

Grangemouth Spatial Vision & Town Centre Masterplan

Third Draft Report V2

May 2025

Falkirk Council

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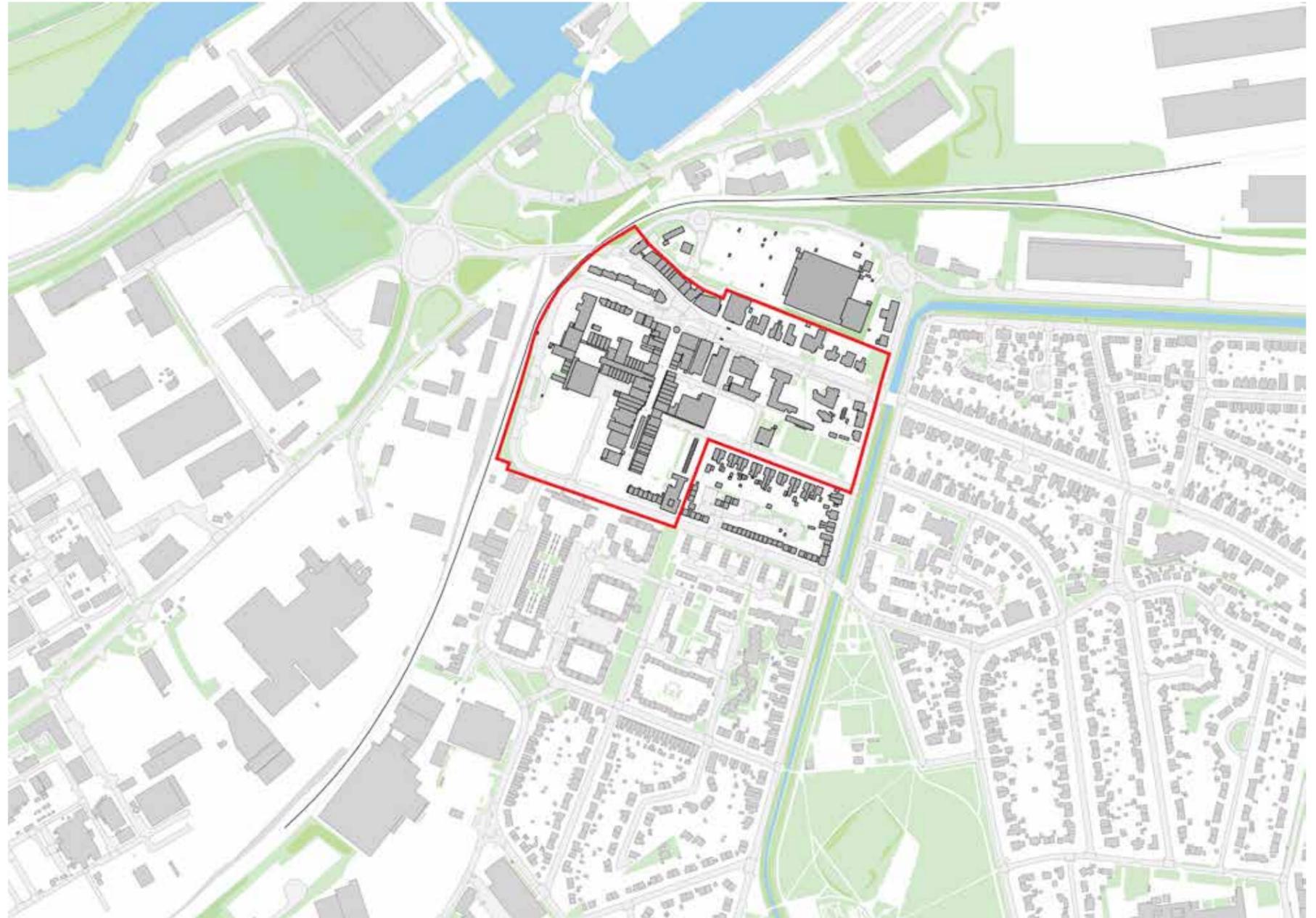


Grangemouth Draft Spatial Vision + Town Centre Masterplan

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. The Study 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.



Town Centre Study Area Boundary

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Town Centre Vision

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Site Analysis

- physical (incl. public transport / active travel)
- economic,
- social and
- environmental performance

Design Principles / Objectives

1. Streets and Squares – people friendly places
2. Reinforcing the Street Grid
3. Mixed-Use Town Centre
4. Town Centre Living
5. Revitalised Town Centre Economy
6. Re-establishing Waterfront
7. Adaptable / Flexible

Key Moves / Character Areas

1. Bo-ness Road – civic / community quarter
2. Grangemouth Partnership / Community Hub
3. La Porte Heart – day and night-time economy consolidated Retail / F+B / leisure offer and more + new Town Square
4. Skills and Green Economy
5. Town Centre Living
6. Town Squares + Public Realm focus
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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 and other available sources, as well as initial engagement with relevant Council departments and Scottish Futures Trust. Whilst this Study explores ideas that respond to and anticipate the issues arising from local communities (resident, business, civic, voluntary) the emerging proposals have not yet benefitted from wider public engagement. It is understood that subsequent community consultation will take place, alongside ongoing other planned engagement events, to invite feedback, help refine and agree priorities and foster partnership working between all sectors. The ethos of the 'Place Principle' is central to how the recommendations of this Study have been developed and will be implemented; using funding allocation and investment

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.



Town Centre Study Area Boundary



Whole Town Vision

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 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

Please note: Community Consultation has not formed part of this study.

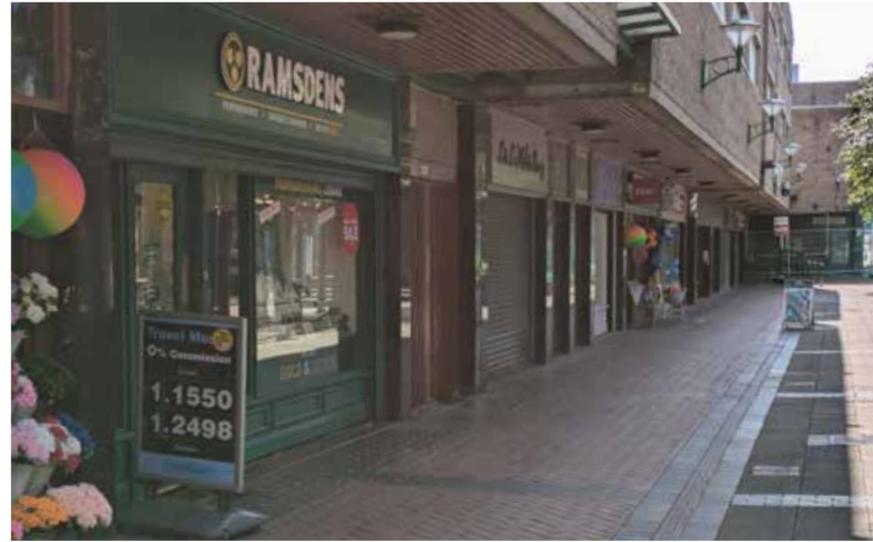
Part 01

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.

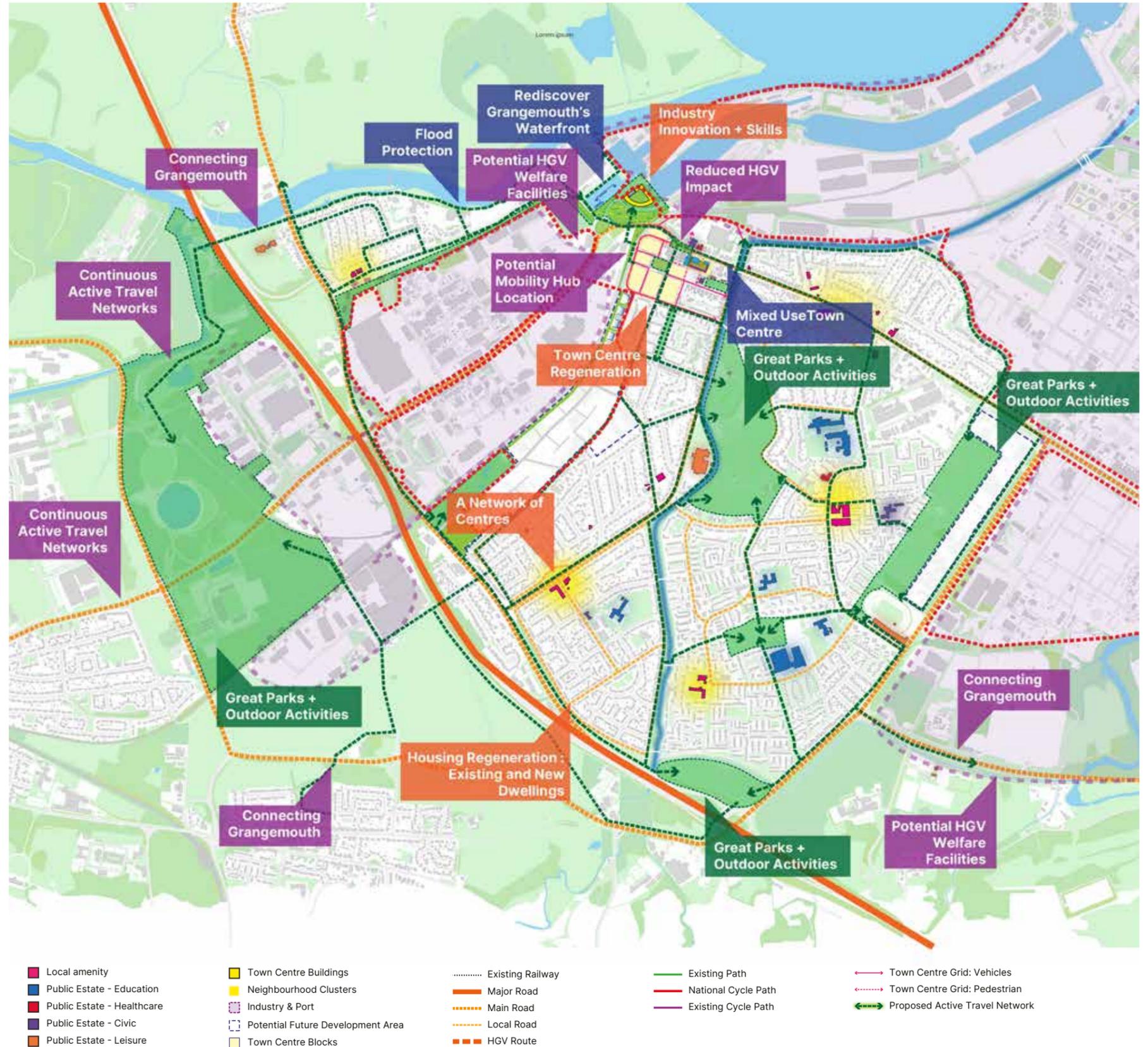
Grangemouth Place Ambition :

Overarching objectives

A series of inter-connected objectives frame Grangemouth's future 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 Place Ambition :

Constraints and Complexities

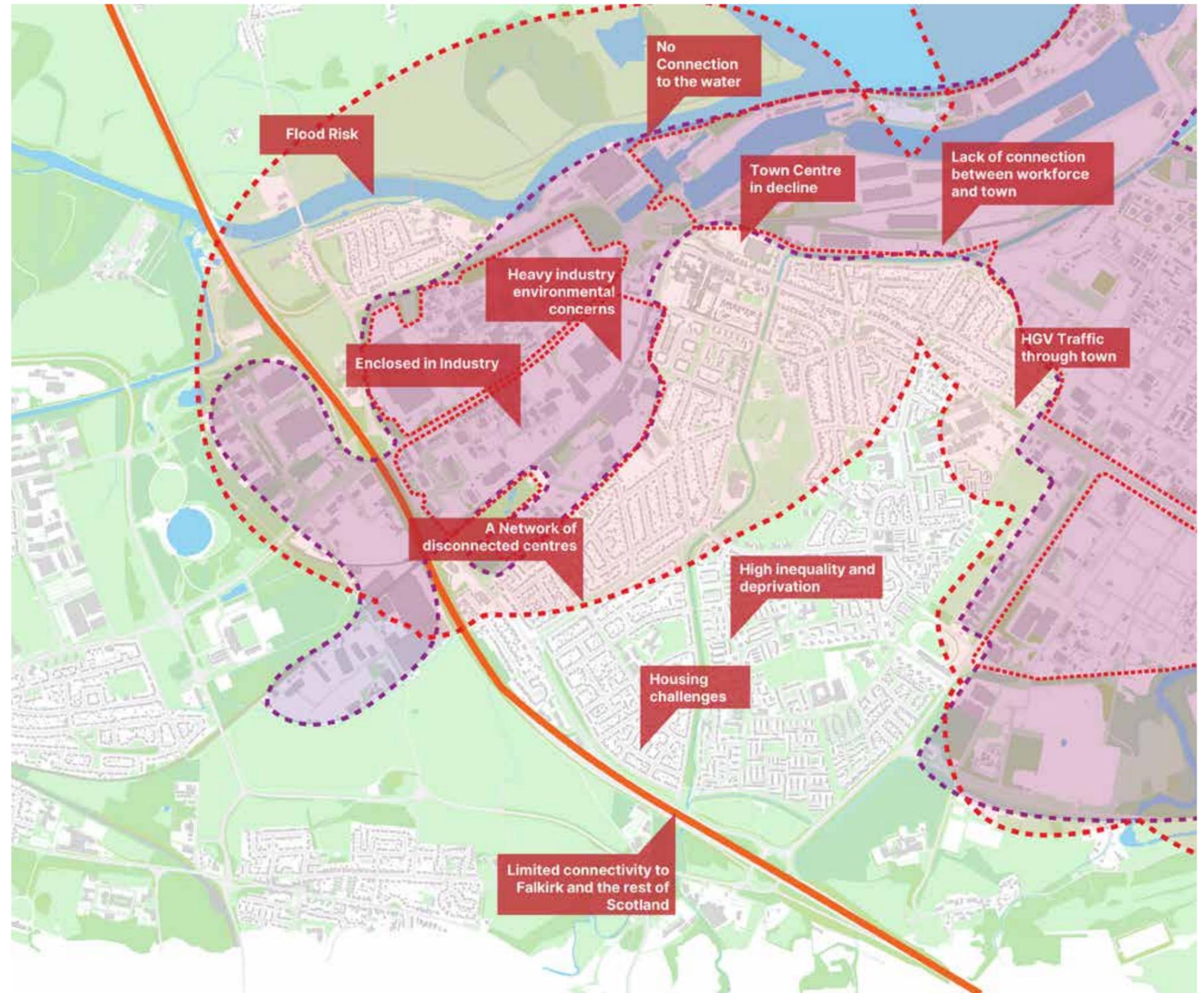
Regeneration is always complex and long term, but regeneration in Grangemouth has a unique set of challenges given the proximity of Town, Port and major Industries.

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.

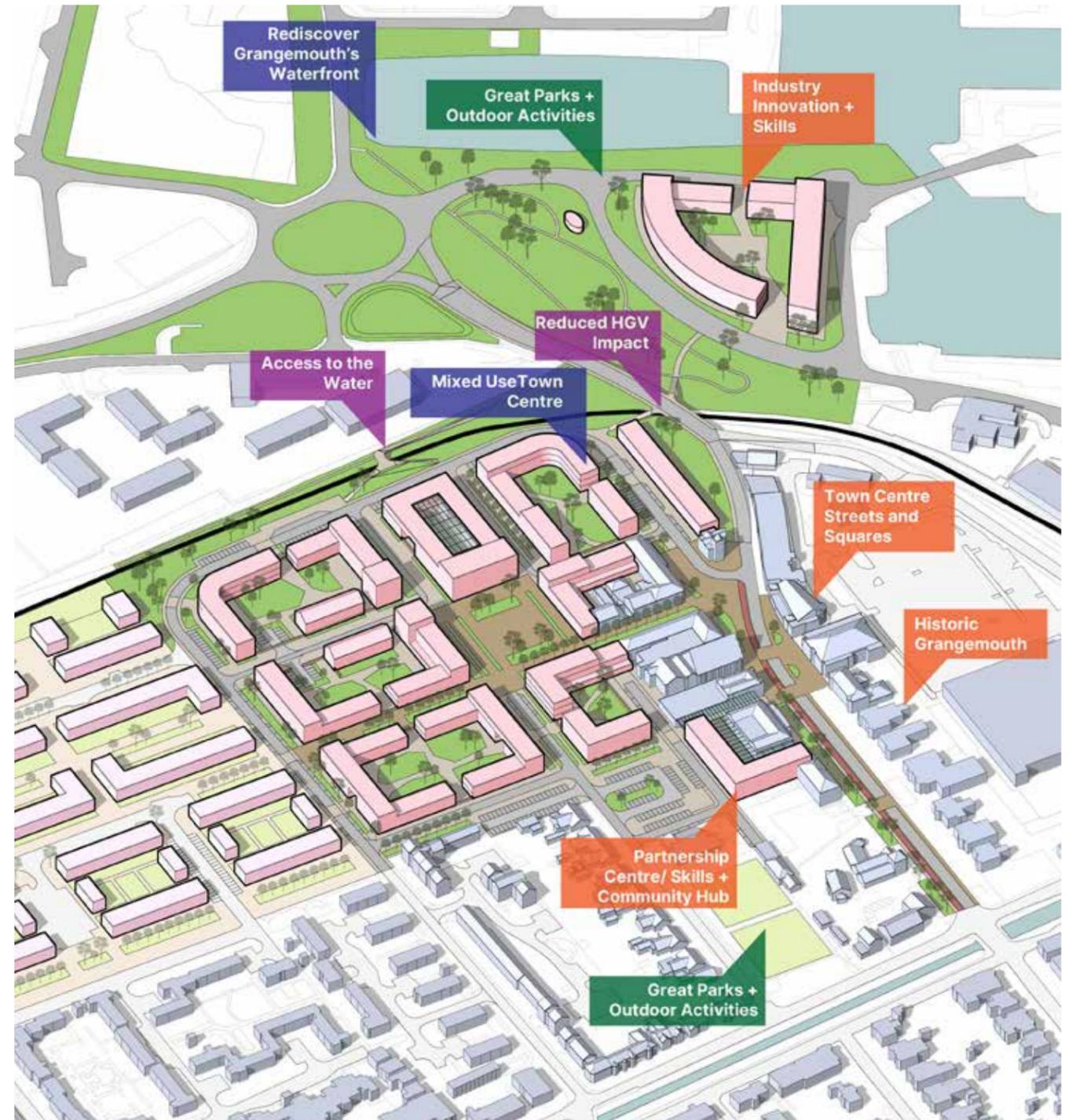
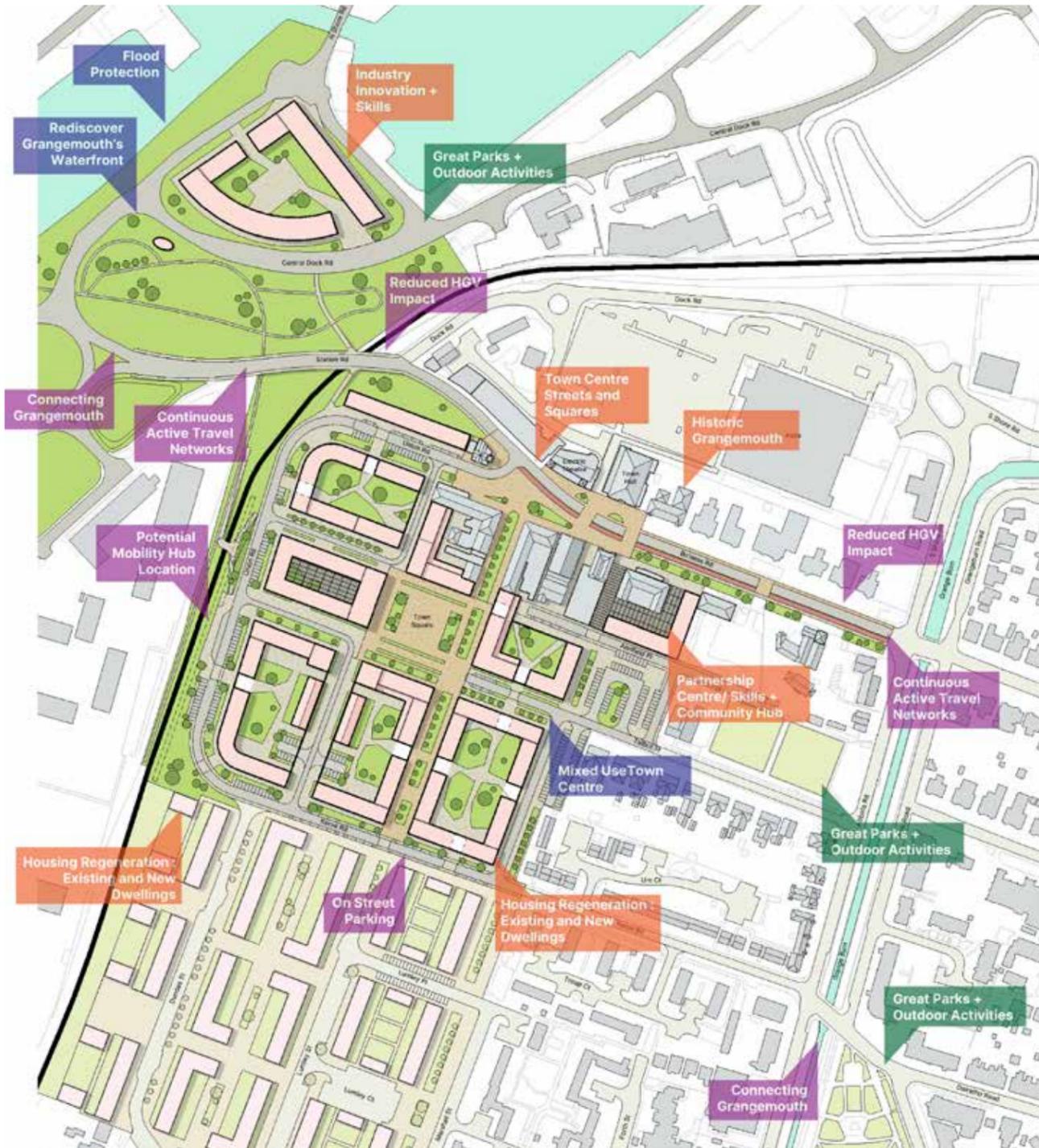
Proposals for development, changes in land-use and new housing within these areas is advocated in this Study to promote local placemaking ambitions but with awareness and in anticipation of extensive follow-on analysis to assess risk and establish a planning solution that complies with these designations or removes these constraints. 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 of the benefits and dis-benefits and likelihood of mitigating or removing restrictions of development in Grangemouth, and the Town Centre specifically, 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 of 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.



