

Grangemouth Spatial Vision & Town Centre Masterplan

Draft Report
October 2025
Falkirk Council

Austin-Smith:Lord



Grangemouth Spatial Vision + Town Centre Masterplan

This document sets out a comprehensive spatial vision and Town Centre masterplan to guide the long-term regeneration of Grangemouth. It aims to align physical and environmental interventions with socio-economic priorities to improve quality of life, attract investment, and support a just transition for the town. Commissioned by Falkirk Council, the study provides a framework for coordinated action by public, private, and community stakeholders.

The Spatial Vision considers the whole town while the Masterplan focuses on the Town Centre.

This Study has been prepared for Falkirk Council. It was undertaken by a multidisciplinary team led by **Austin-Smith:Lord** (masterplanners, urban design, architecture, landscape, conservation) with **Stantec** (transport planning), **Nick Skelton Economics** and **Nick Wright Planning**. The project team was appointed via Hub East Central, on behalf of Falkirk Council.

Realising Grangemouth’s Potential, Together

Local and national public sector agencies are working together, and with resident and business communities, to plan a positive long-term future for Grangemouth.

Future plans for Grangemouth need to show how both the town and its industry can thrive together and benefit each other. Planning Grangemouth’s future is complicated, with many different interests and perspectives.

To start the process two plans are being prepared - one from a community / town perspective and one from an industry perspective. These plans are currently articulated in the Grangemouth Spatial Vision and Town Centre Masterplan prepared for Falkirk Council focussing on the town (this Report) and the Grangemouth Industrial Cluster Strategy prepared for Scottish Enterprise on behalf of GFIB. Both of these documents identify key priorities for investment for the local community and industry.

It is essential that these plans balance Grangemouth’s twin roles as a thriving local community and a nationally important industrial cluster. These plans are intended to co-ordinate and/ or align with the many ongoing strands of activity in Grangemouth including the Falkirk & Grangemouth Growth Deal (inclusive of the Greener Grangemouth Programme), the Forth Green Freeport, Grangemouth Community Action Plan, Grangemouth Future Industry Board and Project Willow.

The next step will be to combine these two perspectives into a single overall coherent plan which balances the needs and future aspirations of both community and industry. That overall plan will ultimately inform the next Local Development Plan 3.

More detailed work will be necessary over time to co-ordinate the delivery of the town’s investment priorities alongside the ambitions for the industrial cluster. This will require collaboration between all the parties, in line with the ethos of the ‘Place Principle’.



Town Centre Masterplan Study Area



Spatial Vision Study Area

Issue date	29.10.2025
Author / Check	AV / GMR
Revision notes	Final Draft for Review

Grangemouth Spatial Vision + Town Centre Masterplan

Project Context + Background Executive Summary

Grangemouth Spatial Vision

Draft Report
October 2025
Falkirk Council



Considering the whole Town of Grangemouth

Grangemouth Town Centre Masterplan

Draft Report
October 2025
Falkirk Council



Considering the Town Centre of Grangemouth

Next Steps / Recommendations / Action Plan

- Appendix 01 - One Public Estate
- Appendix 02 - Policy Context Summary
- Appendix 03 - Community Engagement Record
- Appendix 04 - Transport Considerations (by Stantec)

Contents

Part 00 - Project Context + Background

Background

Purpose and Status of the Study

- The Project Brief
- The Project Team

Part 01 – Executive Summary

- Executive Summary
- Constraints + Complexities
- Summary of Community Engagement
- Grangemouth Place Ambition
- Emerging Proposals

Part 02 - Grangemouth Spatial Vision

- Key Issues Summary
- The Vision
- Objectives
- SWOT Analysis
- Key Moves
- Proposed Interventions
- Place Context

Part 03 - Grangemouth Town Centre Masterplan

- Town Centre Vision - Key Objectives
- Town Centre Vision - Measures of Success
- Site Analysis
- Design Principles
- Key Moves
- Town Centre Indicative Development
- Indicative Development Phasing
- The Proposed Masterplan

Part 04 – Next Steps, Recommendations, Action Plan

Part 05 - Appendices

Appendix 01 – One Public Estate Overview

Appendix 02 - Policy Context Summary

Appendix 03 - Community Engagement Record

Appendix 04 - Transport Considerations (by Stantec)



Part 00

Project Context + Background



Introduction

Purpose and Status of the Study

This Study considers physical and environmental interventions to contribute, alongside socio-economic factors, towards the holistic regeneration of Grangemouth town. It focusses on Grangemouth as a town; a place in which to live, learn, work, visit and enjoy. It places, at the forefront, the needs of the town and the community to ensure that the town can thrive alongside the port and major industries synonymous with Grangemouth.

This Study was commissioned by Falkirk Council to explore issues and ideas taking account of local needs, as captured in the Community Action Plan 2021 – 2030, reinforced by data and analysis and taking cognisance of the Growth Deal investment, Green Freeport status and the significant planned investments in the port and industry and how all of these can make a positive contribution to the local quality of life in Grangemouth town.

The principal outputs from this Study are;

- a **whole-town Spatial Vision**; an overarching indicative place-plan that suggests what should go where and why, highlighting key moves and themes as a framework to guide investment towards the regeneration of the town in the coming years.
- a **Town Centre Masterplan**; a plan for the phased mixed-use redevelopment of the heart of the town so that it can adjust to the needs of the mid-21st Century and contribute to an enhanced quality of life for all who live, visit or rely on Grangemouth.
- a **One Public Estate analysis** to identify opportunities for co-location of public sector activities across Grangemouth.

All of these outputs are shared in 'draft' format – drawing upon previous consultation activities and prior to further community and stakeholder engagement to test ideas and inform a way forward honed by the insights and expertise of local people and key stakeholders.

The study has taken place against a background of considerable thinking about the future of Grangemouth involving partners from the local community, industry, local and national government, and public agencies. This Spatial Vision and Town Centre Masterplan seek to complement and build upon the work undertaken to date and suggest key moves to respond to declared local needs.



Key locations

Background

This Study draws upon the evidence and priorities clearly articulated in the Community Action Plan (February 2022) and other available sources, as well as initial engagement with relevant Council departments and Scottish Futures Trust. Following the publication of a Draft Spatial Vision and Town Centre Masterplan community engagement has been undertaken. Feedback received is recorded in Appendix 03, and summarised in the Executive Summary (Part 01) of this Report.

The ethos of the 'Place Principle' is central to how the recommendations of this Study have been developed and will be implemented.

It is hoped that the ideas emerging from this Study are faithful to the essence of Portonians' perspectives as articulated in the Community Action Plan. The Study intends to address the paradox of pivotal national economic assets with a major role in Scotland's national economy in close proximity with local communities experiencing inequalities and poverty. This Study advocates for sustained partnership working to address the urgent and imminent issues as well as plan for the strategic just transition that Grangemouth as a town, as well as a port and industrial complex, must make.

The Project Brief

In line with the Falkirk Council and hub East Central Scotland Project Brief, this report:

1. *Proposes A Spatial Vision for Grangemouth which captures the spatial elements and inter-relationships of the key project initiatives and expresses them in a concise map-based format.*
2. *Within the context provided by the overall spatial vision for the wider town, it includes a more detailed Grangemouth Town Centre Masterplan to provide guidance on how the Town Centre should change in the future and where investment should be targeted.*
3. *Identifies opportunities for the co-location of public sector agencies through a demand analysis of existing and identified future needs.*

Grangemouth has the potential and attributes to be a fine town with a positive identity and reputation as a great place to live, learn, work and visit. However, for multifarious reasons, the town and its Town Centre have, by many measures of performance outlined in Part 02 of this document, struggled in recent times.



The Spatial Vision considers the whole town settlement of Grangemouth and it's relationship to adjacent towns, the port and industries.



The Town Centre Masterplan considers the Study Area (shown in Red as per the Brief) and it's immediate surrounding context

The Town Centre is in decline, widening inequalities are apparent, and there seems to be a disconnect between the prospects of the town, the port and its industries. Some contributing factors are wider societal issues (eg. the impact of online retail, post-pandemic socio-economic challenges, climate adaptation) whilst others relate to local issues affecting the quality of life, the environment of the place, the health of its communities and the local economy.

Workshops have been held with key Falkirk Council personnel from the following departments:

- Economic Development
- Growth, Planning & Climate Change
- Invest Falkirk
- Parks & Greenspace
- Place Services
- Housing
- Regeneration & Tourism
- Transformation, Communities & Corporate Services
- Transport Planning

Consultations have taken place with key stakeholders including:

- NHS Forth Valley
- Police Scotland

Following the publication of a Draft version of this Study for Consultation there has been a further round of Community Engagement. This has included a survey available online via Participate PLUS and in-person at the town's Library and community centres alongside two public events with a drop-in exhibition of the proposals held in August 2025 in Kersiebank Community Centre and Grangemouth Library. Refer to Appendix 03 for further information on the outcome of the engagement activity.

Combined Community Benefits Between Town and Industry

This joint statement is included in the Grangemouth Industrial Cluster Strategy report prepared for Scottish Enterprise, and in this report.



Shaping Grangemouth’s Future Together

The Grangemouth Industrial Just Transition Plan identifies an enhanced relationship between community and industry as one of its key outcomes.

Grangemouth’s future, therefore, depends on aligning the needs and aspirations of the local community with its role as a nationally important industrial cluster. The current stage in this journey is the preparation of two complementary plans:

- *Grangemouth Industrial Cluster Strategy*
- *Grangemouth Spatial Vision and Town Centre Masterplan.*

Shared Ambitions

- Deliver tangible community benefits from industrial transition: quality jobs and training, improved health, cleaner air, improved access to water and green spaces, better transport, quality housing, community regeneration, a modern and thriving Town Centre with linked neighbourhood centres, and new amenities.
- Position Grangemouth as a net zero industrial cluster of UK-wide significance.
- Harness Grangemouth’s strategic infrastructure to support a community wealth building approach, drive local innovation and circular economic growth.

Managing Risks

- Hazardous site regulations: balancing industrial safety requirements with the community’s future needs and aspirations.
- Flood risk: addressing vulnerability of industry and the community to flooding.
- Achieving objectives and meeting stakeholder expectations: balancing diverse priorities and timescales across community, industry, and government to maintain trust and confidence in delivery.

Delivery Approach

- The essence of a joined-up approach between industrial and community development incorporates coordinated investor and funder engagement, and complementary approaches to spatial master planning across the industrial cluster and the town.
- Joint oversight of technical appraisals of opportunities and constraints, to guide both industrial development on the cluster and community and town infrastructure investment.
- Alignment of regulatory and delivery frameworks across national agencies and local partners, potentially through mechanisms such as a Cluster Management Company, Falkirk and Grangemouth Growth Deal, Forth Green Freeport, Just Transition Plan, Skills Action Plans, National Planning Framework, Local Development Plans, and the Town Masterplan.

Part 01

Executive Summary



Executive Summary



Talbot Street



Retail Spaces on La Porte Precinct



Grangemouth Municipal Chambers

This Study proposes a package of inter-related physical interventions as part of a long term regeneration plan for Grangemouth as a town. The Study seeks to respond to local needs by enhancing health, wellbeing and quality of life consistent with the vision and ambitions set out in the Falkirk and Grangemouth Growth Deal and other major funding and investment initiatives.

The recent Community Action Plan identifies many of the key issues facing Grangemouth and confirms the pride, passion and spirit within local communities and their desire to improve the town. This desire and a shared vision will be crucial to delivering positive change. However communities do not have the capacity to drive change on their own and with substantial public sector funding allocated to the area this Study is timely as it explores and suggests key interventions to support positive change to transform the town.

The importance of Grangemouth's port and industries to the national economy is massive, as is the need to enable a just transition towards a net zero economy. The commitments and opportunities presented by programmes such as Greener Grangemouth delivered via the Growth Deal, and the Green Freeport are very welcome and must be seized upon for maximum local benefit. Therefore this Study strongly pushes for a concerted focus on delivering change at a local level to ensure the economic and wider benefits of the port and manufacturing industries are not only felt at a national and regional level, but that they contribute to a thriving town.

To do so will require strong place leadership, proactive coordination and an innovative approach, driven by a Town Team which brings together a wide range of stakeholders to achieve shared objectives, focusing programme priorities and assessing project opportunities that align with the programme's goals. Supported by the Programme Manager, the Town Team is tasked with identifying, assessing and advising on potential opportunities, contributing to Project Business Cases, and exploring ways to progress the programme's objectives. The Town Team will provide recommendations on project delivery to the Growth Deal Programme Board and the Scottish Government for final approval.

The **Grangemouth Community Action Plan** outlines 43 proposals under six themes;

- Housing
- Social Wellbeing
- Community Empowerment
- Employment + Employability
- Falkirk and Grangemouth Investment Zone Growth Deal
- Regenerating the Town Centres and Local Infrastructure

This Study outlines where and how it can respond to many of these themes and proposals.

Recent work around **Greener Grangemouth** also provides a relevant framework for this Study. It stated aims are to put community wellbeing at the heart of Grangemouth's Just Transition to:

- **Make life easier** – local infrastructure integrating wellbeing support and services.
- **Make opportunities accessible** – local partnerships and capacity building on skills, employability and community wealth.
- **Make the Town Centre work** – re-purposing assets, partnerships and public realm for local resilience.
- **Make net zero relevant** – local equity, participation and benefit in the Grangemouth Just Transition.

Constraints and Complexities :

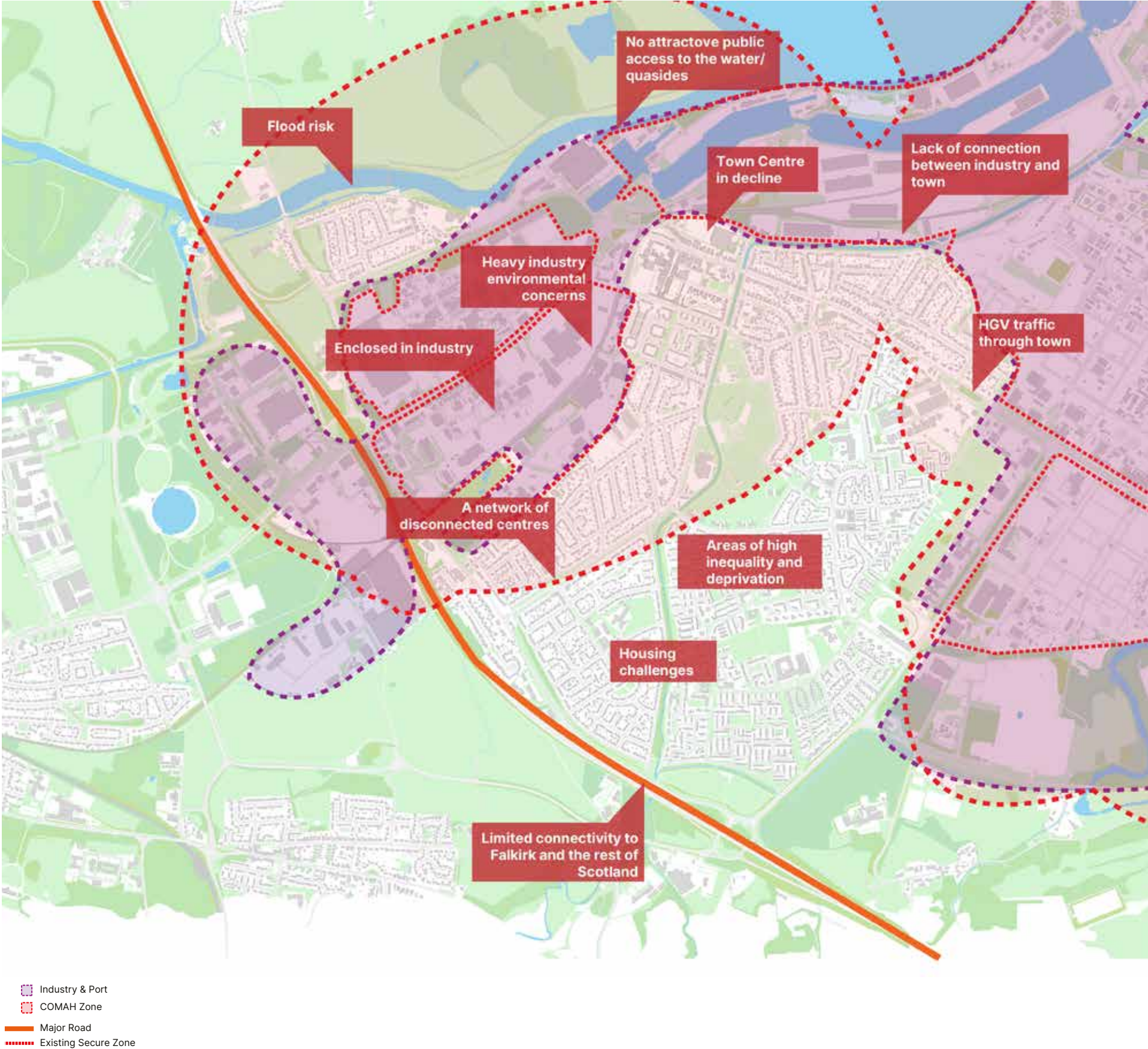
Regeneration is always complex and long term, but regeneration in Grangemouth has a unique set of challenges given the proximity of Town, Port and major Industries.

There are certain ‘pre-conditions’ that are vital for the success of Grangemouth. The implementation of the Town and Port’s Flood Protection Scheme is critical to ensure Grangemouth is climate resilient long term. It is also essential to ensure that access to and from the Port and Industries is aligned with their operational and infrastructural needs, whilst minimising or avoiding negative impacts on the town itself, notably HGV routing.

There remain extensive Control of Major Accident Hazards (COMAH) sites and Major Hazard Consultation Zone designations that affect a significant area of Grangemouth town, including the Town Centre.

Proposals for development, changes in land-use and new housing within these areas is advocated in this Study to promote local placemaking ambitions but with awareness and in anticipation of extensive follow-on analysis to assess risk and establish a planning solution that reconciles constraints and opportunities. It is recommended that the opportunity is taken to review the above, in collaboration with HSE, in the light of the spatial vision and Town Centre masterplan contained in this document

It is recommended that further specialised technical analysis is undertaken with specific regard to the COMAH designations and flood risks. This technical risk analysis would present an opportunity to review policies, in collaboration with HSE and Industry partners, in the light of the spatial vision and Town Centre masterplan contained in this Study document. This technical review would help establish the potential mitigation measures (which may include limitation on development densities, extents, capacity, land-use or design parameters) such that the impact on the placemaking ambitions can be assessed. This additional technical analysis should also consider the implications on the Town if existing constraints re COMAH and flood risk remain in place and are unable to be mitigated or removed in full or in part.



Constraints Map

Summary of Community Engagement

Introduction

Community engagement was undertaken on the draft Grangemouth Town Spatial Vision and the Town Centre Masterplan in Summer 2025 with the purposes of:

- Explaining how they complement and support other ongoing work in Grangemouth (including the Town Team, Community Action Plan and Greener Grangemouth).
- Asking the local community for their views on the documents before they are finalised and approved by the Council.
- Raising awareness that the next stage after approval is to embark on detailed action planning to turn the documents' priorities into actions.

The community engagement comprised the following activities in August and September 2025:

- **Community drop-in events in Grangemouth Library and Kersiebank Community Centre** on 26th and 28th August 2025 respectively.
- Online engagement using the Council's Participate Plus **platform**: 85 responses in total.

More details of each of these engagement activities, including transcriptions of written comments received, can be found in Appendix 03.

Common points from across the engagement activities

- Widespread support for the regeneration proposals, particularly Town Centre regeneration.
- Condition of the Town Centre (especially around La Porte Precinct) and potential to make more of the public buildings and spaces in the Town Centre such as on Bo'ness Road.
- Improving walking, cycling and public transport are a priority, within the town and to other places. Some people view a railway station as essential, others question whether it should be a priority.
- Support for more affordable homes and improved housing quality, but opposition to any further increase in HMOs which are seen as detrimental to community cohesion.
- Impact of HGVs on residential areas needs to be addressed.
- Flood prevention works are essential.



Grangemouth Spatial Vision

Place Ambition :

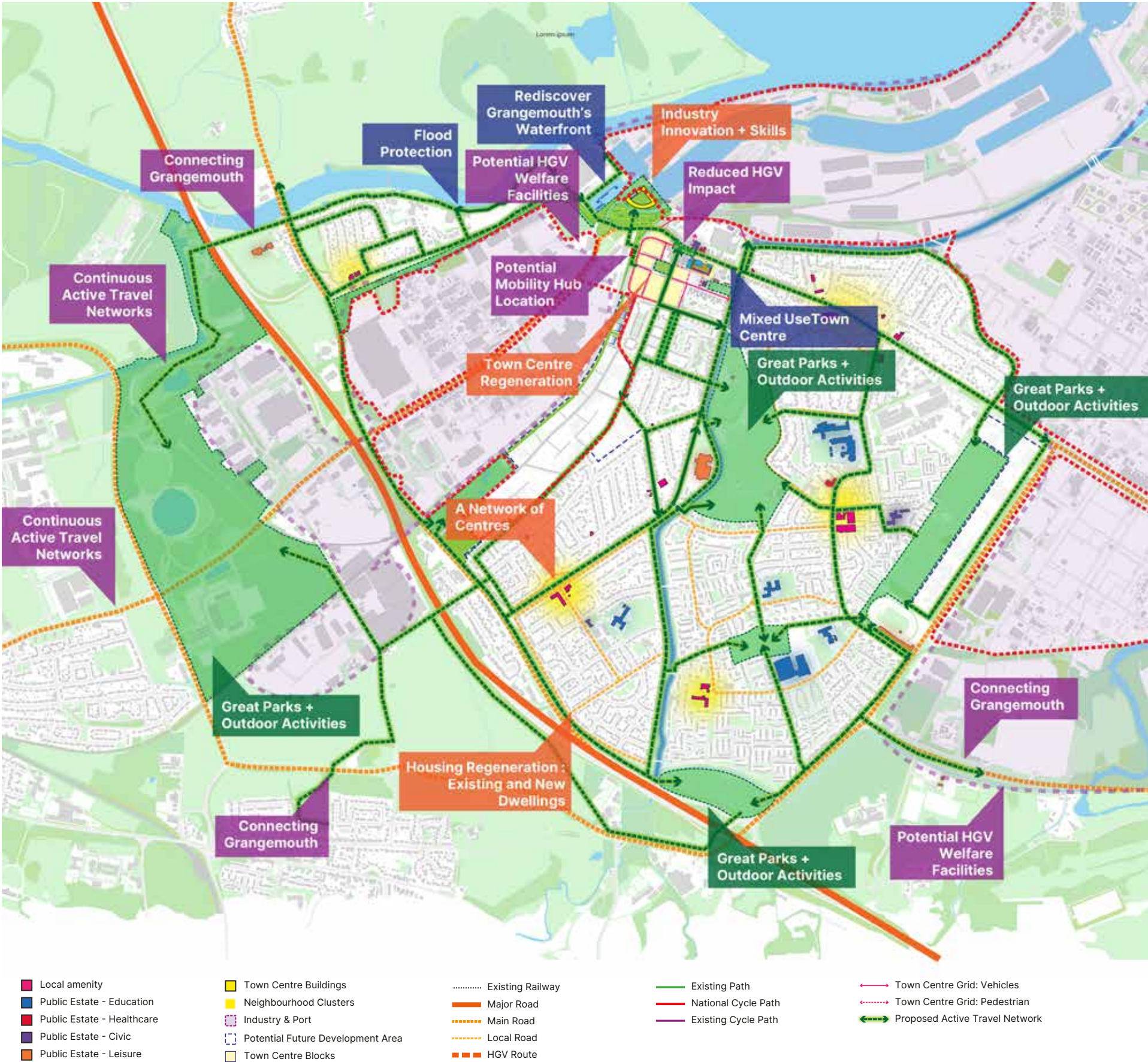
Overarching objectives

The Spatial Vision for Grangemouth sets out 4 Overarching Objectives to guide future interventions and seek co-ordinated delivery.

The inter-connected Objectives frame Gramgemouth’s place ambition promoting Grangemouth as;

- 1. A Sustainable Community with better Quality of Life :**
Ensuring Grangemouth is a renowned as an attractive, inclusive place of choice to live for all ages and incomes and with a thriving Town Centre
- 2. A Town Maximising the Benefits of Industrial Transition:**
Locking in place and community benefits from National Economic Drivers so the Town thrives with the Port + Industry by eliminating incompatibility, promoting innovation, skills and positive benefits. Community wealth building by fostering entrepreneurship, non-industrial job opportunities, support of local enterprises, a circular economy focus and sustainable social businesses.
- 3. A Town with a Waterfront and Great Open Spaces** (as a Port Town, River Carron, Forth & Clyde Canal, Grange Burn) – restoring and improving access to the seafront / quayside / canal and network of great parks and places
- 4. A Local Place with a Regional / National Role :** positive every-day local benefits from national profile – industry and innovation, sports (athletics), visitor destination (Helix / Zetland)

To address these issues this Study outlines a Spatial Vision, a Town Centre Masterplan and One Public Sector overview recommending a series of interventions at the local neighbourhood / Town Centre, whole-town and regional level.



Whole Town Spatial Vision

Grangemouth Spatial Vision

Key Moves :

The Spatial Vision brings together a series of key moves which are outlined below:

1. Blue-Green Infrastructure :

reconnecting Grangemouth and the waterfront / quayside, network connecting Zetland to Helix and beyond, alongside flood defence works and connections to Carron and Canal network.

2. Active Travel Connections :

continuous easy to use network connecting communities and Grangemouth to Glensburgh, Falkirk, Bo'ness and wider region as per Falkirk Council's Active Travel Strategy.

3. Reducing Adverse Impact of Industry on Town Life :

reducing incompatible neighbouring uses, clear enforced HGVs routing, welfare facilities and more.

4. Synergies Between Town and Industry :

bringing economic life / benefit to the town (centre) and local people.

5. Housing and Population :

Increasing quality housing options, diversifying stock, aim to stabilise population.

6. Living Well, Locally :

supporting access to local and regional assets to meet everyday community needs, addressing inequalities (health, socio-economic).

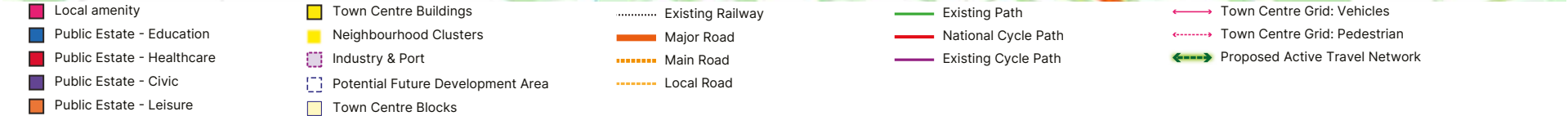
7. Mixed Use 21st Century Town Centre :

a new Town Centre experience and network of local centres supporting community wealth building, culture, community and commerce.

Each of these key moves are elaborated upon in greater detail in the following pages.



Grangemouth Spatial Vision - Key Moves



Town Centre Masterplan ; Key Moves Overview

- 1 **Bo'ness Road – civic / community quarter** – repurposing heritage assets
- 2 **Grangemouth Partnership / Community Hub**
- 3 **La Porte Heart** – day and night-time economy: consolidated Retail / Food + Beverage / leisure offer and more + new Town Square
- 4 **Skills and Green Economy** – bringing new jobs / opportunities to enliven Town Centre (incl. Digital Hub)
- 5 **Town Centre Living** – mixed housing types, tenures and including south of Town Centre
- 6 **Town Squares + Public Realm focus** – quality streets and greenspace in Town Centre
- 7 **Pedestrian Priority Town Centre** – accessible with convenient public transport and car access, reduced traffic dominance, and reinforcing the ban on through-traffic on Bo'ness Road
- 8 **Old Dock Waterfront** – re-connect Town and Port / Dock: watersports and quayside park
- 9 **Mobility Hub** – and active travel network. Improved sustainable transport connectivity - including active travel connections and retaining land for a potential future rail station and mobility hub.



