incr awareness of Active and Sustainable Transp		LTS Policies The Council will continue to promote and incr ASTP1 awareness of Active and Sustainable Transp	
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 p			70111	The Council will continue to enhance, where		The Council will continue to enhance, where		oossible,	The Council will continue to enhance, where	
	ASTP2	the existing path network and develop multi- and improved pedestrian and cycling signage	ise paths	ASTP2	the existing path network and develop multi-u and improved pedestrian and cycling signage	se paths	ASTP2	the existing path network and develop multi- and improved pedestrian and cycling signage	se paths	the existing path network and develop multi- ASTP2 and improved pedestrian and cycling signage	use paths
		major contribution to the network.			major contribution to the network.			major contribution to the network.		major contribution to the network.	
		The Council will improve the pedestrian and convironment in heavily used areas and will en new developments and new traffic managem maintenance schemes encourage and enable access by foot and cycle.			The Council will improve the pedestrian and cyclin environment in heavily used areas and will ensure new developments and new traffic management			new developments and new traffic manageme maintenance schemes encourage and enable access by foot and cycle.		The Council will improve the pedestrian and cy environment in heavily used areas and will ens new developments and new traffic manageme	
	ASTP3			ASTP3	maintenance schemes encourage and enable access by foot and cycle.	enance schemes encourage and enable easy				ASTP3 maintenance schemes encourage and enabl access by foot and cycle.	le easy
 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		1	National	cent to Core Path network but remote from Cycle Route. Existing pedestrian routes in the			Existing pedestrian facilities will require upgrading in the vicinity of the development. Additional cycling		Existing pedestrian routes in the vicinity of the development site and adjacent to the National Cycle Routes	5
	lacilities v	acilities will be required to link into exisitng networks		Vicinity 0	inity of the development site.		facilities will be required to link into exisitng networks			routes	
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;	the vicinit	edestrian facilities will require upgrading in y of the development. Additional cycling	1	National	cent to Core Path network but remote from Cycle Route. Existing pedestrian routes in the	3	the vicinit	edestrian facilities will require upgrading in y of the development. Additional cycling	1	Existing pedestrian routes in the vicinity of the development site and adjacent to the National Cycle	4
	facilities v	facilities will be required to link into exisitng networks		vicinity o	the development site.		facilities v	vill be required to link into exisitng networks	ļ	Routes	
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		Existing pedestrian facilities will require upgrading in			cent to Core Path network but remote from			g pedestrian facilities will require upgrading in		Existing pedestrian routes in the vicinity of the	3
ovision of suitable lighting, and the provision of suitably designed and located		the vicinity of the development. Additional cycling facilities will be required to link into exisitng networks			National Cycle Route. Existing pedestrian routes in the vicinity of the development site.			vicinity of the development. Additional cycling illities will be required to link into exisitng networks		development site and adjacent to the National Cycle Routes	
Where practical, no pedestrian route should be obstructed by features that render it		edestrian facilities will require upgrading in y of the development. Additional cycling	1		cent to Core Path network but remote from Cycle Route. Existing pedestrian routes in the	3		edestrian facilities will require upgrading in y of the development. Additional cycling	1	Existing pedestrian routes in the vicinity of the development site and adjacent to the National Cycle	3
unsuitable for the mobility impaired.	facilities v	vill be required to link into exisitng networks		vicinity o	the development site.		facilities v	will be required to link into exisitng networks		Routes	
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.		Existing	xisting service provision in vicinity of development te.		Site remote from exisitng public transport facilities		1	Site adjacent to bus route.	3
				site.						one adjacent to our roate.	
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	Enhancement to existing public transport facilities will		2	Existing	service provision in vicinity of development	3	Enhance	ment to existing public transport facilities will	2	Enhancement to existing public transport facilities will	2
guidelines. 3. New development, where appropriate, should incorporate routes suitable for the	be require	be required.		site.		3	be requir	ed.		be required.	
provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively,	Size and scale of development not suitable for bus		2	Size and scale of development may be suitable for bus penetration.		3	Enhancement to existing public transport facilities will be required.			Size and scale of development not suitable for bus	2
new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.	penetratio	on.		bus pene	tration.		be requir	ea.		penetration.	
Policy INF09 Freight Transport											