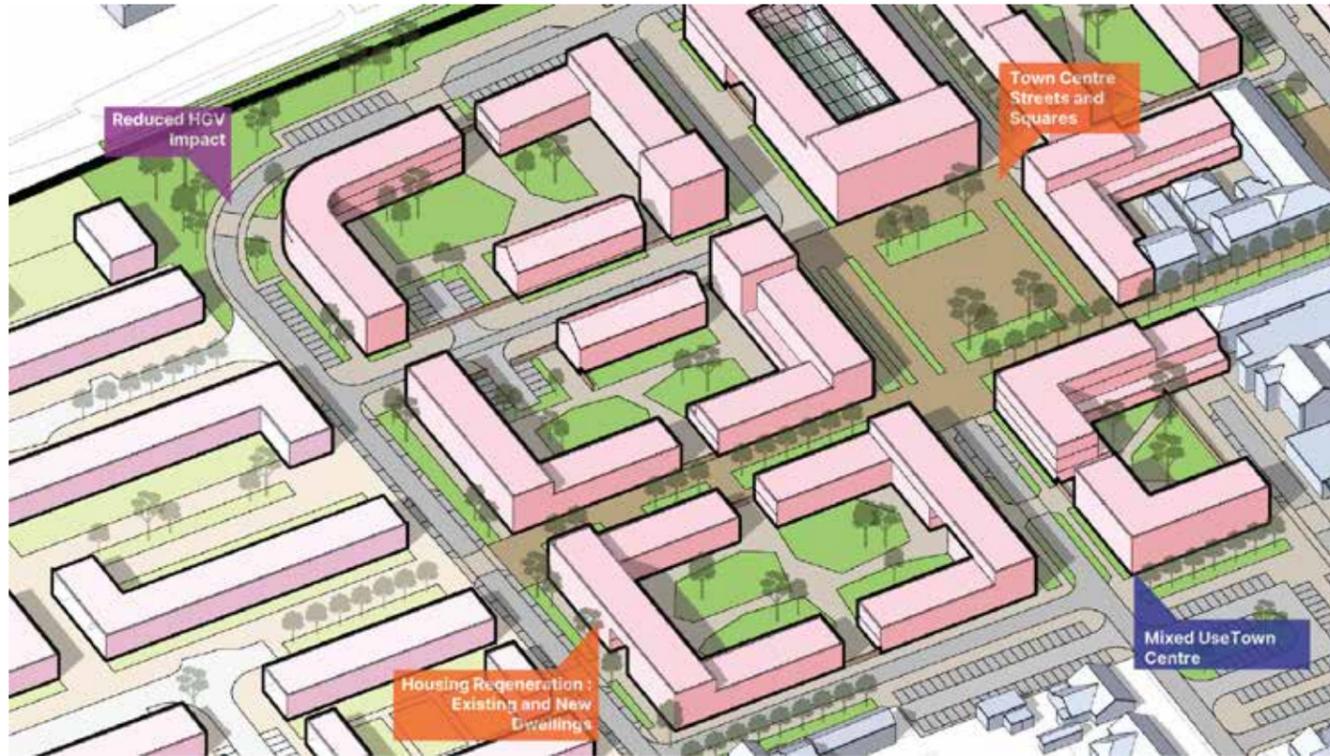
Constraints Map

Grangemouth Place Ambition :



Grangemouth Town Centre Masterplan

Grangemouth Place Ambition :



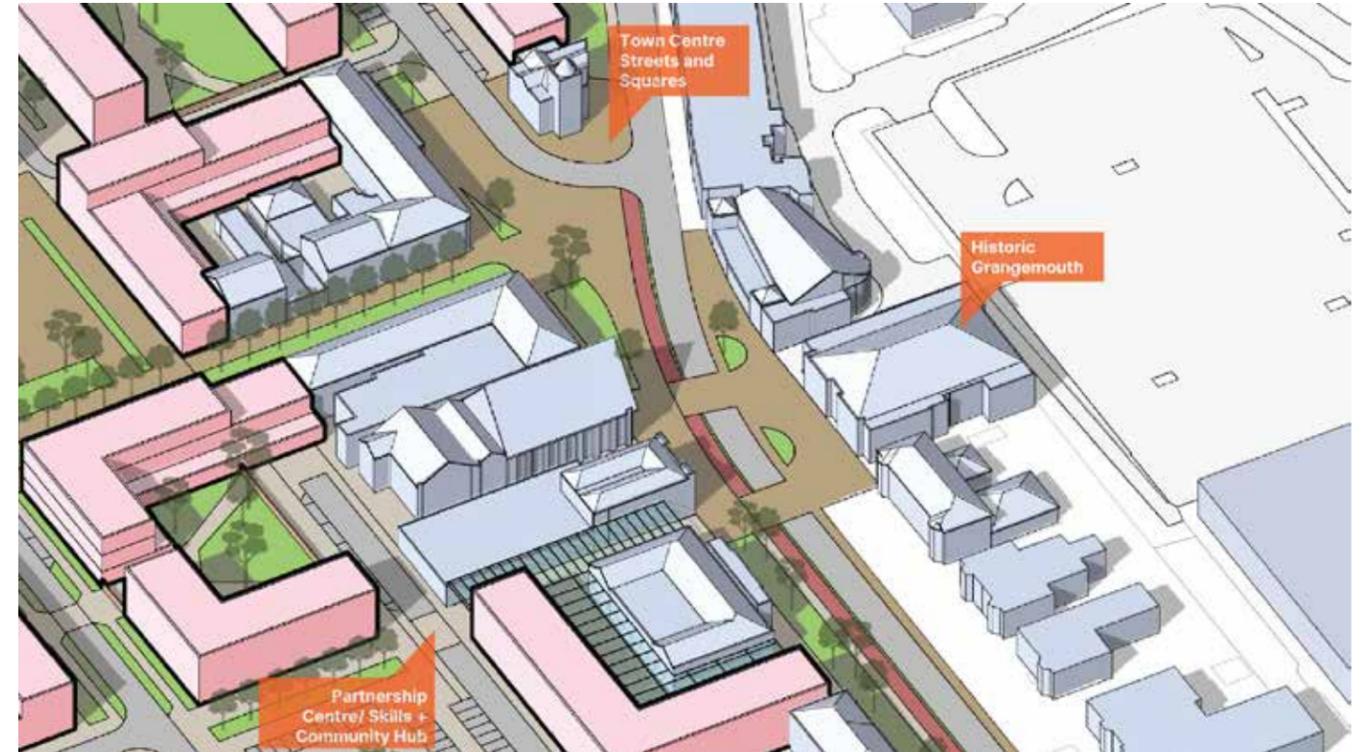
Mixed Use Town Centre



Town Centre Waterside Park



A New Town Square



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 as part of dis-aggregating industry and the town / neighbourhoods (eg. Inchyra Park and Wood Street) - 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

Project Context + Influencing Factors

Grangemouth: Past, Present, Possible



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.

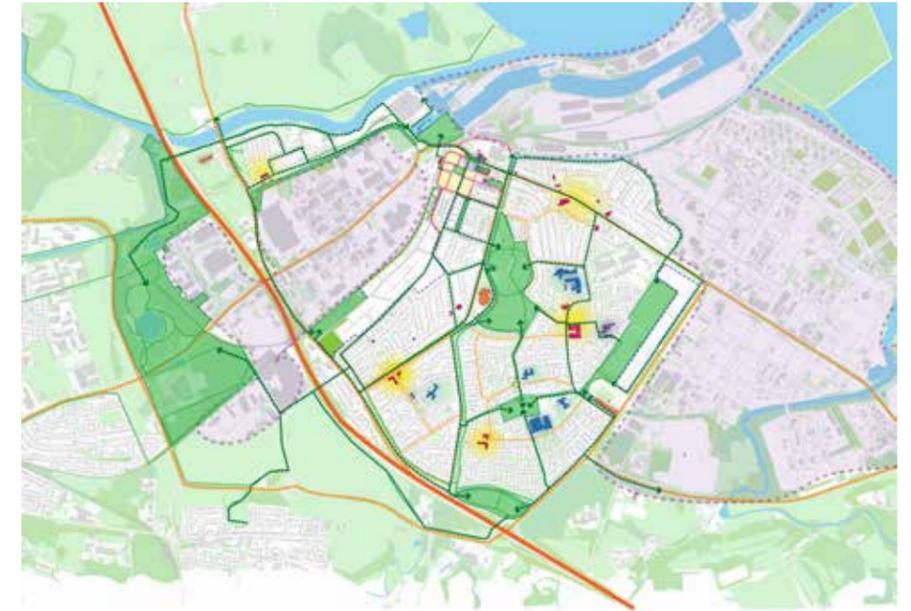
Today Grangemouth remains Scotland's largest port and a key centre for petrochemical and industrial activity. Until recently, the Grangemouth Refinery produced a significant portion of the UK's fuel and chemical products, despite ongoing challenges such as fluctuating oil prices and environmental regulations. 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.

Local + Regional Role

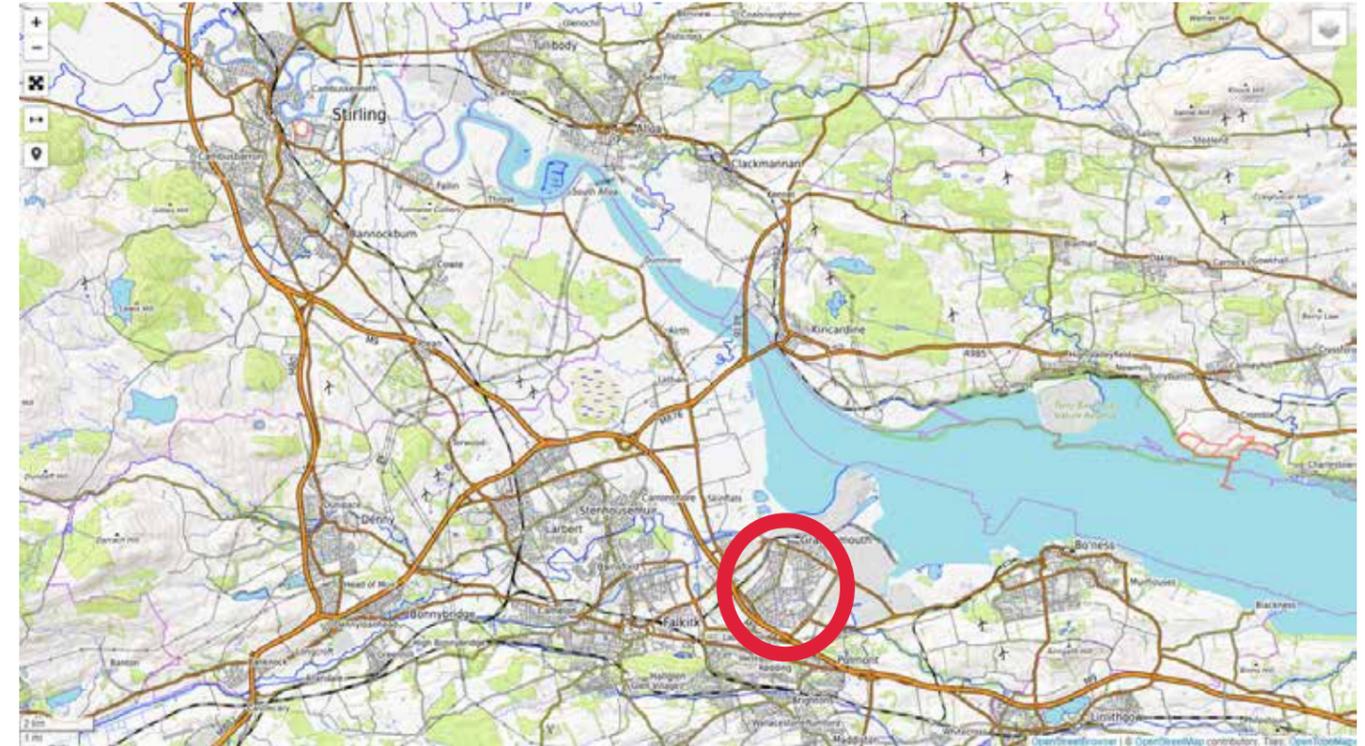
Local + Regional + National Role

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.

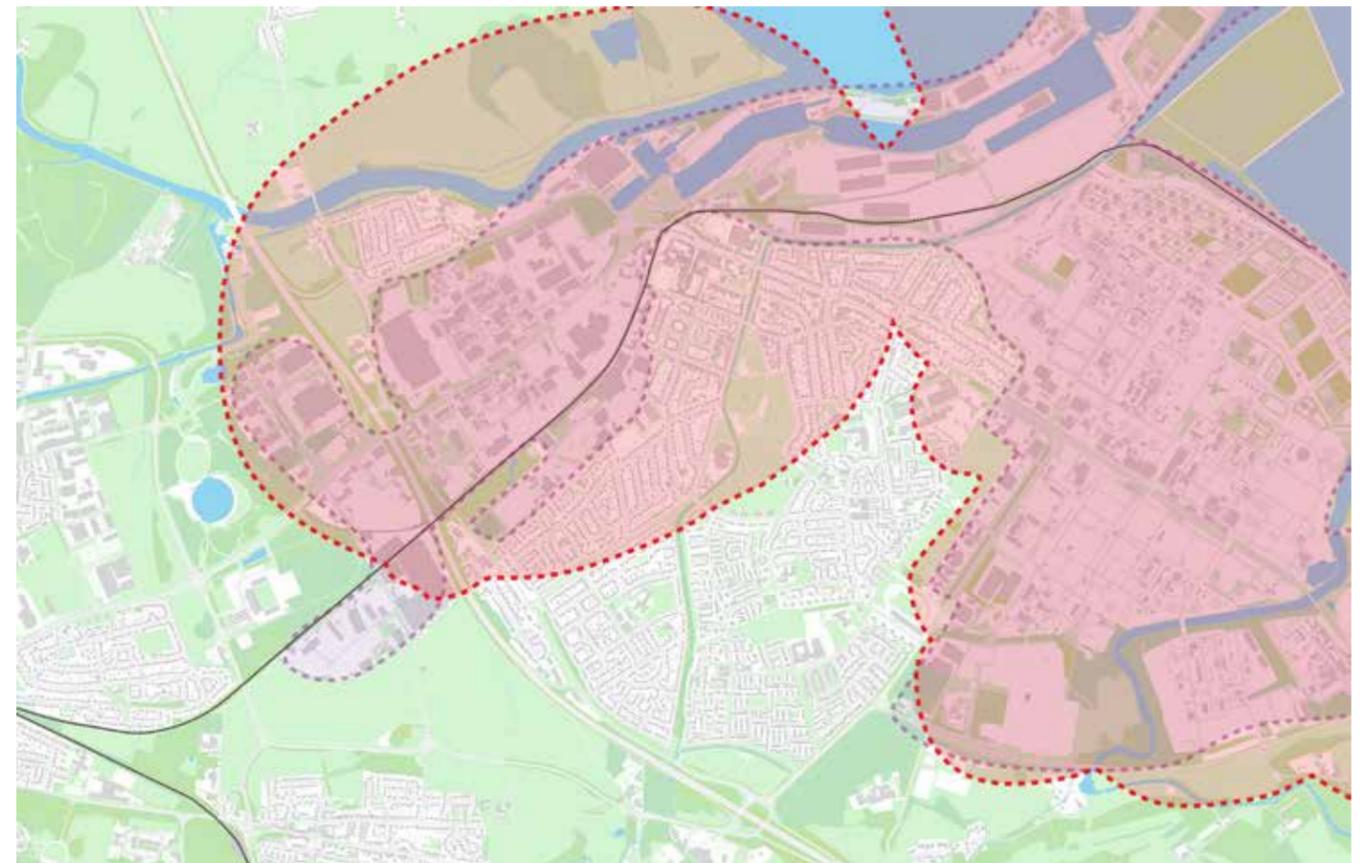
Similar to Town Centres across Scotland, the scale and range of commercial, retail and leisure facilities in the town has reduced significantly, influenced by the advent of out-of-town and online shopping and the long term behavioral effects of COVID-19 and related lockdowns. Town Centre facilities and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

Demographics/ Social Metrics

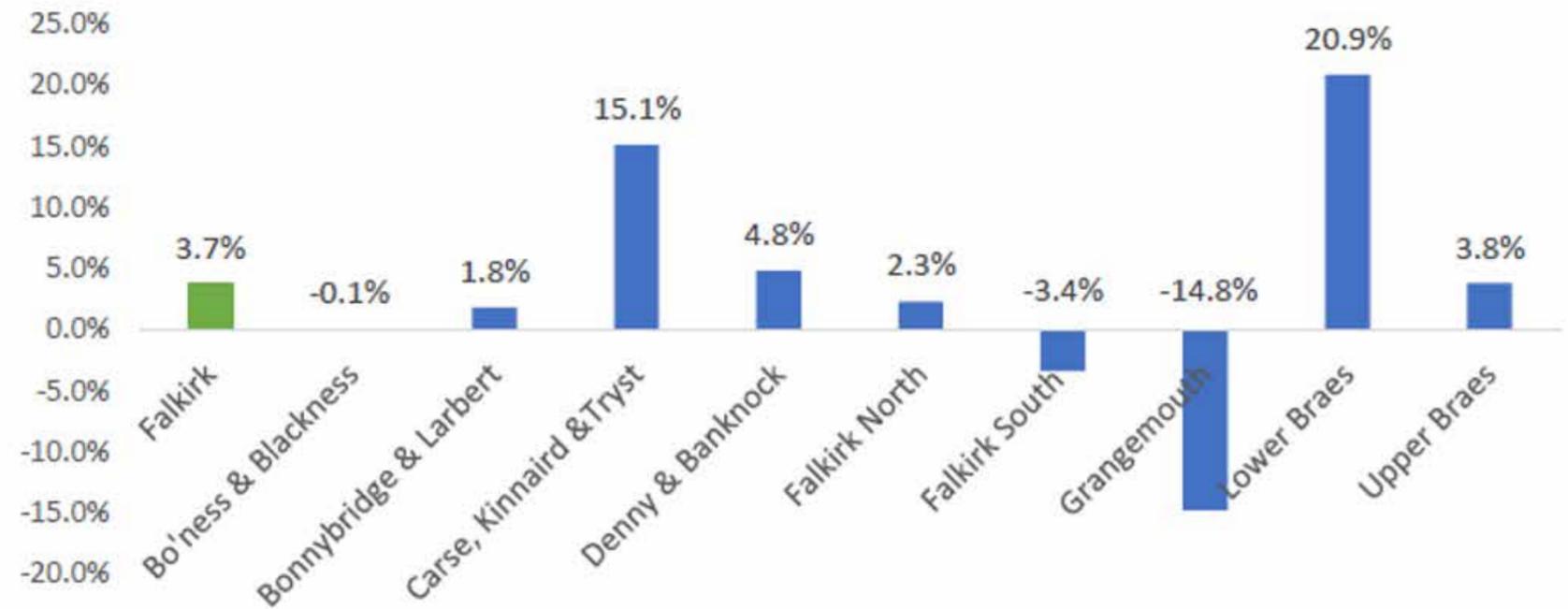
Grangemouth town's population has seen a 10% fall since 2001 contrasting sharply with 10% growth across the Falkirk Council area over the same period.