Town Centre Masterplan - As Existing + Potential Future Full Redevelopment



Grangemouth Town Centre - As Existing



Grangemouth Town Centre - Indicative redevelopment

Town Centre Masterplan Development Option : - Utilisation and Refurbishment of Existing Buildings



Grangemouth Town Centre - As Existing - Buildings of Heritage Value



Grangemouth Town Centre - Prioritised refurbishment around Bo'ness Road. Establishing a Partnership Centre at the Municipal Chambers

Town Centre Masterplan Development Option : - Full Redevelopment



Grangemouth Town Centre - Retaining, Refurbishing the existing stock, with new development in adjacent gapsites

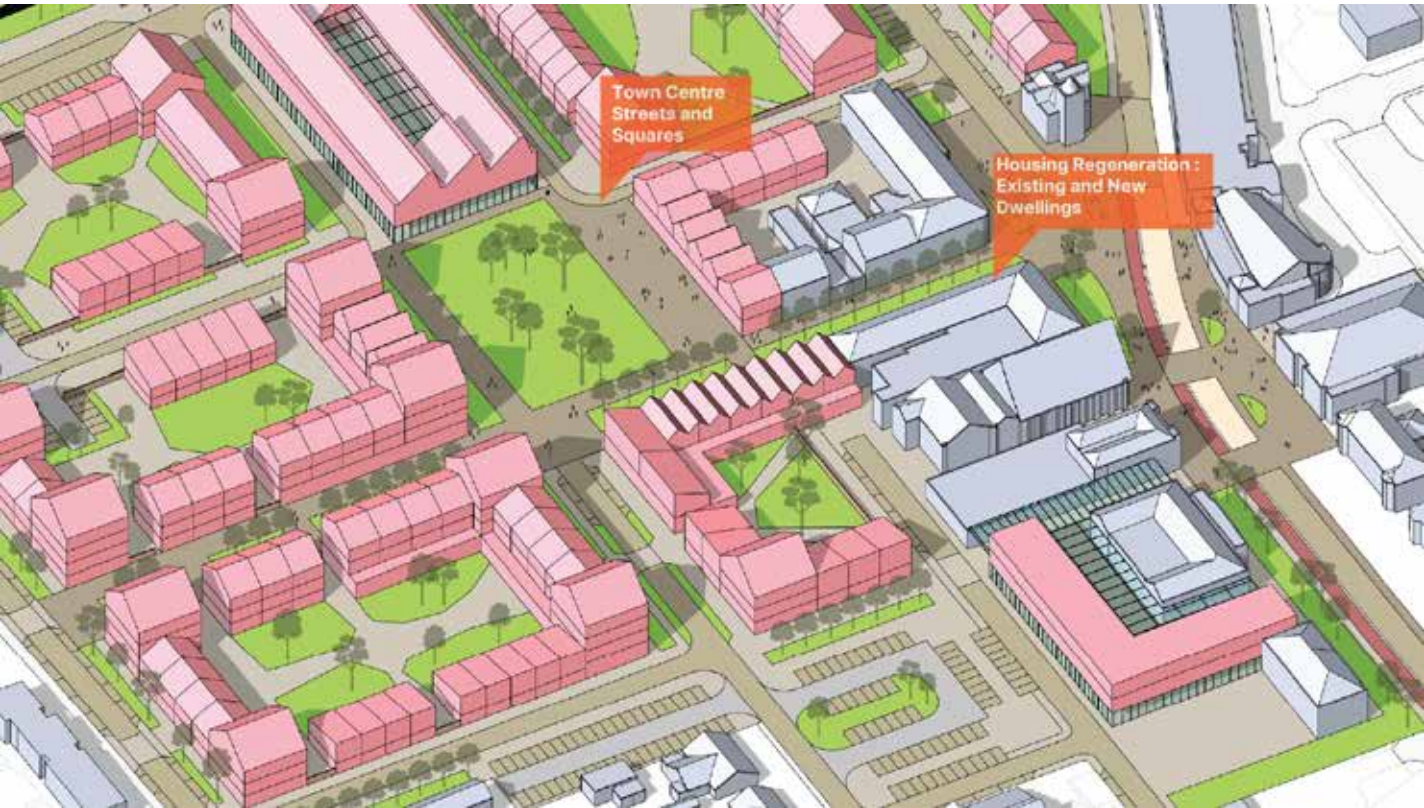


Grangemouth Town Centre - Refurbishment around Bo'ness Road and indicative maximised redevelopment

Grangemouth Place Ambition :



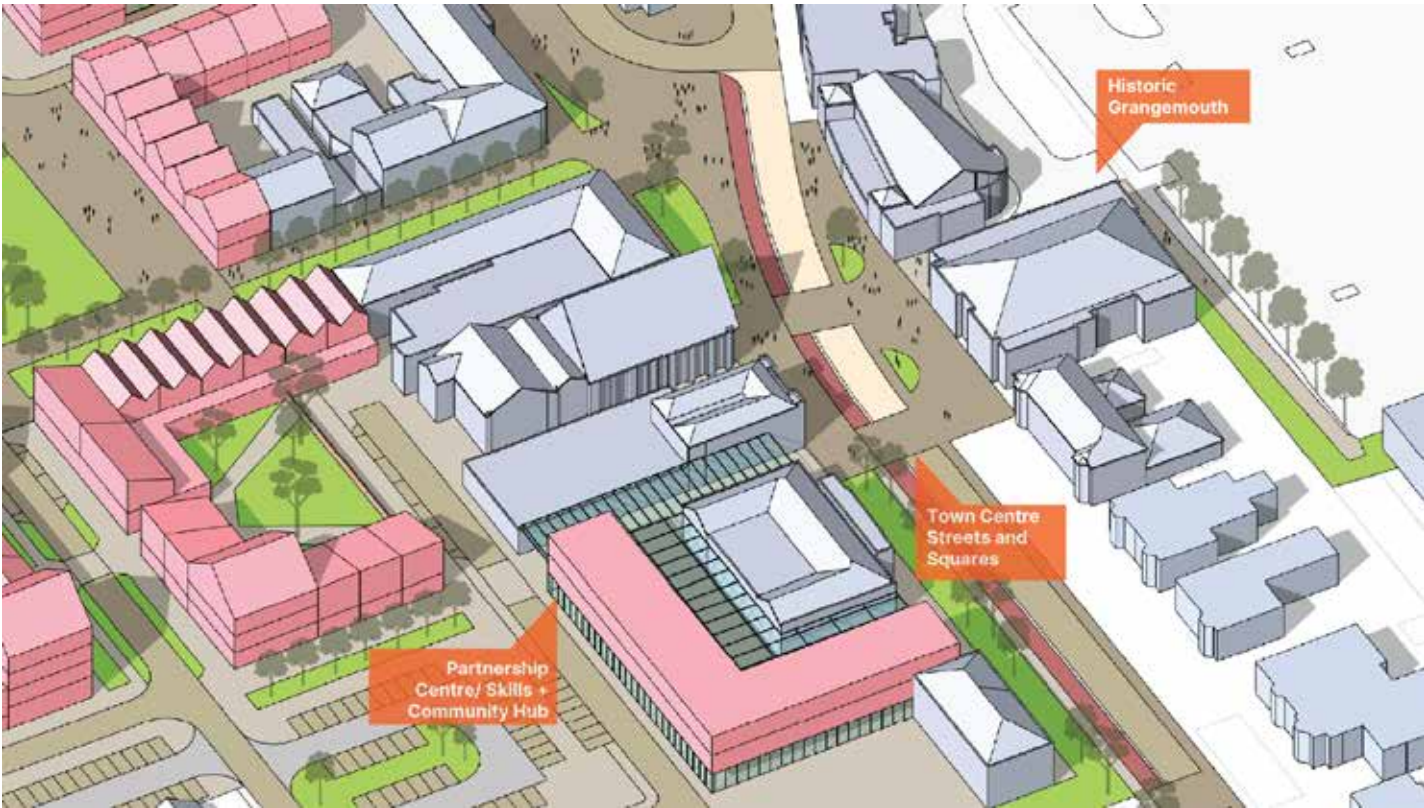
A New Town Square



Mixed Use Town Centre



Town Centre Waterside Park



Heritage Assets Rejuvenated

Emerging Proposals :

Summary

Proposal	What?	Why?
Mixed Use Town Centre	<ul style="list-style-type: none"> - Enhance quality and consolidate extent of Town Centre retail offer, - promote Town Centre living / residential options (mixed tenure / type) - introduce wider mix of uses in Town Centre including leisure, food / drink, community / public, workspace and learning, innovation and skills, cultural and public transport. 	<ul style="list-style-type: none"> - Consistent with 'Town Centre first' principle - ensure a resilient, diverse Town Centre offer - sustain footfall by creating many reasons to use the Town Centre - support existing and attract new businesses and investment - establish case for refurbishment or redevelopment of shopping precinct - create Town Centre jobs, employability and training opportunities - better serve whole-town / regional catchment - sustain local residential population - promote 20 min neighbourhood / optimal access to services
Town Centre Streets + Squares	<ul style="list-style-type: none"> - Provide a new town square in the heart of the Town Centre - 'high street' focus on La Porte Precinct and Bo'ness Road - Establish an accessible pedestrian friendly Town Centre - Enhance public realm with more green / soft landscaping 	<ul style="list-style-type: none"> - Transform look and feel of Town Centre from traffic dominated roads and car parks to people friendly streets and squares - Create public open spaces supporting positive place identity, everyday street-life and events - 'green the grey' Town Centre to adapt for climate change and promote positive health and wellbeing - Reaffirm the grid street pattern to establish development blocks for phased redevelopment
Partnership Centre / Skills + Community Hub	<ul style="list-style-type: none"> - Co-locate a range of public sector services in a Town Centre location, ideally rejuvenating existing heritage assets 	<ul style="list-style-type: none"> - Attract footfall and jobs to Town Centre - Diversifies offer / reason to be in Town Centre - Demonstrates public sector commitment to 'Town Centre first' approach
A Network of Centres	<ul style="list-style-type: none"> - Retain and sustain local neighbourhood centres at Kersiebank / Charlotte Dundas and Bowhouse 	<ul style="list-style-type: none"> - Establish a hierarchy of service provision at whole-town (Town Centre) and local / neighbourhood level - Localize service for communities - Encourage partnership
Historic Grangemouth	<ul style="list-style-type: none"> - Find sustainable uses and conserve listed / heritage buildings, especially on Bo'ness Road and any buildings on 'at risk' register - interpret town's historic contribution to Scotland and industries (museum, trails, artwork) 	<ul style="list-style-type: none"> - enhance / celebrate town identity - maximise benefit of quality townscape / heritage assets (incl. library, town hall, municipal buildings, police station, former churches, Electric Theatre) - restore Bo'ness Road as a fine street with civic presence
Rediscover Grangemouth's Waterfront	<ul style="list-style-type: none"> - create a public waterfront destination / dockside park at Junction Dock / Old Dock. - Establish a watersports attraction at Junction Dock - create continuous pedestrian and cyclepaths from Town Centre to waterfront (incl new overbridge from Union Road over railway) and onwards to Kelpies / Helix Park (along Carron / canal network). - Consistently seek additional public access pathways to waterfront around or through port / industry whenever compatible with industry cluster 	<ul style="list-style-type: none"> - Restore Grangemouth town's connection with its waterfront / shoreline - Create a new place / destination that adds to the offer and amenities in and near the Town Centre - Offer scope for Port and Industries to fulfill CSR objectives and integrate town / port / industry requirements where practical

Proposal	What?	Why?
Industry, Innovation + Skills	<ul style="list-style-type: none"> - Locate TRACE project to Junction Dock / Old Dock quayside adjacent to Skills Centre - Create Innovation + Digital Hub in Town Centre - Enhance active travel / public transport connections to Grangemouth Sustainable Manufacturing Campus (GSMC) 	<ul style="list-style-type: none"> - Open up pathways for STEM, skills and outreach from industry to local population - Promote opportunities for new jobs, skills and employability as part of Just Transition - Showcase the pioneering work and celebrate benefits / opportunities of major new industries in the region
Flood Protection	<ul style="list-style-type: none"> - implement flood protection measures - integrate enhanced active travel connections / place-making along publicly accessible flood infrastructure 	<ul style="list-style-type: none"> - improve climate resilience and future-proof the town and port - ensure flood infrastructure enhances the quality of the place with additional benefits for continuous active travel routes and access to waterfronts
Great Parks + Outdoor Activities	<ul style="list-style-type: none"> - build on success of Zetland Park (and Helix Park) enhancements with ongoing programme of environmental and place improvements to all major town greenspace - sustain quality of outdoor sports / activities (eg. national athletics facilities, cycle hubs) - attract new outdoor activities to the area (eg. watersports) - support community growing and other skills initiatives. 	<ul style="list-style-type: none"> - enhance access to nature, active lifestyles and support population health and wellbeing - boost the image and quality of life Grangemouth has to offer - lead the way in addressing biodiversity and climate emergencies with nature-based solutions - increase quality open spaces and improve air quality - establish blue-green infrastructure network serving local needs
Connecting Grangemouth	<ul style="list-style-type: none"> - Enhance bus service frequency - Introduce mobility hub in Town Centre - Examine whether a future Rail Station can be delivered in future phases 	<ul style="list-style-type: none"> - Promote sustainable transport options and modal shift / reduce car reliance - Avoid prejudicing a future Rail Station and enable ongoing advocacy - Connect communities to their assets and access to opportunities - Support net zero transition
HGV-Free Town Centre	<ul style="list-style-type: none"> - Reduce impact of HGVs on community by enforcing access restrictions, providing suitable HGV corridors to access port / industry and avoid town and removing HGV destinations within the town - Provide HGV driver's welfare hub 	<ul style="list-style-type: none"> - Reduce / avoid negative impacts of port / industry access and logistics on town / communities - Support HGV drivers welfare
Continuous Active Travel Networks	<ul style="list-style-type: none"> - extend active travel infrastructure beyond planned investment to create a continuous network of ped / cycle routes connecting the Town Centre, waterfront, all local centres / public buildings and major parks / open space - Incorporate routes were identified as part of Falkirk Council's School Travel Assessments, which identified measures to improve the walking and cycling experience for the school community 	<ul style="list-style-type: none"> - Flat terrain ideal for all active travel modes - Affordable, convenient local access to amenities, services and opportunities - Restore Grangemouth's previous reputation as one of Scotland's most cycle-friendly towns - Promote sustainable transport options and modal shift / reduce car reliance - Support net zero transition
Housing Regeneration : existing and new dwellings	<ul style="list-style-type: none"> - Progress Strategic Housing Plan for Grangemouth - Continue retrofitting existing housing stock to meet net zero targets and future population needs - Bring forward new housing sites and seek to disaggregate industry and the town / neighbourhoods. - Incremental replacement of older less popular social rented housing with newer homes more appropriate to the aim of stemming population decline 	<ul style="list-style-type: none"> - Highlighting the social and economic importance of housing in defining Grangemouth's future - Aim to reduce / stop population decline - Establish correct balance of dwelling types (more or less flats v houses) without undermining population target - Diversify housing offer (social and private) - Use Council's ownership as a lever to lead change - Attract with quality housing investment from private sector to enable mixed tenure offer in town's residential market
One Public Estate	<ul style="list-style-type: none"> - Rationalisation and improvement of the existing Public Estate 	<ul style="list-style-type: none"> - Providing public sector buildings and services which will meet the needs of the existing and future Grangemouth community

Part 02 – Grangemouth Spatial Vision

Draft Report
October 2025
Falkirk Council

Austin•Smith:Lord



Key Issues: Summary



La Porte Precinct

Some of the key issues facing Grangemouth cited in published documentation include;

- **Town Centre** in “near terminal **decline**”
- **Population decline**
- **High levels of inequality** compared to Falkirk + Scotland, directly affecting health, wellbeing, attainment, wealth
- Perception that the **community doesn't benefit from industry**, but experiences many of the disbenefits
- **Lack of connectivity for active travel users** (walking , wheeling, and cycling)
- **High car dependency**
- **Very engaged + dedicated community** members but facing **capacity, resources and succession challenges**,
- **Local housing** is predominantly single occupancy, with high levels of transience and limited family housing.
- **No room to grow** - surrounded by industry.
- **Flood risk and COMAH designations** are major constraints on development



Grangemouth Town Hall

Grangemouth faces a range of significant challenges that need to be addressed to secure a sustainable and prosperous future for the town. The Town Centre is described as being in a state of “near terminal decline,” with dwindling footfall, limited retail and community offerings, and a lack of vibrancy that discourages investment and activity. This decline has contributed to a broader sense of disconnection and economic stagnation within the community, further compounded by a shrinking population.

The town also grapples with high levels of inequality compared to Falkirk and the national average in Scotland. These inequalities directly affect health outcomes, educational attainment, and economic opportunities, leading to disparities in well-being and wealth that hold back the town's potential. There is a prevailing perception that while the community bears many of the disbenefits of the surrounding industry—such as environmental impacts and logistical challenges—it does not fully benefit from its economic contributions, creating a feeling of unfairness among residents.



York Arcade

Grangemouth's urban environment is characterised by a lack of connections for active travel users, leaving the town highly dependent on car travel. This not only contributes to environmental and health issues but also limits the accessibility of the town for all residents, particularly those without access to private vehicles. Despite these challenges, Grangemouth is home to a highly engaged and dedicated community. However, community groups and organisations often face capacity, resource, and succession challenges, which constrain their ability to affect long-term change and sustain local initiatives.

Housing in Grangemouth also presents issues, with a predominance of single-occupancy residences, high levels of transience, and limited availability of family housing. This imbalance in the housing stock makes it difficult to attract and retain a diverse and stable population, contributing to population decline and further limiting the town's resilience. These challenges underscore the need for a cohesive, community-led approach to regeneration that addresses structural inequalities, invests in infrastructure, and builds on the strengths of Grangemouth's people to create a thriving and inclusive future.

SWOT Analysis

This analysis highlights the potential for Grangemouth to leverage its industrial and environmental assets while addressing socio-economic and infrastructural challenges to achieve a thriving, sustainable future.

Strengths

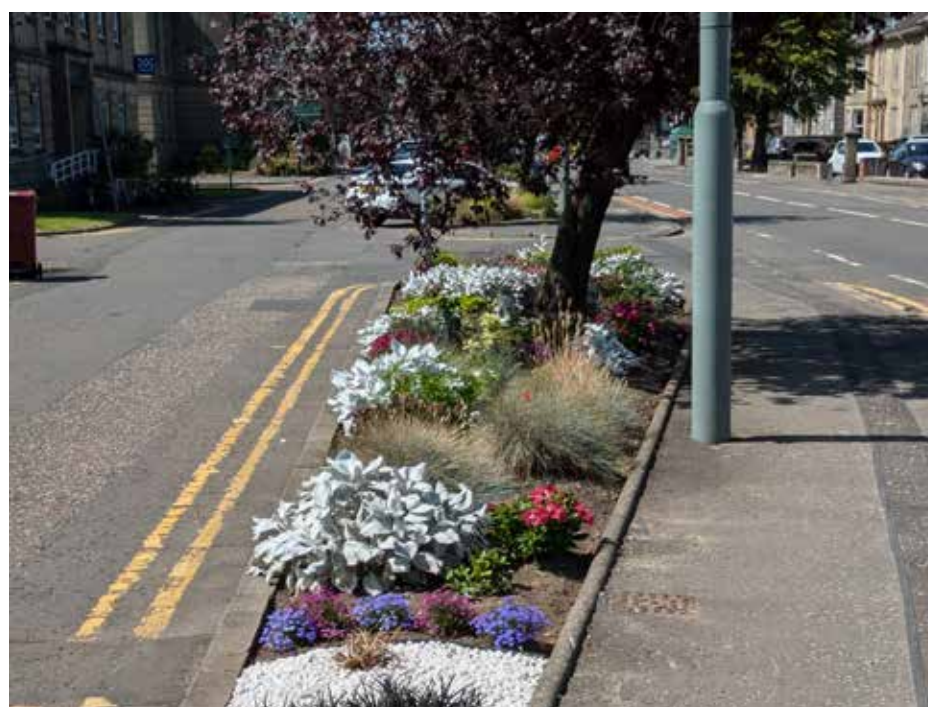
- **Strategic Industrial and Port Location** – Scotland's largest port and an industrial hub with significant economic potential.
- **High Working Population** – A strong workforce that could be better integrated into the local economy.
- **Community Engagement** – Active local groups and initiatives supporting town improvements.
- **Existing Infrastructure** – Opportunities to repurpose heritage and underutilised assets for economic and civic development.
- **Natural and Green Spaces** – Environmental assets such as the River Carron, Forth & Clyde Canal, and Zetland and Helix Parks.
- **Potential Conservation Area** – Heritage areas in and around the Town Centre that could enhance character and identity.
- **Upcoming Town Centre Investments** – Plans for a new health and wellbeing centre, sports infrastructure, and mixed-use development.
- **Planned Flood Protection Scheme** – Potential to improve resilience in certain areas.
- **National Economic Drivers** – Industrial transition initiatives positioning the town for growth through innovation and sustainability.



Grange Burn



Bo'ness Road



Planting on Bo'ness Road



Former bank building on Bo'ness Road

SWOT Analysis

Weaknesses

- **Development Constraints** – Development within Grangemouth town constrained by land ownership, COMAH regulations, and flood zones.
- **Limited Expansion Area** - Town restricted by industry, port, and motorway network.
- **Flood Risk** - A long-term challenge requiring continuous investment in flood defences and infrastructure resilience.
- **Town Centre Decline** – Described as being in “near terminal decline,” with limited mixed-use development and economic activity.
- **High Inequality and Deprivation** – Socio-economic disparities, with several areas ranked among the most deprived in Scotland.
- **Housing Challenges** – Quality of some housing requires investment. Limited family housing, requirement for housing for vulnerable people, mixed of housing tenure and types to meet demand and affordability.
- **Transportation Issues** – As evidenced in the Grangemouth Transport Study - Initial Appraisal Case for Change (2024), the key problems include poor public transport connectivity and limited active travel provision.
- **Lack of Connection Between Workforce and Town** – Employees commute in but do not engage much with the local economy.
- **Industrial Impact** – Heavy industry creates environmental and safety concerns, including high HGV traffic and air quality issues.
- **Limited Student Connectivity to Forth Valley College** – Transport and accessibility concerns for students living in Grangemouth.
- **Healthcare Access and GP Turnover** – Reportedly high turnover rates and restricted medical services.



The derelict C-listed Electric Theatre



Vacant Units



Extensive Surface Parking



The setting around Union Road

SWOT Analysis

Opportunities

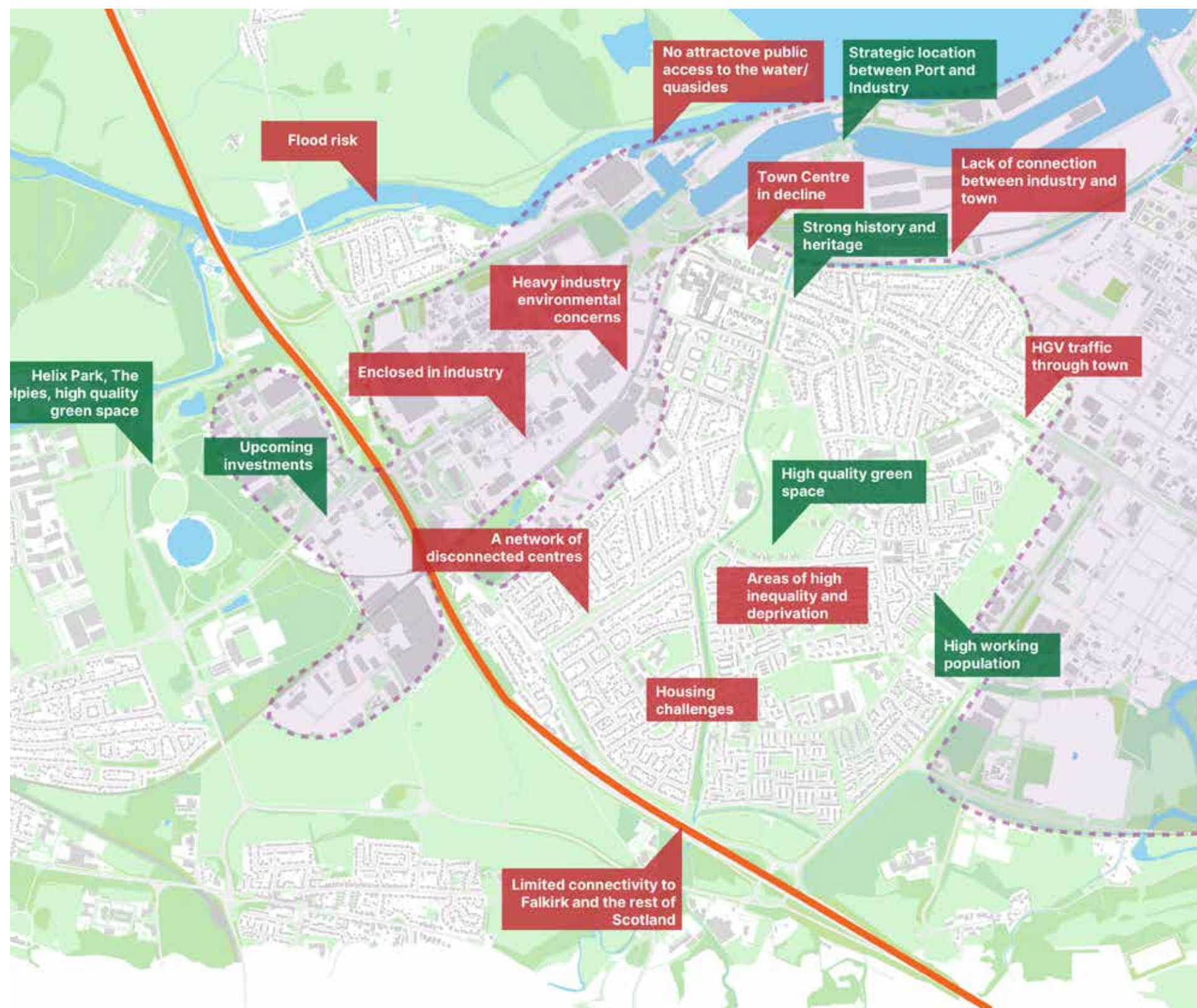
- **Industrial Transition to Net Zero** – Positioning Grangemouth as a leader in green industry and innovation.
- **Revitalisation of the Town Centre** – Creation of a 21st-century mixed-use Town Centre to attract businesses, residents, and visitors.
- **Improved Connectivity** – The Grangemouth Transport Study - Initial Appraisal Case for Change (2024) identified a long list of options to resolve the transport problems. This includes developing active travel networks and exploring new transport options, such as enhanced bus services and a future potential rail station.
- **Housing Development and Regeneration** – Stabilising population decline by diversifying and improving the housing stock.
- **Blue-Green Infrastructure** – Improving waterfront access and flood defences while enhancing the town's network of green spaces.
- **Community Wealth Building** – Strengthening local partnerships to improve employability, skills, and education tied to industrial innovation.
- **Reintegration of Industry with the Town** – Introducing green buffers and better town-industry interfaces to soften the impact of industrial areas.
- **New Sports and Leisure Investments** – Maintain Grangemouth's reputation as a regional and national sports hub with investment to support access to activities and sports.
- **Increased Use of Green Spaces for Community Activities** – Developing 'Friends of zones' to enhance civic engagement, supporting community growth
- **Redevelopment of Redundant Sites** – Opportunities for mixed-use commercial, retail, and public infrastructure.
- **HGV Lay-over and Welfare facilities** – Secure facilities could bring economic benefits and better manage freight movement in the area.
- **Industrial Site Transitions** – Potential for Edinburgh Park/Queens Quay-style redevelopment in industrial zones with a mix of workplaces, industries and facilities.



SWOT Analysis

Threats

- **Economic Dependency on Industry** – Over-reliance on industrial sectors could make the town vulnerable to economic downturns or transitions.
- **Climate and Environmental Risks** – Ongoing flood risks and the need for robust climate resilience strategies.
- **Competition from Surrounding Areas** – Nearby towns with better transport links and amenities may attract residents and businesses.
- **HGV Traffic and Industry Impact** – If not mitigated, industrial activity could continue to create safety and environmental concerns.
- **Funding and Resource Constraints** – Limited resources could hinder the implementation of ambitious projects and improvements.
- **Uncertain Population Growth** – Maintaining the current population level may be aspirational rather than achievable.
- **Potential Resistance to Change** – Some businesses and stakeholders may not align with regeneration goals.
- **Loss of Key Amenities** – If key facilities and amenities are not successfully replaced or upgraded, the community could lose valuable local assets.



Grangemouth - Strengths & weaknesses

The Vision

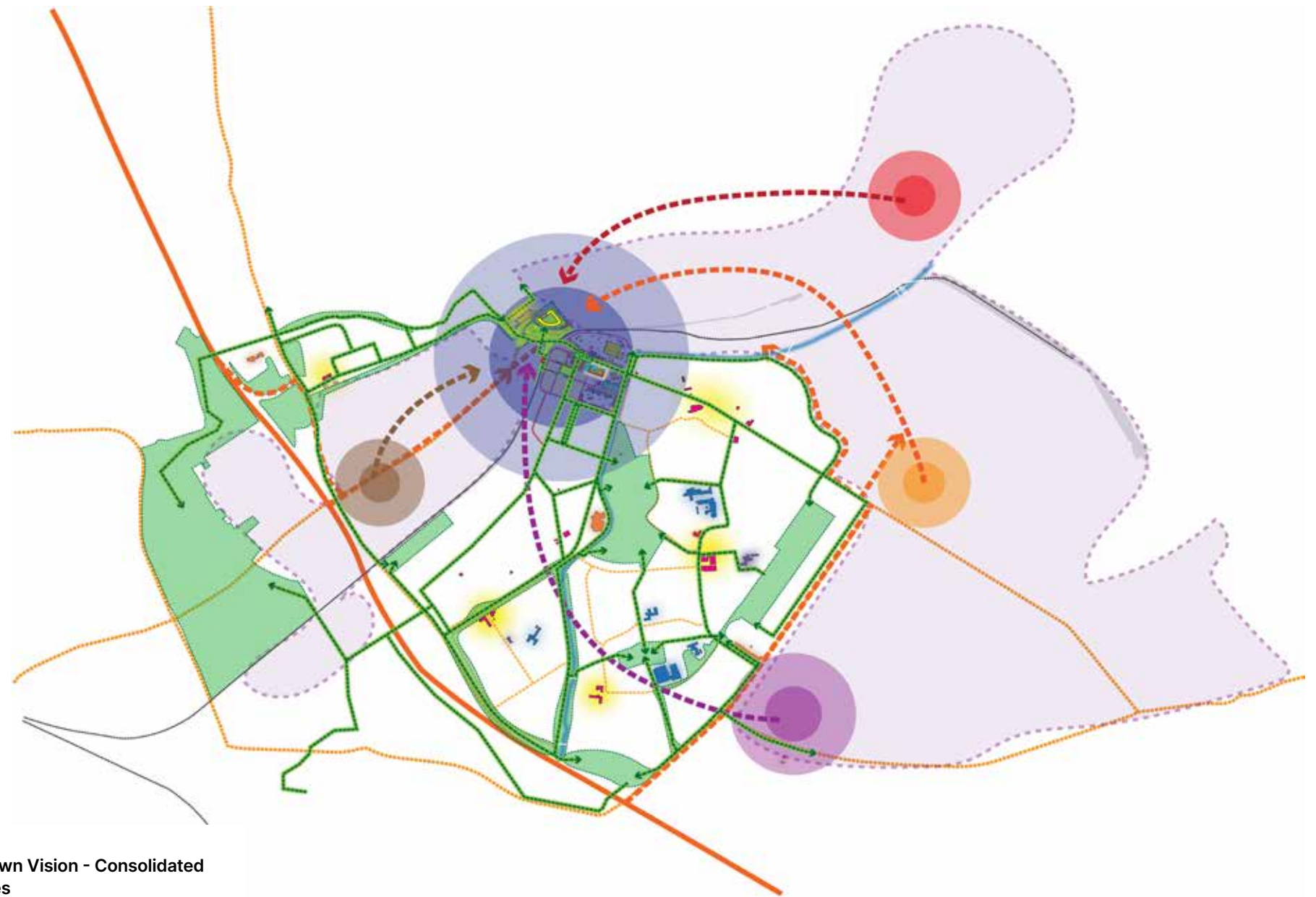
The Vision for Grangemouth is to create a resilient, sustainable, and vibrant town that embraces its rich heritage and benefits from its port and industries while offering a high quality of life for all its residents.

Central to this vision is the rejuvenation of a thriving Town Centre with a positive identity, celebrating its rich heritage and better connected to the whole-town and its waterfront.

The Town Centre Masterplan that supplements this Spatial Vision envisages Grangemouth Town Centre being enlivened by a diverse mix of uses, events and activities that serve the needs of the whole-town and provide access to quality jobs, services and amenities. The Town Centre should also benefit from and serve the wider economic activity in the region, with stronger links with the town's Port and Industry supporting a Just Transition.

The **enhancement of Grangemouth's blue-green infrastructure** is central to the Spatial Vision. Integrating flood defences, enhancing public access to the waterfront, improving access to quality green spaces and connecting key locations such as Zetland Park, the Helix, and the Carron and Canal networks will ensure that Grangemouth remains adaptable to changing environmental conditions and future economic opportunities. These improvements will not only enhance the town's environmental resilience but will also provide spaces for leisure, biodiversity, and community engagement, contributing to a stronger sense of pride and place.

Active travel will play a key role in shaping Grangemouth's future, with a continuous, easy-to-use network connecting communities within the town and extending to Glensburgh, Falkirk, and the wider region. This focus on walking, cycling, and sustainable transport will reduce reliance on cars, improve public health, and foster stronger links between Grangemouth and surrounding areas. By prioritising accessible and sustainable travel, the town will be more interconnected, supporting local economic growth and enhancing the quality of life for its residents.