 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 appl	cable for this type of development	N/A	Not appli	cable 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	Not applicable for this type of development		N/A	Not and	isoble for this type of development	N/A Not applicable for this type of deve		poble for this time of development	N/A	Not applicable for this type of development	N/A
policies. 3. The Council will continue to work with SEStran, freight companies, developers and	ļ				cable for this type of development						
others in developing freight quality partnerships.	Not applicable for this type of development		N/A	Not appl	cable for this type of development	N/A Not app		cable for this type of development	N/A	Not applicable for this type of development	N/A
Policy INF10 Transport Assessments											
 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 		A Transport Assessment will be required and possible		A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development. The cumulative		3	A Transport Assessment will be required and possible		1	A Transport Assessment will be required and possible mitigation measures to the local road network to	1
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.		mitigation measures to the local road network to accommodate level of development		impact of this and other sites within the vicinity nneds to be considered.		3	mitigation measures to the local road network to accommodate level of development		' '	accommodate level of development	
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 Transport Assessment will be required and possible			A Transport Assessment will be required and possible			A Transport Assessment will be required and any			A Transport Assessment will be required and possible	
or proposed miligation 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		A Transport Assessment will be required and possible mitigation measures to the local road network to accommodate level of development		mitigation measures to the local road network to accommodate level of development. The cumulative impact of this and other sites within the vicinity nneds		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
the car.				to be co	nsidered. For Assessment will be required and possible			•		·	
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.	mitigation	ort Assessment will be required and possible measures to the local road network to odate level of development	1	accomm	n measures to the local road network to odate level of development. The cumulative f this and other sites within the vicinity nneds	3	mitigation	ort Assessment will be required and possible measures to the local road network to odate 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				to be co							
		The Council will work to ensure short stay			The Council will work to ensure short stay			The Council will work to ensure short stay		The Council will work to ensure short stay	
The Council will manage parking provision as an integral part of wider transport		shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while			shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while			shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while		shopping and tourist journeys are accommodated in order to protect the viability and vitality of the town centre while	
planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.	PK1	discouraging commuter car travel especially to central areas which have higher levels of	3	PK1	discouraging commuter car travel especially to central areas which have higher levels of	3	PK1	discouraging commuter car travel especially to central areas which have higher levels of	3	discouraging commuter car travel especially to central areas which have higher levels of	3
		accessibility by alternative modes of transport.			accessibility by alternative modes of transport.			accessibility by alternative modes of transport.		accessibility by alternative modes of transport.	
 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 appl	Not applicable to this development		Not applicable to this development		5	Not applicable to this development		5	Not applicable to this development	5
The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk	ļ	Not applicable to this development				_			_		_
Town Centre will continue to be investigated. 3. Parking in District and Local Centres will be managed to promote sustainable travel.		Not applicable to this development Site remote from local town centre increasing the		Not applicable to this development Site remote from local town centre increasing the		5	Not applicable to this development Site remote from local town centre increasing the		5	Not applicable to this development Site remote from local town centre increasing the	5
Anning in District and Coac Centres will be managed to promote sustainable travel and the role of the centres. New parking will be provided to support the strategic role of railway stations, with		reliance on the private car.		site remote from local town centre increasing the reliance on the private car.		3	reliance on the private car.		2	reliance on the private car.	3
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	Not applic	Not applicable to this development		Not applicable to this development		5	Will impact on parking at local railway stations		3	Not applicable to this development	5
to reduce uncontrolled on-street parking. 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.		cable 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		Bensfield Farm, Larbert	57		Crawfield Road, Bo'ness	76		Hill of Kinnaird	55	Muirhouses, Bo'ness	71
			<u> </u>	<u> </u>			<u> </u>			<u>II</u>	1

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Local Development Plan2

Technical Report 5 (Revised): **Transport Appraisal**

September 2018