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.

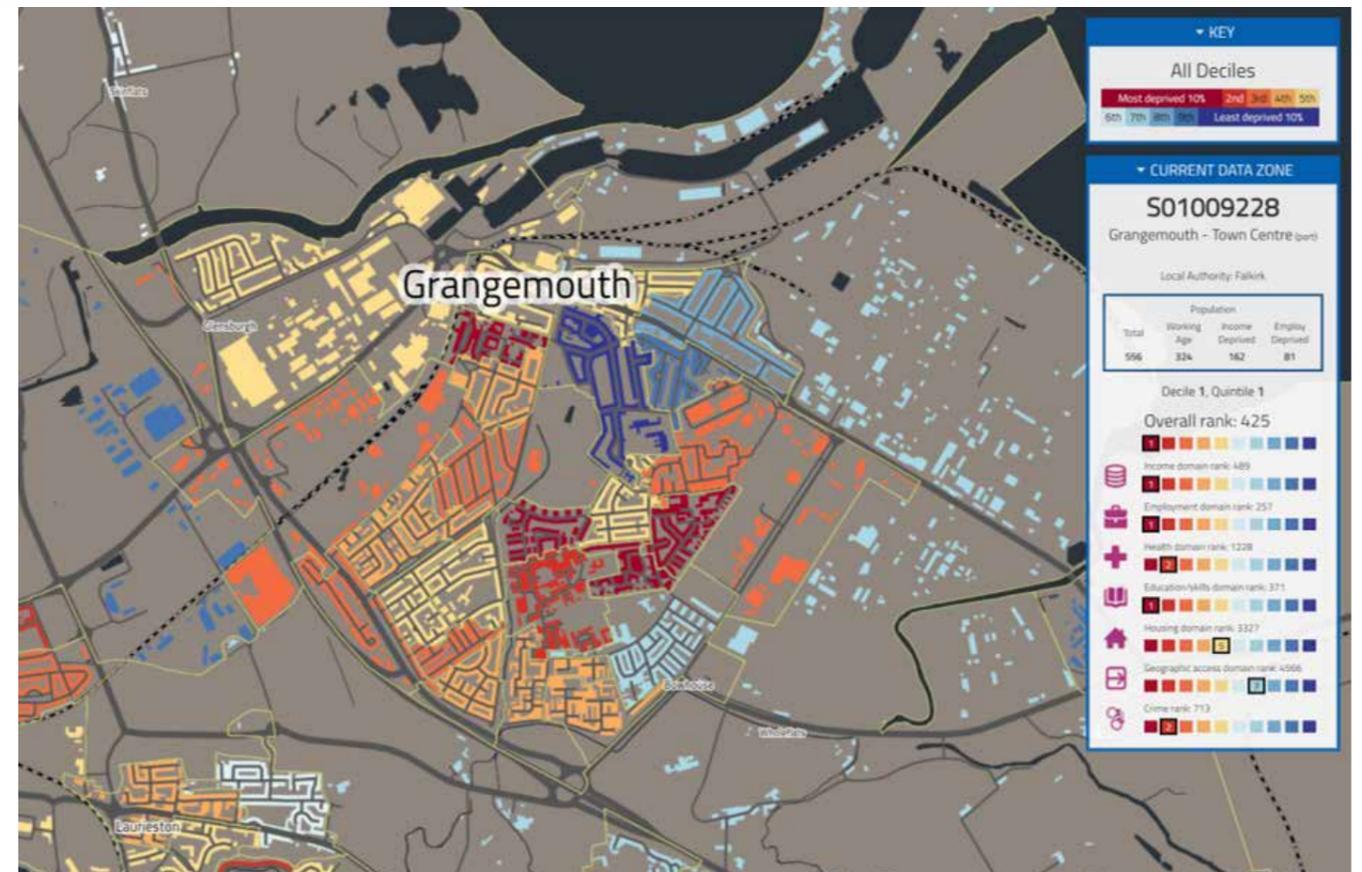
While Council and other social housing is generally well maintained and of a good standard, there may be opportunities to reshape the town's housing as stock starts to reach the end of its lifespan.

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

Grangemouth - SIMD



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

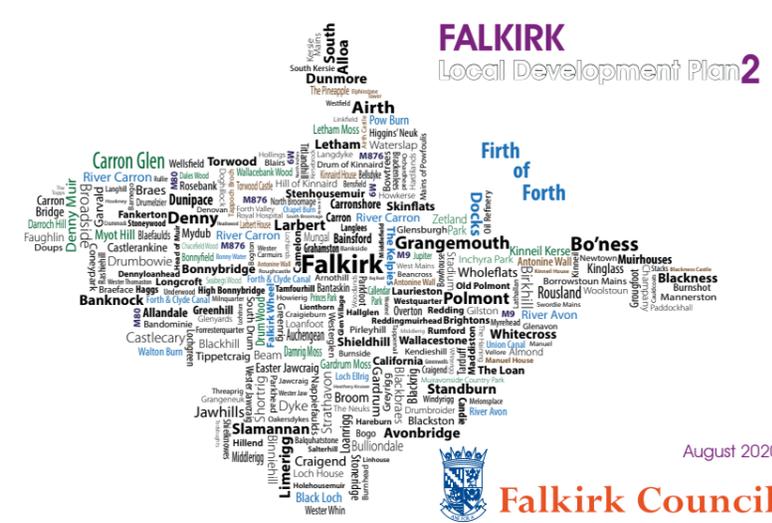
Strategic Priorities



National Planning Framework 4

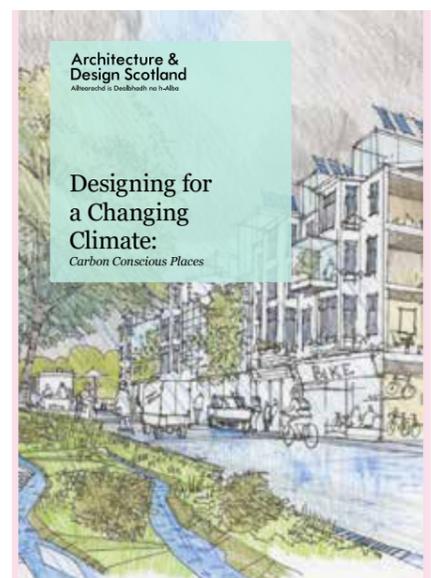
Falkirk Council Plan (2022-2027) strategic priorities are:

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

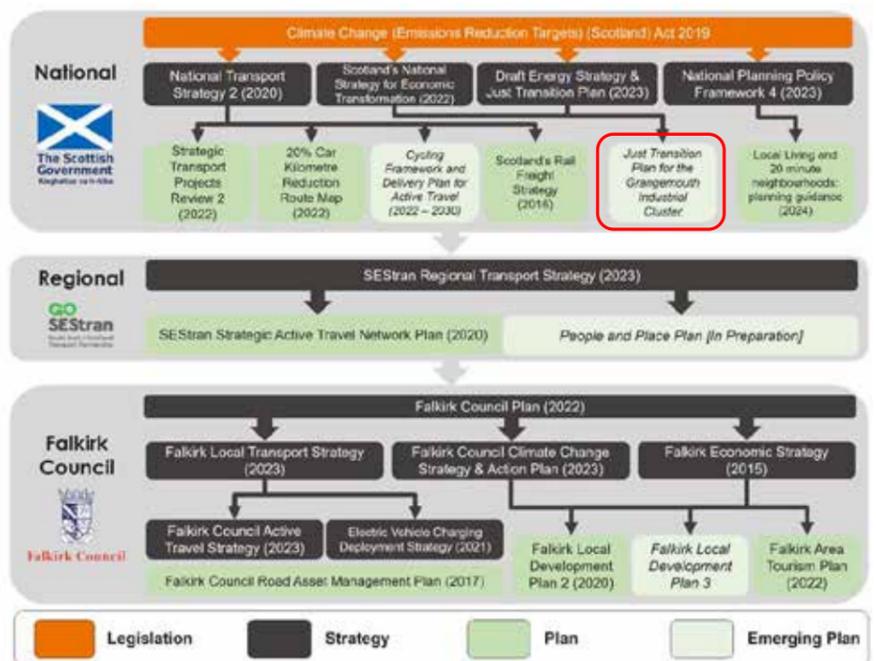


FALKIRK Local Development Plan 2

August 2020
Falkirk Council



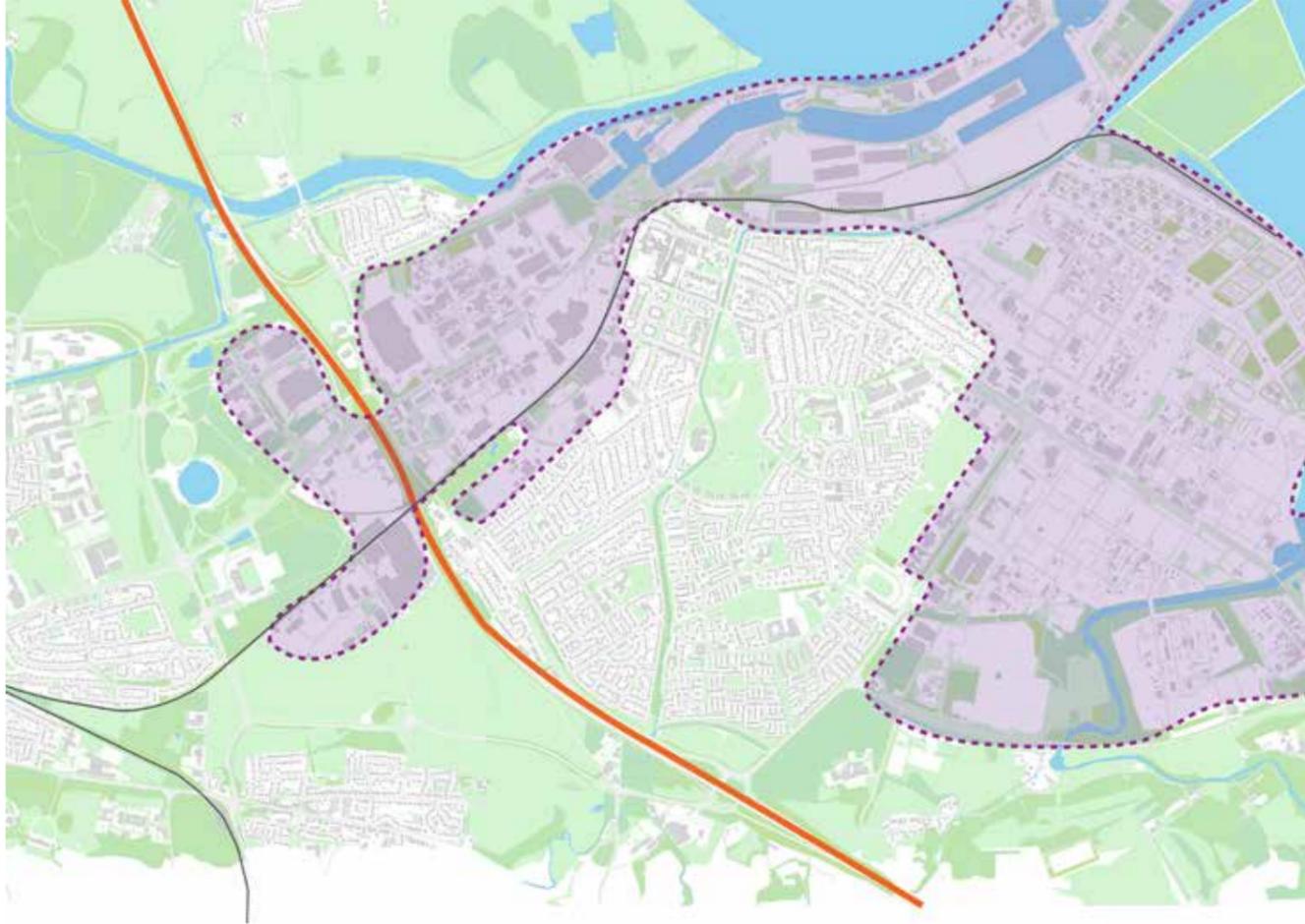
Scottish Government
Riaghaltas na h-Alba



Relevant documents

Grangemouth Current Setting

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.

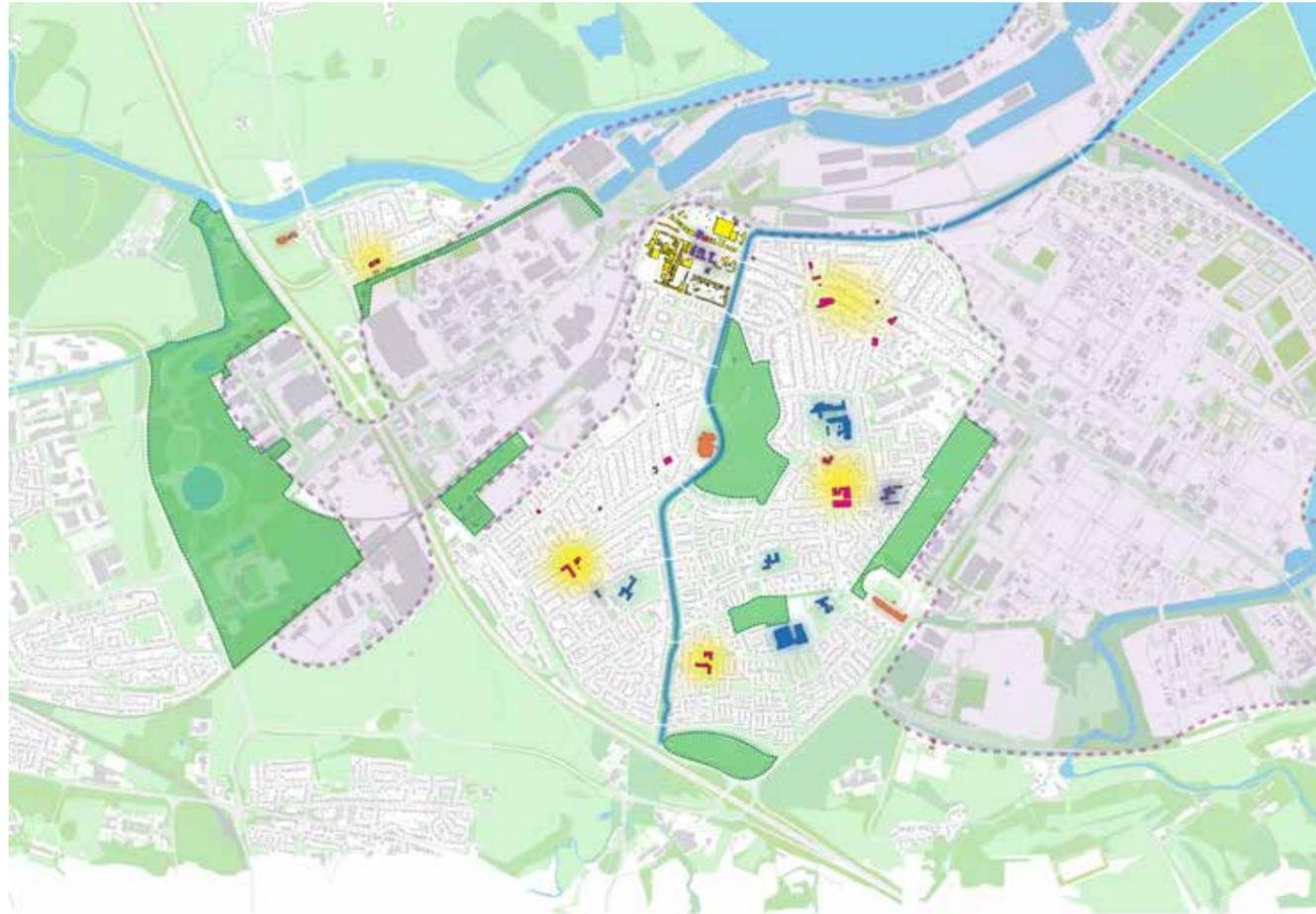
Blue - Green Infrastructure



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

- | | |
|----------------------------|-------------------------|
| Local amenity | Public Estate - Leisure |
| Public Estate - Education | Town Centre Buildings |
| Public Estate - Healthcare | Neighbourhood Clusters |
| Public Estate - Civic | Industry & Port |

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.



Grangemouth Area of Townscape Value

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.