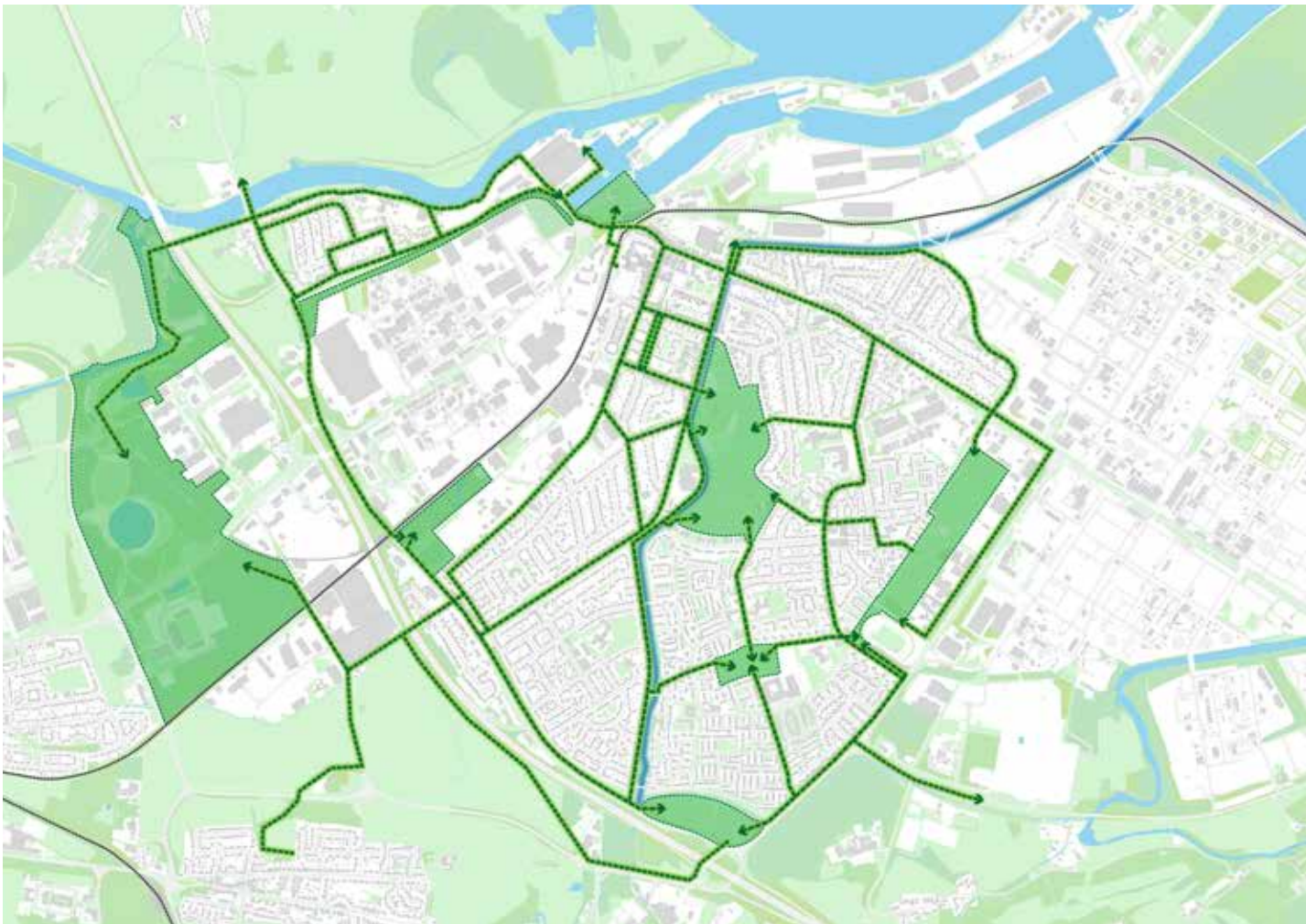
Whole Town Vision - Consolidated Key Moves

The **Town Centre will be revitalised** as a central hub for retail, culture, community services, and skills development. A 'partnership centre' within the Town Centre will **bring together public sector services**, community organisations, and private sector partners in one accessible location. This will ensure that services such as health, education, and employment support are easily available, while fostering collaboration and providing residents with the tools they need to thrive. By supporting local businesses, encouraging cultural activities, and providing lifelong learning opportunities, the Town Centre will become a focal point for community engagement and local economic activity.

Grangemouth will remain resilient to any direction the future of surrounding industries may take, ensuring that the town's economic stability is not solely reliant on any one sector. By reducing the adverse impact of industrial activity on town life—such as minimising incompatible neighbouring uses, enforcing clear HGV routing, and improving welfare facilities for workers—the town will be better equipped to adapt to changing industrial landscapes.

The expansion of **high-quality housing options** will stabilise the population and diversify the housing stock, while efforts to connect residents with local and regional assets will promote better health, education, and socio-economic well-being. These initiatives will support a balanced and prosperous Grangemouth, where industry, community, and the environment work together for the benefit of all.

Spatial Vision : Objectives

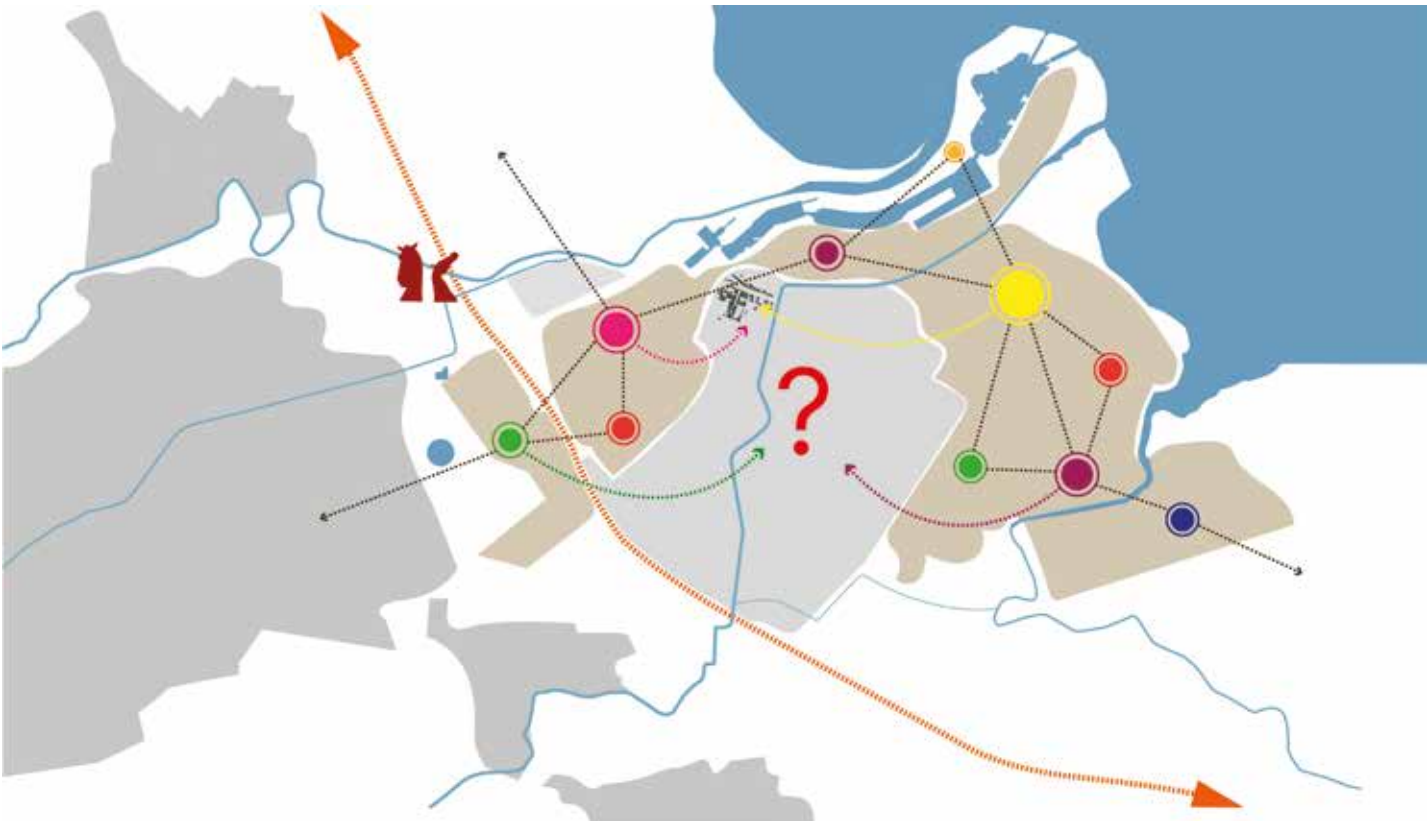


As mentioned in the Executive Summary, there are four main Overarching Objectives which are outlined below:

1. A Sustainable Community with better Quality of Life:

Ensuring Grangemouth is a renowned as an attractive, inclusive place of choice to live for all ages and incomes and with a thriving Town Centre

Grangemouth aspires to be a vibrant and inclusive community, blending its rich industrial heritage with modern living standards. By prioritising sustainable development, enhanced green spaces, and accessible amenities, the town seeks to foster a sense of belonging and well-being for residents and visitors alike. Through innovative infrastructure, diverse housing options, and robust local services, Grangemouth will grow into a dynamic hub where people of all backgrounds can thrive, contribute, and enjoy a high quality of life.



2. A Town Maximising the Benefits of Industrial Transition:

Locking in place and community benefits from National Economic Drivers so the Town thrives with the Port + Industry by eliminating incompatibility, promoting innovation, skills and positive benefits. Community wealth building by fostering entrepreneurship, non-industrial job opportunities, support of local enterprises, a circular economy focus and sustainable social businesses.

Grangemouth envisions harnessing the opportunities of industrial transition to create a thriving and resilient town that benefits its people and community. By strategically aligning with national economic drivers, it aims to become a model for innovation and sustainable growth, maximising the synergies between its port, industry, and surrounding areas. Through fostering collaboration, eliminating conflicts between industrial activity and local living, and investing in community-focused initiatives, Grangemouth will transform into a town where economic progress and social well-being go hand in hand, ensuring lasting prosperity for future generations.

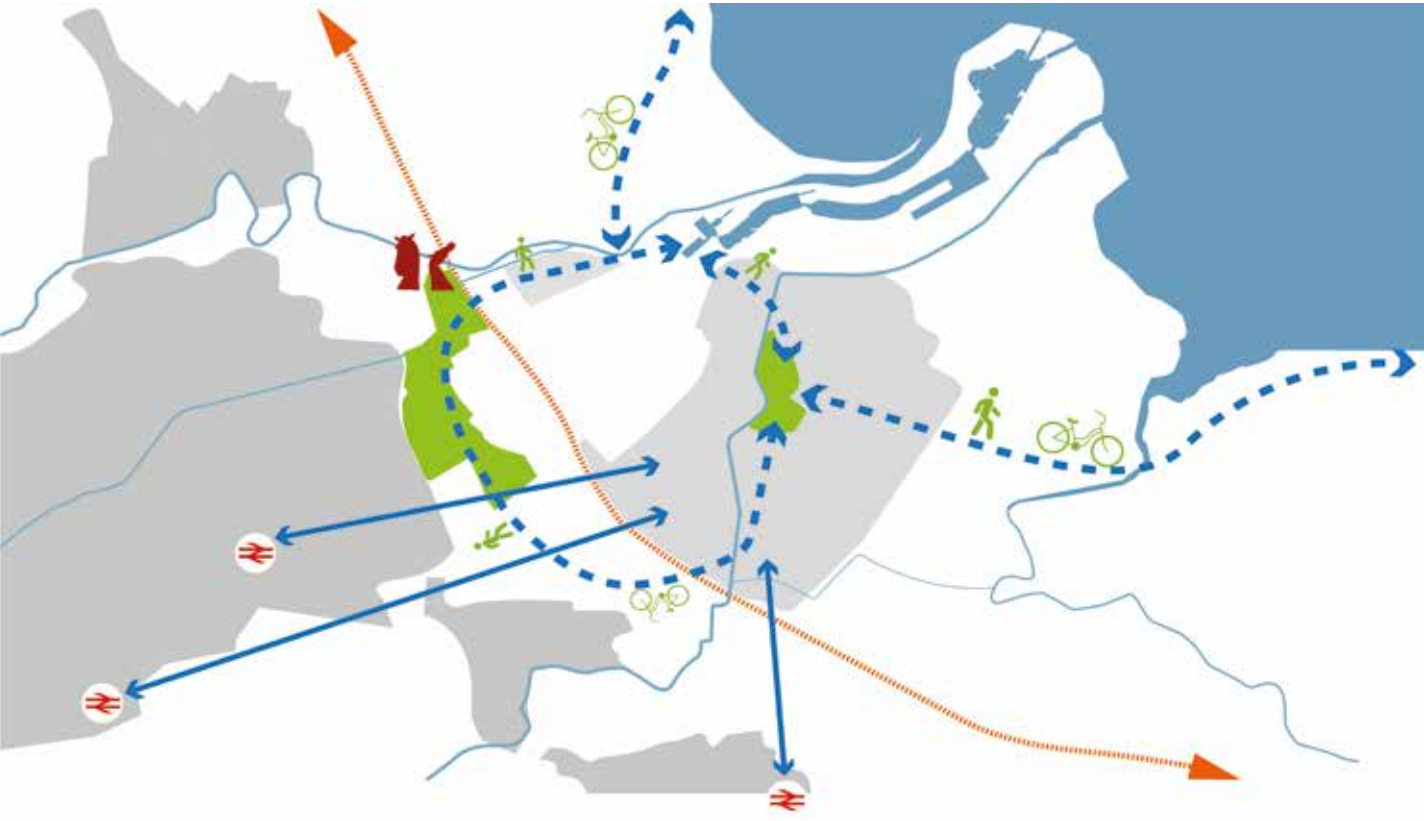
Spatial Vision : Objectives



3. Restoring Grangemouth's Relationship to its Water:

As a Port Town, River Carron, Forth & Clyde Canal, Grange Burn) – Improved access to seafront / quayside and network of great parks and places.

Grangemouth seeks to reconnect its community with the natural and historic assets that define its character, embracing its identity as a port town with a rich relationship to water and green spaces. By enhancing access to the seafront, quaysides, and the interconnected waterways of the River Carron, Forth & Clyde Canal, and Grange Burn, the town will create vibrant, accessible spaces that celebrate its unique setting. Through the development of a network of high-quality parks and recreational areas, Grangemouth will offer residents and visitors opportunities to explore, relax, and enjoy a healthier, more connected outdoor lifestyle.



4. A Local Place with a Regional / National Role:

Positive every-day local benefits from national profile - industry and innovation, sports (athletics), visitor destination (Helix / Zetland)

Grangemouth is poised to balance its local charm with its prominent regional and national role, leveraging its reputation for industry, innovation, and cultural significance. By building on its strengths, such as world-class athletics facilities, the iconic Helix Park, and the historic Zetland heritage, the town will become a destination that draws visitors while delivering tangible benefits for its residents. Grangemouth's evolving identity as a hub for progress and recreation will ensure that its national profile translates into local pride, economic opportunity, and a thriving community for all.

Grangemouth's positive regional and national role is not restricted to the economic impacts of its Port and Major Industries. It has much more to offer.

Key Moves

To deliver the objectives outlined above, the Spatial Vision brings together a series of key moves which are outlined below:

1. Blue-Green Infrastructure :

reconnecting Grangemouth and the waterfront / quayside, network connecting Zetland to Helix and beyond, alongside flood defence works and connections to Carron and Canal network.

2. Active Travel Connections :

continuous easy to use network connecting communities and Grangemouth to Glensburgh, Falkirk, Bo'ness and wider region as per Falkirk Council's Active Travel Strategy.

3. Reducing Adverse Impact of Industry on Town Life :

reducing incompatible neighbouring uses, clear enforced HGVs routing, welfare facilities and more.

4. Synergies Between Town and Industry :

bringing economic life / benefit to the town (centre) and local people.

5. Housing and Population :

Increasing quality housing options, diversifying stock, aim to stabilise population.

6. Living Well, Locally :

supporting access to local and regional assets to meet everyday community needs, addressing inequalities (health, socio-economic).

7. Mixed Use 21st Century Town Centre :

a new Town Centre experience and network of local centres supporting community wealth building, culture, community and commerce.

Each of these key moves are elaborated upon in greater detail in the following pages.



Grangemouth Spatial Vision - Key Moves

Key Move 1 - Blue-Green Infrastructure :

reconnecting Grangemouth and the waterfront / quayside, network connecting Zetland to Helix and beyond, alongside flood defence works and connections to Carron and Canal network .

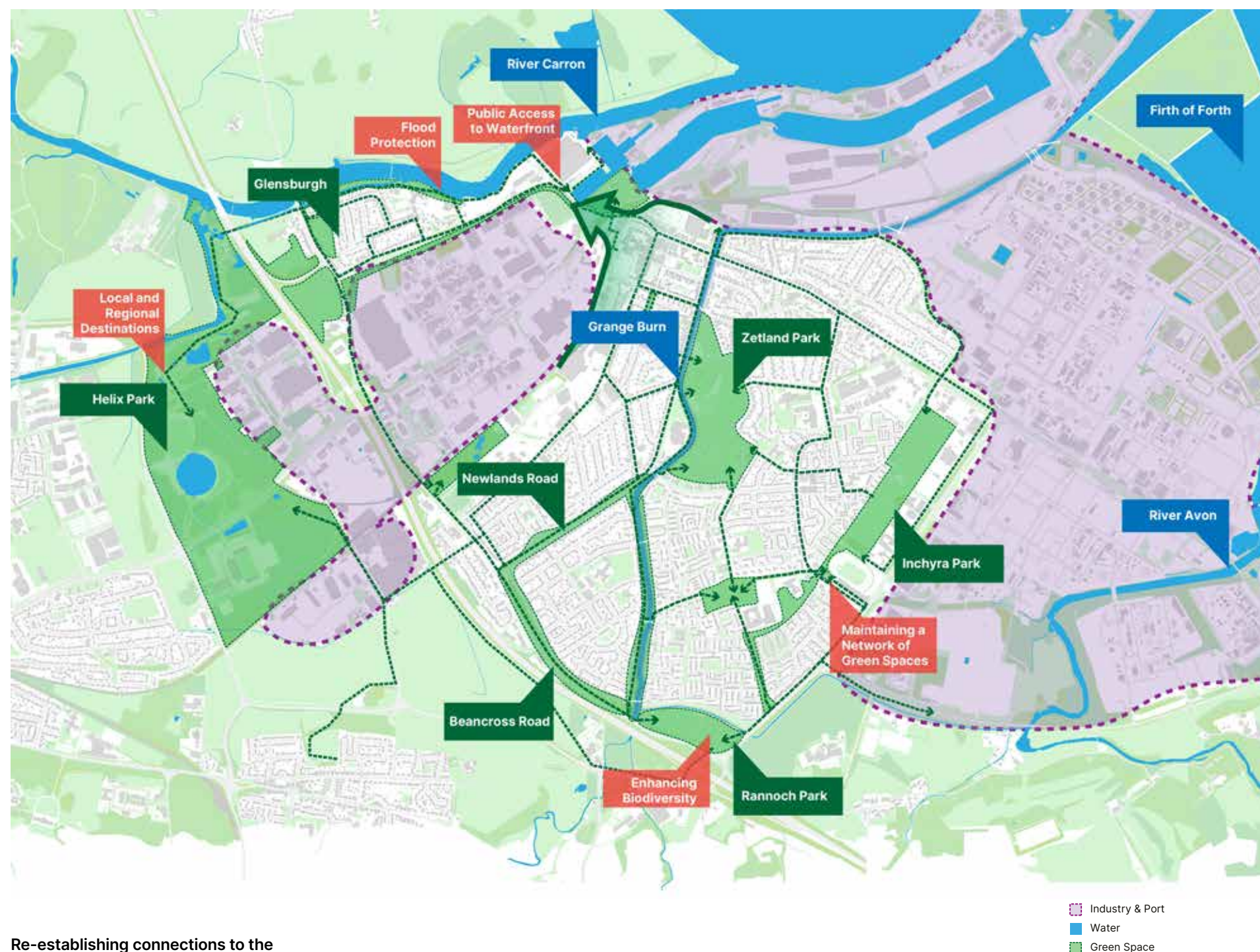
Enhancing and expanding Grangemouth's existing blue-green infrastructure to reconnect the town with its waterfront and quayside, creating a more vibrant and accessible network that strengthens the link between the town and its natural environment. This involves improving and extending green spaces, pathways, and water-based features, building on the current assets and connecting key locations such as Zetland Park, the Helix, and the wider regional network, including the Carron and Canal corridors. The main connection is proposed from the north-west of the Town Centre, over the A904 bridge and railway towards the Junction Dock and the Old Dock.

Alongside this, flood defence works will be integrated to ensure the town is protected from environmental risks, while improving public access to these natural areas. By enhancing these connections, Grangemouth can benefit from a more resilient, sustainable, and attractive environment, offering spaces for leisure, biodiversity, and community activities, while fostering a greater sense of place and connectivity across the region.

Proposed interventions to consider and progress in this Key Move could include;

- **Progressing with flood protection** and integrating them seamlessly into the network of blue-green spaces and pathways.
- **Improving and extending the existing parks and green pathways** to strengthen the link between the Town and its assets.

Each of these interventions are elaborated upon in greater detail in the following Proposed Interventions chapter.



Re-establishing connections to the water

Key Move 2 - Active Travel Connections :

continuous easy to use network connecting communities and Grangemouth to Glensburgh, Falkirk and wider region

Enhancing active travel connections by developing a continuous, accessible, and easy-to-use network that links communities within Grangemouth and connects the town to Glensburgh, Falkirk, and the wider region. This will prioritise well-maintained and safe routes for walking, cycling, and other forms of active travel, ensuring they are integrated with key destinations such as workplaces, schools, shops, and leisure facilities.

The network will be designed to support both everyday journeys and recreational use, with a focus on reducing travel barriers, improving accessibility for all users, and promoting sustainable transport options. By fostering seamless connections between Grangemouth and the surrounding areas, these efforts aim to encourage healthier lifestyles, reduce reliance on cars, and strengthen links between communities, contributing to a more cohesive and sustainable region.

Main active travel connections are from the Town Centre to Helix Park through Glensburgh and the Kelpies, Kersiebank, Bowhouse and Beancross connecting to the Town Centre via Zetland park and the Grange Burn, and connections to the north and east following the national cycle network.

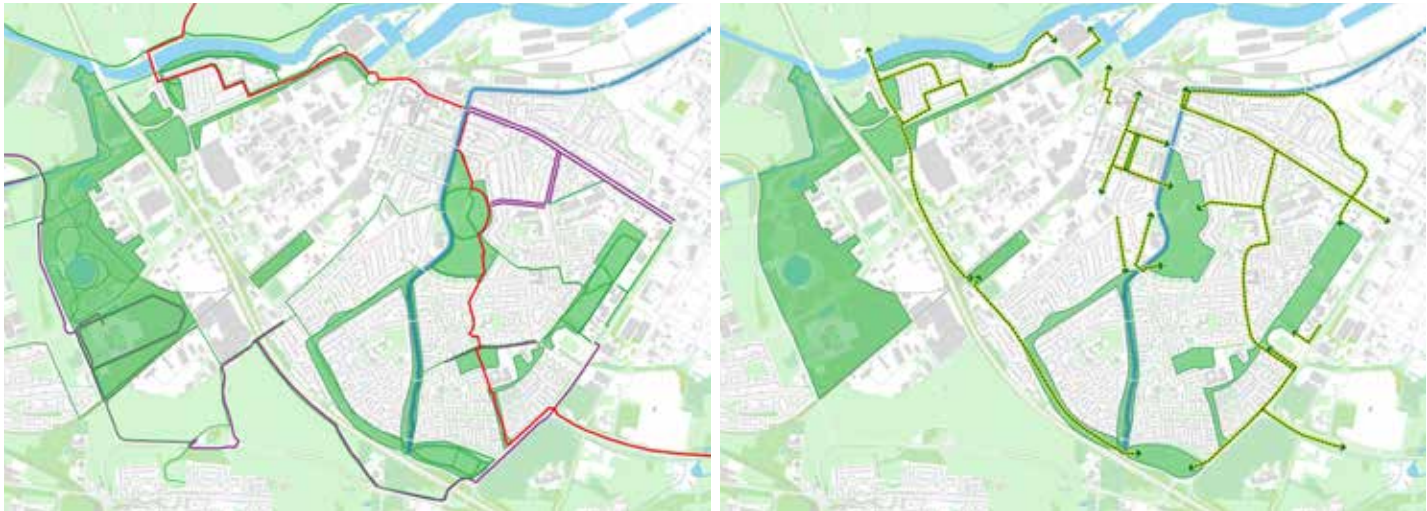
The Grangemouth Transport Study - Initial Appraisal Case for Change (2024) included a long list of options to improve active travel connections both within the town and to the surrounding towns of Falkirk, Polmont and Bo'ness.

Should the Transport Study progress in future, these options will be explored further as part of a preliminary and detailed appraisal process.

The Grangemouth Spatial Vision - Transport Considerations (to be included as an Appendix) provides further detail relating to active travel. This document provides further detail on the existing active travel network in and around the Grangemouth, and sets out key opportunities that align with the Spatial Vision.

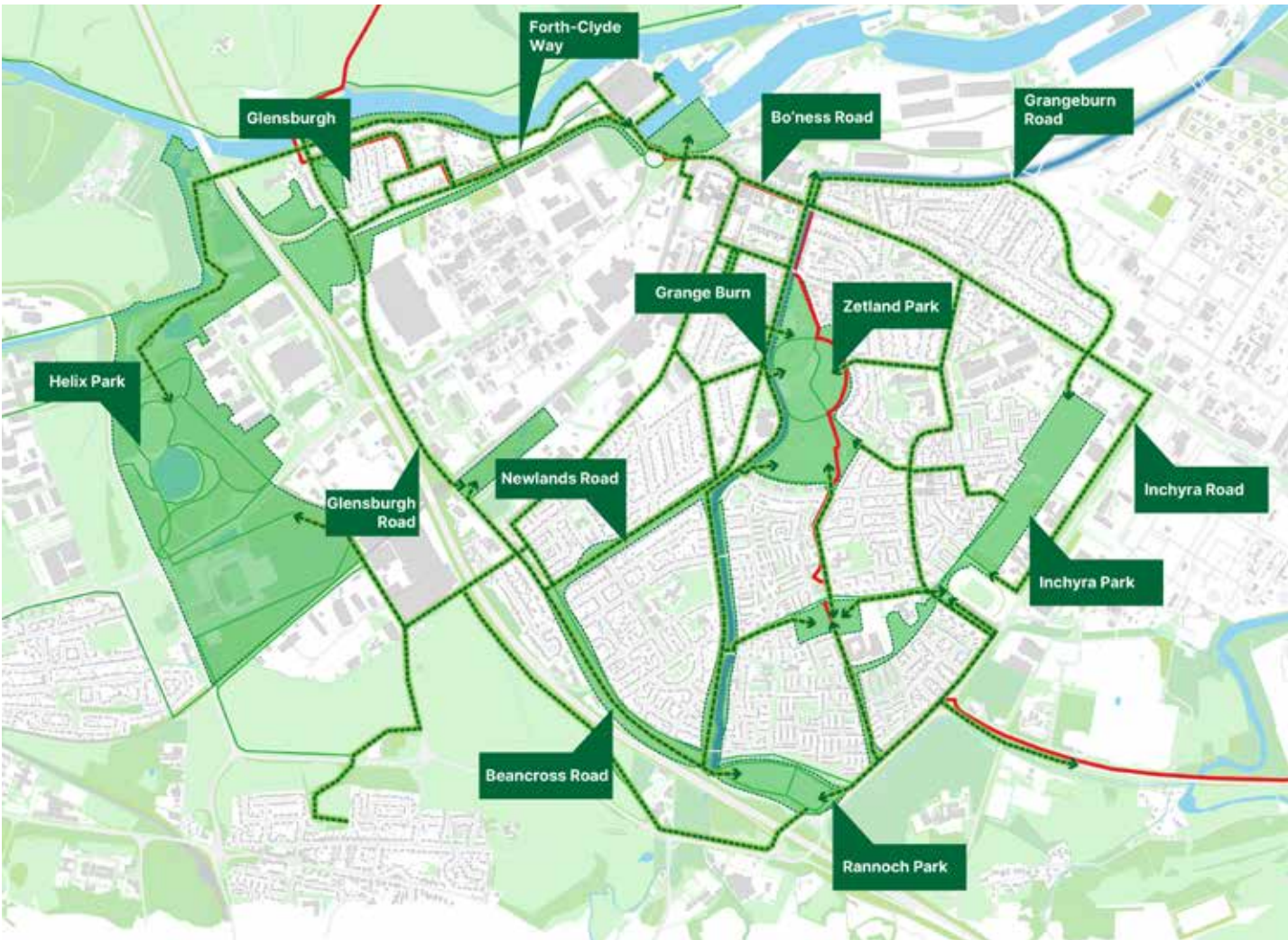
Proposed interventions to consider and progress in this Key Move could include;

- **Enhancing the existing green spaces and corridors.**
- **Adding to the existing routes** to create a complete network of active travel routes connecting key destinations around the Town. From the Town Centre to the waterfront and to Glensburgh, from Glensburgh to Helix Park and to Rannoch Park via Beancross Road, from Rannoch Park to Inchyra Park via the Sport Stadium, and from Inchyra Park to Zetland Park and the Town Centre via Bo'ness Road.



Existing Active Travel Routes

Proposed Additional Active Travel Routes



Complete Active Travel Network
including existing and proposed
routes

- Existing Path
- National Cycle Path
- Existing Cycle Path
- Water
- Green Space
- Proposed Active Travel Network

Key Move 3 - Reducing Adverse Impact of Industry on Town Life :

reducing incompatible neighbouring uses, clear enforced HGVs routing, welfare facilities and more

Reducing the adverse impact of industry on town life by addressing key challenges and fostering a more harmonious coexistence between industrial and residential areas. This includes minimising incompatible neighbouring uses through strategic planning and zoning, ensuring that industrial activities are appropriately located and buffered from homes, schools, and community spaces.

A priority will be the implementation and enforcement of clear HGV routing to minimise disruption, noise, and pollution in residential areas. Additionally, providing dedicated welfare facilities for workers and drivers will help reduce reliance on informal or unsuitable locations, further improving the town's environment.

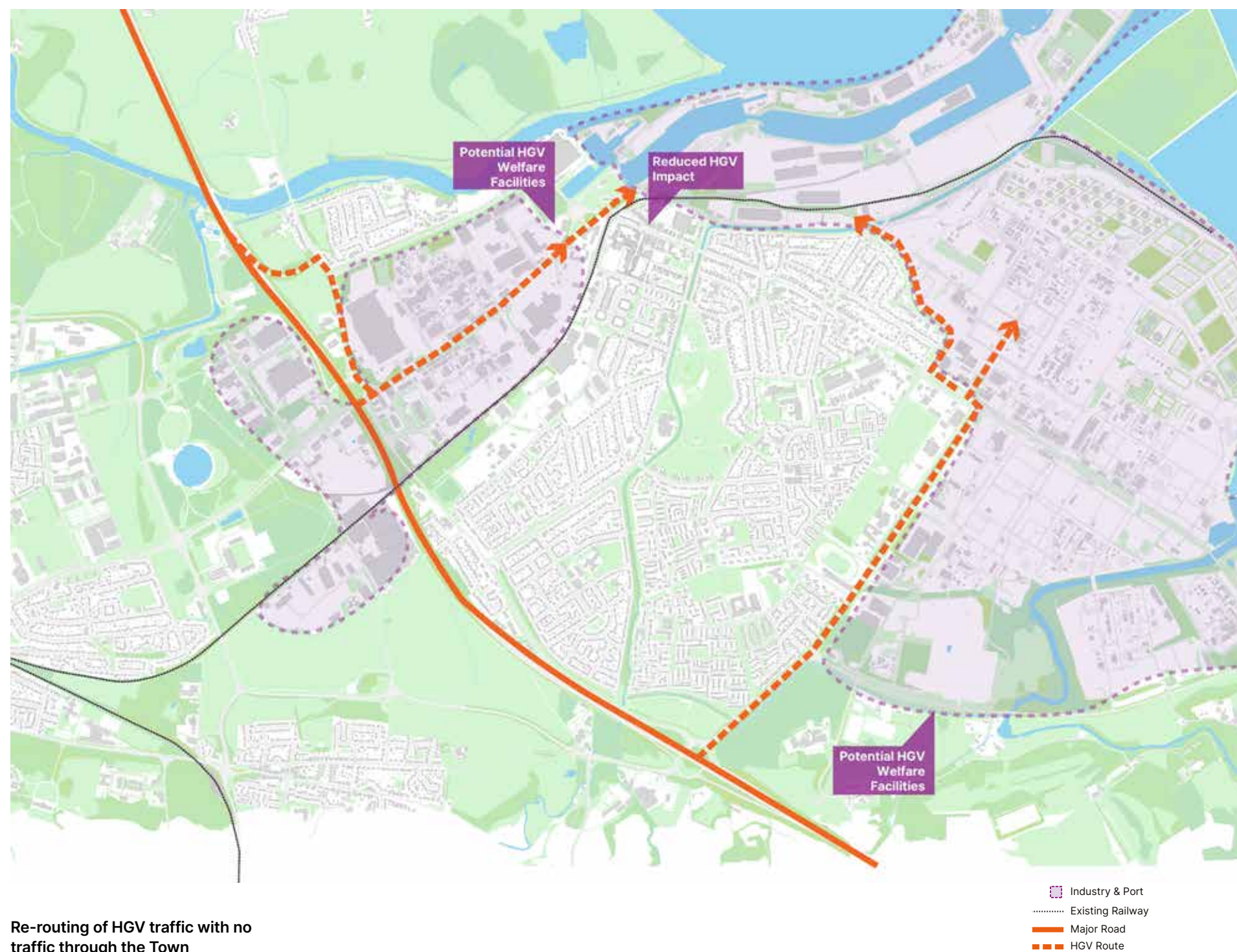
By proactively managing these issues, the aim is to create a healthier, safer, and more liveable Grangemouth, where industry and community can thrive together with reduced conflict and greater mutual benefit.