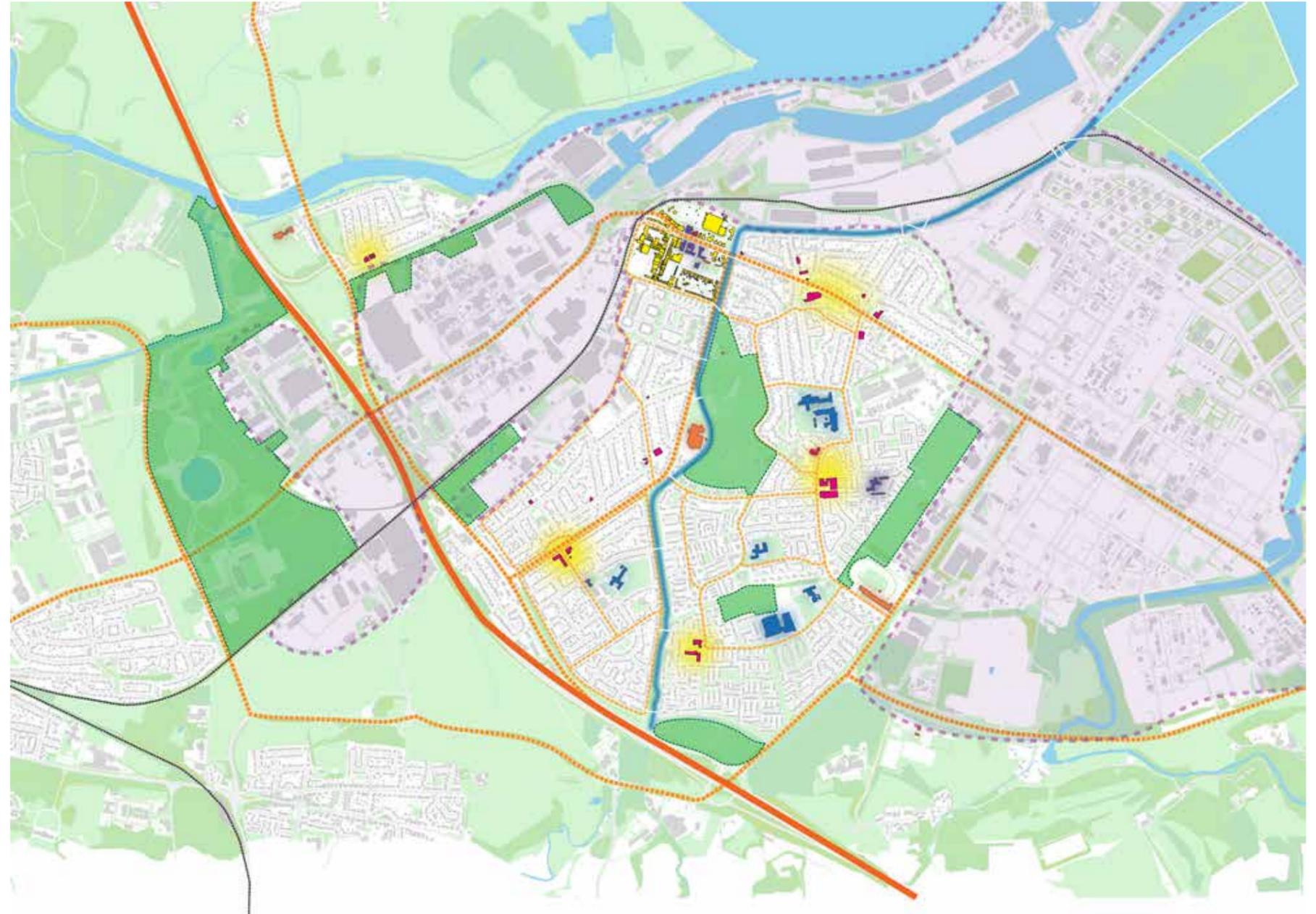
Road and Transport Connections

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.



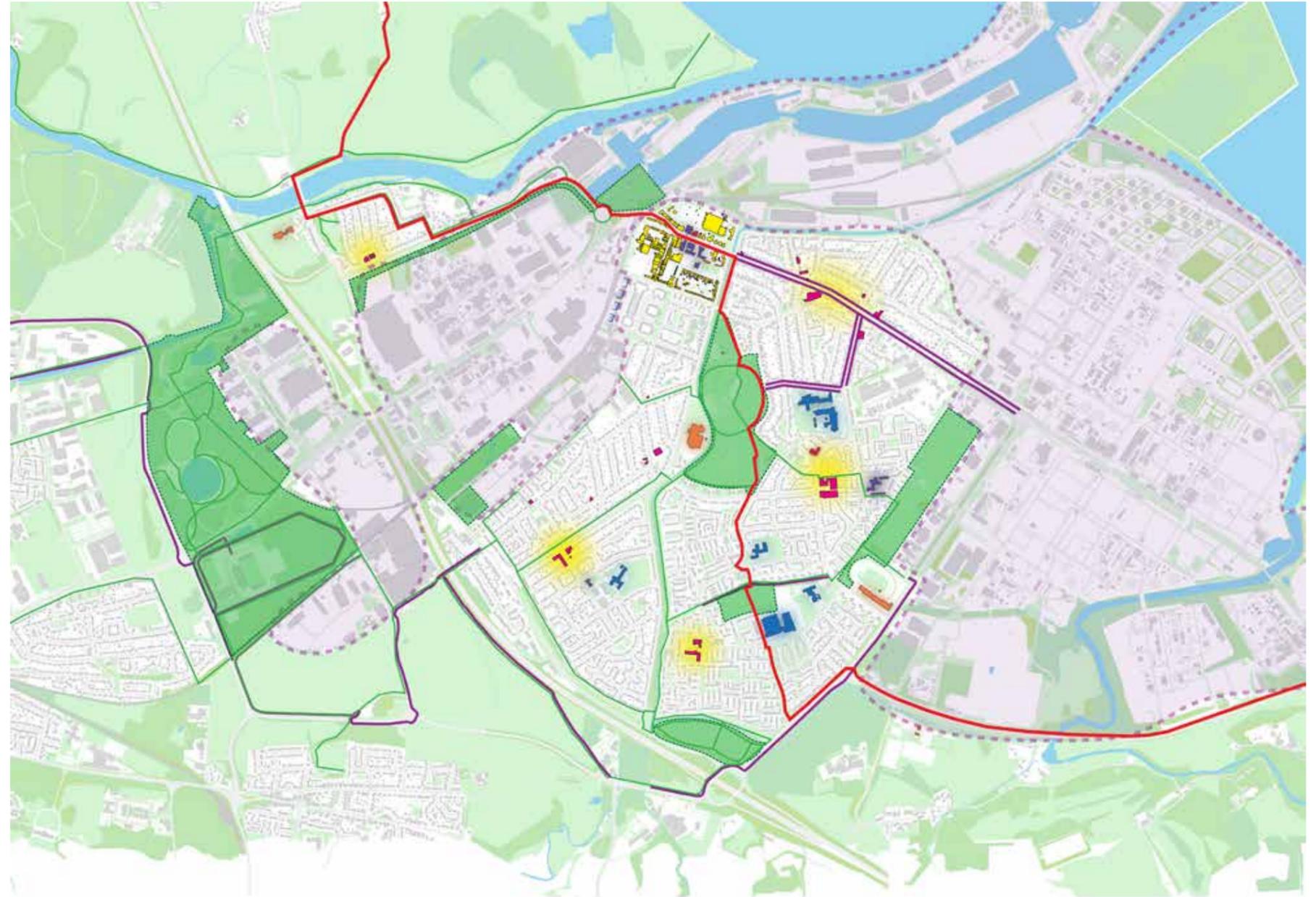
Main road and public transport connections

- Local amenity
- Public Estate - Education
- Public Estate - Healthcare
- Public Estate - Civic
- Public Estate - Leisure
- Town Centre Buildings
- Neighbourhood Clusters
- Industry & Port
- ⋯ Existing Railway
- Major Road
- - - Main Road
- ⋯ Local Road

Active Travel

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.



Existing and committed active travel connections between neighbourhoods and green spaces

- | | |
|----------------------------|---------------------|
| Local amenity | Existing Railway |
| Public Estate - Education | Major Road |
| Public Estate - Healthcare | Main Road |
| Public Estate - Civic | Local Road |
| Public Estate - Leisure | Existing Path |
| Town Centre Buildings | National Cycle Path |
| Neighbourhood Clusters | Existing Cycle Path |
| Industry & Port | |

Key Issues: Summary



La Porte Precinct



Grangemouth Town Hall



York Arcade

- **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 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.

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.

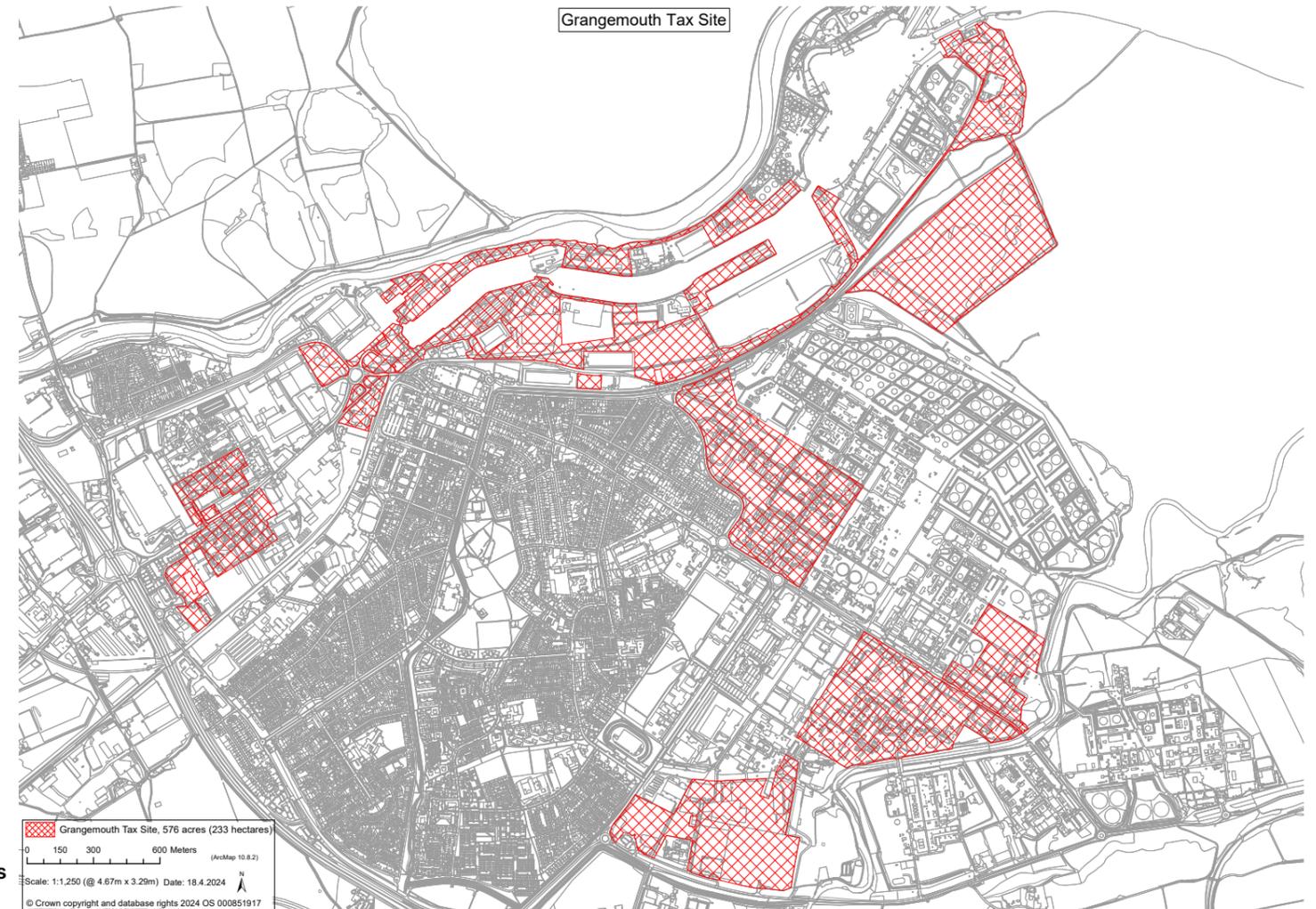
Influencing Factors : Projects, Programme and Policies

The following plans policies strategies are influencing Grangemouth's future and are considered in more detail in the following pages

- Falkirk Council's Active Travel Strategy (2023)
- Falkirk Council's Local Transport Strategy (2023)
- Falkirk Council's Parking Strategy (to be published in 2025)
- Grangemouth Community Action Plan
- Local Development Plan
- Falkirk / Grangemouth Growth Deal
- Greener Grangemouth programme in contributing to Net Zero Just Transition alongside the Forth Green Freeport, Flood Protection Scheme,
- the Grangemouth Investment Zone (re NPF4),
- the role of Grangemouth Future Industry Board (GFIB), alongside Falkirk Council, SFT and industry partners.
- HSE zones



Growth Deal Location Plan from Falkirk Growth Deal Appendices 1 & 2.



Grangemouth Tax Sites

Grangemouth Community Action Plan (2021-2030)

The Grangemouth Community Action Plan, launched in February 2022, sets out a shared vision for the town, reflecting the priorities of its residents to create a stronger, more inclusive, and sustainable community. At its heart is the ambition to address the challenges facing Grangemouth while building on its strengths. Key themes include improving the town's economy, enhancing quality of life, and fostering greater community ownership and involvement in decision-making. The plan highlights the importance of creating a place where people can live well, work locally, and feel connected to their environment and neighbours.

A major focus of the plan is the revitalisation of Grangemouth's Town Centre, which has experienced long-term decline. The plan calls for a multi-purpose Town Centre that blends retail, community services, and spaces for culture and leisure, making it a hub for local life. The vision also emphasises the need to diversify housing options, improving quality and availability to stabilise the population and support families, while enhancing the appearance and liveability of residential areas.

Another critical priority is enhancing Grangemouth's environment and infrastructure. The plan advocates for expanded green and blue spaces, better flood management, and active travel connections to reduce car dependency and promote health and well-being. Reconnecting Grangemouth to its waterfront and surrounding attractions, such as Zetland Park and the Helix, is central to this effort. These changes aim to make Grangemouth a greener, more accessible, and more resilient town that offers residents and visitors alike an improved quality of life.

Community engagement and empowerment underpin the action plan, recognising the importance of local voices in shaping Grangemouth's future. While the community is highly engaged and committed, the plan identifies the need for increased resources, capacity, and leadership development to sustain this energy over time. By addressing inequalities, improving access to services, and fostering stronger connections between the town and its industrial and natural surroundings, the plan envisions a thriving, inclusive, and forward-looking Grangemouth.



Community Action Plan points of interest

The strategic town-wide focus of the Community Action Plan is due to be complemented by more detailed neighbourhood-level community action planning from 2025 onwards.

Local Development Plan 2

The Falkirk Local Development Plan (LDP2, adopted 2020) outlines a strategic framework for development across the Falkirk area, with a specific focus on supporting Grangemouth's role as a key economic hub while addressing the challenges the town faces. It recognises Grangemouth's significance as Scotland's industrial powerhouse, centred on its petrochemical complex and port, while aiming to balance industrial activity with the needs of residents and the environment.

A major focus of the LDP is on improving Grangemouth's infrastructure, particularly through enhanced flood defences to protect the town and its industries from climate-related risks. The plan also prioritises the development of active travel networks to better connect Grangemouth with Falkirk, Glensburgh, and surrounding areas, reducing car dependency and improving accessibility. Additionally, the LDP aims to integrate blue-green infrastructure to strengthen links between the town, its waterfront, and nearby natural and recreational assets like Zetland Park, the Helix, and the Carron River.

The LDP supports regeneration efforts in Grangemouth to revitalise the Town Centre, which is recognised as being in decline. Proposals include the creation of a mixed-use Town Centre that incorporates retail, community spaces, and cultural facilities, making it a vibrant focal point for residents and visitors. It also highlights the need to diversify the local housing stock to stabilise the population, attract families, and address issues of transience while improving the quality of residential areas.

Addressing the relationship between industry and town life is a critical aspect of the LDP's vision for Grangemouth. It seeks to mitigate the negative impacts of industrial activity on the town, such as traffic, air quality, and incompatible land uses, while fostering synergies between industry and the community. This includes ensuring local people benefit more directly from Grangemouth's economic strengths, through job creation, skills training, and sustainable development that supports both the town and its industries.

FALKIRK Local Development Plan 2 August 2020

Key

 Falkirk Council Boundary

Place & Environment - Historic Environment

-  Antonine Wall World Heritage Site (PE05)
-  Antonine Wall World Heritage Site Buffer Zone (PE05)
-  Conservation Areas (PE08)
-  Areas of Townscape Value (PE09)
-  Inventory of Gardens and Designed Landscapes (PE10)
-  Battlefield Sites (PE11)
-  Canals (PE12)

Place & Environment - Natural Environment

-  Urban/Village Limit (PE14)
-  Green Belt (PE15)
-  Open Space (PE16)
-  Local Landscape Area (PE18)
-  Special Protection Area (PE19)
-  Site of Special Scientific Interest (PE19)
-  Wildlife Sites (PE19)
-  Site of Importance for Nature Conservation (PE19)
-  Local Nature Reserve (PE19)
-  Geodiversity Sites (PE19)
-  Tree Preservation Order (PE20)

Jobs & Economy - Business

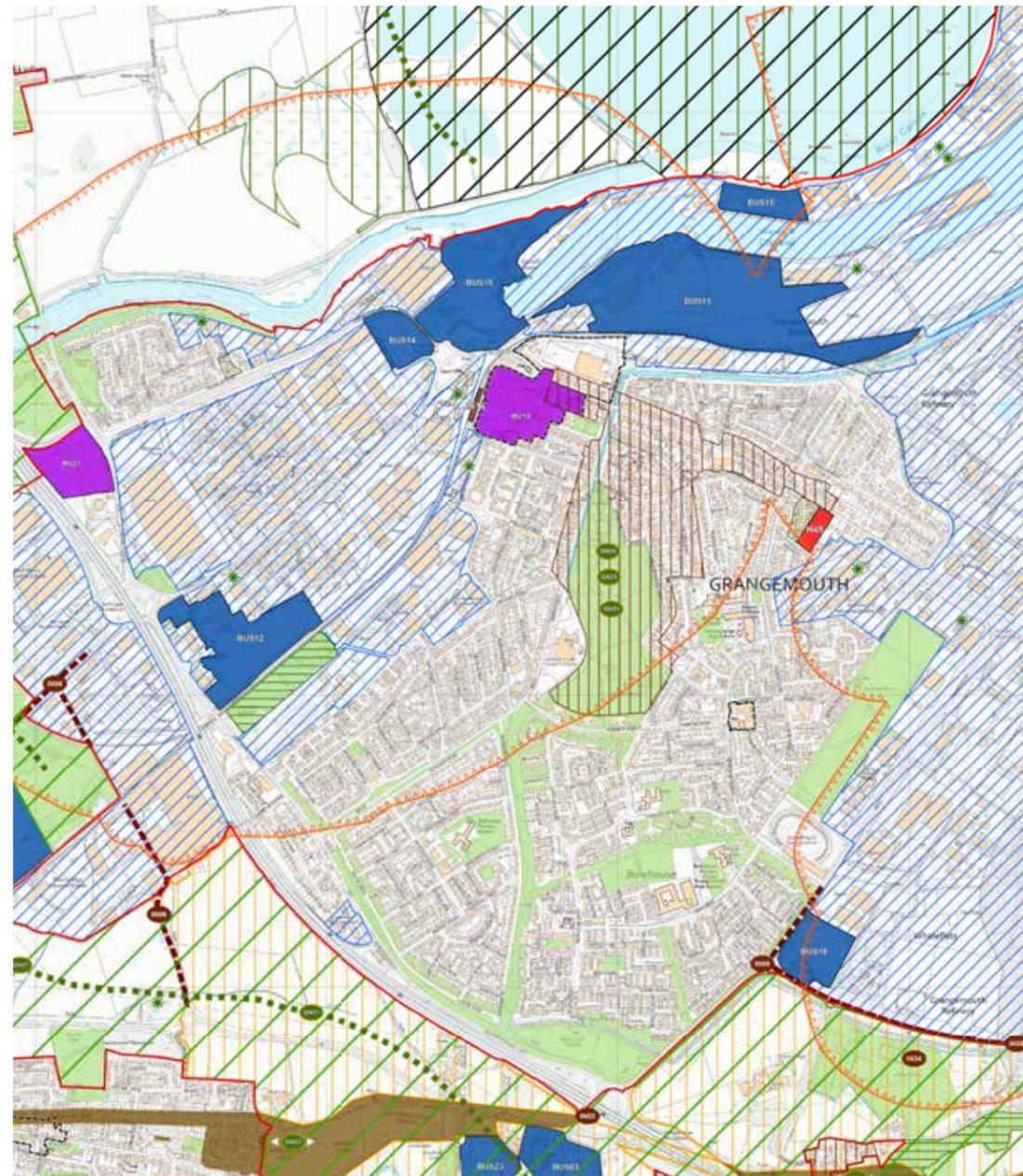
-  Core Business Sites (JE02)
-  Business Areas with Potential for Redevelopment (JE03)
-  Pipeline Consultation Zone (JE06)
-  Major Hazard Consultation Zone (JE06)
-  Town and Local Centre Boundaries (JE07)
See Appendix 6 for Grangemouth Investment Zone boundary