The Grangemouth Transport Study - Initial Appraisal Case for Change (2024) has explored some of the key opportunities related to reducing the impact of HGVs on the town, which are included as part of the long list of options.

Should the Grangemouth Transport Study progress in future, these options will be explored further as part of a preliminary and detailed appraisal process.

Proposed interventions to consider and progress in this Key Move include;

- **Enforcing current regulations around HGV.**
- **Identifying potential locations for HGV Welfare facilities.**



Key Move 4 - Synergies Between Town and Industry :

bringing economic life / benefit to the Town (Centre) and local people

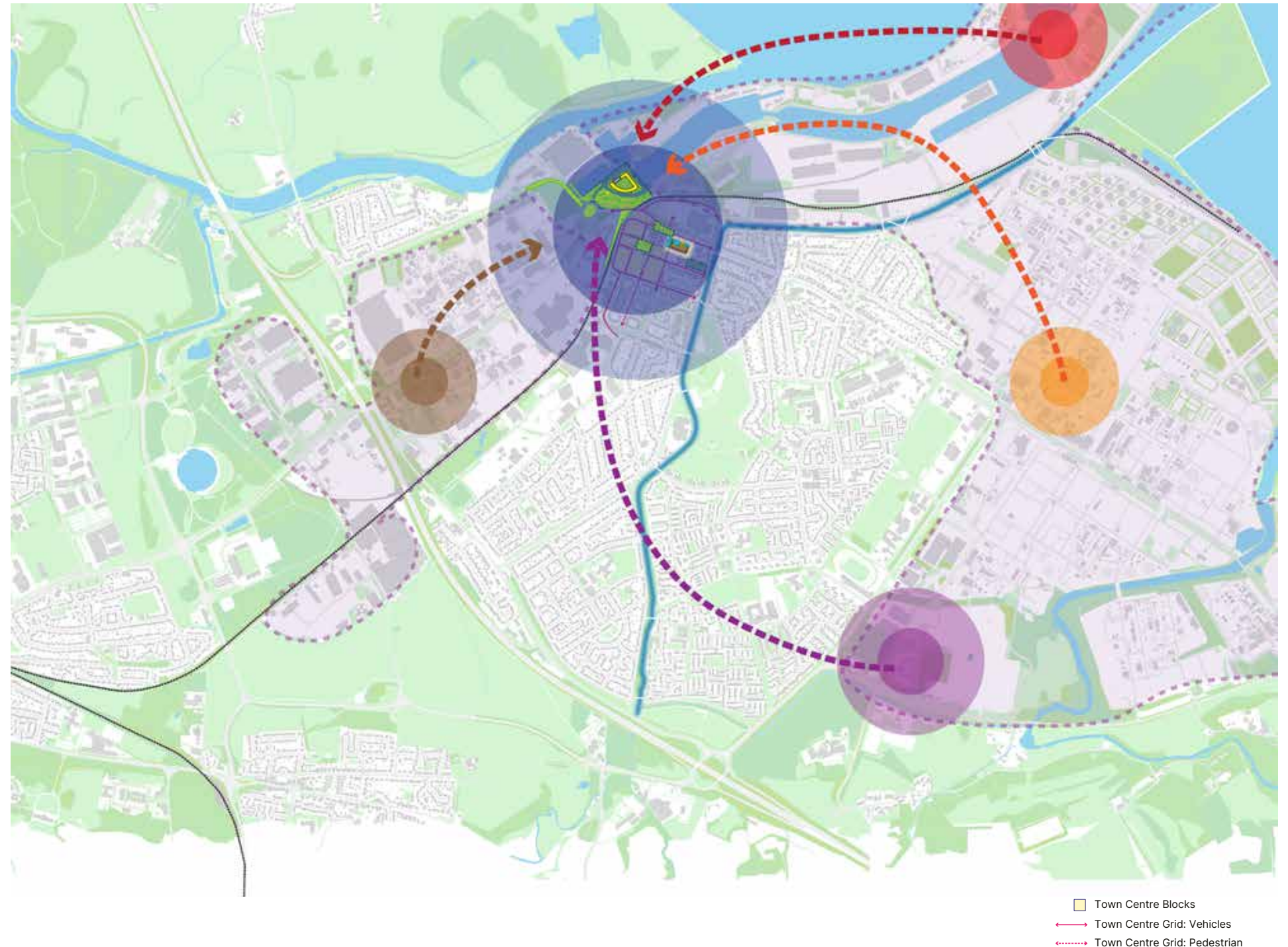
Bringing renewed economic life and benefit to Grangemouth by supporting initiatives that generate local opportunities and improve quality of life for residents. This includes fostering economic growth through investment in diverse industries, encouraging the development of local businesses, and creating pathways for sustainable employment.

A key focus will be on skills development, ensuring that local people are equipped with the knowledge and training needed to access high-quality jobs, particularly within the industries that surround Grangemouth. By aligning education and training programmes with the needs of key sectors, such as manufacturing, energy, and logistics, these efforts will help strengthen the local workforce, enabling residents to contribute to and benefit from the town's economic resilience. Strengthening connections between people, skills, and opportunities will build a thriving community with a shared stake in Grangemouth's success.

There is a strong desire and emphasis in this Study to encourage the businesses active in the Port and Major Industries to be part of the regeneration of the Town Centre by locating compatible office, training and skills development spaces in the heart of Grangemouth, and encouraging staff and visitors to use Town Centre amenities to boost footfall and the local economy.

Proposed interventions to consider and progress in this Key Move could include;

- **The establishment of a skills centre** to accommodate skills training within the Town Centre.
- **The facilitation of improved physical connections between the Town and the Industry** in order to increase footfall in the Town Centre.



Local opportunities with skills training

Key Move 5 - Housing and Population :

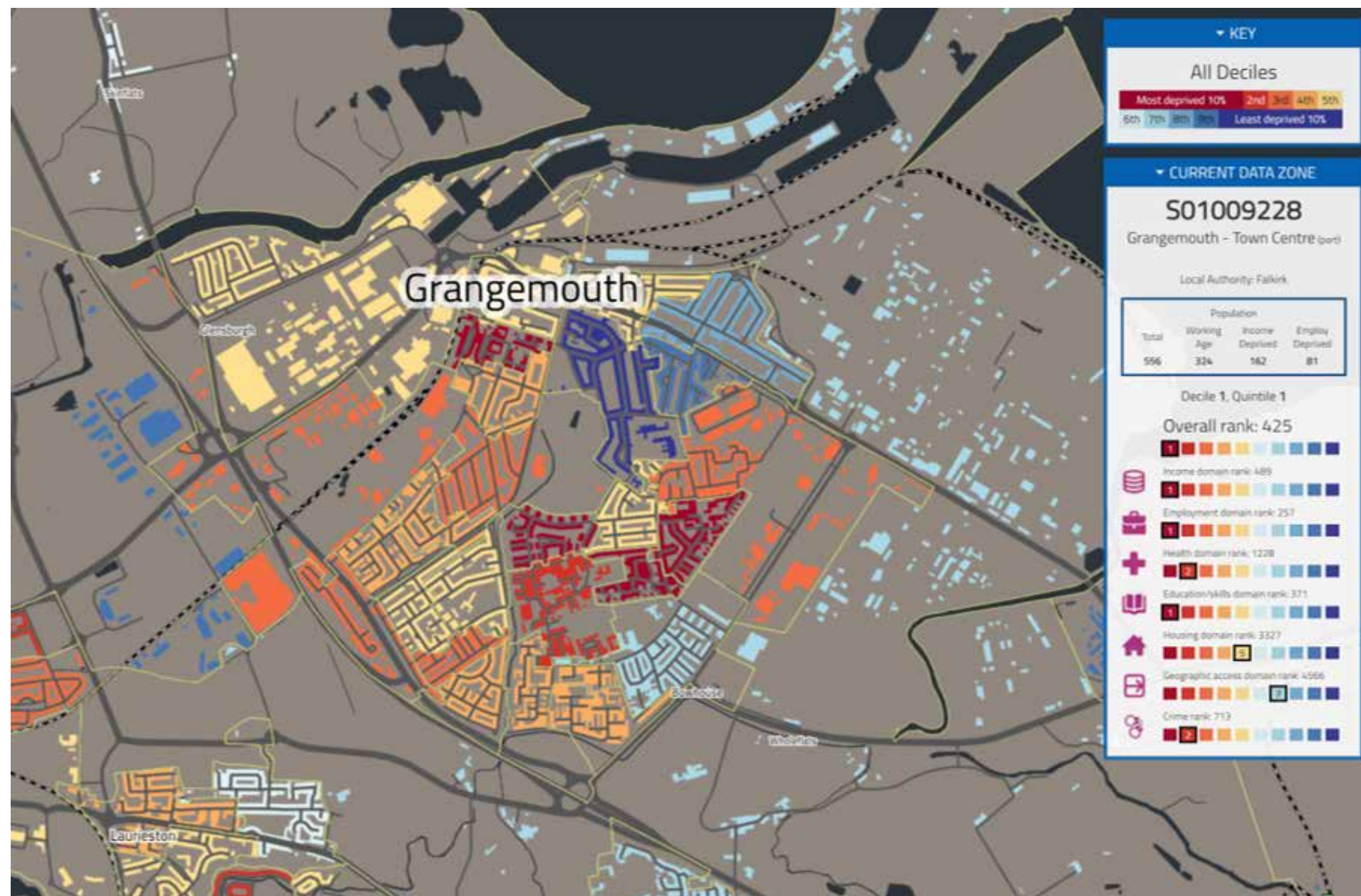
stabilising population and increasing quality housing options, diversifying stock

Stabilising Grangemouth's population by creating a more attractive and sustainable living environment, while increasing the availability of quality housing options to meet diverse needs. This involves diversifying the housing stock to include a mix of affordable, social, and private housing that caters to varying demographics, including families, young professionals, and older residents. Key priorities include ensuring homes are energy-efficient, resilient to future challenges, and designed to complement the character of the town.

In tandem, supporting skills development and creating job opportunities will be integral to fostering a resilient and prosperous community. This includes initiatives to upskill the local workforce, aligned with the needs of existing industries and emerging sectors, and promoting partnerships with local employers, training providers, and educational institutions. By enhancing employment prospects and economic resilience, these efforts will contribute to attracting and retaining residents, boosting Grangemouth's appeal as a thriving place to live, work, and grow

Proposed interventions to consider and progress in this Key Move could include;

- **Enhancing the quality of living environment** with aim to attract new residents to the town.
- **Providing a range of housing options** to cater for a more diverse mix of households / tenure types.
- **Supporting skills development within the community** with aim to retain talent within Grangemouth.



Grangemouth - SIMD

Key Move 6 - Living Well, Locally :

supporting access to local and regional assets to meet everyday community needs, addressing inequalities (health, socio-economic)

Supporting access to local and regional assets in Grangemouth to meet everyday community needs, with a focus on addressing inequalities related to health and socio-economic challenges. This includes improving access to essential services such as healthcare, education, and employment opportunities, ensuring that all residents, particularly those in underserved areas, benefit from sustainable infrastructure and community resources. Emphasis will be placed on enhancing connectivity to regional hubs, fostering economic resilience, and reducing barriers to participation in cultural, recreational, and social activities. By addressing disparities in health outcomes and economic opportunities, these efforts aim to promote an inclusive, thriving community that supports the well-being of all its members

Proposed interventions to consider and progress in this Key Move could include;

- **Providing good access to quality public services** for the community in the Town Centre.
- **Enhancing the role of the local centres** that make up Grangemouth with better access to health and education.



Key Move 7 - Mixed Use 21st Century Town Centre:

a new Town Centre experience and network of local centres supporting community wealth building, culture, community and commerce.

Creating a mixed-use 21st-century Town Centre in Grangemouth, which offers a dynamic and inclusive experience that seamlessly blends community, culture, and retail, will be central to the town's regeneration. The Town Centre will serve as the heart of the community, providing essential services and amenities while also promoting community wealth-building by supporting local businesses, entrepreneurs, and initiatives.

A key feature of this transformation will be the establishment of a 'partnership centre' in the Town Centre, bringing together a range of public sector services, community organisations, and private sector partners under one roof. This integrated approach will enhance accessibility to services such as health, education, employment support, and welfare, while encouraging collaboration across sectors to better meet the needs of residents.

Incorporating skills training facilities and co-locating public services will further enhance the Town Centre's role as a central hub for personal and professional development. By providing accessible training opportunities and connecting residents with public services, the Town Centre will become a key focal point for lifelong learning, employment support, and community well-being.

By integrating cultural spaces, co-working hubs, leisure facilities, and green areas, the new Town Centre will foster social interaction, creativity, and retail. This approach will encourage local spending, foster a sense of community ownership, and provide a platform for cultural expression and innovation. The revitalised Town Centre will serve as a vibrant, sustainable, and accessible hub that meets the diverse needs of Grangemouth's residents while supporting economic growth and social cohesion.

Proposed interventions to consider and progress in this Key Move could include;

- **Mixed-use developments** with reduced Housing in Multiple Occupation.
- **Better integration of Industry & Town** with high quality green public spaces and public facilities.
- **Waterfront activation and enhanced connections through the Town Centre.**



Grangemouth Town Centre - Indicative maximised redevelopment of the Town Centre Area - 3D Overview

Proposed Interventions

As part of the key moves, the following interventions focus on shaping Grangemouth’s Spatial Vision, addressing the town’s environmental, social, and economic challenges while capitalising on its opportunities for sustainable development.

These proposals align with the key themes of environmental regeneration, improved connectivity, and community empowerment.

1. Environmental / Place

- **Reconnecting to the Waterfront:** Enhance Grangemouth’s relationship with its waterfront by creating accessible, attractive, and multi-functional spaces along the River Carron, Forth & Clyde Canal, and Grange Burn.
- **Blue-Green Infrastructure:** Integrate flood protection with ecological enhancements and recreational areas to improve climate resilience and quality of life.
- **Urban Greening:** Expand tree planting, green corridors, and biodiversity projects to create a visually appealing and ecologically rich urban landscape.
- **Sustainable Urban Design:** Embed environmental sustainability into all new developments, ensuring energy efficiency, climate adaptation, and ecological sensitivity.
- **Recognition of the town’s historic environment:** Identify and enhance character areas, recognising the town’s importance in the area’s industrial past.

2. Active Travel / Transport / Connectivity

The Grangemouth Transport Study - Initial Appraisal Case for Change (2024) already incorporates a long list of potential transport intervention options, which are summarised below:

- **Prioritising Active Travel:** Develop a cohesive, safe, and well-maintained active travel network that prioritises walking and cycling as primary modes of transport.
- **Integrated Public Transport:** Improve bus and active travel connections to key destinations, including the Town Centre, waterfront, and regional hubs, with enhanced bus shelters and real-time information.
- **Strategic Connectivity Enhancements:** Explore the potential future development of a new rail station and mobility hub, connecting Grangemouth to regional and national networks.
- **HGV Traffic Management:** Reroute heavy vehicles away from residential areas, ensuring safer streets and better air quality for the community.

Should the Grangemouth Transport Study progress in future, these options will be explored further as part of a preliminary and detailed appraisal process.

3. Open Space Network

- **Connected Greenspaces:** Create a network of accessible, high-quality parks and open spaces, linking key areas like Zetland Park, Helix Park, and the waterfront.
- **Multi-Functional Spaces:** Design greenspaces that serve multiple purposes, such as recreation, biodiversity, flood management, and community gatherings.
- **Pathway Enhancements:** Improve the usability and accessibility of pathways connecting open spaces, particularly along the waterfront and heritage trails.
- **Community Engagement in Design:** Involve local residents in the planning and maintenance of open spaces, ensuring they meet community needs and reflect local identity.

Proposed Interventions

4. Built Form

- **Sustainable Urban Form:** Promote compact, high-quality urban development to optimise land use and reduce sprawl.
- **Town Centre Redevelopment:** Focus on higher-density, mixed-use developments in the Town Centre, integrating housing, retail, and civic functions.
- **Design Quality:** Ensure new buildings contribute positively to the town's character, prioritising sustainable materials, innovative design, and accessibility.
- **Heritage Integration:** Repurpose and celebrate existing heritage assets within the built environment to reinforce local identity and sense of place.

5. Land Uses

- **Mixed-Use Developments:** Encourage developments that combine housing, community facilities, retail, and leisure to create vibrant, integrated neighbourhoods.
- **Industry - Town Integration:** Address land-use conflicts between industrial and residential areas, reducing incompatibilities while maximising local benefits from industrial activity.
- **Flexible Land Use Strategies:** Enable adaptable spaces that can evolve with changing community and economic needs, ensuring long-term relevance and utility.
- **Waterfront Activation:** Leverage waterfront spaces for mixed-use projects, including leisure, tourism, and community hubs.

6. Economics – Future Narrative

- **Green Industry and Innovation:** Position Grangemouth as a leader in Scotland's green industrial transition, creating job opportunities and fostering local economic growth. Create a public-facing hub to promote the pioneering innovations being taken forward at Grangemouth, inspiring the future workforce.
- **Economic Diversification:** Reduce reliance on heavy industry by promoting emerging sectors such as digital innovation, tourism, and cultural industries.
- **Community Wealth Building:** Develop initiatives that keep economic benefits local, supporting small businesses, skills development, and employability.
- **Destination Development:** Promote Grangemouth as a regional and national destination, leveraging its industrial heritage, waterfront assets, and recreational opportunities.
- **Community + Cultural Events Programme :** celebrate pride in place and promote a visitor economy with a regular events programme that showcases the best of Grangemouth; its community, history, open spaces and innovative industries.

7. Community – Responding to the Community Action Plan

- **Empowering Local Voices:** Actively involve the community in decision-making processes, ensuring interventions align with local priorities and aspirations.
- **Improving Access to Services:** Develop infrastructure that supports health, wellbeing, and education, with a focus on reducing socio-economic inequalities.
- **Community-Led Projects:** Support initiatives that enable residents to take ownership of local improvements, from managing greenspaces to organising cultural events.
- **Housing for All:** Stabilise the population by providing diverse, high-quality housing options catering to families, long-term residents, and key workers.

These interventions reflect a holistic approach to achieving the Spatial Vision, prioritising sustainability, connectivity, and community wellbeing while laying the groundwork for Grangemouth's future as a vibrant, inclusive, and resilient town.

Analysis - Place Context - Grangemouth: Past, Present, Possible

The Spatial Vision is based upon the analysis summarised here supported by further information available in Appendix 02



Map of Grangemouth - 1900 - Source NLS

Grangemouth, located near Falkirk, Scotland, developed as a port town in the late 18th century at the eastern end of the Forth and Clyde Canal. During the 19th century it became a key centre for trade, shipbuilding, and industries such as timber, coal, and grain handling. In 1919, the Grangemouth Refinery was established by Scottish Oils Ltd, later acquired by BP in 1937, and expanded significantly following the discovery of North Sea oil in the 1960s.

Today Grangemouth remains Scotland's largest port and a key centre for petrochemical and industrial activity. Until recently, the Grangemouth Refinery produced a significant portion of the UK's fuel and chemical products, despite ongoing challenges such as fluctuating oil prices and environmental regulations. The town's port handles around 30% of Scotland's GDP in goods, making it critical to national trade and logistics. However, economic uncertainty and the transition to low-carbon energy have raised concerns about the long-term viability of fossil fuel-dependent industries.



Grangemouth Aerial Image - Source: Google Earth

In a significant development, Petroineos has announced that Grangemouth, Scotland's only oil refinery, will cease crude oil processing and transition to an import terminal for finished fuels in the second quarter of 2025. This marks a major shift in the town's industrial landscape, reflecting broader pressures facing the fossil fuel sector. The planned closure underscores the urgency of diversifying Grangemouth's economic base and accelerating its role in the national transition to low-carbon energy. While the refinery's reconfiguration may safeguard some operational capacity, it also raises questions about local employment and the wider implications for Scotland's energy security and industrial resilience.

Efforts are already underway to modernise operations, with investment in hydrogen production, carbon capture, and renewable energy initiatives. While industrial activity continues to dominate, Grangemouth also faces socio-economic challenges, including employment shifts and urban regeneration needs. Local and national strategies aim to balance economic sustainability with environmental commitments, positioning Grangemouth as a potential hub for Scotland's transition to a net-zero economy.



Grangemouth Whole Town Vision

The vision for Grangemouth is to create a resilient, sustainable, and vibrant town that honours its industrial heritage while improving the quality of life for residents. Central to this is enhancing infrastructure, including blue-green networks that reconnect the town with its waterfront, expand green spaces, and integrate flood defences, linking key locations such as Zetland Park, the Helix, and the Carron and Canal networks. Active travel will play a major role, with a well-connected walking and cycling network reducing car dependency and strengthening links with Glensburgh, Falkirk, and beyond.

The Town Centre will be revitalised as a hub for retail, culture, and community services, featuring a partnership centre to bring together public, private, and community organisations. Grangemouth's economic future will be safeguarded by diversifying industry, improving urban planning, and expanding high-quality housing, ensuring a balanced and prosperous town where industry, community, and the environment work in harmony.

Place Context - Local + Regional Role

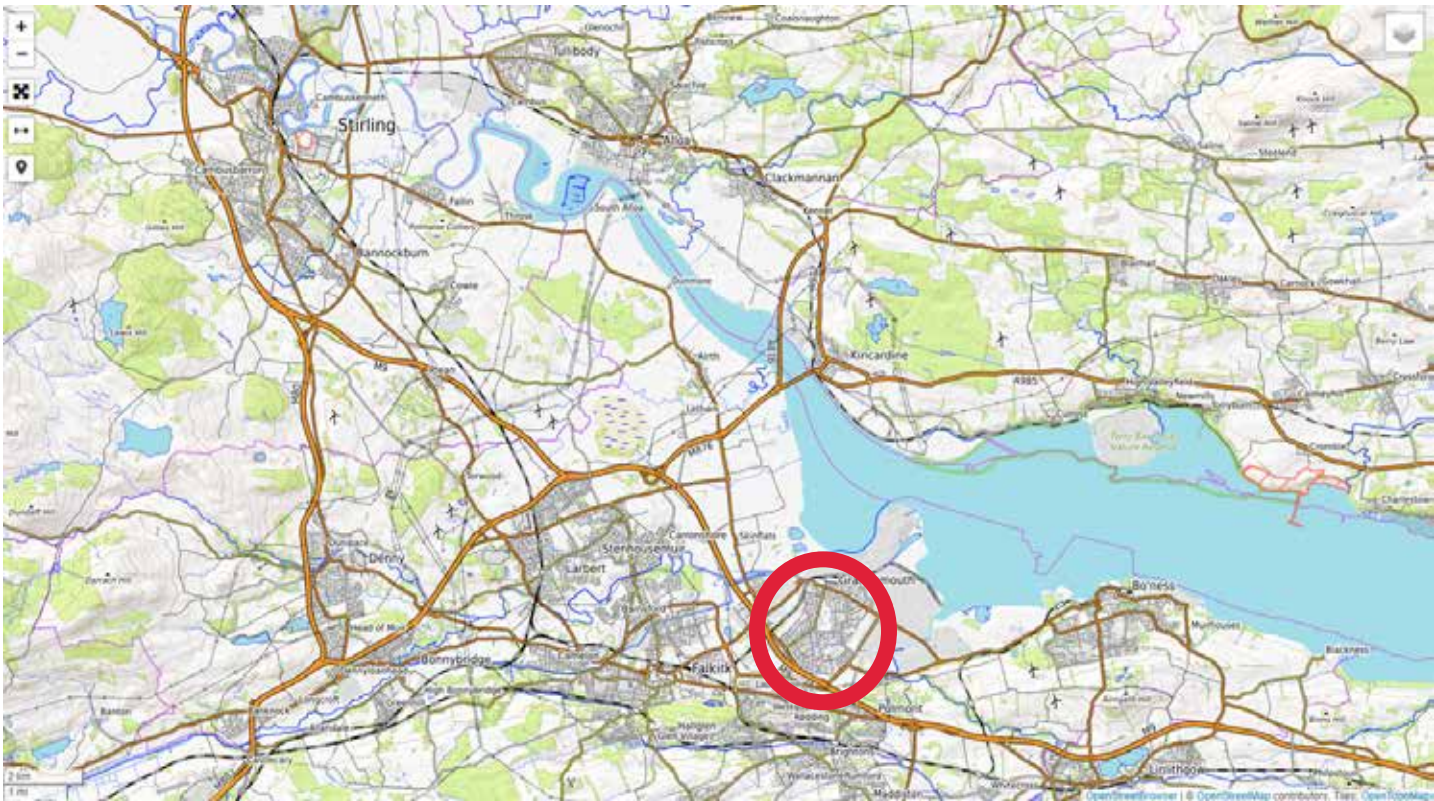
Local + Regional + National Role

After Falkirk, Grangemouth is the second largest centre of activity in the Falkirk Council area. Health, social, education, cultural and civic services for its 16,000 residents are delivered mainly from locations across Grangemouth, and particularly its Town Centre, with other services delivered in Falkirk and elsewhere in the region.

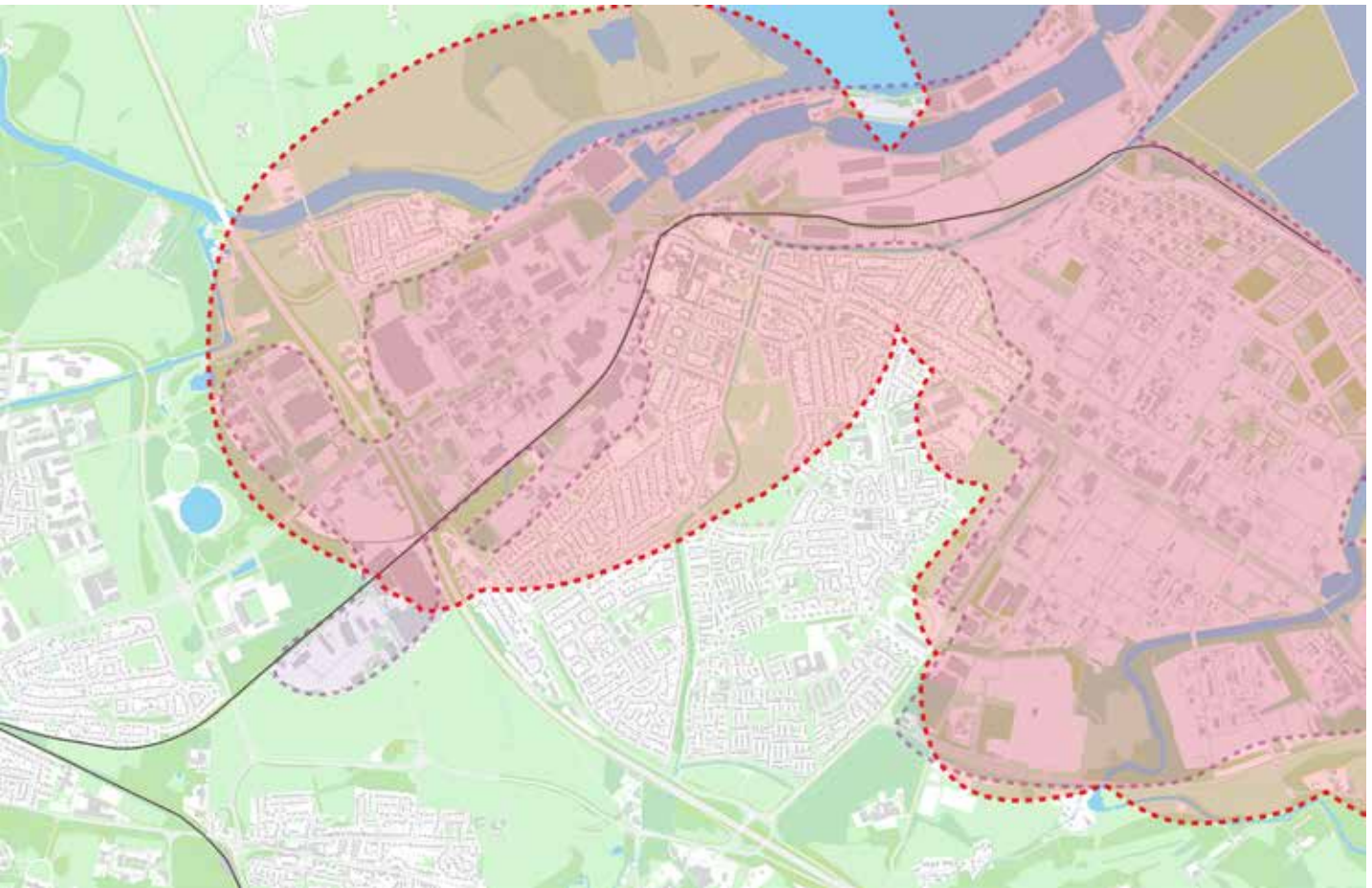
Similar to Town Centres across Scotland, the scale and range of commercial, retail and leisure facilities in the town has reduced significantly, influenced by the advent of out-of-town and online shopping and the long term behavioral effects of COVID-19 and related lockdowns. Town Centre facilities and services cater mainly for the local resident population.

COMAH requirements restrict new housing development and expansion and limit local population growth. Most of Grangemouth's employment area's are separated from the Town Centre by road, rail, and/or other infrastructure. That said, Grangemouth's working and resident populations are of broadly similar size. Town Centre growth and improvement can be encouraged by a combination of consolidation and investment in appropriate facilities and services in the Town Centre and strengthening physical connections and other links between the Town Centre and residential and employment areas

With Scotland's largest container port, swift access to the motorway network and one of the UK's largest chemical manufacturing concentrations, Grangemouth serves critical regional and national functions in maintaining levels of economic growth and in ensuring efficient distribution of goods and services across the country. While not immediately apparent from the current condition of the Town Centre, there are clear opportunities to strengthen the local benefits of this national role as the effects of investment from the Falkirk and Grangemouth Growth Deal and the Forth Green Freeport over the next 5 to 10 years are felt.



Grangemouth in the Falkirk Region -
Source: Open Street Map



COMAH Zones around Grangemouth

Project Context - Demographics/ Social Metrics

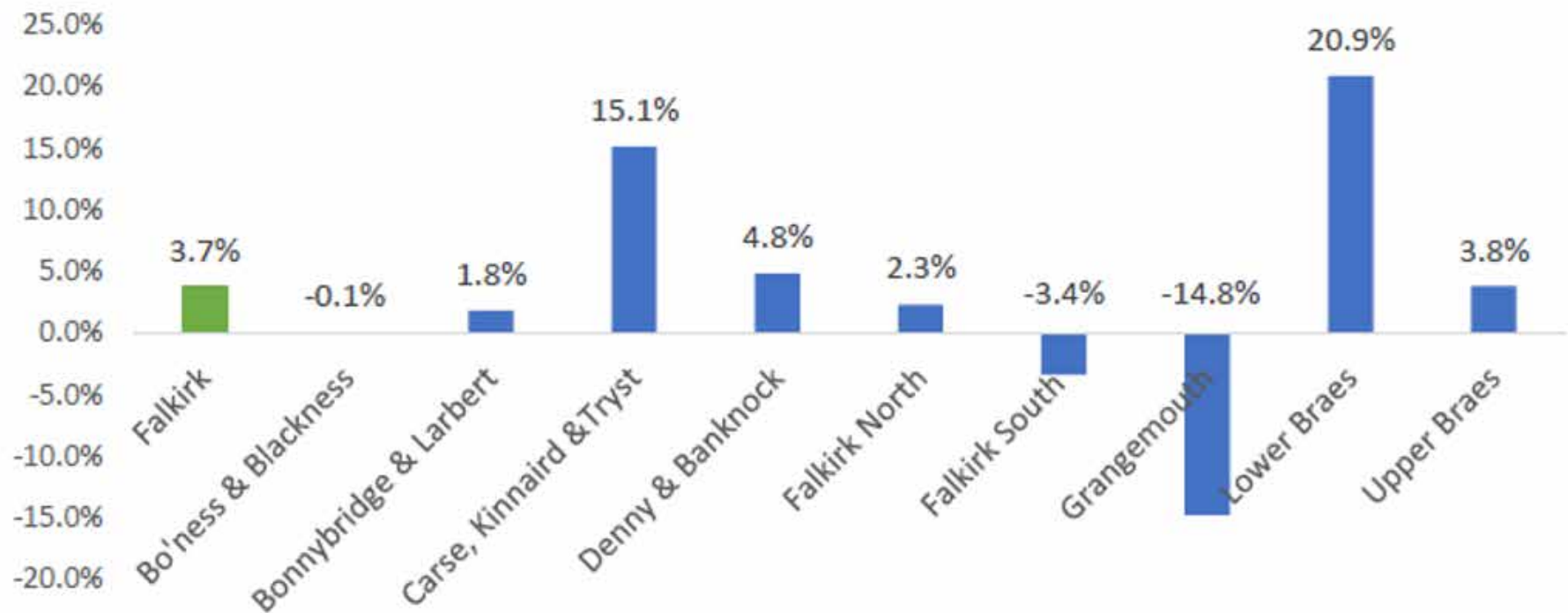
Grangemouth town's population has seen a 10% fall since 2001 contrasting sharply with 10% growth across the Falkirk Council area over the same period.

The current Local Development Plan identifies a very limited number of sites for new housing development (55 units to 2040) while housing development and potential for population growth is also restricted by health and safety restrictions associated with Grangemouth's chemicals complex. These restrictions are likely to remain as operators gradually move away from fossil fuels as their main feedstock.

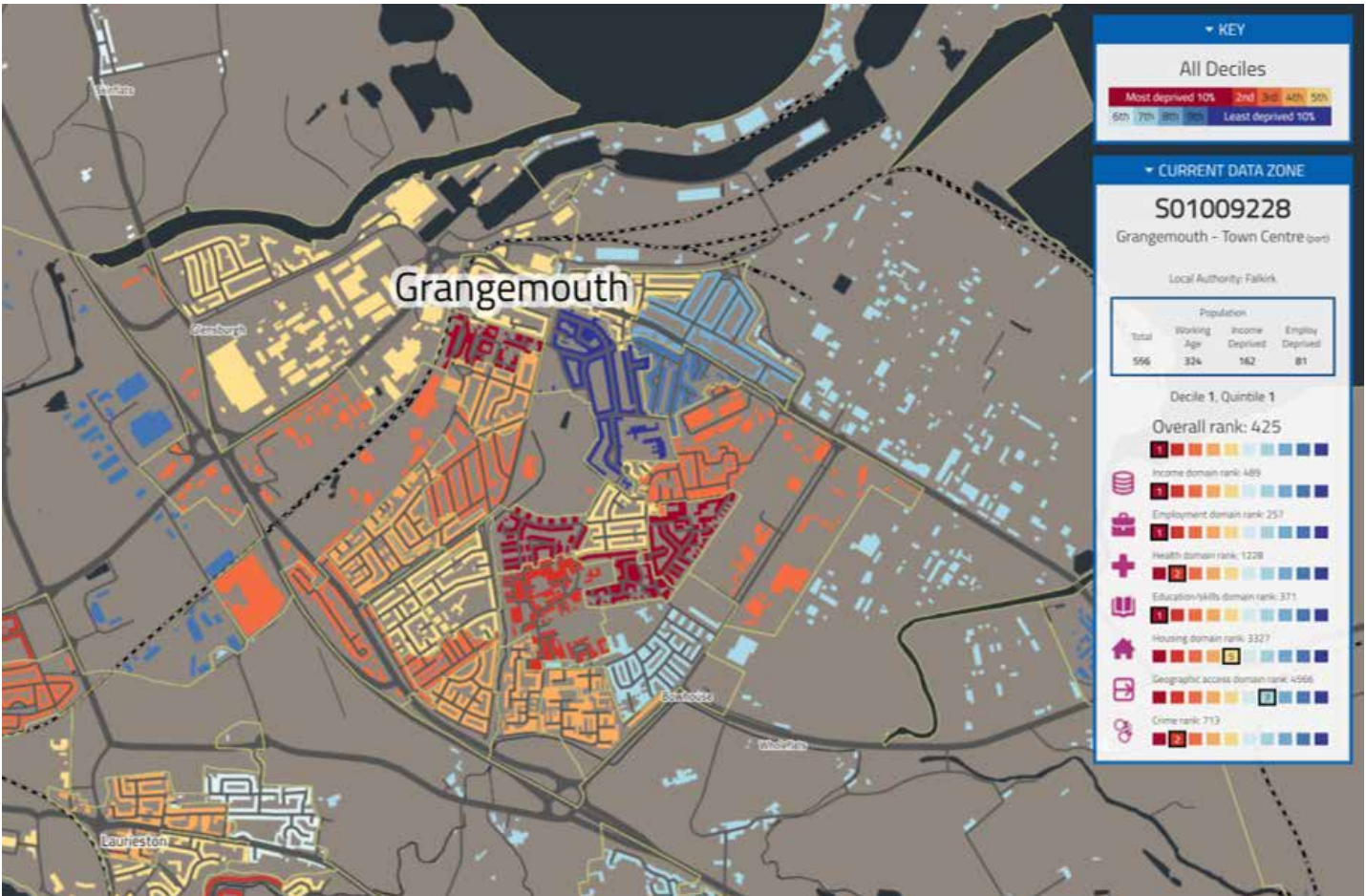
There is a recognised shortfall of affordable housing in Grangemouth, as identified in the Housing Need and Demand Assessment (HNDA) approved by the Scottish Government. This shortage is further underscored by findings from community consultation and regeneration studies, which have pointed to specific needs such as larger family homes and fully accessible properties. Falkirk Council's Local Housing Strategy 2023–2028 outlines a strategic response through targeted regeneration efforts in Grangemouth, including proposals to replace low-demand flatted accommodation with modern, energy-efficient homes designed to meet diverse needs. However, the success of this regeneration depends significantly on the availability and coordination of resources—financial, organisational, and community-based. The ability to deliver meaningful change in Grangemouth hinges not only on housing policy but also on aligning regeneration with placemaking, sustainability, and community engagement. Resources, both in terms of funding and capacity, will therefore be key in determining how these plans can progress from intention to impact.

While Council and other social housing is generally well maintained and of a good standard, there may be opportunities to reshape the town's housing as stock starts to reach the end of its lifespan.

As well as housing provision, Grangemouth also faces challenges associated with levels of deprivation (4 areas are among the 10% most deprived in Scotland), and the concentration of 'transient' households in the town. Home ownership levels remain below 60% with house prices some 30%-40% below the Council area and Scottish average. Flats account for some 48% of the town's housing, much of this accommodation in Council ownership. With a shortage of appropriate housing across the District, tenants and others in acute housing need from across the Council area can be allocated housing in Grangemouth.



Population projection change from 2018 to 2030 - Source: NRS



Place Context - Economic Analysis

Some 15,900 jobs are based in Grangemouth, 45% of which are either at the Port or the town’s chemicals manufacturing complex. The continued dominance of industrial and distribution activity reflects its strategic location. With the Falkirk and Grangemouth Growth Deal and the Forth Green Freeport prioritising innovation and advanced manufacturing, it is hoped that further investment will deepen and extend employment opportunities.

While the Port and chemicals operations employ some Grangemouth residents, most of those working there live outside the town. Increasing local employment in the town’s growth industries will help alleviate socio-economic deprivation across Grangemouth but it will require: concerted action to address low levels of educational attainment – a third of Grangemouth school leavers finish education with no qualifications compared to a quarter in the Council area and Scotland; and encouragement for local residents to pursue careers in manufacturing & distribution. These areas presently account for just 20% of working residents.



York Square



Bo'ness Road Shops



Town Centre Bandstand

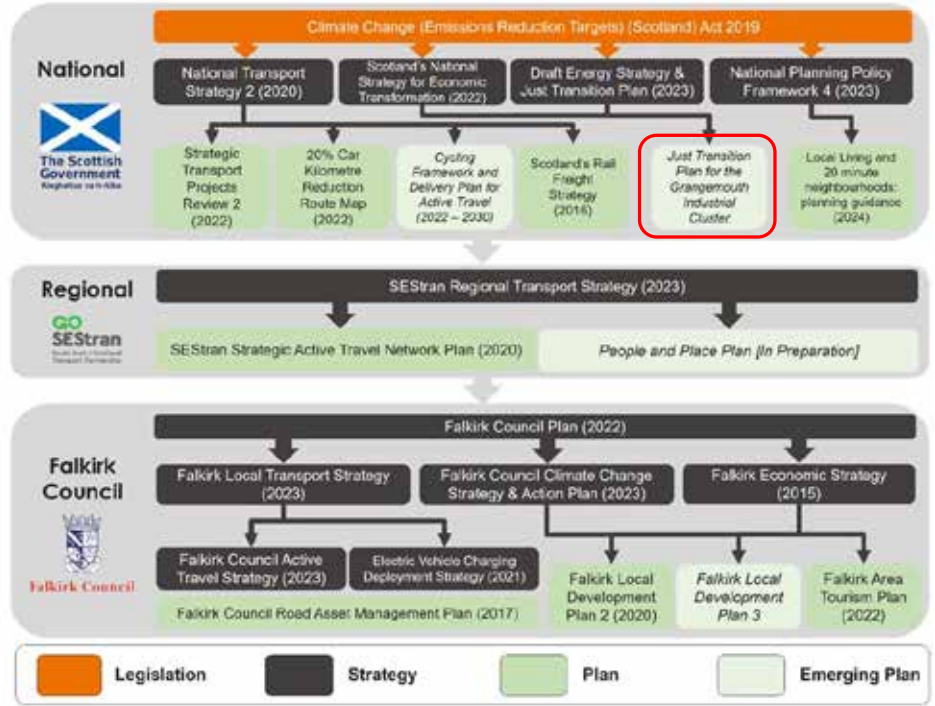
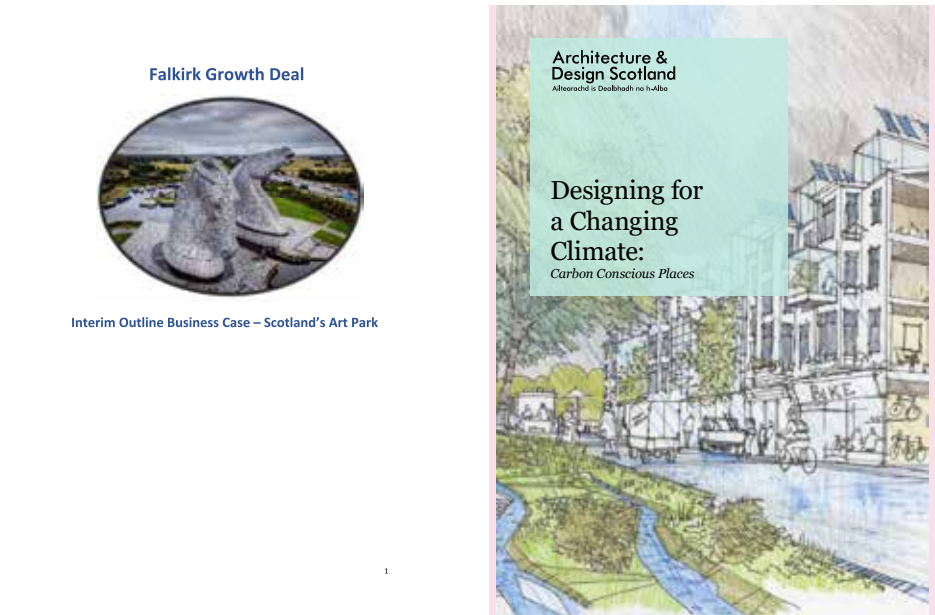


Retail spaces on La Porte Precinct

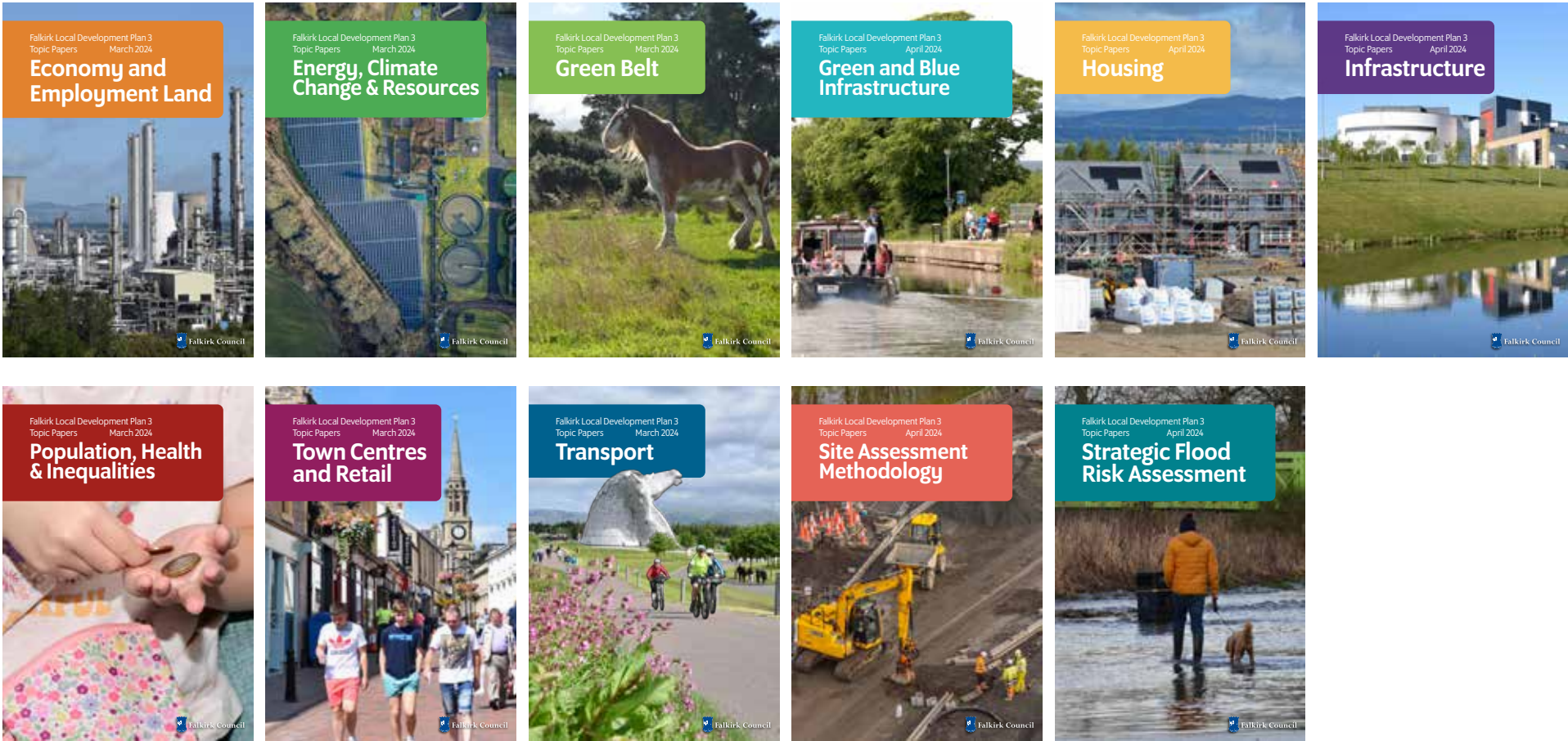
Place Context - Strategic Priorities

Falkirk Council Plan (2022-2027) strategic priorities are:.

- 1.Supporting **stronger and healthier communities**
- 2. Promoting **opportunities for education** attainment and **reducing inequalities**
- 3. Supporting a **thriving economy** and **green transition**.

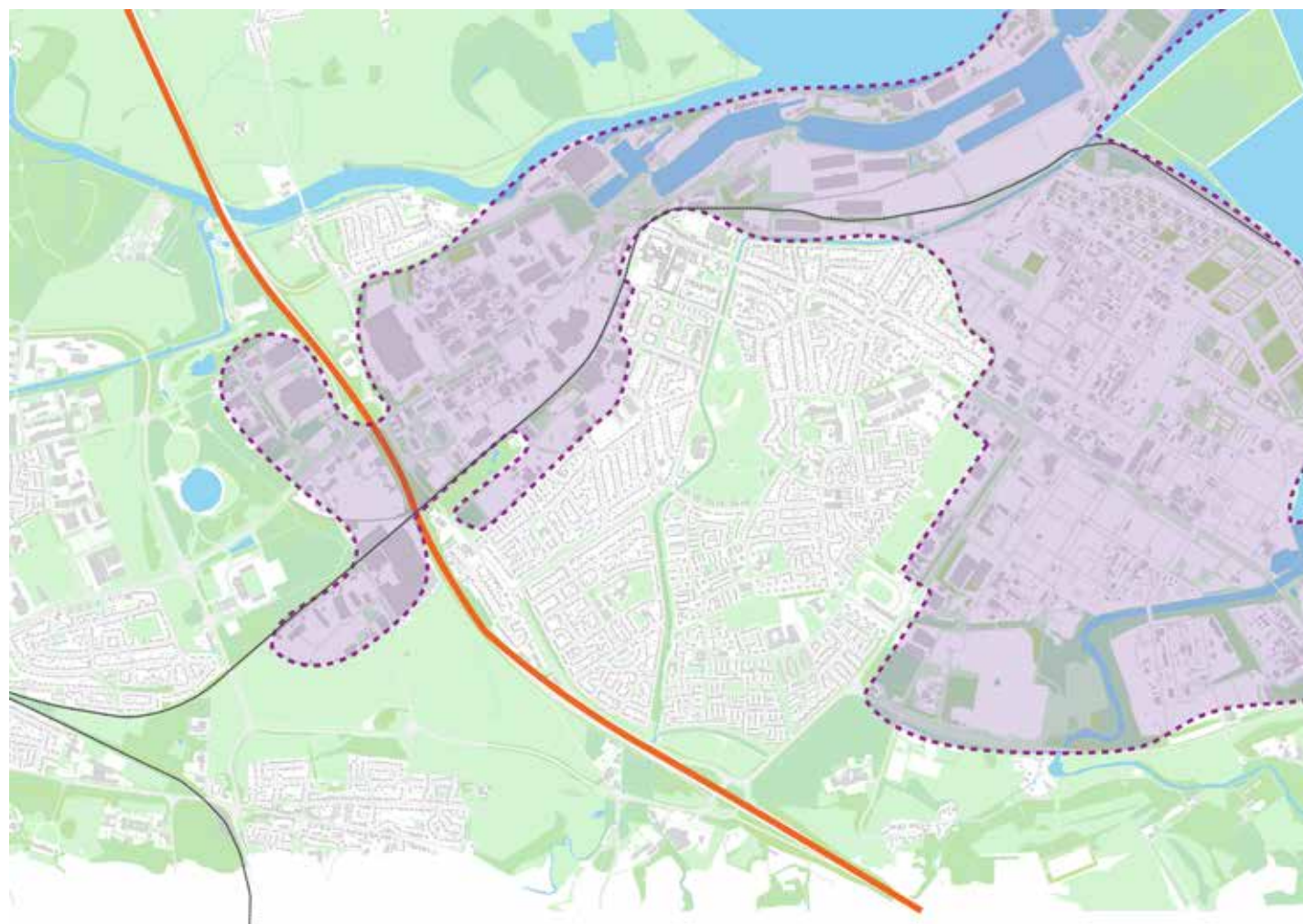


Relevant documents



Current Setting - Town Context

Surrounded by Industry and the M9



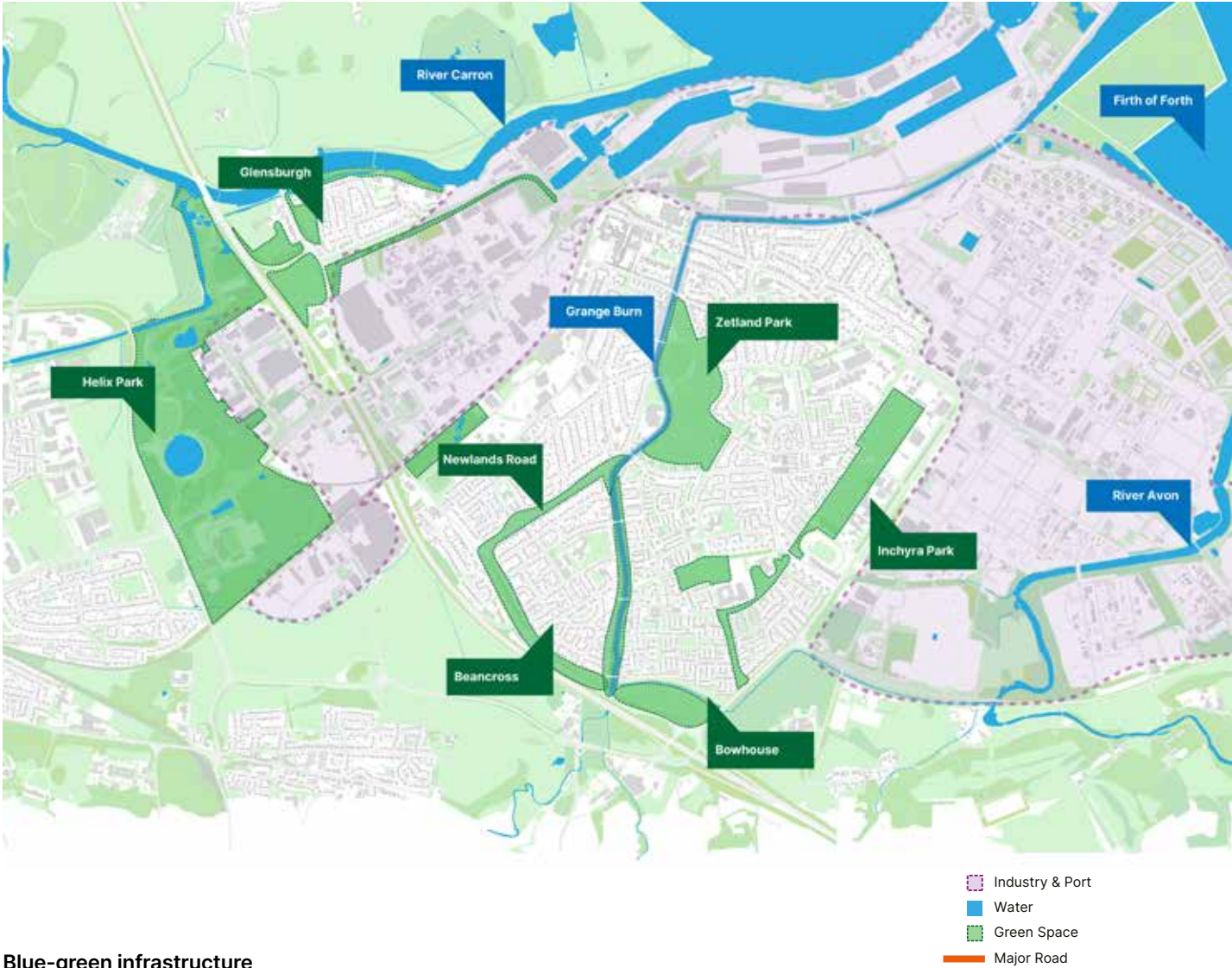
Grangemouth - Enclosed in industry and the M9 motorway

Grangemouth is uniquely defined by its industrial landscape, with Scotland's largest container port and petrochemical complex forming a dominant presence around the town. Encircled by extensive industrial zones and the M9 motorway, the town experiences a clear physical and perceptual separation from surrounding communities and green spaces. This infrastructure, while critical to national economic output, causes severance, disrupts connectivity and limits active travel thereby encouraging car dependency or heightening isolation by restricting access to everyday needs. Addressing these challenges through improved pedestrian links, strategic redevelopment, and re-greening initiatives will be essential to re-establishing a stronger relationship between the town etween the town, its environs and its natural coastal and carse environment.



Current Setting - Town Context

Blue - Green Infrastructure



Blue-green infrastructure

Grangemouth benefits from a network of blue-green infrastructure, though it remains underutilised and fragmented due to industrial expansion and transport corridors. The town's waterways—including the River Carron, Forth & Clyde Canal, and Grange Burn—offer significant potential for ecological restoration and public access but are often disconnected from key community areas. Green spaces such as Zetland Park and Inchyra Park provide vital recreational amenities, yet many neighbourhoods remain poorly linked to these assets, with limited active travel connections despite the favourable flat topography. Flood protection measures are also a critical component of Grangemouth's blue-green infrastructure, with ongoing investments aimed at enhancing resilience while integrating public realm improvements. Strengthening and reconnecting these natural assets through enhanced paths, green corridors, and water-based initiatives will be crucial in improving accessibility, biodiversity, and climate resilience for the town.



Neighbourhood Clusters



Neighbourhood clusters and the Town Centre

Grangemouth's neighbourhoods are diverse but physically and socially fragmented, shaped by the town's industrial and infrastructural landscape. The town is characterised by distinct residential clusters, including areas such as Bowhouse, Newlands, and Glensburgh, which are separated by major roads, industrial estates, and the port. Housing stock is predominantly single-occupancy and social housing, with a high proportion of transient households and limited availability of family homes, contributing to population decline. Despite these challenges, neighbourhoods retain strong community ties, with local centres such as Kersiebank and Charlotte Dundas providing essential amenities. However, many residential areas suffer from poor active travel links, a lack of green spaces, and limited access to services, reinforcing reliance on cars. Future regeneration efforts must focus on improving connectivity, diversifying housing options, and enhancing local facilities to create more inclusive and sustainable neighbourhoods while rejuvenating the Town Centre as a mixed-use destination serving the whole town.



Area of Townscape Value



Grangemouth Area of Townscape Value Including Bo'ness Road and Zetland Park

The Falkirk Local Development Plan 2 (LDP2) identifies several Areas of Townscape Value (ATVs) across the council area, including within Grangemouth. These designations highlight areas of local architectural and historic significance that, while not formally designated as Conservation Areas, merit careful management to preserve their distinctive character. LDP2 supports the preparation of character appraisals for ATVs to guide future development in a manner that is sympathetic to their historic and visual qualities. These areas are recognised as contributing positively to the identity and heritage of the wider settlement.

In Grangemouth, the principal Area of Townscape Value centres on the historic neighbourhood surrounding Zetland Park. This area includes a mix of Edwardian and interwar housing, civic buildings, and landscaped public spaces that collectively reflect the town's early 20th-century development.

The recommendations of this Study seek to respect and reinforce the distinctiveness and quality of this Area of Townscape Value which is intrinsic to the positive identity of Grangemouth and its Town Centre.



Road and Transport Connections



Main road and public transport connections

Grangemouth's transport network is heavily shaped by its industrial nature and strategic location, with the M9 motorway and extensive road infrastructure facilitating the movement of freight and industrial traffic. However, internal connectivity for residents is fragmented, with limited active travel options and poor public transport links to key employment and service centres such as Falkirk, Polmont, and Bo'ness.



The road network is dominated by high volumes of HGV traffic, which impacts road safety and amenity, with inefficient routing due to restrictions on local roads and suboptimal motorway junctions.

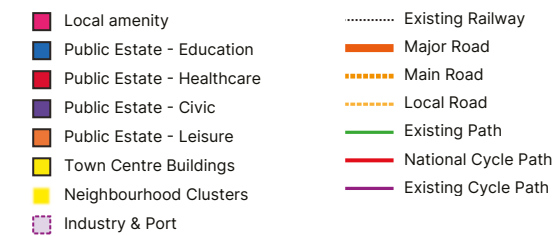
Efforts to enhance transport infrastructure include planned upgrades to bus services and active travel networks. Additionally, improvements to cycling and walking connections are critical, with proposals to upgrade National Cycle Network Route 76 and enhance pedestrian routes across key intersections. Addressing these issues through better transport planning, HGV management, and multimodal connectivity improvements will be essential in making Grangemouth a more accessible and liveable town.

With its flat topography Grangemouth should strive to be Scotland's most cyclable place - encouraging active travel and sustainable transport choices.

Active Travel



Existing and committed active travel connections between neighbourhoods and green spaces



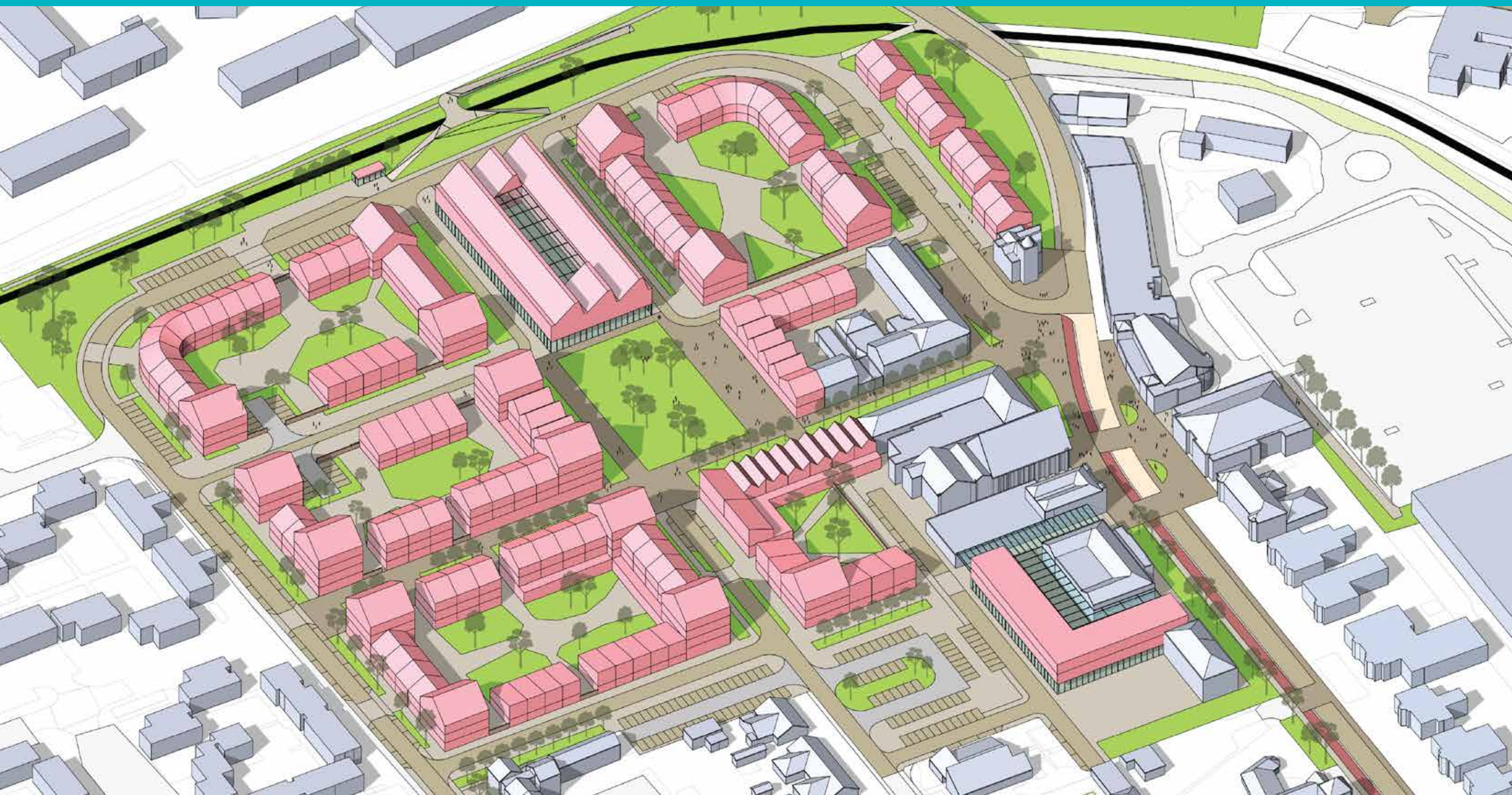
Active Travel infrastructure in Grangemouth is limited and fragmented, creating significant barriers to walking and cycling within the town and to nearby destinations such as Falkirk, Polmont, and Bo'ness. While National Cycle Network Route 76 (NCN76) passes through Grangemouth, it suffers from low service levels, inconsistent wayfinding, and safety concerns due to a lack of segregated cycling infrastructure. Key roads such as Newlands Road present major challenges for pedestrians, with poor quality footways, a lack of dropped kerbs, and wide junctions that prioritise HGV movement. Additionally, many walking and cycling routes feel unsafe, particularly at night, due to isolated underpasses and inadequate lighting.