Infrastructure and Resources - Waste

-  Waste Management Facilities (IR17)

Proposals/Opportunities

-  Housing (H)
-  Mixed Use (MU)
-  Business (BUS)
- 
-  Infrastructure (IN)
-  Green and Blue Network (GN)



LDP: Map 5 - Grangemouth, Polmont Area, California, Shieldhill, Skinflats and Whitecross

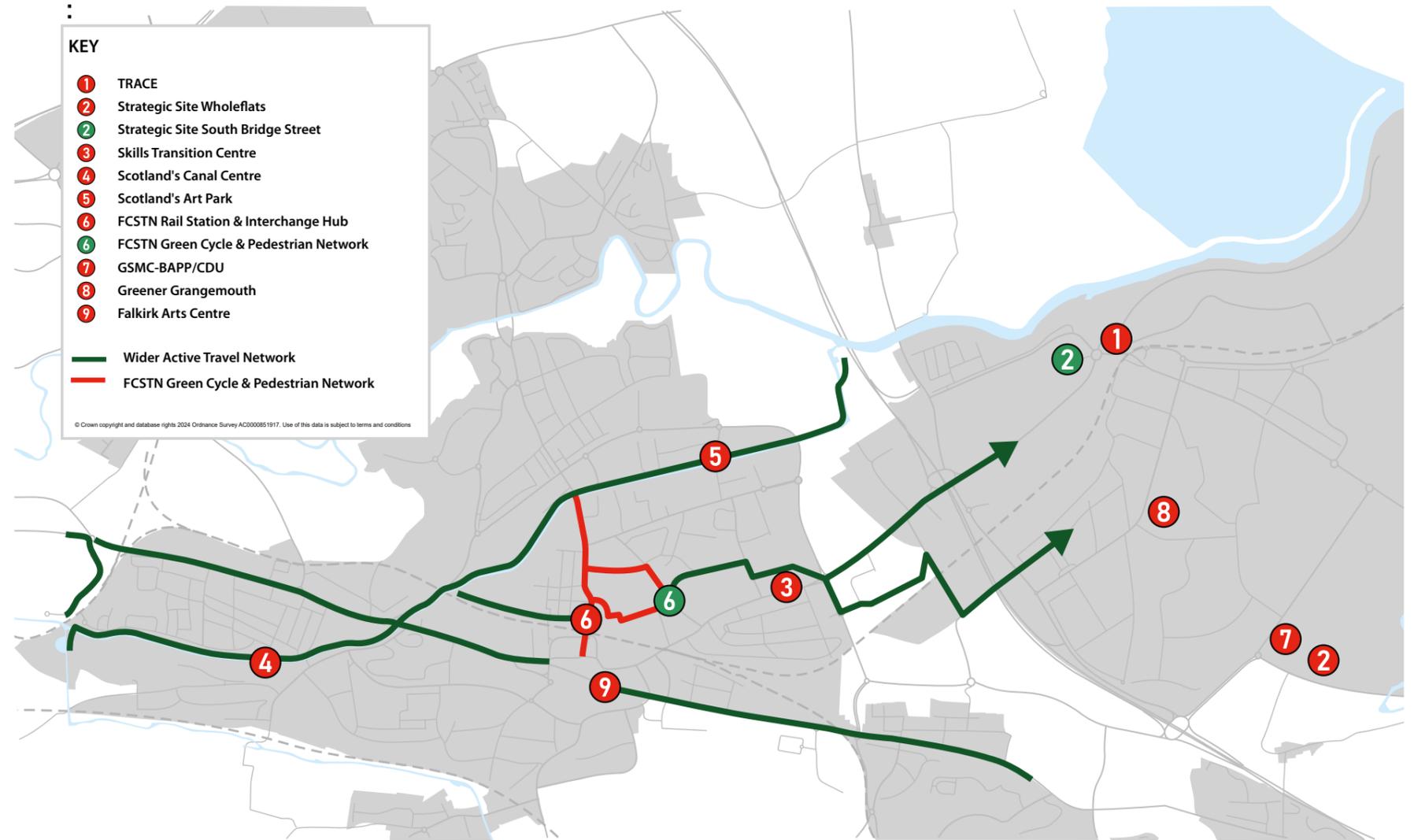
Falkirk/ Grangemouth Growth Deal

The Falkirk Grangemouth Growth Deal is a transformative investment programme aimed at driving sustainable economic growth in the Falkirk and Grangemouth area. With a focus on innovation, resilience, and community benefit, the deal brings together funding from the UK and Scottish Governments, Falkirk Council, and private sector partners. Its primary aim is to unlock Grangemouth's potential as a major industrial and economic hub while addressing long-standing challenges such as environmental sustainability, infrastructure, and local inequalities.

Central to the Growth Deal is the focus on Grangemouth's industrial base, particularly its petrochemical complex and port, to enhance its competitiveness and sustainability. Key initiatives include the development of low-carbon technologies and infrastructure, such as hydrogen production and carbon capture, to support Scotland's transition to a net-zero economy. These projects will not only secure the future of industry in Grangemouth but also create new opportunities for innovation and skilled employment.

Community well-being and inclusion are at the heart of the Growth Deal's ambitions. Alongside economic and environmental initiatives, the deal seeks to address social inequalities by fostering skills development, creating new job opportunities, and improving access to services and amenities. By combining industrial innovation with local regeneration, the Falkirk Grangemouth Growth Deal envisions a more sustainable, resilient, and inclusive future for the area.

<https://www.gov.uk/government/news/100m-falkirk-and-grangemouth-growth-deal-signed>



Future energy related projects - as included in the Grangemouth Growth Deal 2024

Greener Grangemouth

Greener Grangemouth is a programme of coordinated interventions to enhance the quality of life for local people and promote a 'Just Transition' towards Net Zero ambitions.

Grangemouth's Just Transition places community wellbeing at its core, aiming to create a more inclusive, resilient, and sustainable town. By integrating local infrastructure with wellbeing support and essential services, the initiative seeks to make daily life easier for residents. This includes co-locating services, enhancing accessibility, and ensuring that local needs are met efficiently and effectively.

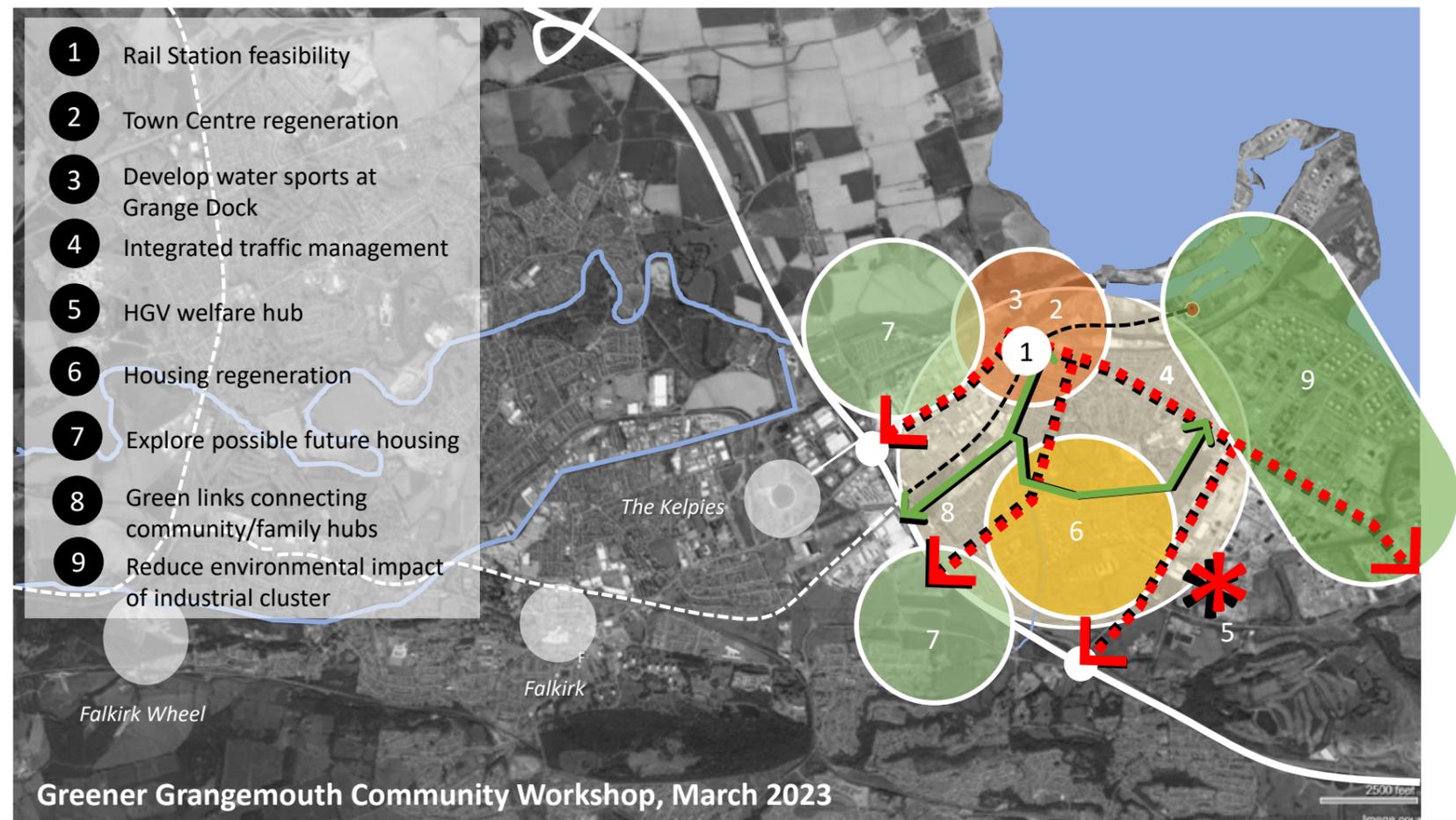
The transition also prioritises accessible opportunities by fostering partnerships that focus on skills development, employability, and community wealth building. Through capacity-building initiatives and collaboration with local organisations and industries, the aim is to equip residents with the skills and opportunities needed to benefit from Grangemouth's economic and industrial strengths.

Reimagining the Town Centre is central to the vision, ensuring that it becomes a hub of local resilience. By repurposing assets, developing partnerships, and improving public spaces, the goal is to create a vibrant, mixed-use Town Centre that serves as a focal point for culture, retail, services, and community life.

Finally, the Just Transition aims to make net zero ambitions relevant and equitable by ensuring local participation and benefits. This involves creating opportunities for the community to engage in sustainable initiatives, ensuring they directly experience the economic and environmental benefits of Grangemouth's transition to a greener future.

The Grangemouth Transport Study - Initial Appraisal Case for Change (2024) has explored some of the key transport related opportunities identified, which are included as part of the long list of options.

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



Greener Grangemouth Community Workshop, March 2023

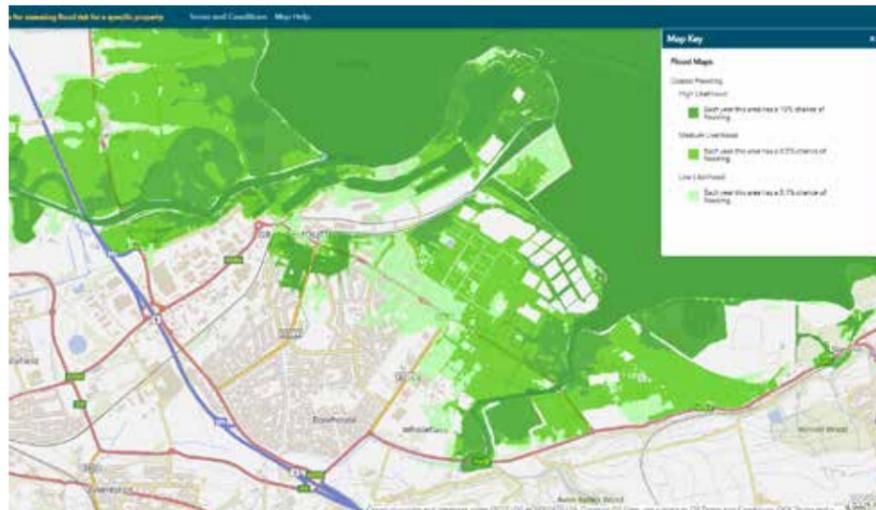
The investment goal for Greener Grangemouth is to unlock, coordinate and accelerate targeted local change which:

- **Makes life easier:** creating accessible, flexible spaces and digital infrastructures which support communities improve healthy life expectancy, reduce child poverty and enable young people to maximise their capabilities
- **Makes opportunities accessible:** creating safe places and routes and supporting community capacity to influence, adapt and benefit from change.

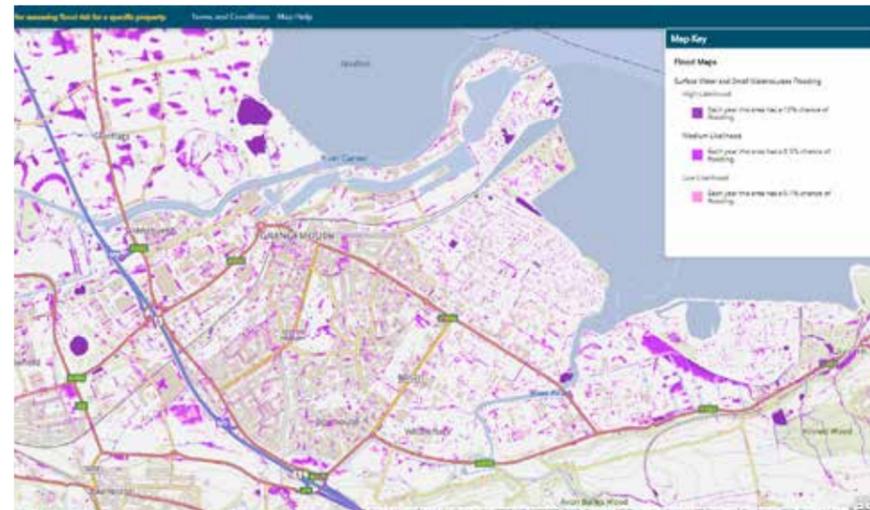
- **Makes the Town Centre work:** supporting change of uses and improving the attractiveness of the Town Centre as a place to be supporting community wealth and economic resilience

- **Makes net zero relevant:** creating and retrofitting spaces for living, services, skills and support which help communities respond locally to the climate change emergency.

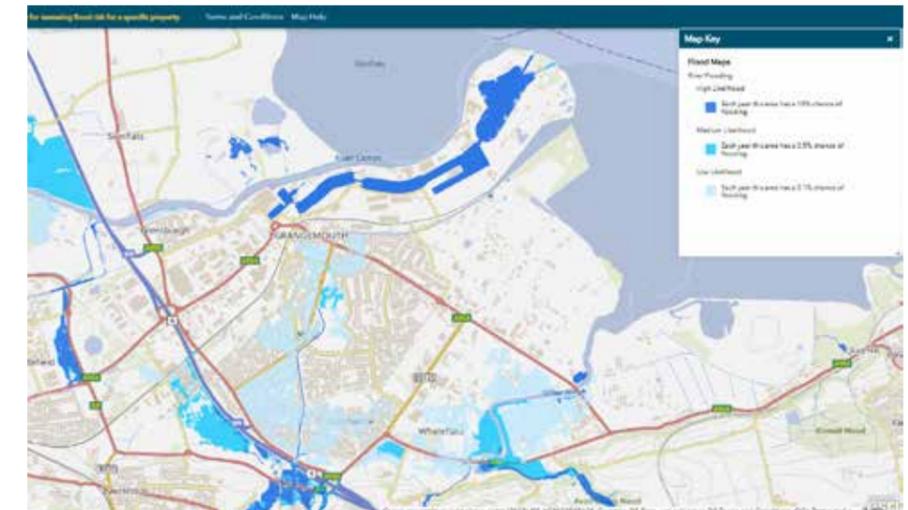
SEPA Future Flood Maps



Coastal flooding map - Source: SEPA Flooding Maps



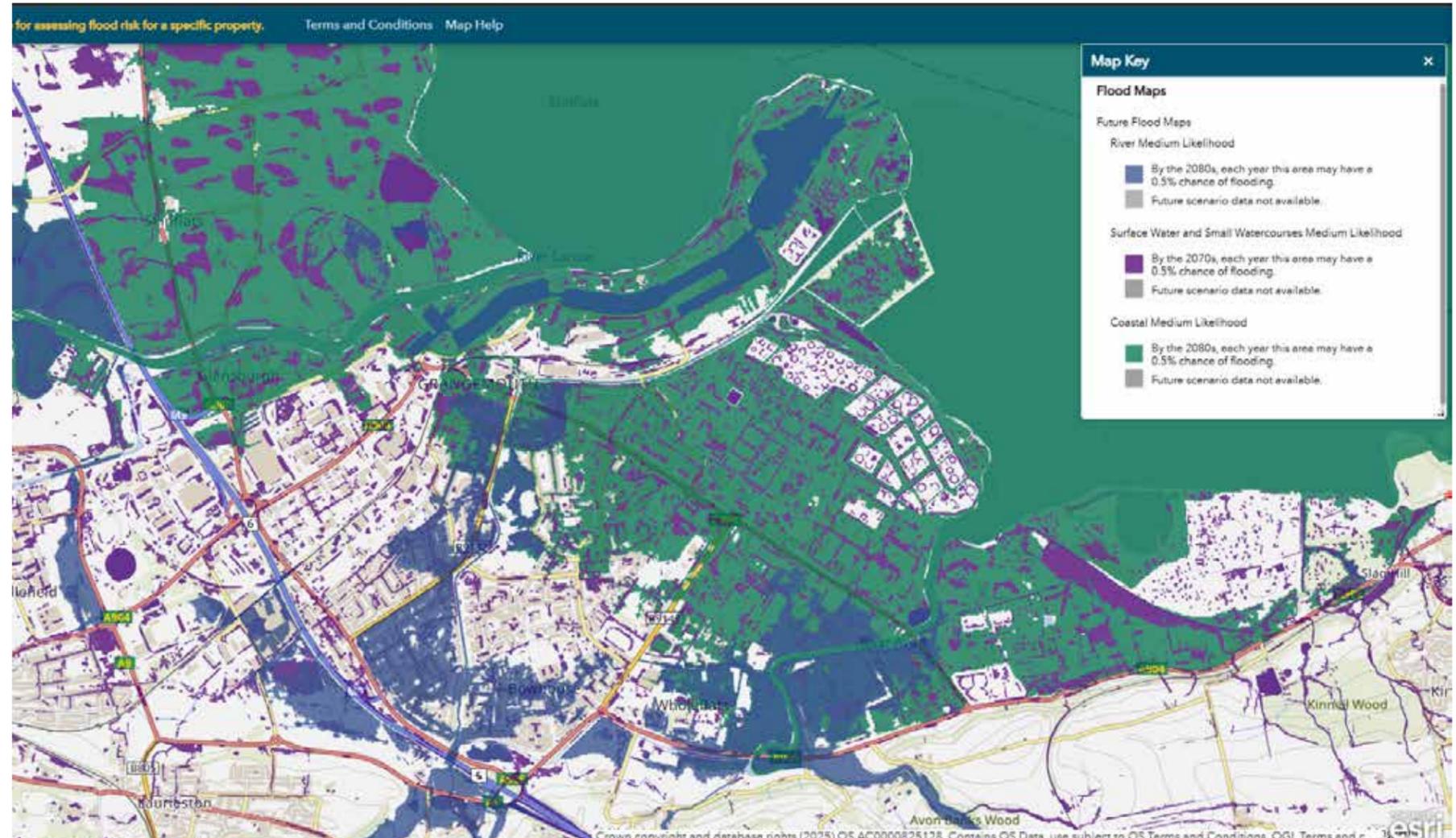
Surface water and small water courses flooding map - Source: SEPA Flooding Maps



River flooding map - Source: SEPA Flooding Maps

The Scottish Environment Protection Agency (SEPA) has developed future flood maps to assess how climate change may impact flood risks across Scotland, including areas like Grangemouth. These maps are based on projections for the late 21st century and consider various sources of flooding: river, coastal, and surface water. Details of the methodology, data sources and scenarios modelled is available via SEPA's website.