Despite the flat topography making the town well-suited for active travel, car dependency remains high due to these infrastructure gaps. Improvements are currently underway with Inchyra Road having been updated, and Earlsgate and Cadgers Brae enhancements already installed through the TIF programme. Future improvements are planned, including enhanced cycling routes, upgraded crossings, and better connectivity between neighbourhoods, employment hubs, and other active travel routes across Falkirk, but significant investment is needed to create a safe, accessible, and continuous active travel network.

Part 03 – Grangemouth Town Centre Masterplan

Draft Report
October 2025
Falkirk Council



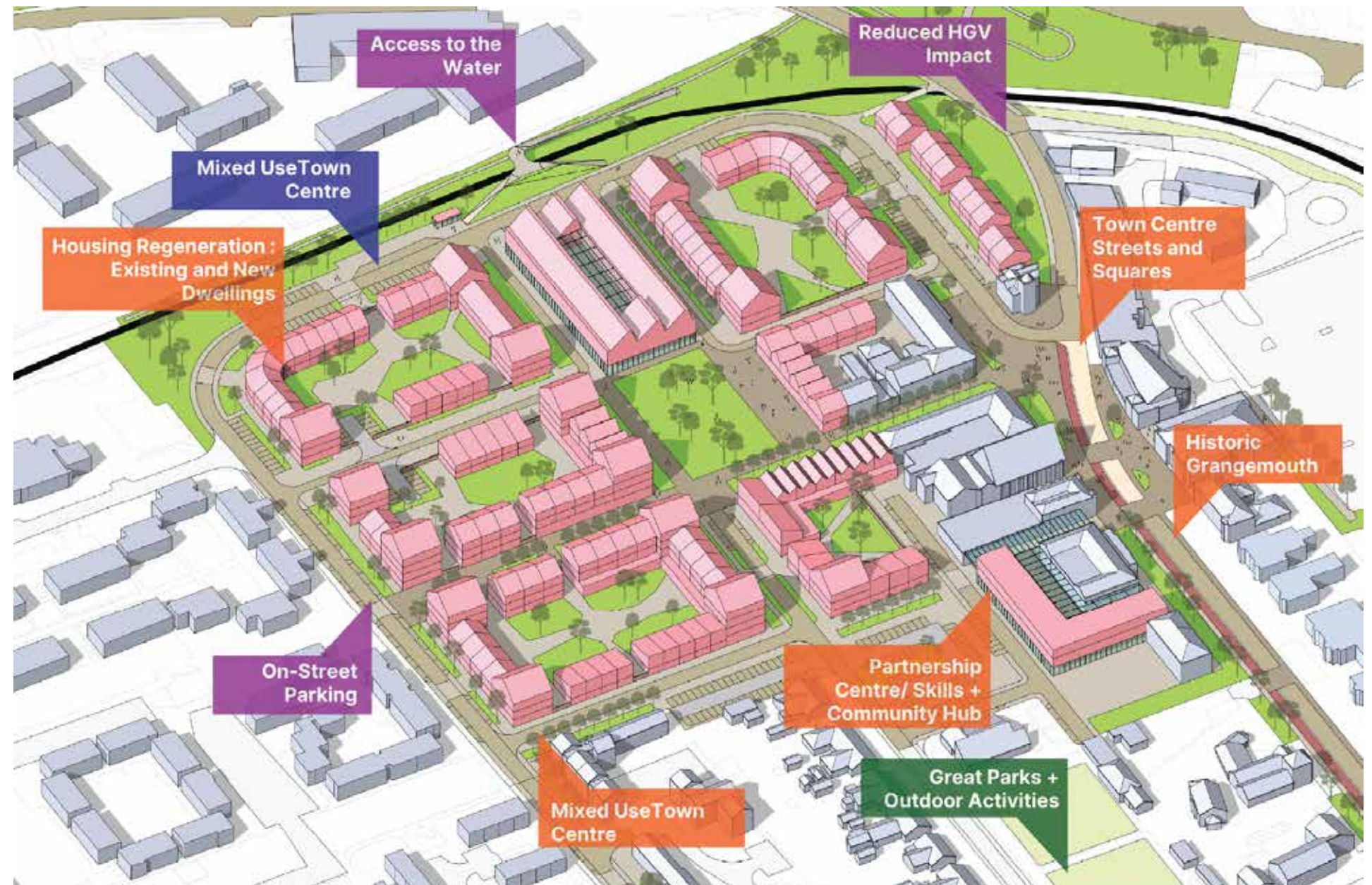
Introduction

The Town Centre Masterplan complements the Spatial Vision and outlines a framework for the regeneration of central Grangemouth.

The Vision for Grangemouth is to create a resilient, sustainable, and vibrant town that embraces its rich heritage and benefits from the its port and industries while offering a high quality of life for all its residents.

Central to this vision is the rejuvenation of a thriving Town Centre with a positive identity, celebrating its rich heritage and better connected to the whole-town and its waterfront.

The Town Centre Masterplan that supplements this Spatial Vision envisages Grangemouth Town Centre being enlivened by a diverse mix of uses, events and activities that serve the needs of the whole-town and provide access to quality jobs, services and amenities. The Town Centre should also benefit from and serve the wider economic activity in the region, with stronger links with the town's Port and Industry supporting a Just Transition.



Site Analysis



1. Physical Context

Infrastructure and Accessibility:

A separate Technical Note entitled 'Grangemouth Town Centre Masterplan - Transport and Movement Considerations' is included in the Transport Study Appendix. This document summarises the existing transport network in and around the Grangemouth Town Centre, and sets out transport opportunities that align with the Masterplan.

The key findings are that:

- The Town Centre is centrally located but suffers from poor connectivity. Public transport links, particularly bus services, are limited in frequency and regional reach. There is no direct rail access, further isolating the town from larger urban areas.
- Active travel infrastructure is fragmented, with a lack of safe and direct walking and cycling routes connecting key destinations, including schools, residential areas, and the waterfront.
- Heavy reliance on car travel contributes to congestion and limits pedestrian-friendly spaces, making the Town Centre less accessible and attractive.

Urban Form and Layout:

- The Town Centre has a car-dominated layout with large surface car parks and minimal pedestrian priority.
- A lack of cohesive design or clearly defined public spaces creates a disconnected urban environment, reducing its appeal and functionality.



2. Economic Performance

Decline in Retail and Commerce:

- The Town Centre has experienced significant economic decline, with high vacancy rates and limited retail options. It is no longer a primary destination for shopping or services.
- Economic activity is heavily reliant on industry, with limited diversification into other sectors like leisure, culture, or hospitality.
- Investment in the area is constrained by low property values and perceptions of economic stagnation.

Potential for Growth:

- Opportunities exist to repurpose underutilised or vacant properties for mixed-use developments, including small businesses, leisure facilities, and housing.
- Strategic positioning near industrial hubs provides potential for collaboration between the Town Centre and local industries, fostering job creation and skills development.



3. Social Performance

Community Challenges:

- Grangemouth faces high levels of deprivation and inequality, with parts of the town ranked among the most deprived areas in Scotland.
 - The Town Centre does not adequately cater to the needs of a diverse population, with limited community spaces and amenities that support social interaction and wellbeing.
- Community Engagement and Resilience:
- Despite challenges, the local community is highly engaged and willing to support initiatives aimed at revitalisation. However, limited resources and capacity hinder sustained community-led efforts.

Housing:

- The lack of diverse and high-quality housing within the Town Centre contributes to population decline and limits its role as a thriving mixed-use area.

Site Analysis : Existing Town Centre

4. Environmental Performance

Green and Blue Infrastructure:

- The Town Centre lacks strong connections to Grangemouth's environmental assets, including the waterfront and nearby greenspaces such as Zetland Park and Helix Park.
- Opportunities exist to integrate blue-green infrastructure, such as flood defences and ecological enhancements, into the urban fabric to improve resilience and attractiveness.

Sustainability Challenges:

- High car dependency and limited active travel options negatively impact air quality and carbon emissions in the Town Centre.
- Large areas of impermeable surfaces, such as car parks, exacerbate issues related to stormwater management and flooding risks.

Climate Resilience:

- Flood risks remain a significant concern, requiring integrated solutions that combine environmental, social, and economic benefits.

Summary of Opportunities

Transforming the Town Centre: There is significant potential to revitalise Grangemouth's Town Centre by focusing on mixed-use development, improving active travel and public transport connections, and creating a more pedestrian-friendly and sustainable urban environment.

Building Economic Resilience: Diversifying economic activity beyond industry and retail into leisure, culture, and community-led initiatives can attract visitors and investment.

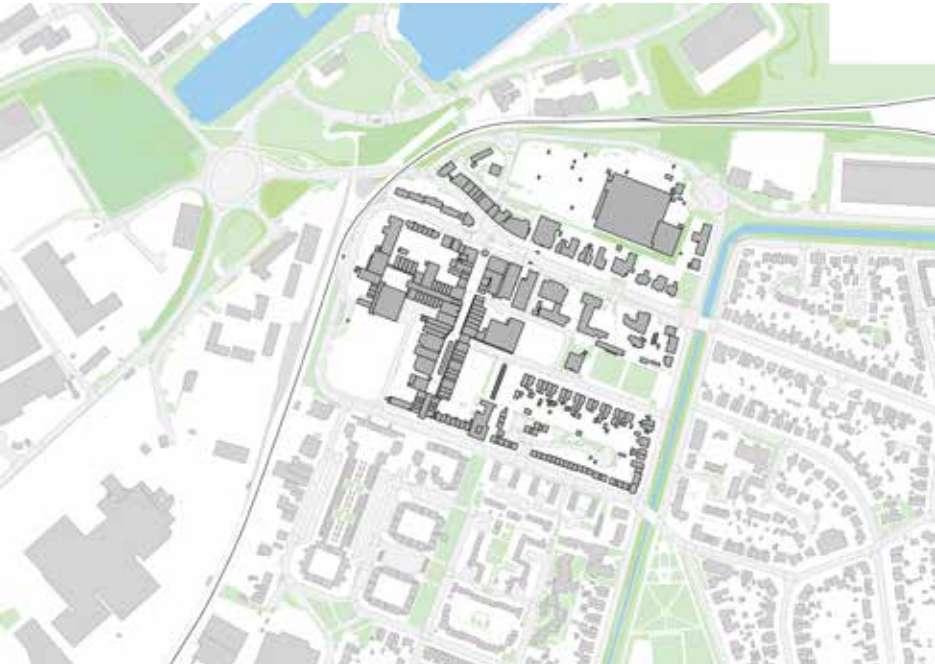
Enhancing Social Inclusion: Developing community spaces and improving access to services can strengthen local social fabric and promote wellbeing.

Sustainability and Green Connections: Integrating blue-green infrastructure and enhancing connections to natural assets will improve environmental resilience and attract residents and visitors.



Grangemouth Town Centre in 2025

Site Analysis : Existing Town Centre



Existing Town Centre - Built Footprint: The existing buildings stock comprises a mix of 19th century structures mainly along Bo'ness Road, with a series of mid-20th century mixed use developments expanding towards the south and Kerse Road.



Existing Town Centre - Road Network: There is no through-traffic in the existing Town Centre development, which is served by Bo'ness Road to the north, Kerse Road to the south, Union Road to the west and Abbots Road to the east.



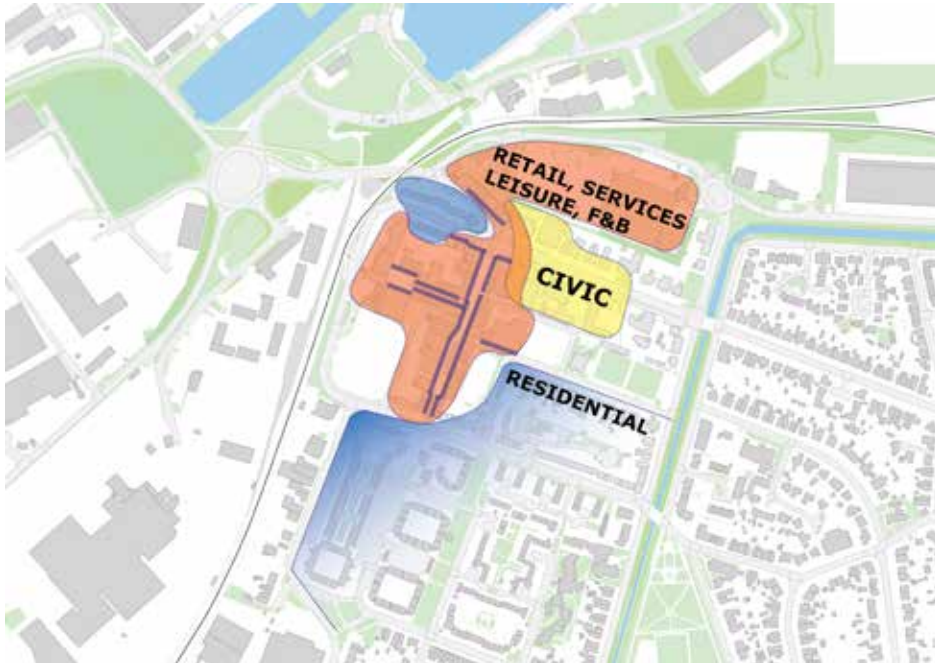
Existing Town Centre - Road and Pedestrian Network: A series of pedestrian routes provide access to the heart of La Porte Precinct, with vehicle access from Talbot Street and Annfield Place.



Existing Town Centre - Green/Blue network: The Town Centre is located west of Grange Burn with its adjacent green spaces extending north past Zetland Park. There is very little green space within the study area.



Existing Town Centre - Active Frontage: The existing active frontage is mostly facing inwards towards the centre of La Porte Precinct. Bo'ness road has some active frontage along its west side.



Existing Town Centre - Land Use: The existing land use consists of retail, services, leisure and food and beverage towards the north, along Bo'ness Road, with some civic uses also, and moving south there is an area of mixed use development with flats above shops leading to a purely residential area further south.

Town Centre Masterplan

- Key Objectives

Revitalise the Town Centre:

- Create a vibrant, mixed-use hub with retail, housing, leisure, and culture.
- Prioritise pedestrian-friendly streets and green public spaces.
- Reduce number of vacant premises.

Enhance Connectivity

- Improve walking, cycling, and public transport links, including a potential mobility hub. Increase active travel and public transport
- Enhanced accessibility for all.

Strengthen the Economy

- Diversify with green innovation, tourism, and small businesses.
- Support local jobs and investment with adaptable commercial spaces.

Promote Sustainability

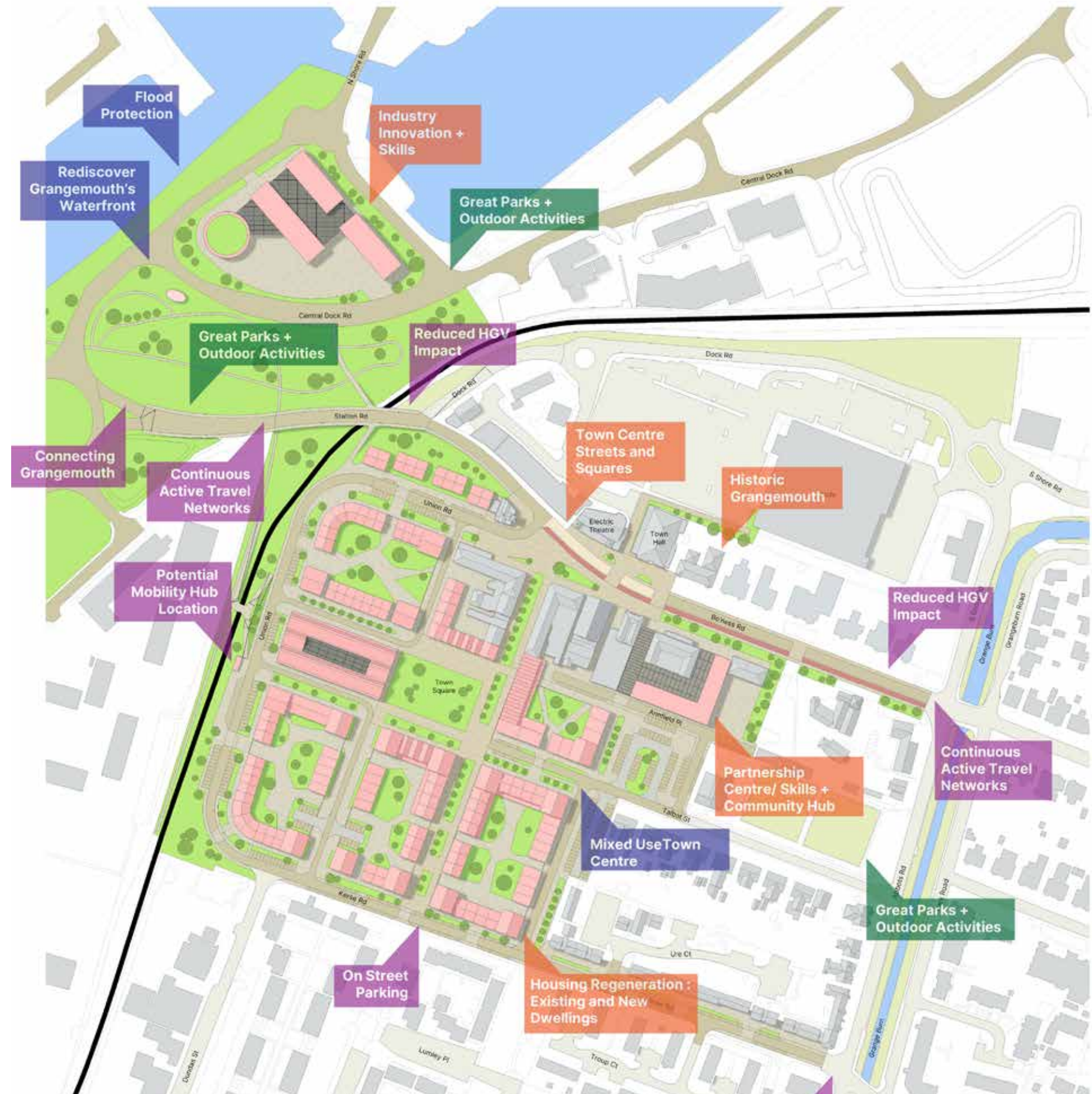
- Implement blue-green infrastructure and integrate climate resilience.
- Embed net-zero principles in all projects.
- Implement flood defences

Support Community Wellbeing

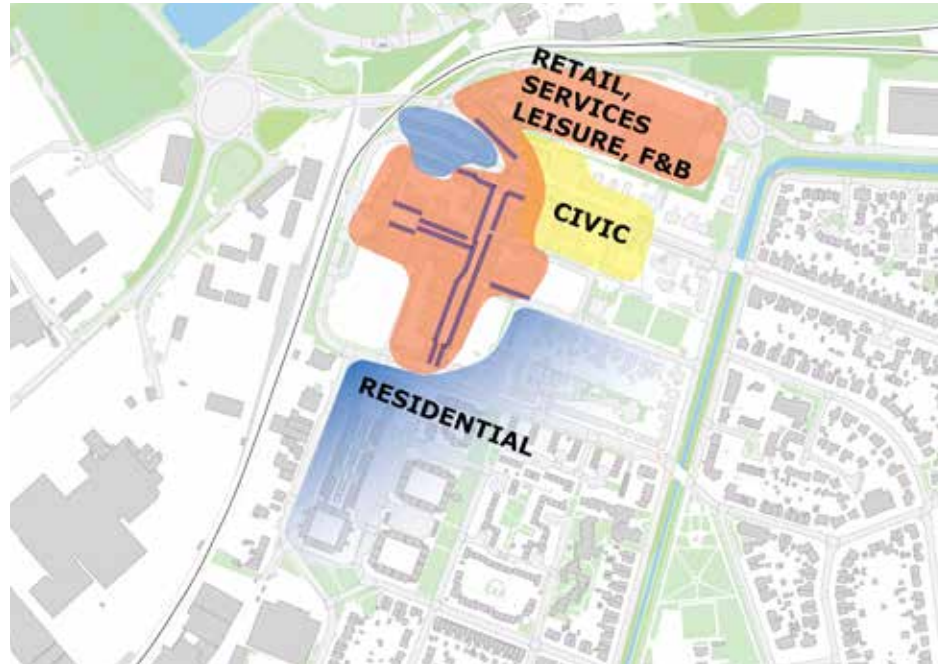
- Deliver affordable housing, accessible services, and inclusive spaces.
- Reflect community needs and heritage through local-led initiatives.
- Increase community participation.

Build Place Identity

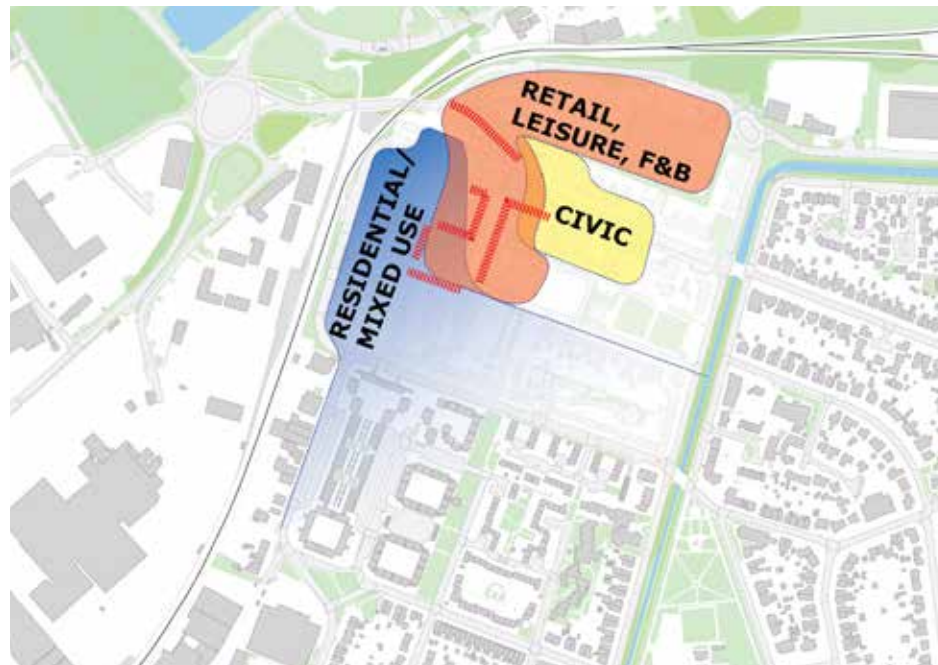
- Celebrate the town's port and heritage - restoring built heritage complemented with high quality modern design and landmark public spaces.



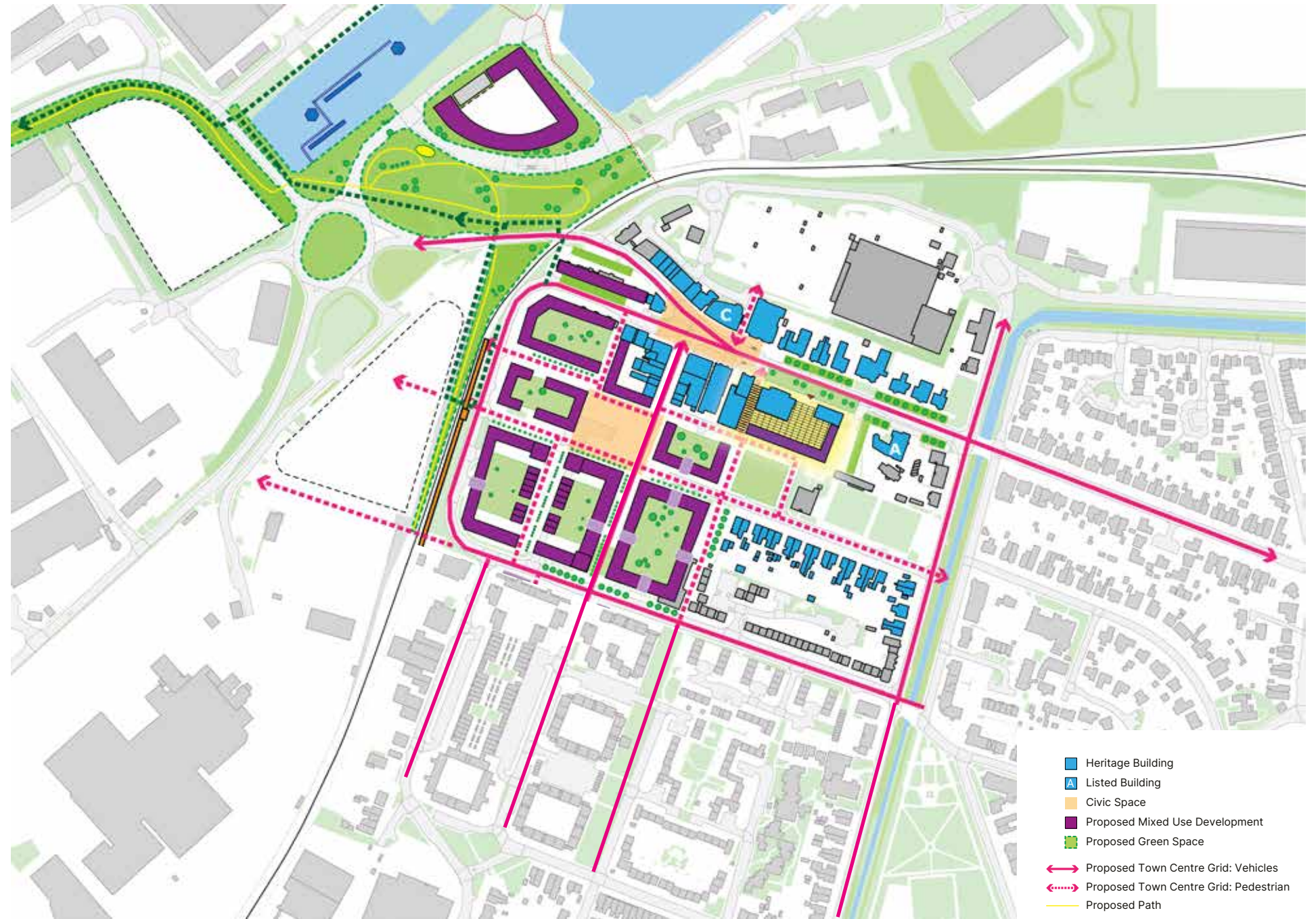
Masterplan Design Principles



Existing Town Centre - Simplified Land Use



Potential Future Land Use diagram - increased Town Centre living, consolidated commercial offer



To guide the regeneration of Grangemouth Town Centre the following Design Principles are advocated;

- From roads and car parks to **Streets and Squares – people friendly places**
- **Reinforcing the Street Grid** and connecting Town Centre with communities
- **Mixed-Use Town Centre** – retail PLUS community, civic, leisure, culture, skills, jobs and housing
- **Town Centre Living** : supporting higher density, quality housing options
- **Revitalised Town Centre Economy** : bringing new jobs, skill + opportunities
- **Re-establishing Waterfront** access
- **Adaptable / Flexible** : ‘long-life, loose fit’ – future-proofed - retain and repurpose or remove and replace
- **Retaining and celebrating** the Town’s history and heritage

Key Moves Overview

- 1 **Bo'ness Road – civic / community quarter** – repurposing heritage assets
- 2 **Grangemouth Partnership / Community Hub**
- 3 **La Porte Heart** – day and night-time economy: consolidated Retail / Food + Beverage / leisure offer and more + new Town Square
- 4 **Skills and Green Economy** – bringing new jobs / opportunities to enliven Town Centre (incl. Digital Hub)
- 5 **Town Centre Living** – mixed housing types, tenures and including south of Town Centre
- 6 **Town Squares + Public Realm focus** – quality streets and greenspace in Town Centre
- 7 **Pedestrian Priority Town Centre** – accessible with convenient public transport and car access, reduced traffic dominance, and reinforcing the ban on through-traffic on Bo'ness Road
- 8 **Old Dock Waterfront** – re-connect Town and Port / Dock: watersports and quayside park
- 9 **Mobility Hub** – and active travel network. Improved sustainable transport connectivity - including active travel connections and retaining land for a potential future rail station and mobility hub.



Key Moves

1. Bo'ness Road – civic / community quarter – repurposing heritage assets

Bo'ness Road presents a unique opportunity to celebrate and repurpose Grangemouth's rich architectural and industrial heritage. With a collection of significant civic and historical buildings, this corridor has the potential to be revitalised as a community and cultural hub, integrating public sector services, workspace, and leisure uses. Retaining and adapting these assets can help restore the character of the town while providing modern, functional spaces for local businesses, social enterprises, and education initiatives. By reinvigorating these buildings with active uses, alongside enhanced public realm improvements, Bo'ness Road can become a landmark civic quarter, reinforcing Grangemouth's identity while supporting Town Centre regeneration efforts.



Bo'ness Road - 3D View

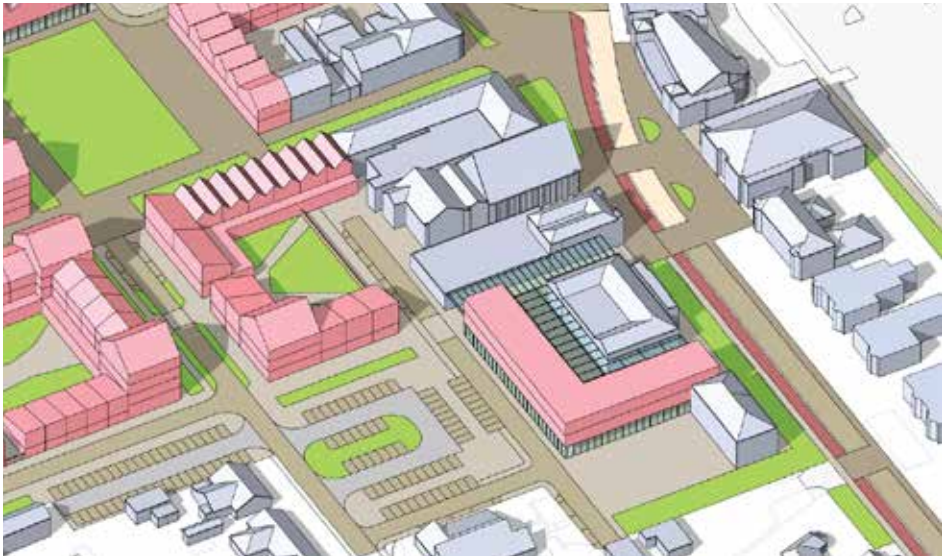


Bo'ness Road - Current Setting

Key Moves

2. Grangemouth Partnership / Community Hub

The development of a Partnership Centre/Community Hub in Grangemouth's Town Centre presents a key opportunity to revitalise the area by consolidating public services, community facilities, and flexible workspaces into a single, accessible location. This initiative aims to enhance service delivery, support community engagement, and attract footfall, helping to address the town's declining centre while providing essential social infrastructure. The hub would bring together healthcare, education, employability support, and cultural activities, fostering greater collaboration between public agencies and local organisations. Repurposing heritage assets along Bo'ness Road for this purpose could further celebrate the town's civic identity while promoting sustainable redevelopment. By creating a modern, multi-use space that prioritises accessibility, digital connectivity, and flexible service provision, the Partnership Centre will serve as a vibrant focal point for residents and a catalyst for broader regeneration efforts.