In Grangemouth, situated near the River Carron, River Avon, Grange Burn, and the Firth of Forth, the future flood maps indicate potential increases in flood extents and depths due to climate change. The maps suggest that areas currently at risk may experience more frequent and severe flooding events, while regions previously considered low-risk could become vulnerable. These projections are crucial for informing long-term flood risk management and planning decisions in the area.



Future flood map

Flood Protection Scheme

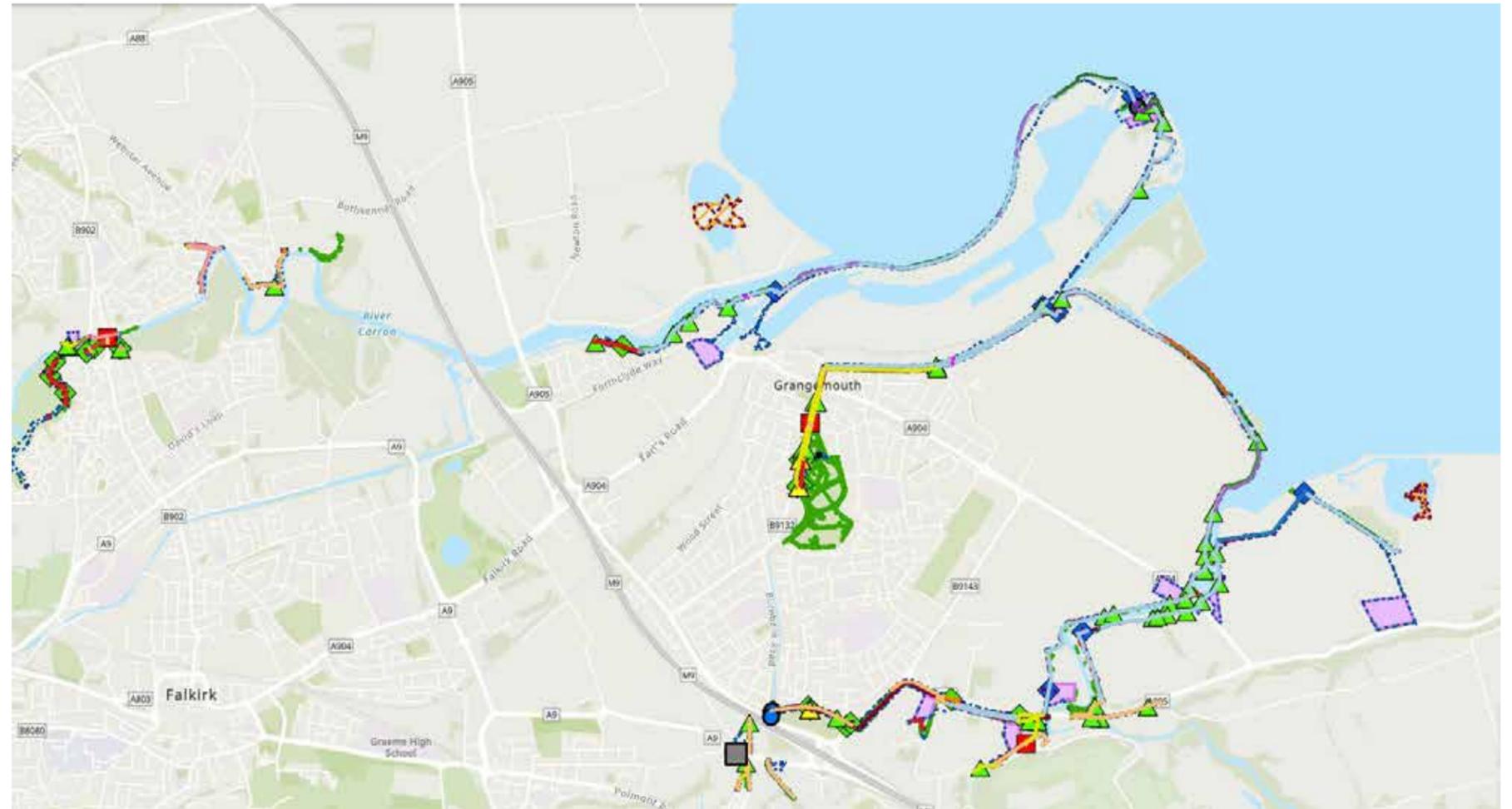
The Grangemouth Flood Protection Scheme is Scotland's largest flood defence initiative, designed to safeguard the town of Grangemouth and its surrounding communities, including Wholeflats, Glensburgh, Langlees, Carron, Carronshore, and parts of Camelon. The scheme supports the aims of National Planning Framework 4 (NPF4), particularly Policy 22 (Flood Risk and Water Management), by enhancing resilience to current and future climate risks through sustainable infrastructure investment.

The project aims to protect approximately 2,760 residential properties, 1,200 non-residential properties, and 23 kilometres of roads from the increasing risks of flooding due to rising sea levels in the Firth of Forth and greater rainfall affecting local rivers. By addressing these threats, the scheme contributes directly to NPF4's spatial strategy of promoting climate adaptation and protecting communities from climate change impacts.

The proposed defences extend across a range of locations, including the River Avon from Inveravon to its confluence with the Firth of Forth, the River Carron from the A9 crossing at Larbert to its estuary, and several local burns such as Westquarter Burn, Chapel Burn, Millhall Burn, and Grange Burn. In total, the scheme will deliver approximately 28 kilometres of new and upgraded flood protection infrastructure, consistent with NPF4's national development priorities for sustainable, resilient places and vital infrastructure networks.

In May 2024, Falkirk Council formally notified approximately 10,000 residents and businesses about the proposed scheme, providing access to detailed plans and environmental impact assessments in accordance with statutory consultation requirements. The consultation period closed on 16 June 2024, with a small number of objections submitted—primarily related to visual impacts and potential construction disruption. These matters are being considered in line with the plan-led approach and place-based principles outlined in NPF4.

The estimated cost of the scheme is between £450 million and £670 million, reflecting the scale and strategic importance of the project. It represents a significant investment in long-term resilience and supports NPF4's national outcomes related to sustainability, wellbeing, and climate adaptation.



Falkirk Flood Protection Map

On 24 January 2025, Falkirk Council made a preliminary decision to confirm the scheme without modifications and proceed to the next stage of delivery. Scottish Ministers have been notified, and a decision on whether to hold a Public Local Inquiry (PLI) or Local Hearing is expected in spring 2025.

Grangemouth Investment Zone (re NPF4)

The Grangemouth Investment Zone is a strategic initiative highlighted in Scotland's National Planning Framework 4 (NPF4), aiming to leverage the area's established strengths in the chemicals industry and its strategic assets, including the port and rail connections. The initiative seeks to foster innovative industrial development while addressing environmental concerns, given that Grangemouth is the highest single source of industrial emissions in Scotland. Continued investment in this zone is deemed essential for the nation's future resilience and manufacturing base.

Plans for the Grangemouth Investment Zone focus on reducing emissions and promoting sustainable practices within the industrial sector. This includes exploring low-carbon technologies and enhancing infrastructure to support a transition to a greener economy. The initiative also emphasizes the importance of integrating the industrial activities with the surrounding communities, ensuring that development contributes positively to local well-being and environmental quality.

By building on Grangemouth's existing industrial base and strategic location, the Investment Zone aims to create a hub for innovative and sustainable industry. This approach aligns with broader national objectives of achieving net-zero emissions and fostering economic growth that benefits both the local community and the wider Scottish economy.

Grangemouth Future Industry Board (GFIB)

The Grangemouth Future Industry Board (GFIB) was established by the Scottish Government in September 2020 to align public sector initiatives and support Grangemouth's role as a critical hub of industrial and economic activity vital to Scotland's economy.

GFIB comprises members from various public sector bodies, including the Scottish Government, Falkirk Council, Scottish Enterprise, Transport Scotland, the Scottish Environment Protection Agency, the Scottish Futures Trust (SFT), Skills Development Scotland, and Forth Valley College. These partners collaborate to ensure that Grangemouth maintains and develops its competitiveness now and in a net-zero future.

The board's current workstreams include skills development, infrastructure enhancement, project development and strategic investment, the establishment of a Grangemouth Regulatory Hub, and ensuring a Just Transition towards net-zero emissions.

In summary, GFIB, alongside Falkirk Council, SFT, and industry partners, works collaboratively to guide Grangemouth's industrial evolution, ensuring economic growth aligns with safety regulations and the well-being of the local community.

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

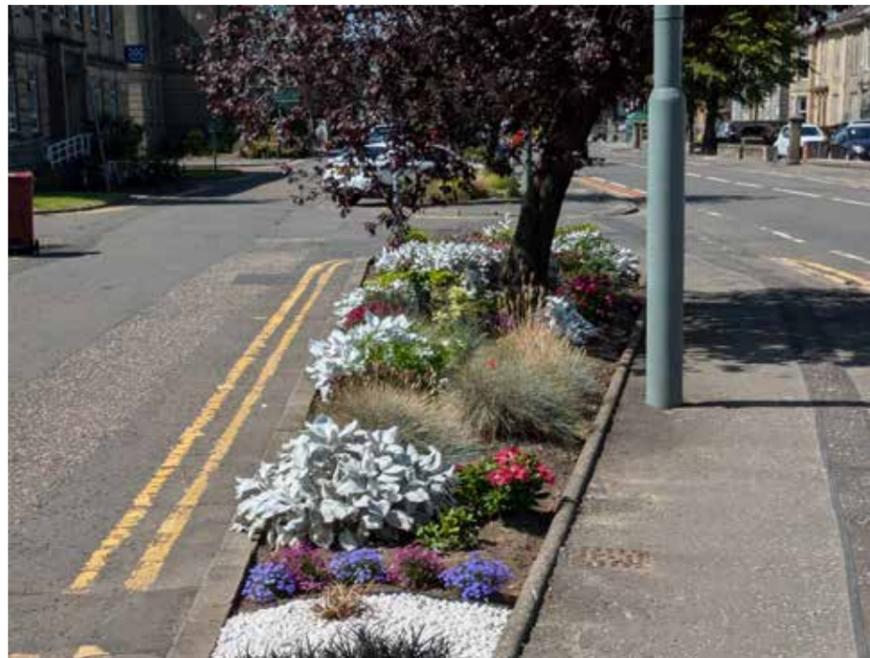
- **Strategic Industrial and Port Location** – Scotland’s largest port and an industrial hub with significant economic potential.
 - **High Working Population** – A strong workforce that could be better integrated into the local economy.
 - **Community Engagement** – Active local groups and initiatives 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** (£20-£40 million budget) – 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** – A transient population, limited family housing, and low property values affecting community stability.
- **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 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** – High turnover rates and limited medical services due to deprivation and quality of life concerns.



The derelict C-listed Electric Theatre



Annfield Place



Surface parking



The setting around Union Road

SWOT Analysis

Opportunities

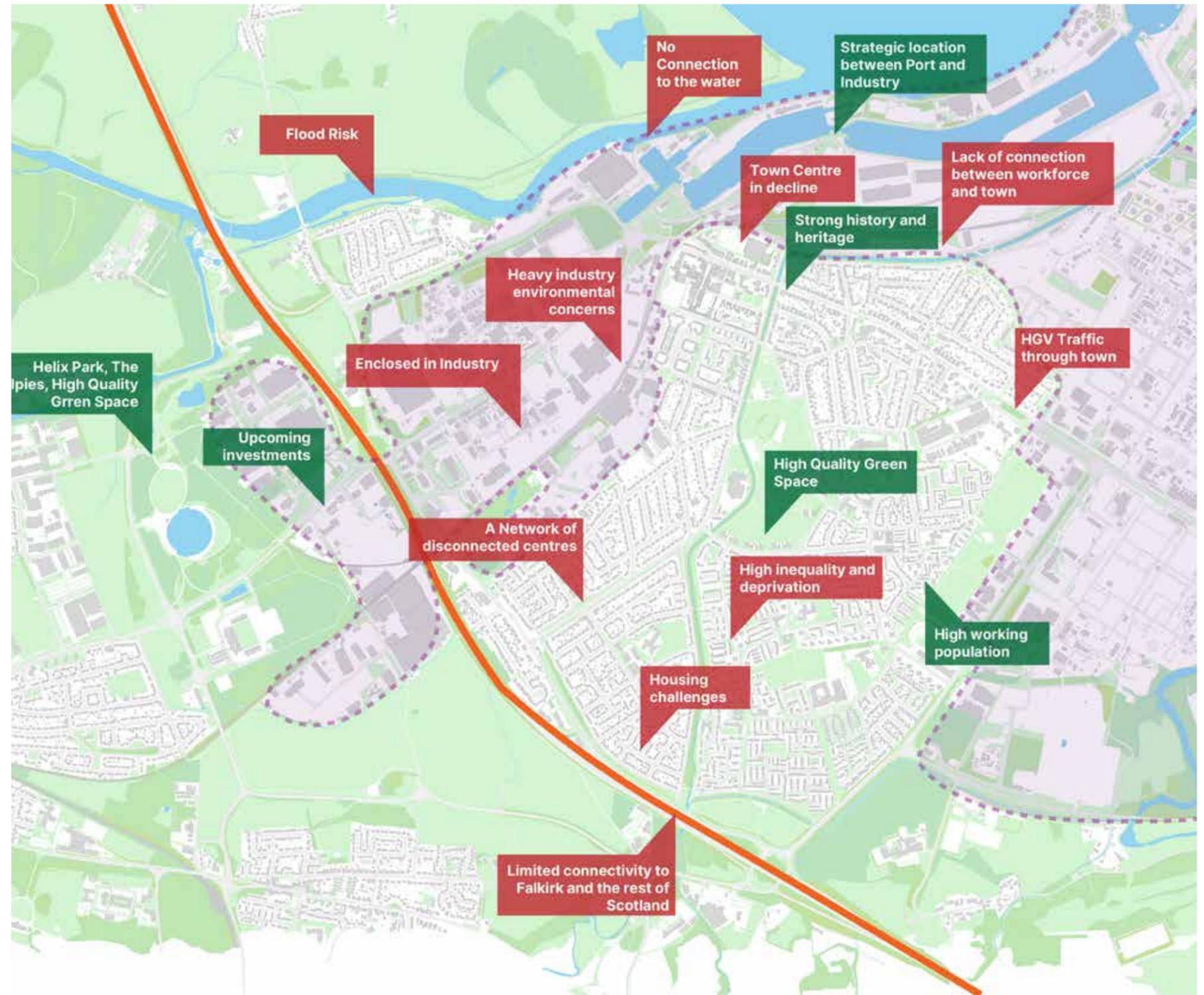
- **Industrial Transition to Net Zero** – Positioning Grangemouth as a leader in green industry and innovation.
- **Revitalisation of the Town Centre** – Creation of a 21st-century mixed-use Town Centre to attract businesses, residents, and visitors.
- **Improved Connectivity** – The Grangemouth Transport 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** – A relocated sports complex in the Town Centre could act as a regeneration catalyst.
- **Increased Use of Green Spaces for Community Activities** – Developing 'Friends zones' to enhance civic engagement.
- **Redevelopment of Redundant Sites** – Opportunities for mixed-use commercial, retail, and public infrastructure. HGV Layby and Service Provision – Secure facilities could bring economic benefits and better manage freight movement.
- **Industrial Site Transitions** – Potential for Edinburgh Park/Queens Quay-style redevelopment in industrial zones.



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 the sports stadium and complex are not successfully replaced, the community could lose valuable facilities.



Grangemouth - Strengths & weaknesses

Part 03

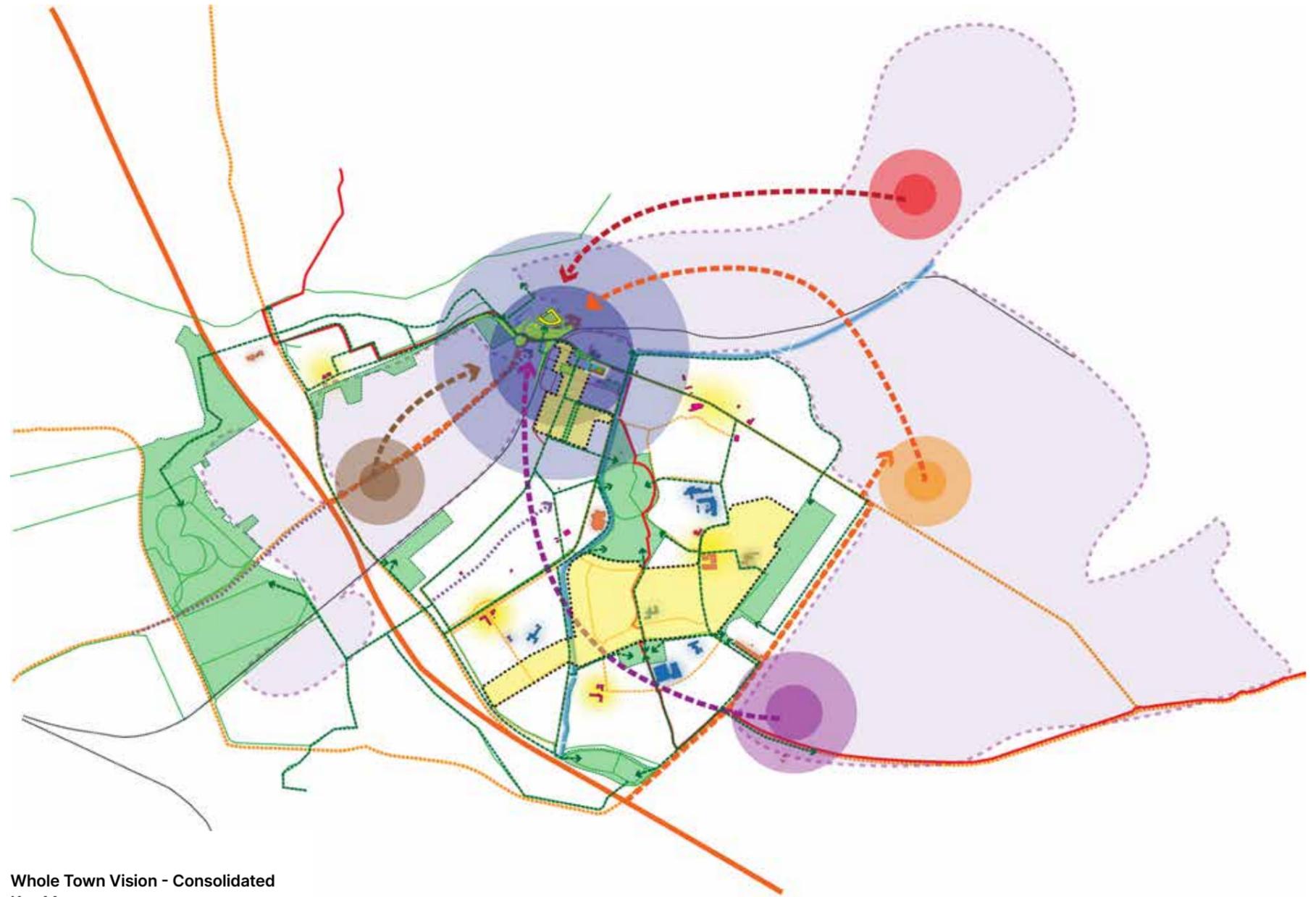
Grangemouth Spatial Vision

The Vision – the Place Ambition

The Vision for Grangemouth is to create a resilient, sustainable, and vibrant town that embraces its rich industrial heritage while offering a high quality of life for all its residents. Central to this vision is the enhancement of Grangemouth's infrastructure, including blue-green networks that reconnect the town with its waterfront and quayside. Expanding green spaces, integrating flood defences, 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.