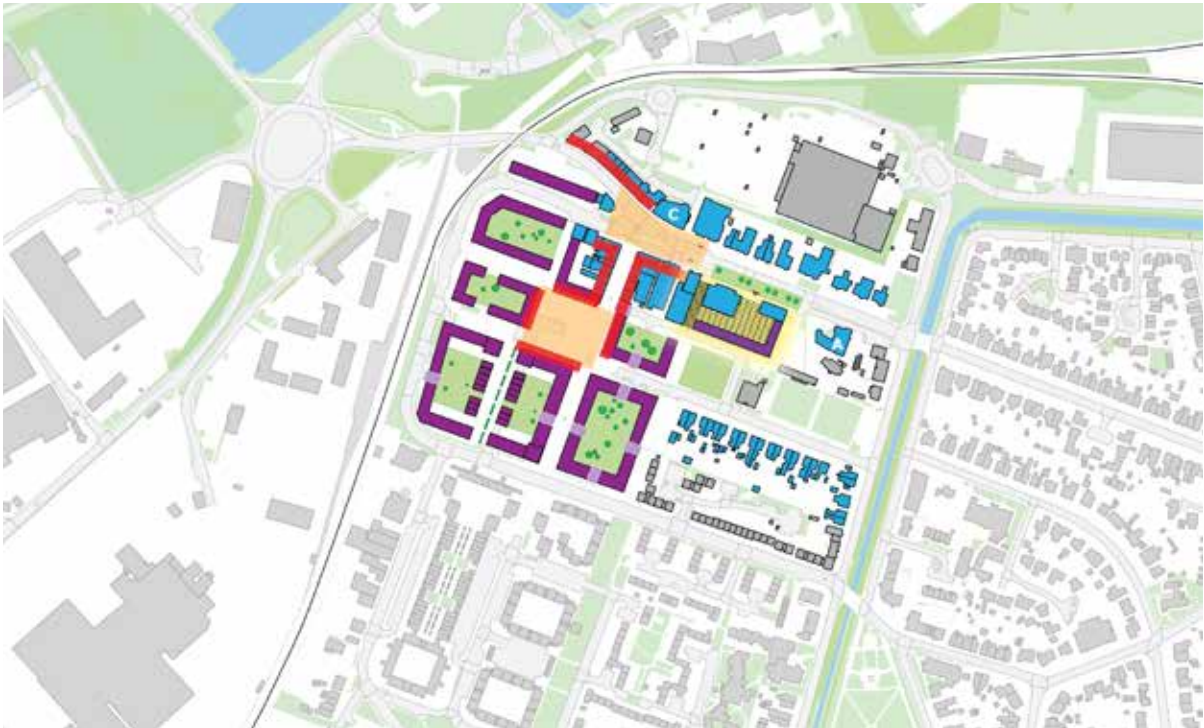
Proposed Partnership Centre



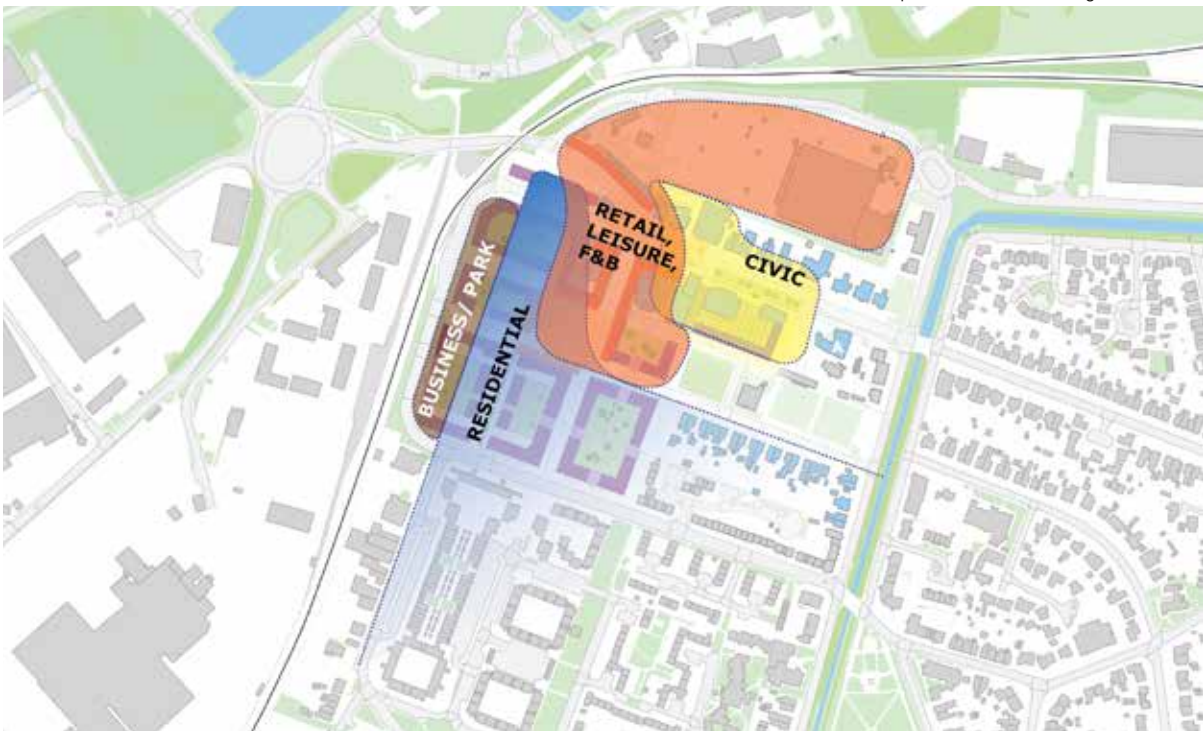
Key Moves

3. La Porte Heart – day and night-time economy: consolidated Retail / F+B / leisure offer and more + new Town Square

Grangemouth's Town Centre has the potential to develop a diverse and dynamic mix of retail, food and beverage, and leisure offerings, centred around an active and well-designed town square. By consolidating retail into a more cohesive, high-quality offering, the town can attract both local residents and visitors, creating a sustainable daytime economy with a focus on independent businesses, convenience retail, and services that meet community needs. In the evening, a strengthened food and beverage sector, complemented by cultural and entertainment venues, can animate the Town Centre after dark, supporting a safe and inviting night-time economy. Enhancing public realm and integrating outdoor dining, market spaces, and event programming in a revitalised town square will further establish Grangemouth as a social and community hub, encouraging footfall and making the Town Centre a more attractive place to gather, socialise, and enjoy.



Proposed shops frontage



Proposed Uses

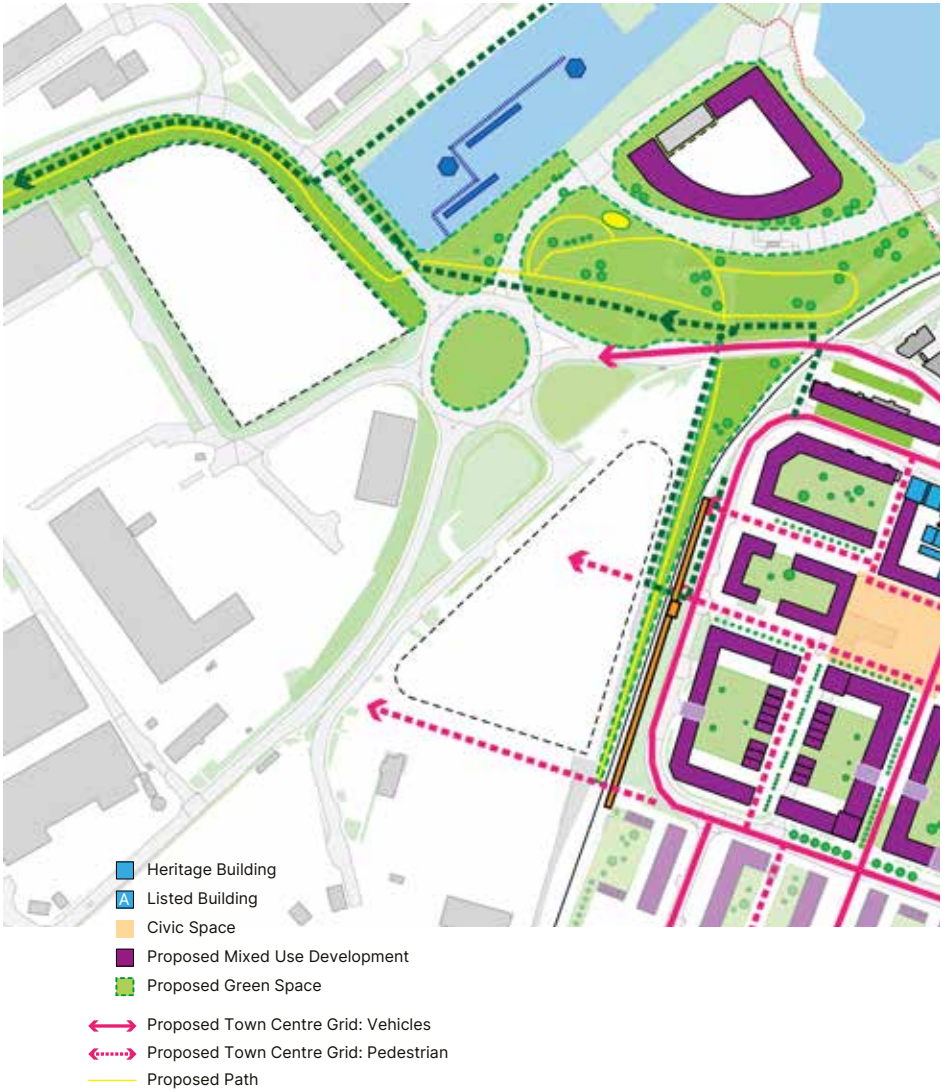
Key Moves

4. Skills and Green Economy – bringing new jobs / opportunities to enliven Town Centre (incl. Digital Hub)

Grangemouth has a unique opportunity to align skills development with the growing green economy, ensuring that local residents can access employment in renewable energy, low-carbon industries, and sustainable construction. As the town transitions towards a net-zero future, targeted training initiatives, apprenticeships, and upskilling programmes will be essential in equipping the workforce with future-proofed skills. Collaboration between Forth Valley College, local businesses, and industry leaders can help create clear pathways into green jobs, including roles in hydrogen production, carbon capture, sustainable logistics, and energy-efficient building technologies.

A dedicated skills hub could provide hands-on learning opportunities, vocational training, and business incubation support, helping to bridge the gap between education and employment. By embedding sustainability into workforce development, Grangemouth can strengthen economic resilience, retain talent, and position itself as a leader in Scotland’s green industrial transition.

It is proposed that the TRACE facility is located closer to the Town Centre in order to maximise the benefits of its presence in Grangemouth. A digital Hub can be introduced as part of the TRACE facility.



Skills Training Hub

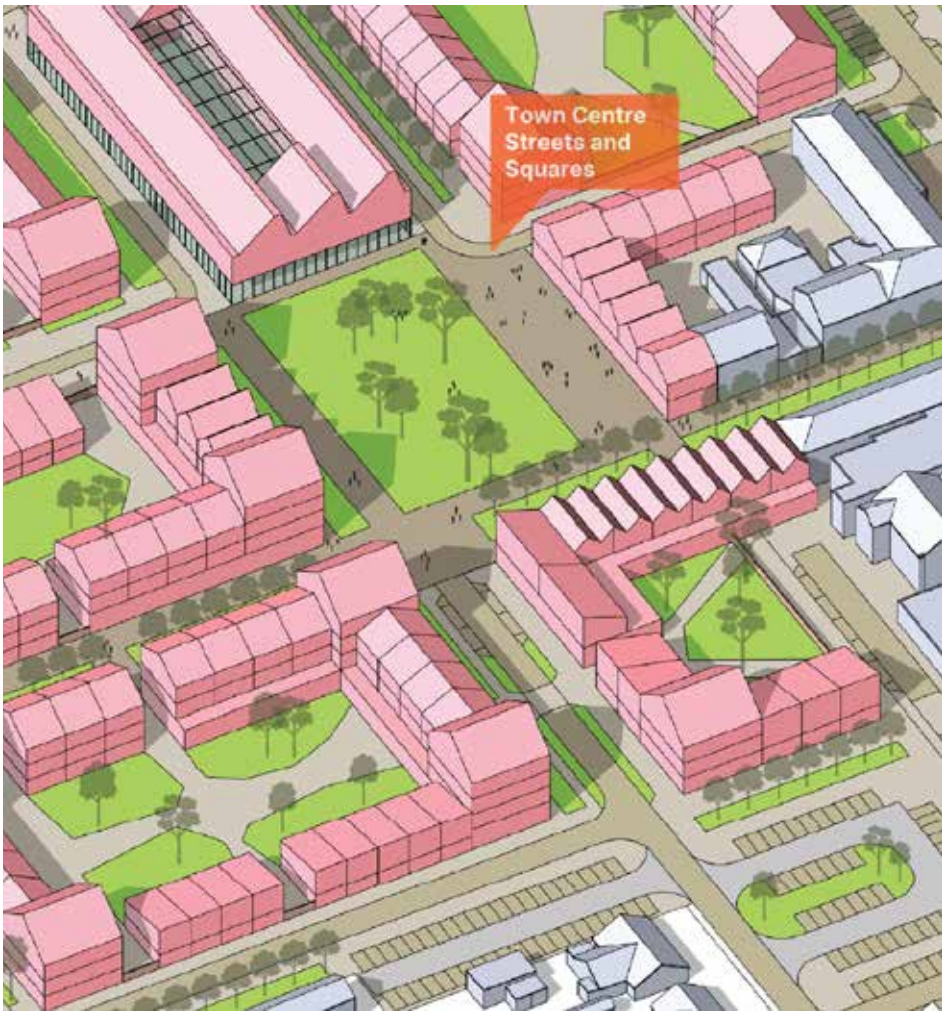


Key Moves

5. Town Centre Living – mixed housing types, tenures and including south of Town Centre

The transformation of Grangemouth’s Town Centre presents an opportunity to introduce the right mix of residential uses within a dynamic mixed-use context, fostering a more vibrant, walkable, and sustainable urban environment. By integrating modern apartments, townhouses, and repurposed heritage buildings alongside retail, leisure, employment spaces, and community services, the Town Centre can support a diverse residential population while ensuring activity throughout the day and evening. This approach will cater to a range of needs, from young professionals and families to older residents seeking well-connected, amenity-rich living. Prioritising affordable and sustainable housing—with energy-efficient design, integrated green spaces, and strong active travel connections—will reinforce Grangemouth’s commitment to net-zero development. The introduction of well-designed Town Centre living will increase footfall, enhance local economic vitality, and contribute to the long-term resilience of the Town Centre, making it a more attractive and thriving place to live, work, and socialise.

Realising the place ambitions of this Town Centre Masterplan requires mixed-use development, including mixed-tenure housing. However, this ambition currently conflicts with existing restrictions related to COMAH zone regulations and flood risk. To fully assess the potential for mitigating these restrictions and enabling mixed-use development in line with the Masterplan’s objectives, further technical analysis of relevant policies and risk mitigation measures is required.



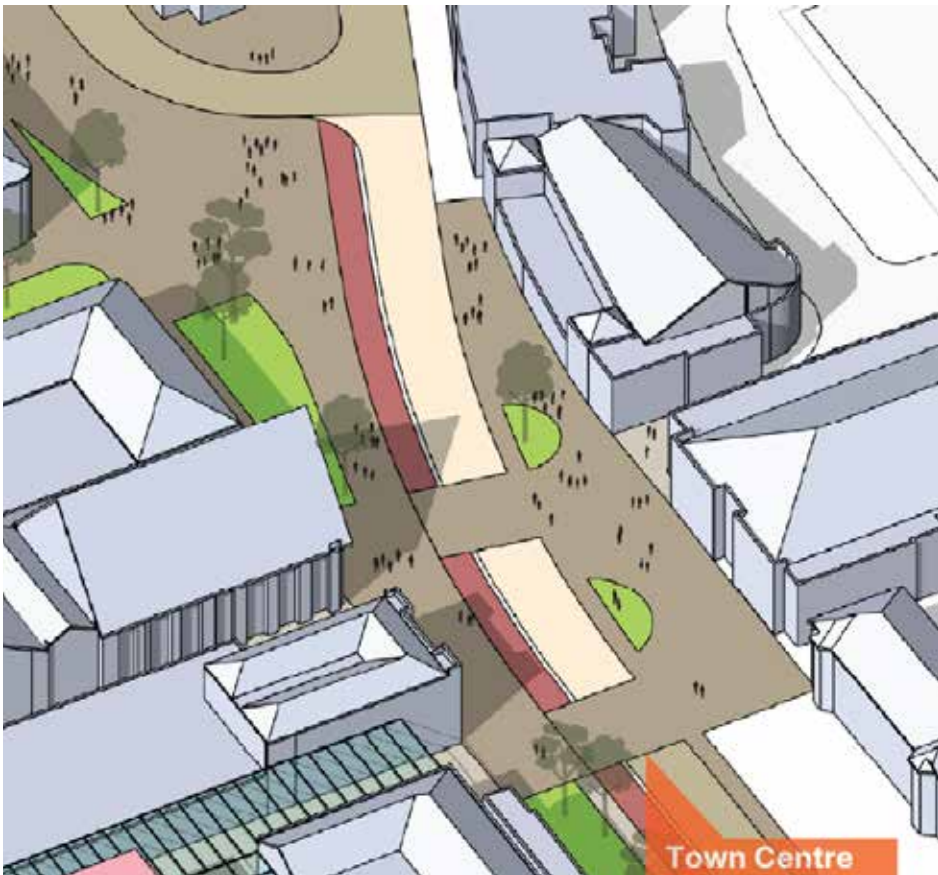
Town Centre Living



Key Moves

6. Town Squares + Public Realm focus – quality streets and greenspace in Town Centre

A well-designed town square and public realm is essential for creating a vibrant, attractive, and people-friendly Town Centre in Grangemouth. High-quality streetscapes, inviting green spaces, and pedestrian-prioritised areas will enhance the sense of place, encouraging social interaction, local events, and economic activity. The integration of pocket parks, tree-lined boulevards, and multifunctional civic spaces will provide opportunities for relaxation, play, and community gatherings, supporting both the daytime and evening economy. Improved active travel connections, accessible pathways, and well-designed public seating will ensure a more inclusive and welcoming environment for all residents and visitors. By prioritising high-quality materials, sustainable urban drainage systems, and climate-responsive design, the Town Centre can become a more resilient, green, and enjoyable place. A thoughtfully planned town square, complemented by engaging public realm improvements, will help create a distinctive, lively, and enduring heart for Grangemouth.



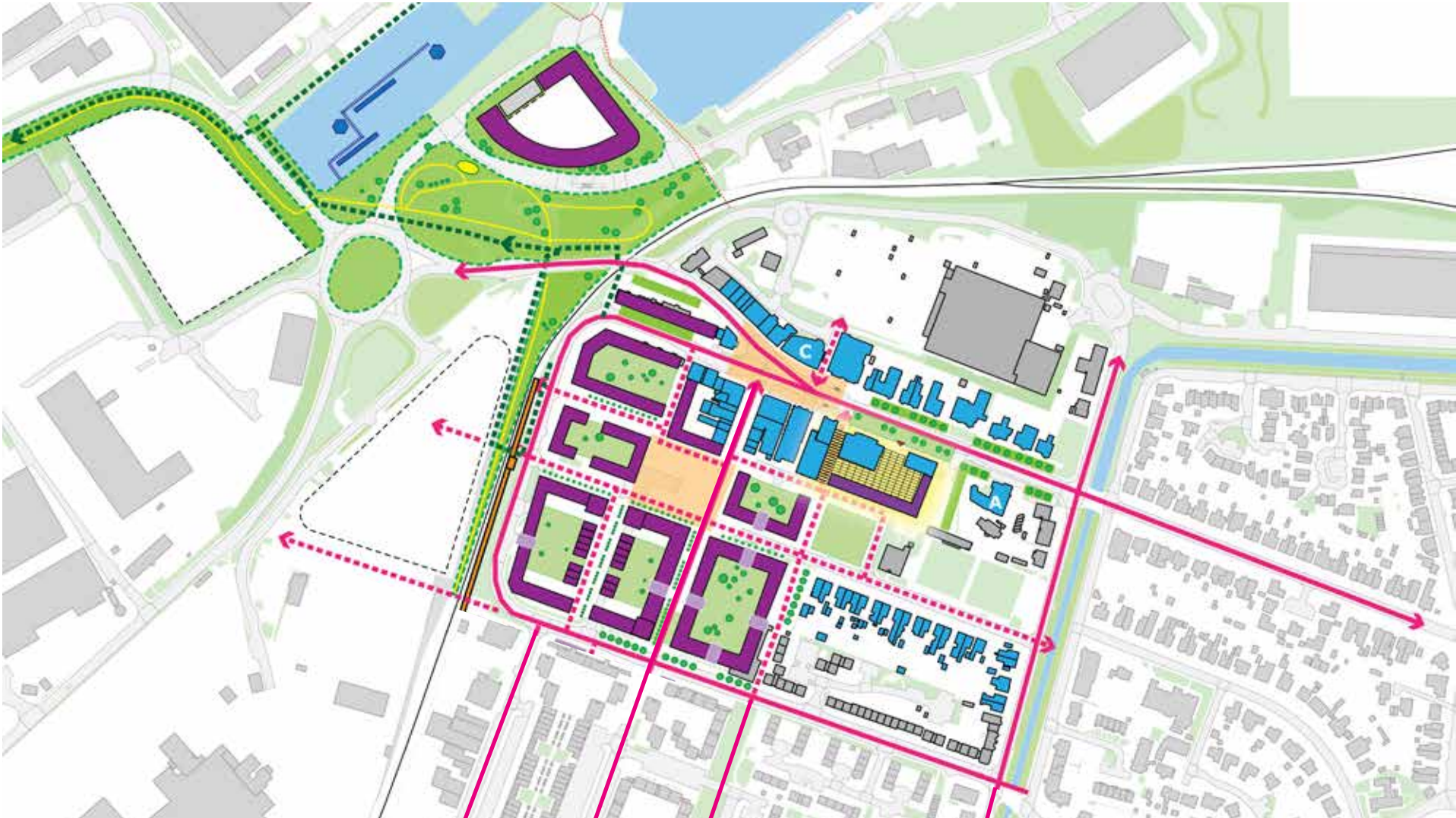
Town Squares & Public Realm



Key Moves

7. Pedestrian Priority Town Centre – accessible with convenient public transport and car access, restricted through traffic, no HGV through-traffic on Bo’ness Road.

Grangemouth’s Town Centre has the potential to become a pedestrian-priority environment, balancing accessibility, convenience, and sustainability while creating a safer and more enjoyable urban experience. A redesigned Town Centre should prioritise walking, cycling, and public transport, with high-quality pedestrianised streets, widened footways, and improved crossings to encourage active travel. Convenient public transport connections, including enhanced bus services and strategic drop-off points, will ensure accessibility for all residents and visitors, while controlled car access and well-located parking will support local businesses without compromising pedestrian safety. Restricted through traffic and the removal of HGVs from the Town Centre will reduce congestion, noise, and air pollution, enhancing the public realm and overall quality of life. By integrating these measures, Grangemouth can create a welcoming, people-focused Town Centre that supports a thriving retail, leisure, and residential environment.



Pedestrian Priority



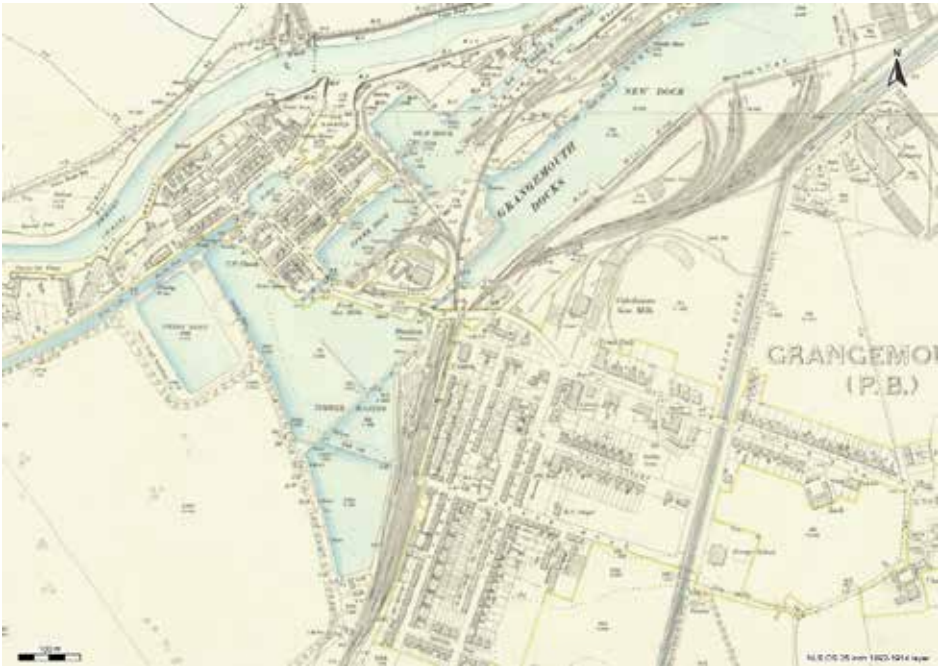
Image caption formatting - align to bottom of text frame

Key Moves

8. Old Dock Waterfront – re-connect Town and Port / Docks : watersports and quayside park

The Old Dock Waterfront presents a unique opportunity to reconnect Grangemouth’s Town Centre with its historic port and docks, transforming the area into a vibrant, accessible waterfront destination. By revitalising the quayside with public realm enhancements, green spaces, and active frontages, the waterfront can become an attractive hub for both locals and visitors. A quayside park with seating, landscaping, and play areas would provide a welcoming public space, while improved walking and cycling links would ensure stronger connections between the Town Centre and the riverfront. Introducing watersports facilities, such as kayaking, paddleboarding, and sailing, could activate the waterfront and celebrate Grangemouth’s maritime heritage. Carefully planned mixed-use development, including cafés, cultural spaces, and recreational amenities, would further enhance the area’s appeal, making the Old Dock Waterfront a key part of the town’s regeneration and a focal point for leisure, tourism, and community life.

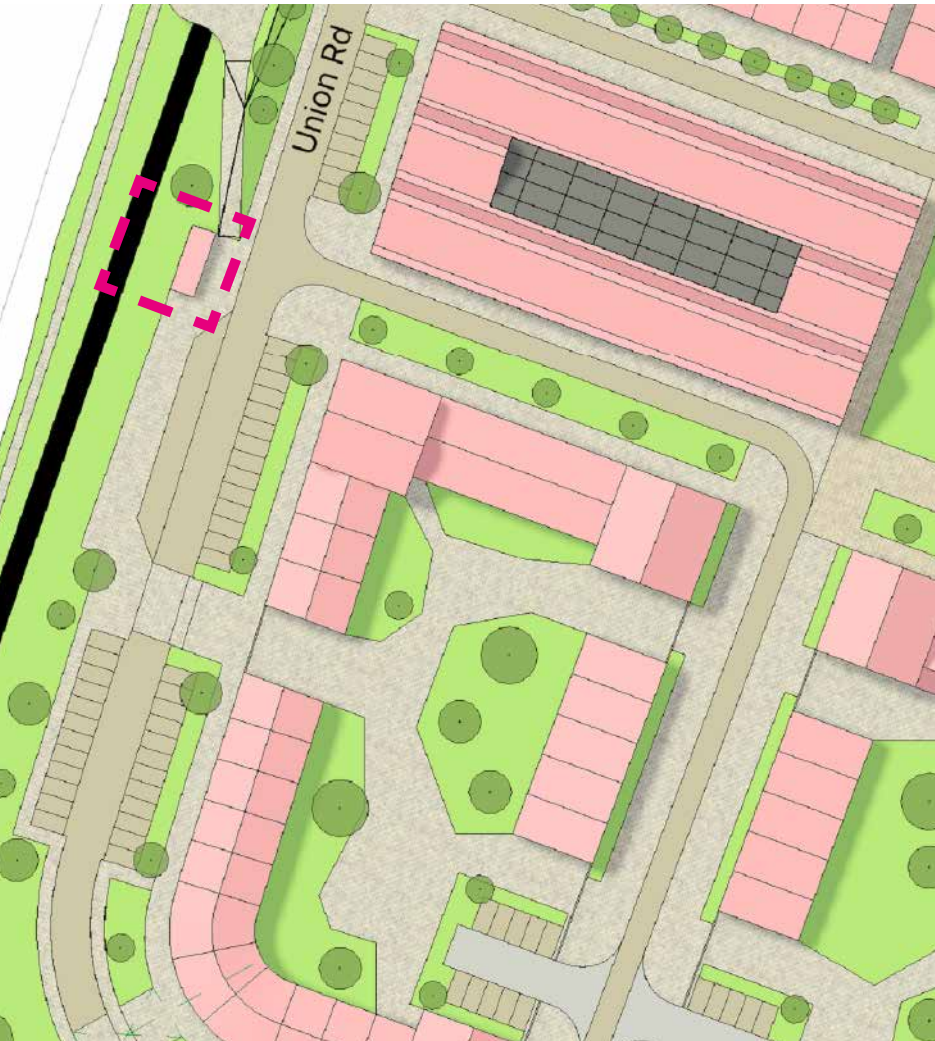
Reutilising the waterfront



Key Moves

9. Mobility Hub – and active travel network. Retain zone for potential future rail station provision.

A Mobility Hub in Grangemouth's Town Centre can serve as a seamless transport interchange, improving public transport connectivity and active travel links while future-proofing the area for potential rail station provision. By integrating bus services, cycling infrastructure, and pedestrian-friendly routes, the hub would provide a convenient, accessible, and sustainable alternative to car dependency. Key features could include real-time travel information, cycle hire and storage facilities, and improved pedestrian connections to key destinations such as the Town Centre, waterfront, and industrial areas. Retaining a dedicated zone for a future rail station ensures that long-term regional transport improvements can be accommodated, strengthening Grangemouth's connectivity to Falkirk, Edinburgh, Glasgow, and beyond. By creating a well-connected, multi-modal transport hub, the town can support low-carbon travel, reduce congestion, and enhance accessibility for residents, workers, and visitors.



Mobility Hub

Key Design Principles

The following conceptual diagrams articulate the key design principles which will shape Future Mobility Hubs and show how different modules can be combined to suit varied contexts. These diagrams should not be read as resolved designs, but more as illustrations to explore scalability, adaptability and potential uses.