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.



Whole Town Vision - Consolidated Key Moves

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.

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:

Grangemouth renowned as an attractive place of choice 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, people, community benefits from National Economic Drivers : Town with Port + Industry : eliminating incompatibility / promoting positive benefits.

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.

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:

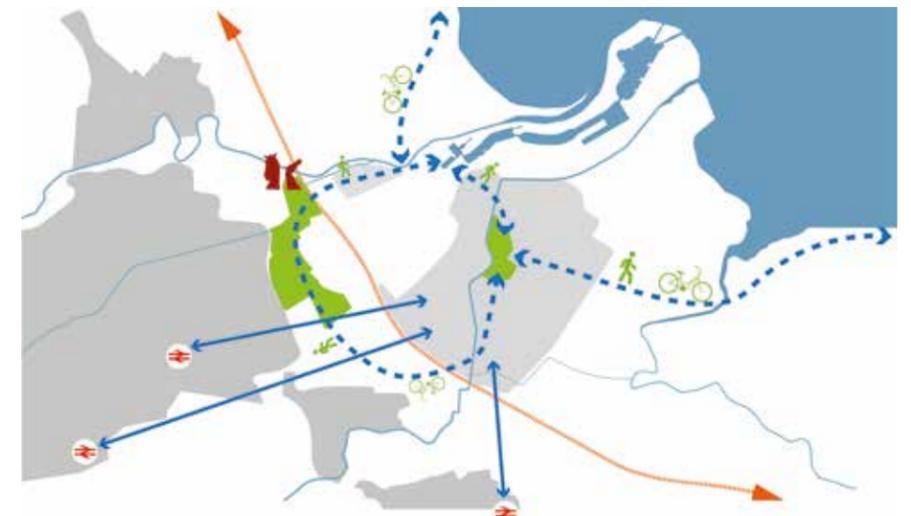
The local benefits from national profile – industry and innovation, sports (athletics), visitor destination (Helix / Zetland)

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.



Restoring the Town's Relationship to the Water



A Local Place with a Regional Role

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 :

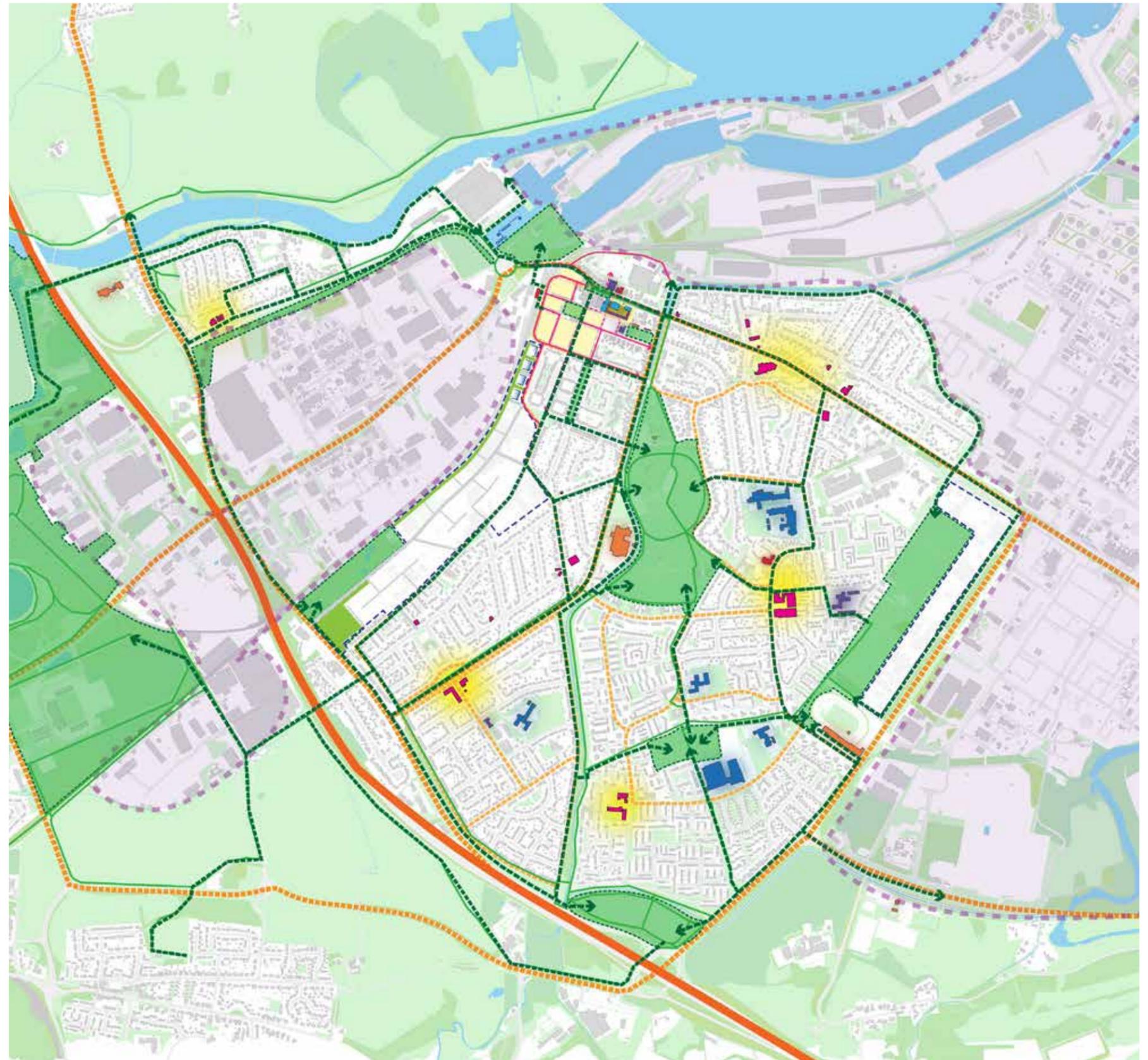
Increasing quality housing options, diversifying stock, aim to stabilise population.

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.



Local amenity	Town Centre Buildings	Existing Railway	Existing Path	Town Centre Grid: Vehicles
Public Estate - Education	Neighbourhood Clusters	Major Road	National Cycle Path	Town Centre Grid: Pedestrian
Public Estate - Healthcare	Industry & Port	Main Road	Existing Cycle Path	Proposed Active Travel Network
Public Estate - Civic	Potential Future Development Area	Local Road		
Public Estate - Leisure	Town Centre Blocks			

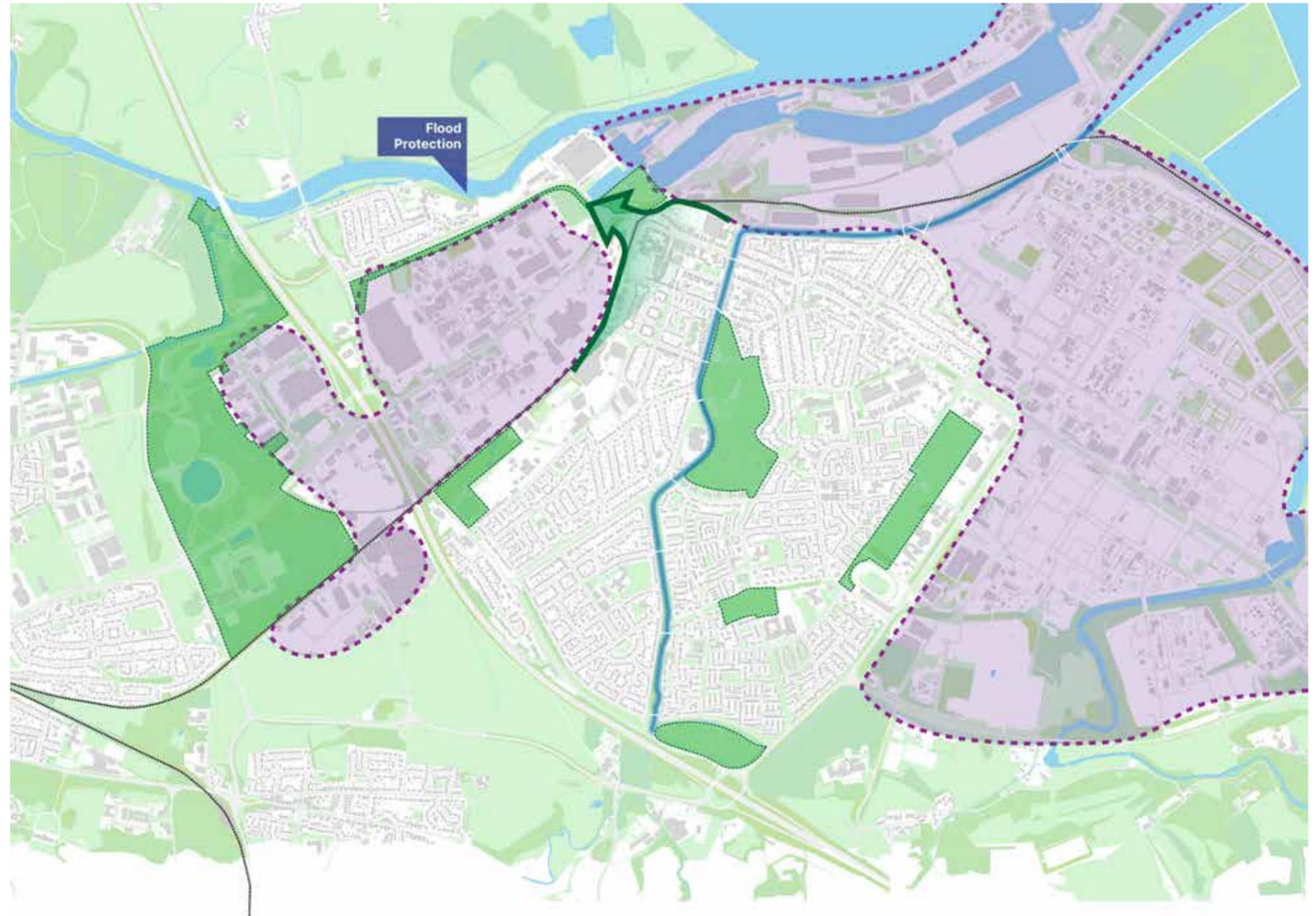
Grangemouth Town Vision - Key Moves

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 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.



Re-establishing connections to the water

- Industry & Port
- Water
- Green Space

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.

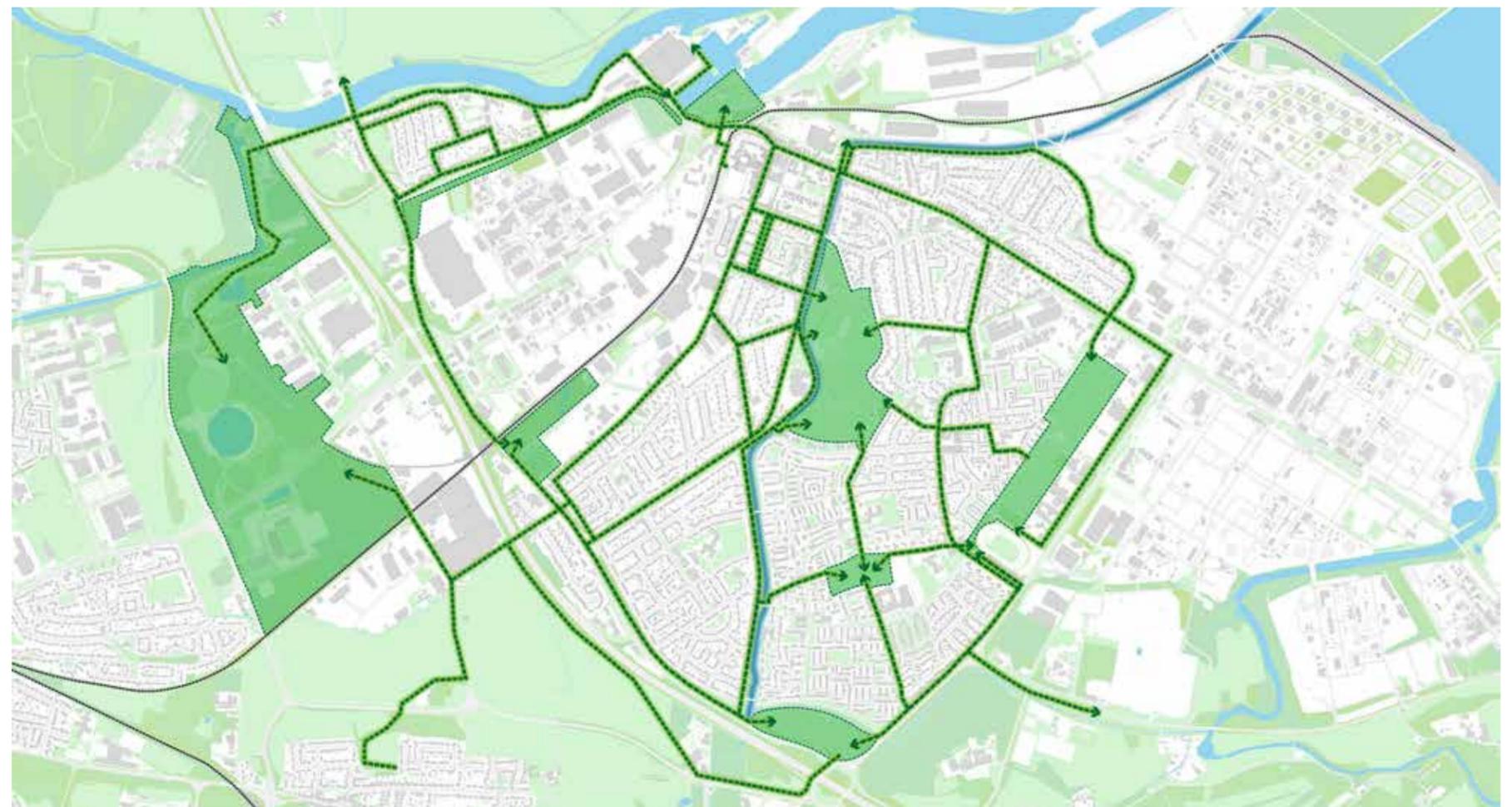
The Grangemouth Spatial Vision - Transport Considerations (to be included as an Appendix) provides further detail relating to active travel. This document provides further detail on the existing active travel network in and around the Grangemouth, and sets out key opportunities that align with the Spatial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



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

3. Reducing Adverse Impact of Industry on Town Life :

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

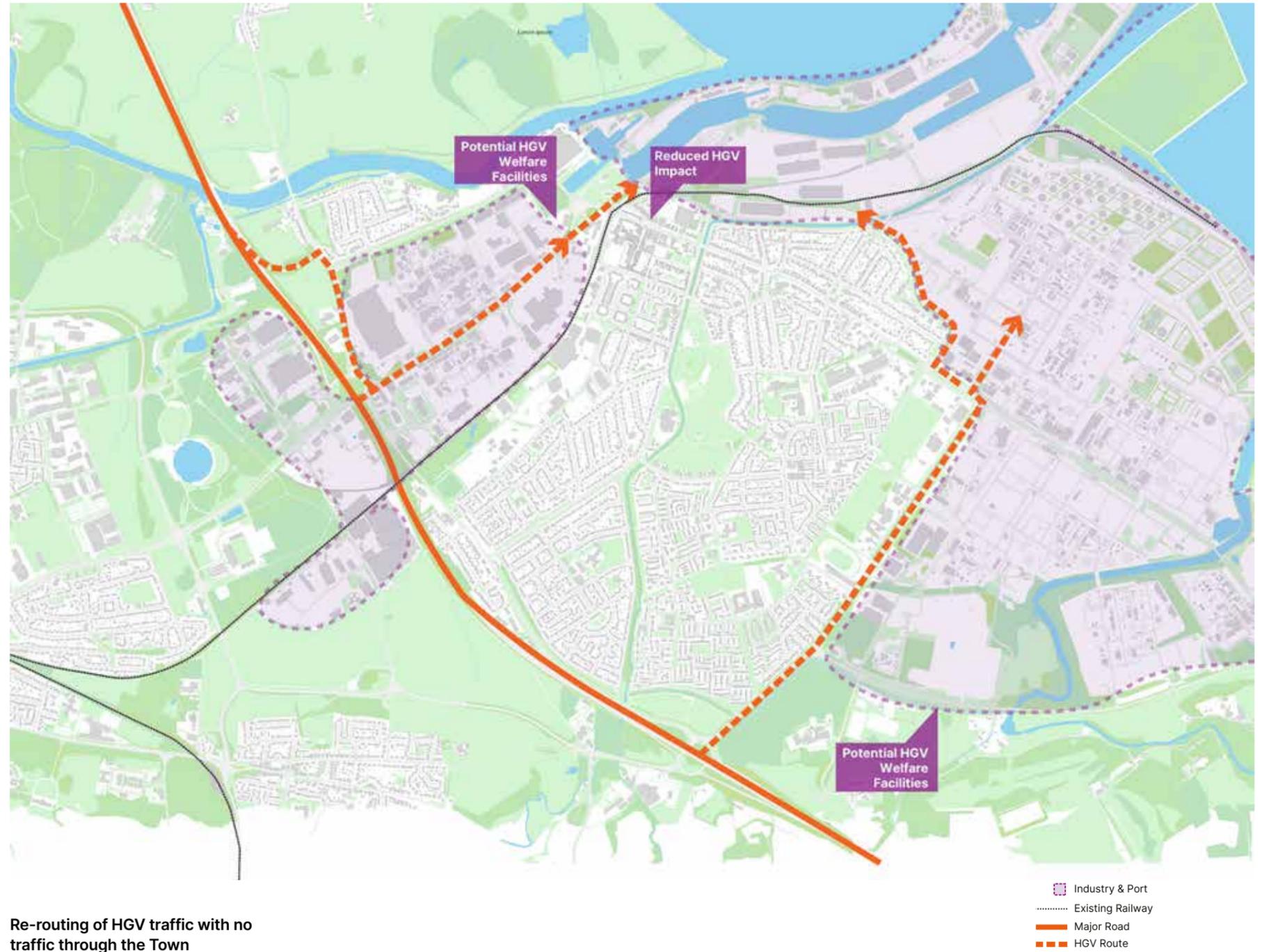
Reducing the adverse impact of industry on town life by addressing key challenges and fostering a more harmonious coexistence between industrial and residential areas. This includes minimising incompatible neighbouring uses through strategic planning and zoning, ensuring that industrial activities are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



Re-routing of HGV traffic with no traffic through the Town

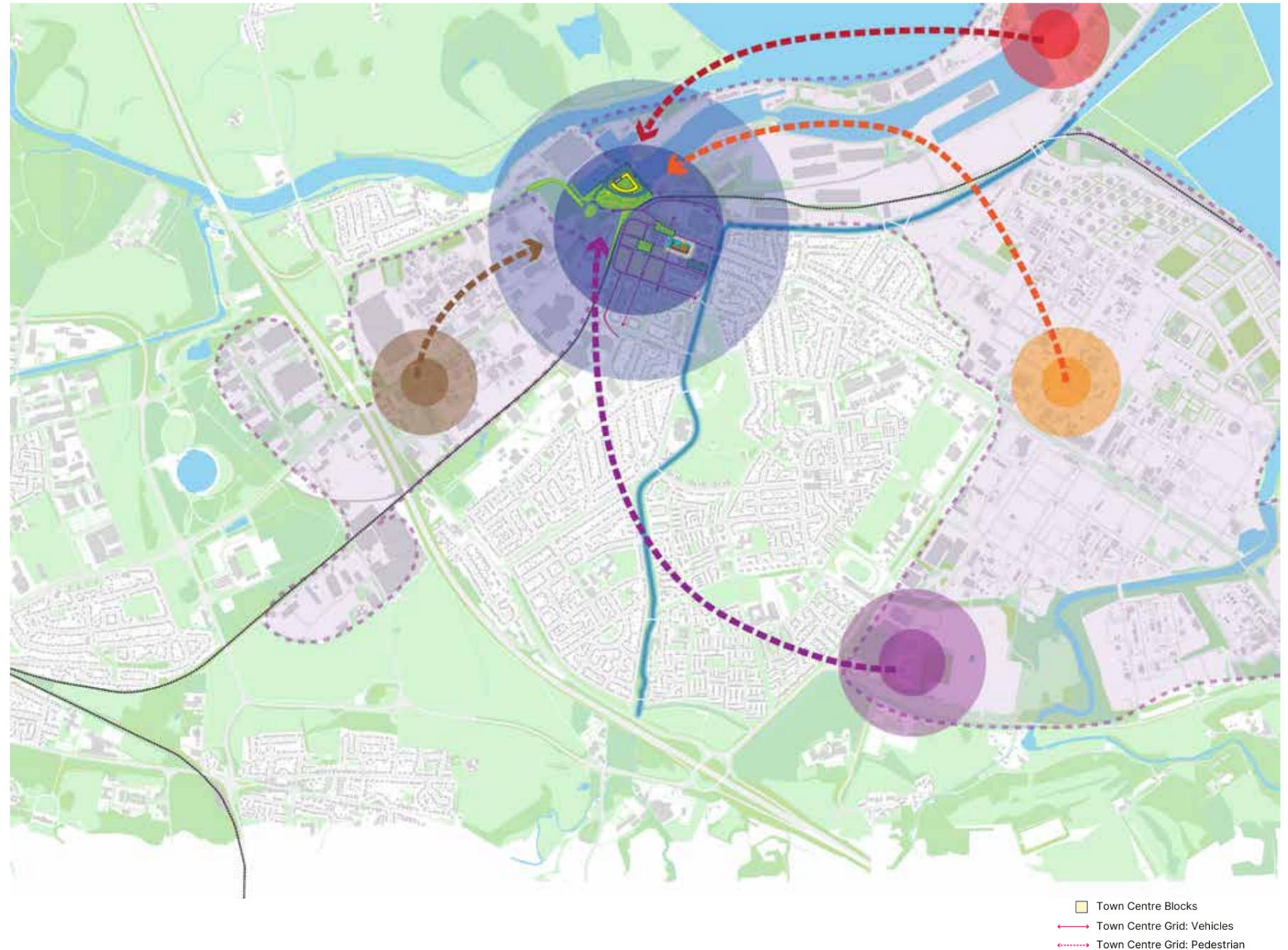
4. Synergies Between Town and Industry :

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.