1. Adaptability and Function

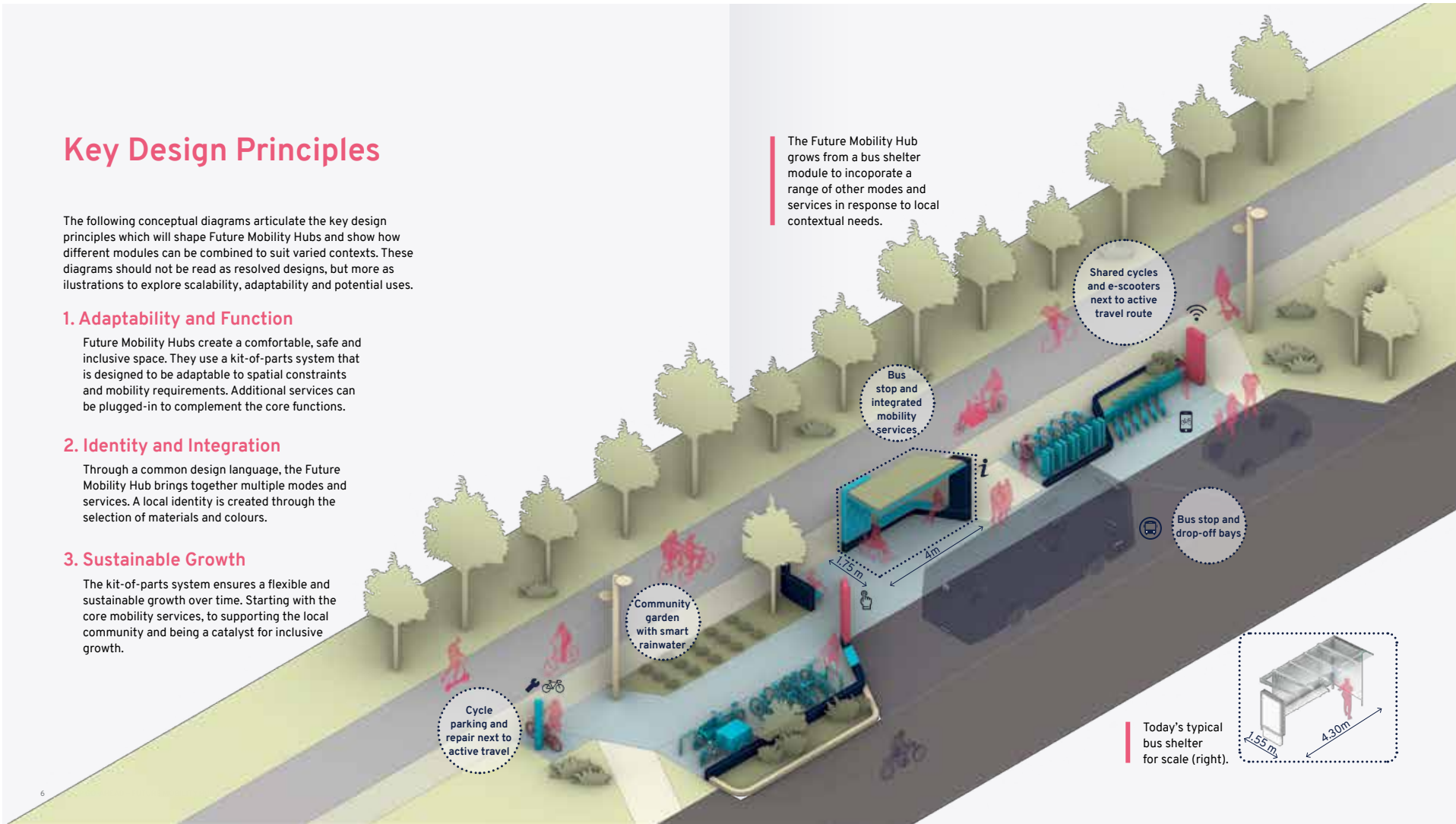
Future Mobility Hubs create a comfortable, safe and inclusive space. They use a kit-of-parts system that is designed to be adaptable to spatial constraints and mobility requirements. Additional services can be plugged-in to complement the core functions.

2. Identity and Integration

Through a common design language, the Future Mobility Hub brings together multiple modes and services. A local identity is created through the selection of materials and colours.

3. Sustainable Growth

The kit-of-parts system ensures a flexible and sustainable growth over time. Starting with the core mobility services, to supporting the local community and being a catalyst for inclusive growth.

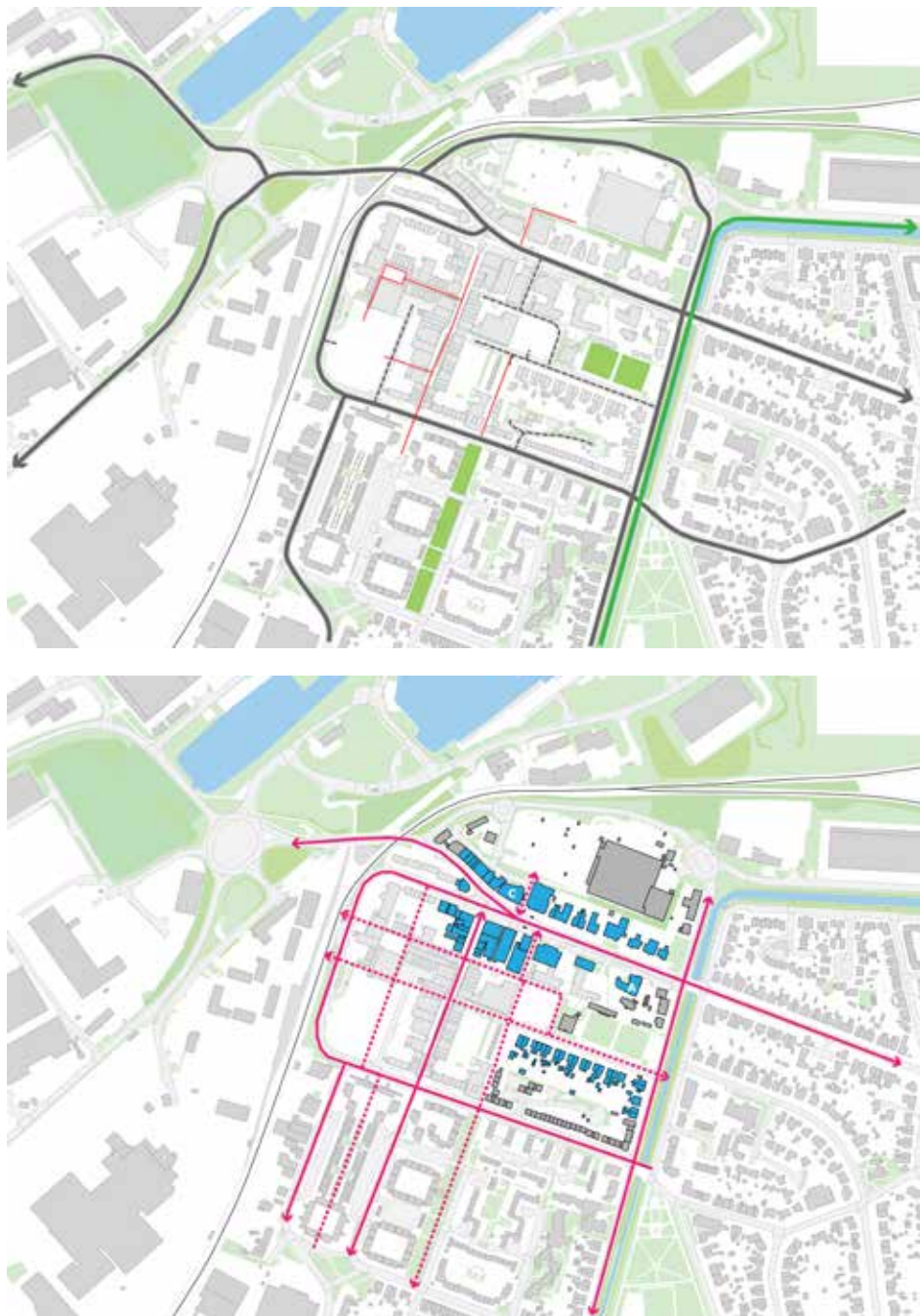


Indicative Mobility Hub

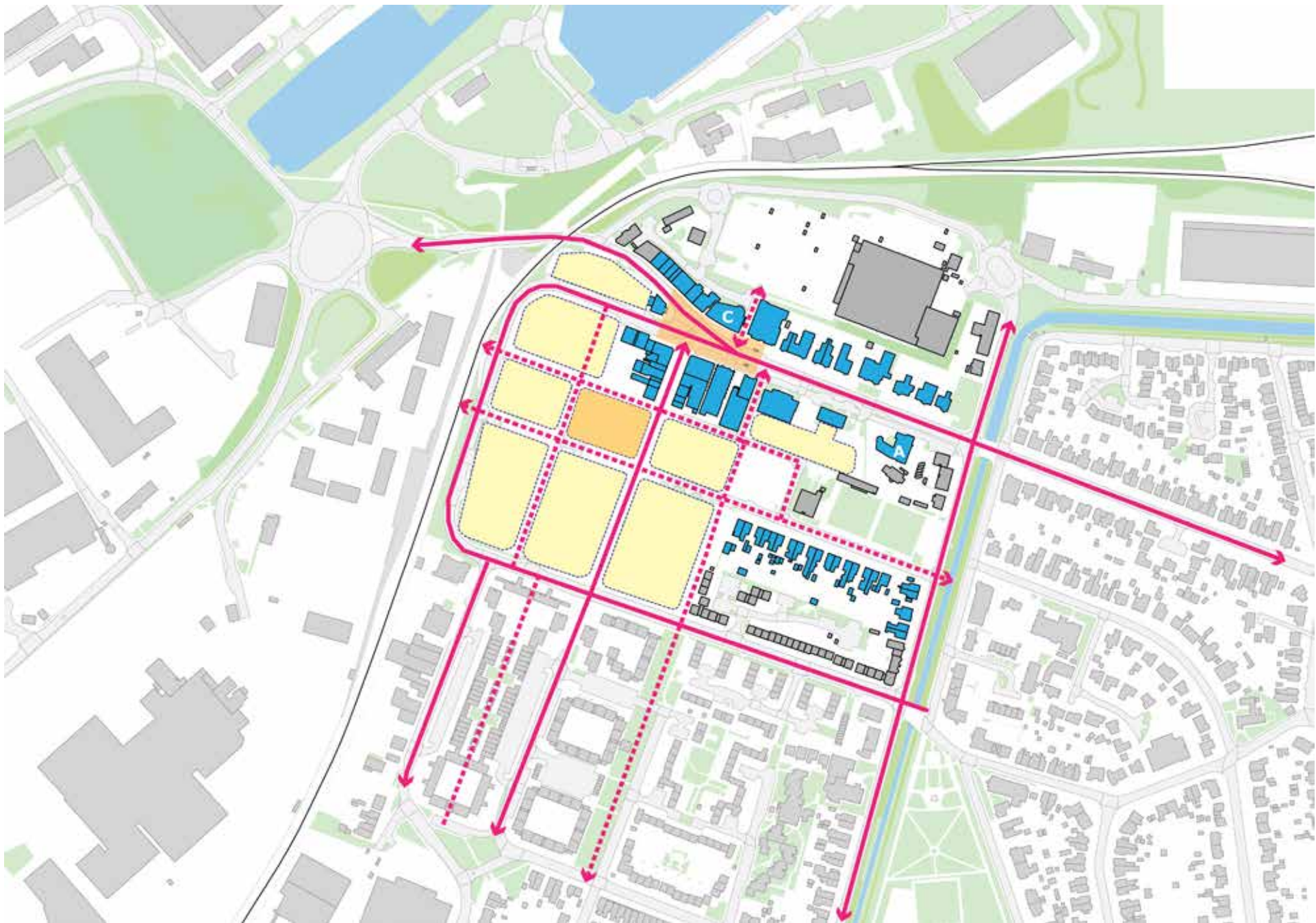
Source: ARUP : <https://www.arup.com/globalassets/downloads/insights/future-mobility-hubs.pdf>

Mobility Hub - potential location

Town Centre Indicative Development



Town Centre Grid

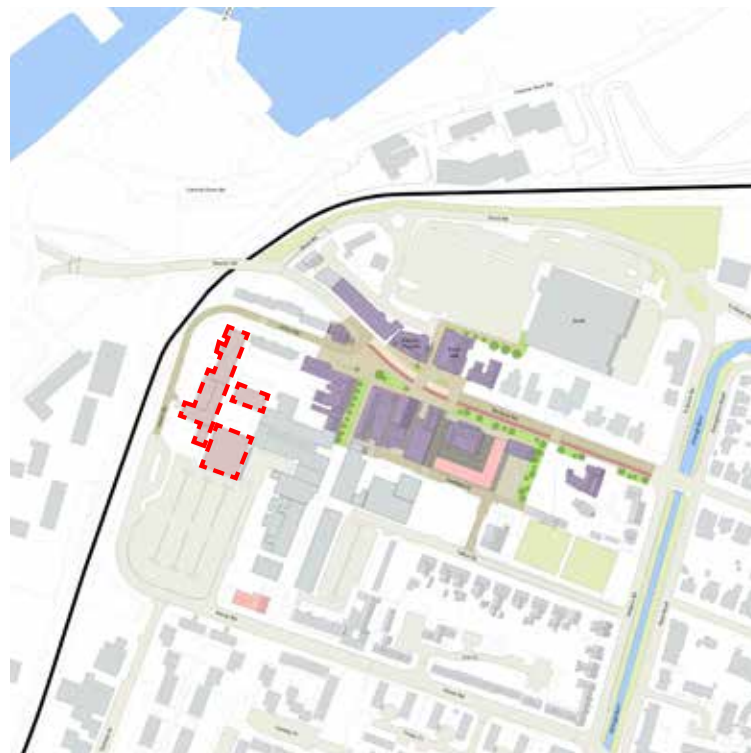


The Town Centre as existing is set out on a grid between Bo'ness Road, Abbot Road, Kerse Road, and Union Road, which connects to the residential development to the south. This grid divides the Town Centre to a number of blocks.

Future development in Grangemouth Town Centre can be phased following those blocks, which offer a range of options, from retaining most of the existing stock and focusing development on gapsites, to maximum redevelopment of all of the 20th century built stock.

Indicative Development Phasing - Refurbishment

Phase 1: Refurbishment of the 19th Century building stock & establishment of the Partnership centre around the Municipal Chambers.



Phase 2 - Refurbishment: Following the demolition of the Royal Mail facilities & part of the adjacent retail buildings, development of residential units to the west, to complete the existing blocks. Potential for an Innovation Centre to be located north of the existing car park on Union Road along with a Skills Centre north of Central Dock Road. This option prioritises refurbishment and utilisation of the existing stock.



Indicative Development Phasing - Development

Phase 2 - Development: Following on from Phase 1, this option includes development to the north west and to the south side of La Porte. A park is formed north-west of the rail lines, which is accessed via the Station Road bridge, and via a potential pedestrian overbridge from Union Road. A mobility hub is also included in that location.



Phase 3: Additional development at the heart of La Porte Precinct is combined with the development of an Innovation Centre directly to the west, and a new skills centre to the north, north of Central Dock Road.

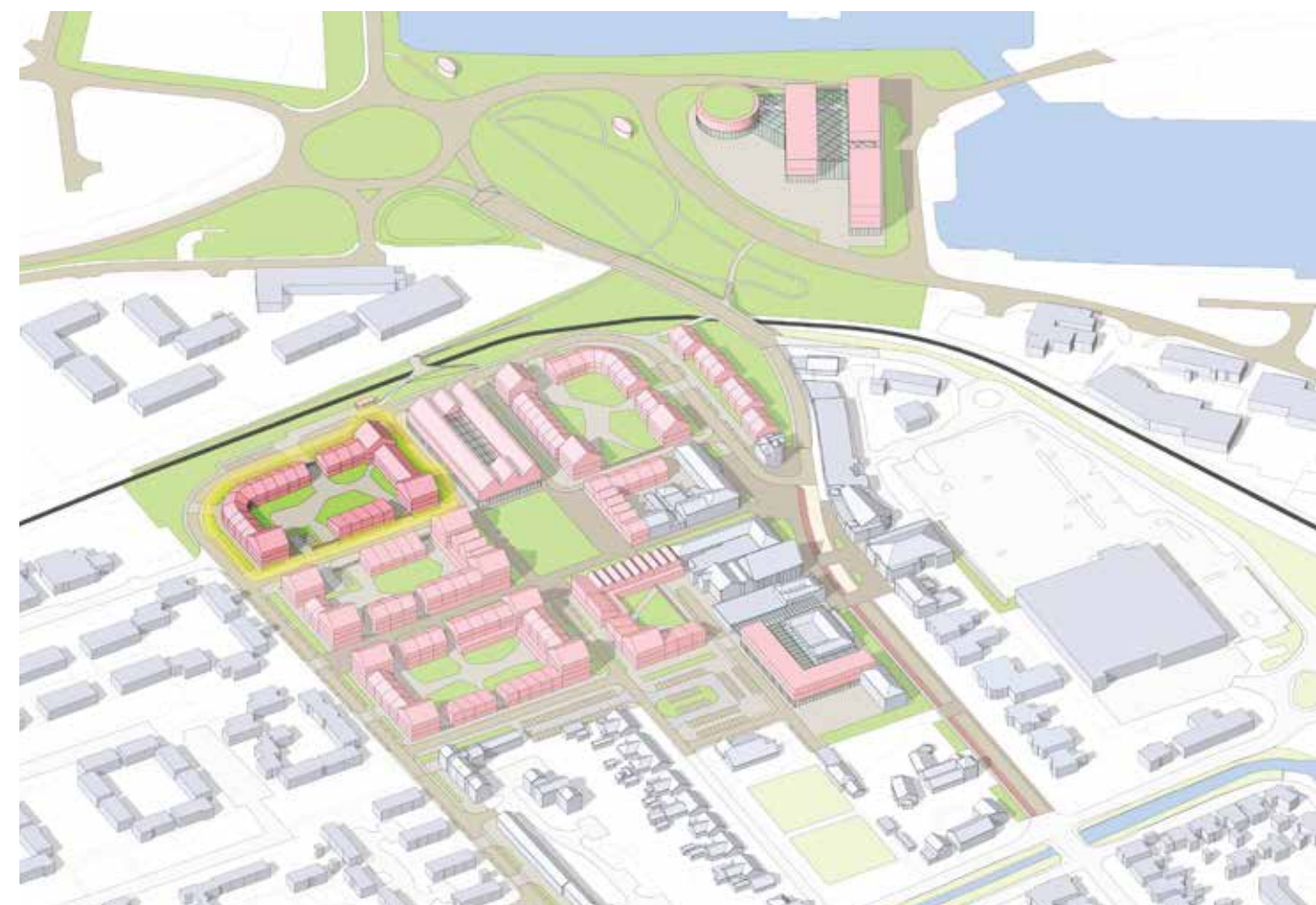


Indicative Development Phasing - Development

Phase 4: At this phase the Town Centre is fully developed anew, with the car park at the south-west retained.



Phase 5: This phase shows maximised indicative development around the Town Centre, including the south-west car park.



Grangemouth Town Centre Masterplan



Grangemouth Town Centre Masterplan - Full future proposal with on-street parking and maximised development.



Grangemouth Town Centre Masterplan - Indicative option with additional car park space and mobility hub located at the north-west with additional car parking within the south-west blocks.

Part 04

Next Steps / Recommendations / Action Plan



Part 04 – Next Steps/ Recommendations/ Action Plan

Introduction

The successful delivery of the Grangemouth Spatial Vision and Town Centre Masterplan hinges on continued collaboration, effective governance, and a commitment to community-centred regeneration. This chapter sets out the immediate next steps, overarching recommendations, and a staged action plan to guide implementation and ensure that the momentum generated by this study translates into transformative change for Grangemouth.

Governance and Programme Management

Empower the Town Team

- The Town Team (formally the Greener Grangemouth Programme Board) will function as a transparent, non-political, and inclusive body fostering collaboration and promoting sustainability.
- It will bring together community representatives, public sector agencies, local businesses, industry partners, and subject matter experts to assess opportunities, guide project development, and deliver tangible outcomes.
- Supported by a Programme Manager and relevant officers, the Town Team will identify and shape Project Business Cases for submission to the Growth Deal Programme Board and Scottish Government.
- It will also provide strategic oversight of delivery, manage risks and barriers, facilitate stakeholder engagement, and track performance against defined outputs and outcomes. The team will operate via a core membership group, supplemented by advisory contributors and thematic sub-groups covering key topics such as housing, active travel, and climate resilience.

Strengthen Strategic Alignment

- Coordinate activities with the Growth Deal Programme Board and align with the objectives of the Falkirk-Grangemouth Investment Zone, Green Freeport, and Greener Grangemouth initiatives.
- Integrate the Place Principle and Just Transition priorities into decision-making at every stage.



Grangemouth Town Centre Proposed
Masterplan - View from South-East

Part 04 – Next Steps/ Recommendations/ Action Plan

Community and Stakeholder Engagement

Undertake Broad Community Consultation

- Deliver a targeted programme of community engagement to test and refine proposals, build trust, and foster local ownership of the Vision.
- Use neighbourhood-level planning from 2025 onwards to inform delivery at a local scale.

Support Community-Led Action

- Promote and fund initiatives that empower local groups to shape open spaces, lead cultural activity, and deliver small-scale improvements.
- Provide capacity-building support to address resource constraints and succession challenges.

Early Priorities for Delivery (2025–2027)

Launch the Partnership Centre

- Secure funding and identify a suitable site for the Town Centre Partnership Centre, ideally reusing the heritage assets on Bo’ness Road.
- Begin co-location of health, education, employability, and community services to anchor wider regeneration.

Town Centre Public Realm

- Prioritise pedestrian-friendly streets and green public space as key placemaking features. Areas of early focus should include Bo’ness Road public realm enhancements (including active travel infrastructure) and connections between the Town Centre and Zetland Park and the proposed Dockside Park.

Town Centre Townscape Heritage

- Support investment in the built heritage assets in the Town Centre to conserve, support re-use and retain the historic townscape (principally along Bo’ness Road in the Town Centre). Consider scope for grants to improve shopfronts, maintain heritage features or interventions to enable re-use of historic / Listed buildings; especially vacant or under-occupied buildings at risk.

Activate the Waterfront

- Progress plans for the Dockside Park and associated public realm and access improvements.
- Begin feasibility and design work on watersports facilities and pedestrian links between the Town Centre and the waterfront.

HGV Welfare Facilities

- Agree the preferred location and format of HGV Welfare Facilities and implement alongside any adjustment to TROs and enforcement action to ensure HGV access is enabled along and restricted to approved routing between the M9 and the Port / Industry.

Events Programme

- Alongside planning and delivery of capital projects a programme of community events, perhaps occupying under-appreciated buildings and open spaces, to enliven Grangemouth Town Centre and nurture local pride in place should be supported. These could augment the existing activities in the Town and link to other key destinations in the area including Helix Park and the Canal.

Medium-Term Interventions (2027–2030)

- Begin converting existing stock and redeveloping around the Town Centre, to deliver high-quality, mixed-use development including housing, leisure, and retail to stimulate footfall and confidence in the Town Centre.
- Advance strategic housing renewal.
- Implement key active travel routes identified in school travel assessments and the Local Transport Strategy.
- Establish the Mobility Hub, including real-time public transport information, e-mobility infrastructure, and potential safeguarding for future rail connectivity.

Long-Term Vision (Beyond 2030)

- Continue incremental revitalisation of the Town Centre, including the north-west and south-west La Porte precinct areas.
- Explore redevelopment of redundant industrial and port-adjacent sites for mixed-use, employment, and innovation purposes.
- Sustain investment in parks, open spaces, and blue-green infrastructure to enhance climate resilience and quality of life.

Funding and Delivery Mechanisms

- Leverage committed funding through the Falkirk & Grangemouth Growth Deal and explore opportunities through Levelling Up and Just Transition funding streams.
- Foster public-private partnerships and encourage social enterprise involvement in regeneration activity.
- Regularly review delivery progress against the Vision’s objectives and adjust the action plan in response to emerging opportunities and community feedback.

Conclusion

Grangemouth stands at a pivotal moment. With coordinated leadership, empowered communities, and a shared commitment to inclusive and sustainable development, the vision set out in this masterplan can become a lived reality. The next steps must be bold yet practical, balancing ambition with a pragmatic focus on deliverability and lasting impact.

Emerging Proposals :

Summary

Proposal	What?	Why?
Mixed Use Town Centre	<ul style="list-style-type: none"> - Enhance quality and consolidate extent of Town Centre retail offer, - promote Town Centre living / residential options (mixed tenure / type) - introduce wider mix of uses in Town Centre including leisure, food / drink, community / public, workspace and learning, innovation and skills, cultural and public transport. 	<ul style="list-style-type: none"> - Consistent with 'Town Centre first' principle - ensure a resilient, diverse Town Centre offer - sustain footfall by creating many reasons to use the Town Centre - support existing and attract new businesses and investment - establish case for refurbishment or redevelopment of shopping precinct - create Town Centre jobs, employability and training opportunities - better serve whole-town / regional catchment - sustain local residential population - promote 20 min neighbourhood / optimal access to services
Town Centre Streets + Squares	<ul style="list-style-type: none"> - Provide a new town square in the heart of the Town Centre - 'high street' focus on La Porte Precinct and Bo'ness Road - Establish an accessible pedestrian friendly Town Centre - Enhance public realm with more green / soft landscaping 	<ul style="list-style-type: none"> - Transform look and feel of Town Centre from traffic dominated roads and car parks to people friendly streets and squares - Create public open spaces supporting positive place identity, everyday street-life and events - 'green the grey' Town Centre to adapt for climate change and promote positive health and wellbeing - Reaffirm the grid street pattern to establish development blocks for phased redevelopment
Partnership Centre / Skills + Community Hub	<ul style="list-style-type: none"> - Co-locate a range of public sector services in a Town Centre location, ideally rejuvenating existing heritage assets 	<ul style="list-style-type: none"> - Attract footfall and jobs to Town Centre - Diversifies offer / reason to be in Town Centre - Demonstrates public sector commitment to 'Town Centre first' approach
A Network of Centres	<ul style="list-style-type: none"> - Retain and sustain local neighbourhood centres at Kersiebank / Charlotte Dundas and Bowhouse 	<ul style="list-style-type: none"> - Establish a hierarchy of service provision at whole-town (Town Centre) and local / neighbourhood level - Localize service for communities - Encourage partnership
Historic Grangemouth	<ul style="list-style-type: none"> - Find sustainable uses and conserve listed / heritage buildings, especially on Bo'ness Road and any buildings on 'at risk' register - interpret town's historic contribution to Scotland and industries (museum, trails, artwork) 	<ul style="list-style-type: none"> - enhance / celebrate town identity - maximise benefit of quality townscape / heritage assets (incl. library, town hall, municipal buildings, police station, former churches, Electric Theatre) - restore Bo'ness Road as a fine street with civic presence
Rediscover Grangemouth's Waterfront	<ul style="list-style-type: none"> - create a public waterfront destination / dockside park at Junction Dock / Old Dock. - Establish a watersports attraction at Junction Dock - create continuous pedestrian and cyclepaths from Town Centre to waterfront (incl new overbridge from Union Road over railway) and onwards to Kelpies / Helix Park (along Carron / canal network). - Consistently seek additional public access pathways to waterfront around or through port / industry whenever compatible with industry cluster 	<ul style="list-style-type: none"> - Restore Grangemouth town's connection with its waterfront / shoreline - Create a new place / destination that adds to the offer and amenities in and near the Town Centre - Offer scope for Port and Industries to fulfill CSR objectives and integrate town / port / industry requirements where practical

Proposal	What?	Why?
Industry, Innovation + Skills	<ul style="list-style-type: none"> - Locate TRACE project to Junction Dock / Old Dock quayside adjacent to Skills Centre - Create Innovation + Digital Hub in Town Centre - Enhance active travel / public transport connections to Grangemouth Sustainable Manufacturing Campus (GSMC) 	<ul style="list-style-type: none"> - Open up pathways for STEM, skills and outreach from industry to local population - Promote opportunities for new jobs, skills and employability as part of Just Transition - Showcase the pioneering work and celebrate benefits / opportunities of major new industries in the region
Flood Protection	<ul style="list-style-type: none"> - implement flood protection measures - integrate enhanced active travel connections / place-making along publicly accessible flood infrastructure 	<ul style="list-style-type: none"> - improve climate resilience and future-proof the town and port - ensure flood infrastructure enhances the quality of the place with additional benefits for continuous active travel routes and access to waterfronts
Great Parks + Outdoor Activities	<ul style="list-style-type: none"> - build on success of Zetland Park (and Helix Park) enhancements with ongoing programme of environmental and place improvements to all major town greenspace - sustain quality of outdoor sports / activities (eg. national athletics facilities, cycle hubs) - attract new outdoor activities to the area (eg. watersports) - support community growing and other skills initiatives. 	<ul style="list-style-type: none"> - enhance access to nature, active lifestyles and support population health and wellbeing - boost the image and quality of life Grangemouth has to offer - lead the way in addressing biodiversity and climate emergencies with nature-based solutions - increase quality open spaces and improve air quality - establish blue-green infrastructure network serving local needs
Connecting Grangemouth	<ul style="list-style-type: none"> - Enhance bus service frequency - Introduce mobility hub in Town Centre - Examine whether a future Rail Station can be delivered in future phases 	<ul style="list-style-type: none"> - Promote sustainable transport options and modal shift / reduce car reliance - Avoid prejudicing a future Rail Station and enable ongoing advocacy - Connect communities to their assets and access to opportunities - Support net zero transition
HGV-Free Town Centre	<ul style="list-style-type: none"> - Reduce impact of HGVs on community by enforcing access restrictions, providing suitable HGV corridors to access port / industry and avoid town and removing HGV destinations within the town - Provide HGV driver's welfare hub 	<ul style="list-style-type: none"> - Reduce / avoid negative impacts of port / industry access and logistics on town / communities - Support HGV drivers welfare
Continuous Active Travel Networks	<ul style="list-style-type: none"> - extend active travel infrastructure beyond planned investment to create a continuous network of ped / cycle routes connecting the Town Centre, waterfront, all local centres / public buildings and major parks / open space - Incorporate routes were identified as part of Falkirk Council's School Travel Assessments, which identified measures to improve the walking and cycling experience for the school community 	<ul style="list-style-type: none"> - Flat terrain ideal for all active travel modes - Affordable, convenient local access to amenities, services and opportunities - Restore Grangemouth's previous reputation as one of Scotland's most cycle-friendly towns - Promote sustainable transport options and modal shift / reduce car reliance - Support net zero transition
Housing Regeneration : existing and new dwellings	<ul style="list-style-type: none"> - Progress Strategic Housing Plan for Grangemouth - Continue retrofitting existing housing stock to meet net zero targets and future population needs - Bring forward new housing sites and seek to disaggregate industry and the town / neighbourhoods. - Incremental replacement of older less popular social rented housing with newer homes more appropriate to the aim of stemming population decline 	<ul style="list-style-type: none"> - Highlighting the social and economic importance of housing in defining Grangemouth's future - Aim to reduce / stop population decline - Establish correct balance of dwelling types (more or less flats v houses) without undermining population target - Diversify housing offer (social and private) - Use Council's ownership as a lever to lead change - Attract with quality housing investment from private sector to enable mixed tenure offer in town's residential market
One Public Estate	<ul style="list-style-type: none"> - Rationalisation and improvement of the existing Public Estate 	<ul style="list-style-type: none"> - Providing public sector buildings and services which will meet the needs of the existing and future Grangemouth community

Austin-Smith:Lord

Enhancing Life & Environments By Design

Bristol

40 Berkeley Square
Bristol BS8 1HP

+44 (0)117 239 0500
bristol@austinsmithlord.com

Glasgow

25 Bothwell Street
Glasgow G2 6NL

+44 (0)141 223 8500
glasgow@austinsmithlord.com

Cardiff

18 Park Place
Cardiff CF10 3DQ

+44 (0)2920 225 208
cardiff@austinsmithlord.com

Liverpool

Port of Liverpool Building
Pier Head L3 1BY

+44 (0)151 227 1083
liverpool@austinsmithlord.com

austinsmithlord.com

Austin-Smith:Lord Ltd is a Limited Company
registered in England & Wales with registered
number 11773049