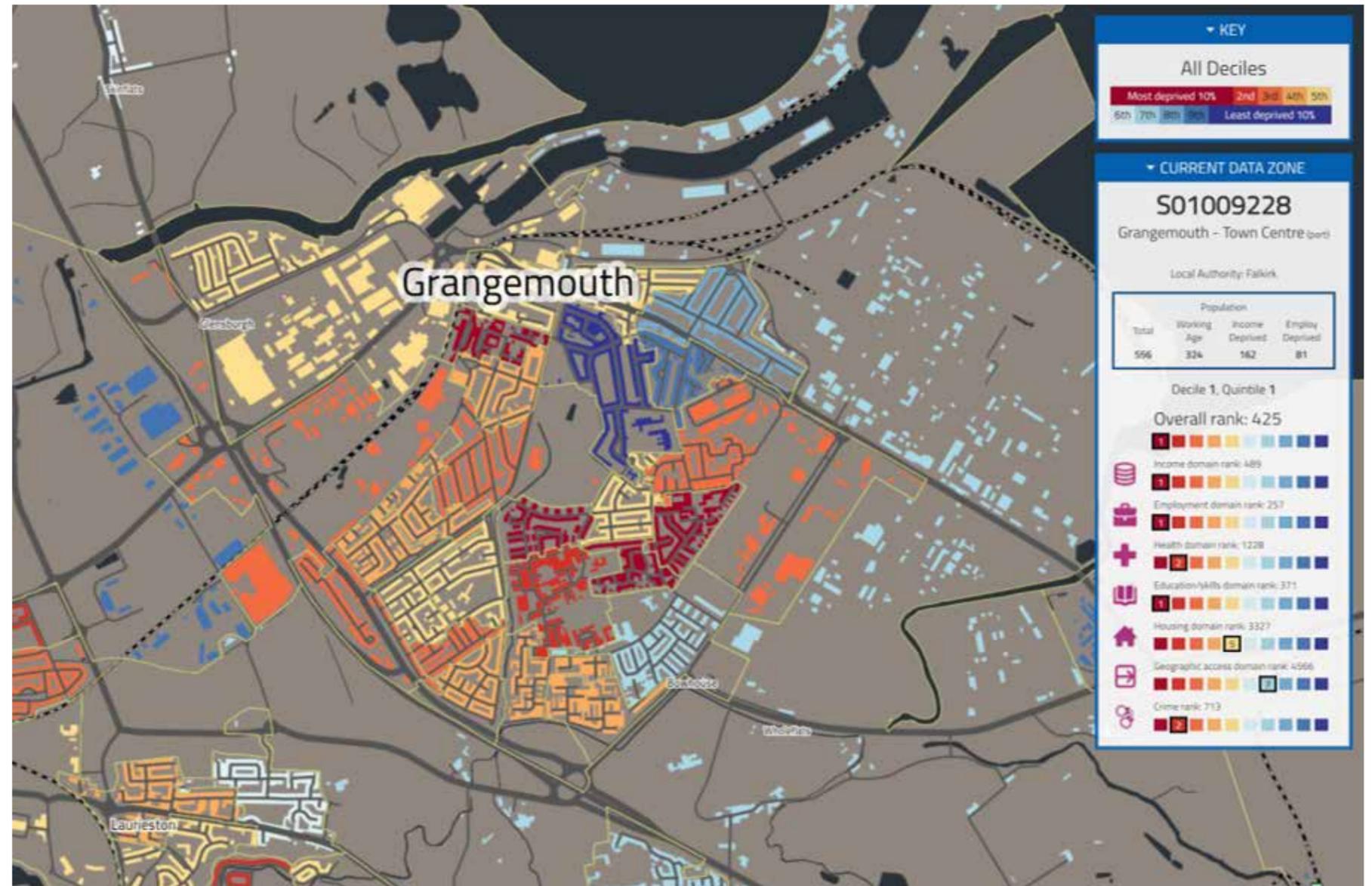
Local opportunities with skills training

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



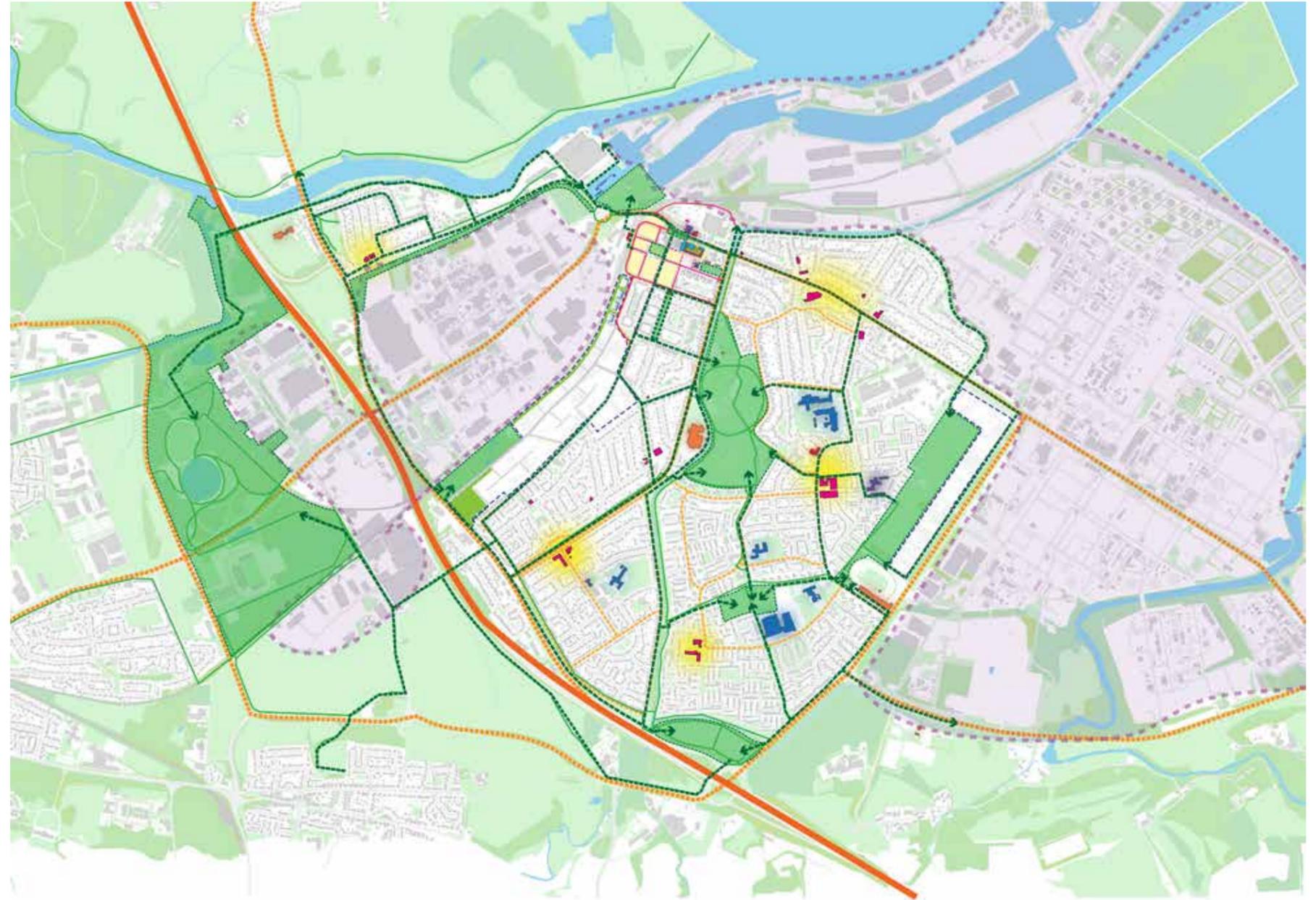
Grangemouth - SIMD

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

Neighbourhoods connected with active travel



- | | | | | |
|--|--|---|--|---|
| <ul style="list-style-type: none"> ■ Local amenity ■ Public Estate - Education ■ Public Estate - Healthcare ■ Public Estate - Civic ■ Public Estate - Leisure | <ul style="list-style-type: none"> ■ Town Centre Buildings ■ Neighbourhood Clusters ■ Industry & Port Potential Future Development Area ■ Town Centre Blocks | <ul style="list-style-type: none"> Existing Railway Major Road Main Road Local Road | <ul style="list-style-type: none"> Existing Path National Cycle Path Existing Cycle Path | <ul style="list-style-type: none"> ←→ Town Centre Grid: Vehicles - - - - Town Centre Grid: Pedestrian ←→ Proposed Active Travel Network |
|--|--|---|--|---|

7. Mixed Use 21st Century Town Centre :

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

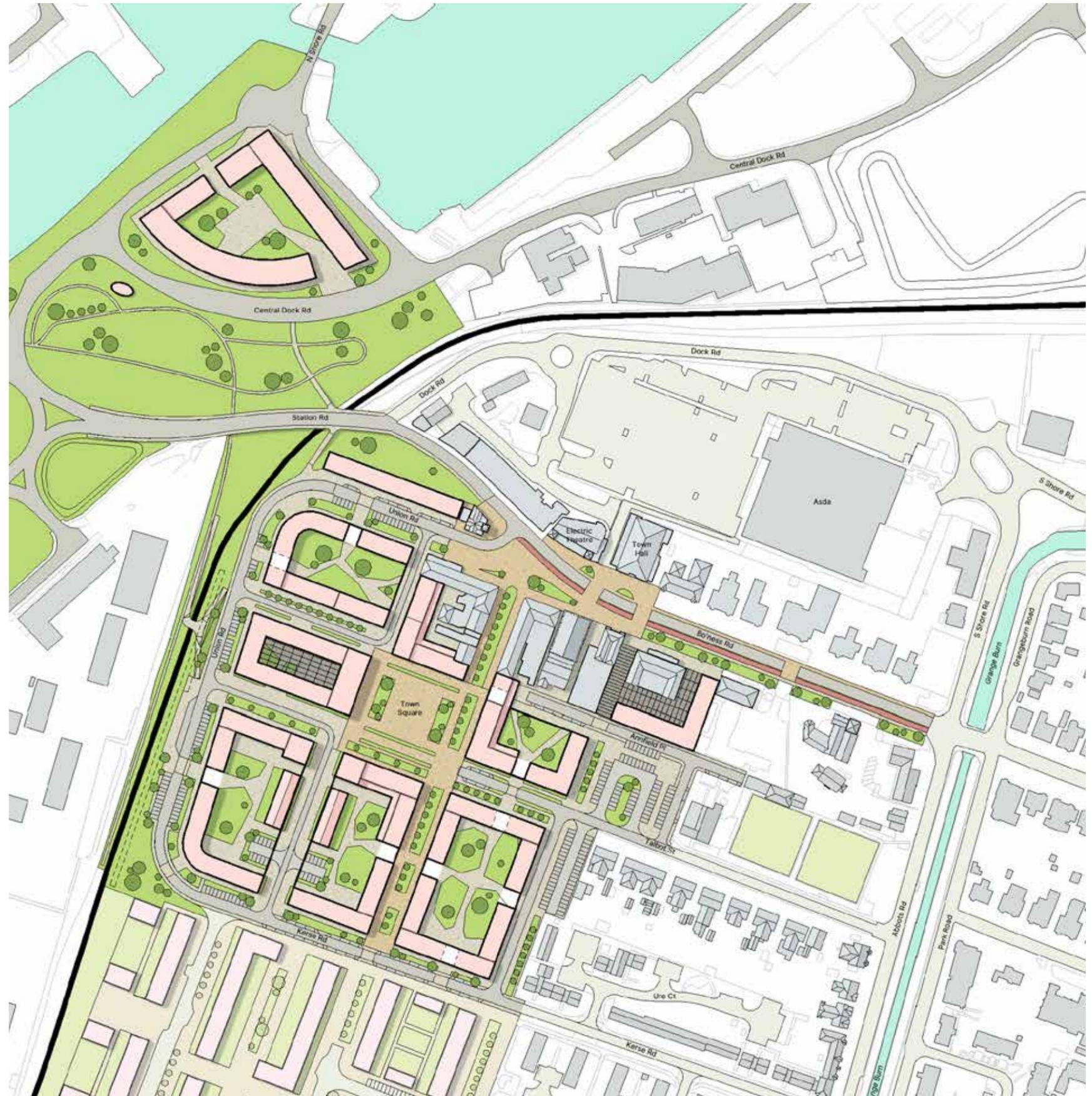
Creating a mixed-use 21st-century Town Centre in Grangemouth, which offers a dynamic and inclusive experience that seamlessly blends community, culture, and retail, will be central to the town's regeneration. The Town Centre will serve as the heart of the community, providing essential services and amenities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

Grangemouth Town Centre
Masterplan



Proposed Interventions

Additional to 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.

Part 04

Grangemouth Town Centre Masterplan

Town Centre Vision

Key Objectives

1. Revitalise the Town Centre:

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

2. Enhance Connectivity

- Improve walking, cycling, and public transport links, including a potential mobility hub.

3. Strengthen the Economy

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

4. Promote Sustainability

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

5. Support Community Wellbeing

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

6. Build Place Identity

- Celebrate the town's port heritage with modern design and landmark public spaces.



Town Centre Vision

Measures of Success

1. Economy:

Lower retail vacancies, new businesses, and more local jobs.

2. Community:

Increased housing, amenities, and community participation.

3. Accessibility & Connectivity:

Higher active travel and public transport use. Enhanced accessibility.

4. Environment:

Completed flood defences, greener spaces, and reduced car use.

5. Attractiveness:

Increased footfall, investment, and day-to-night activity.

6. Identity:

More cultural events, regional visitors, and pride in local heritage.



Grangemouth Town Centre Proposed Masterplan - View from South-East

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

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

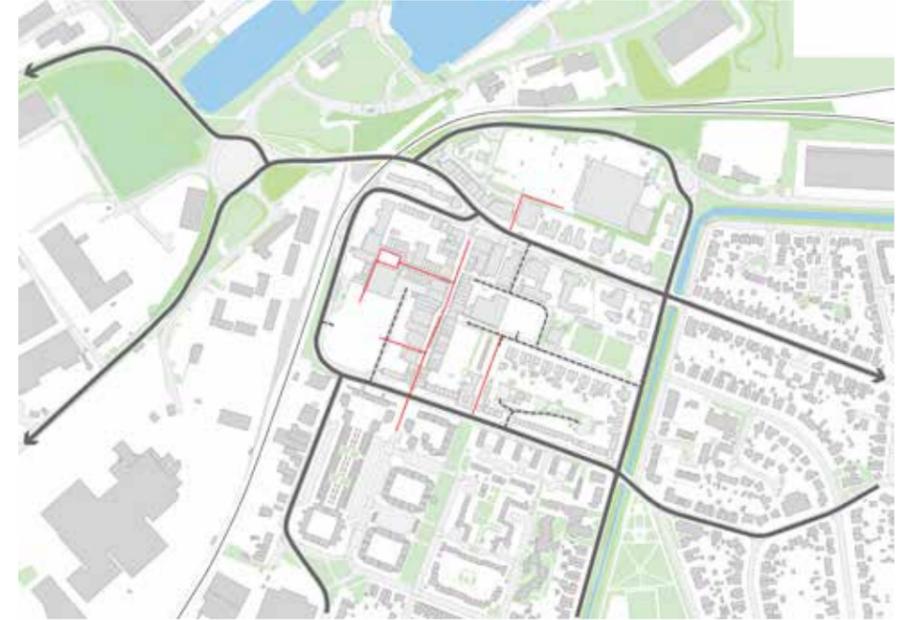
Site Analysis



Existing Town Centre - Built Footprint



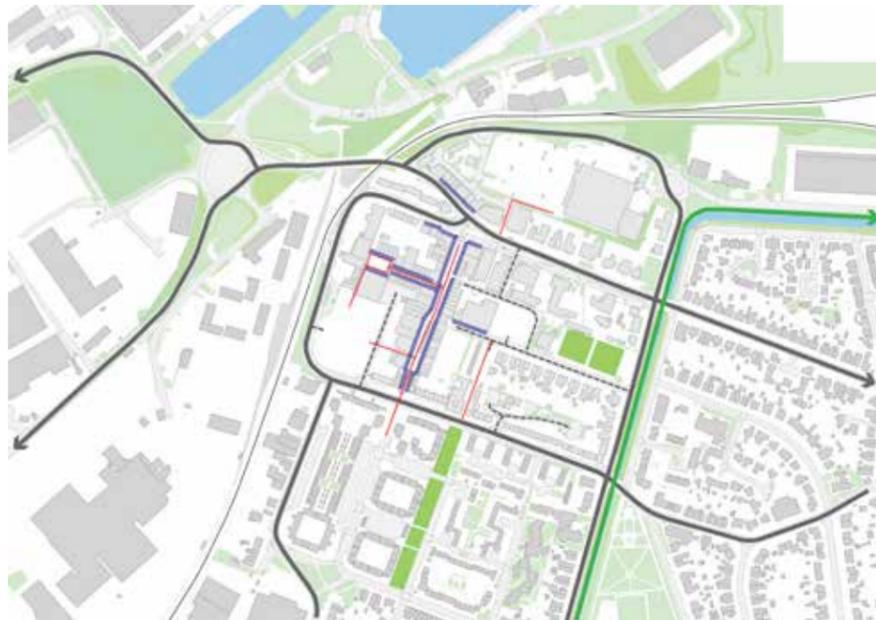
Existing Town Centre - Road Network



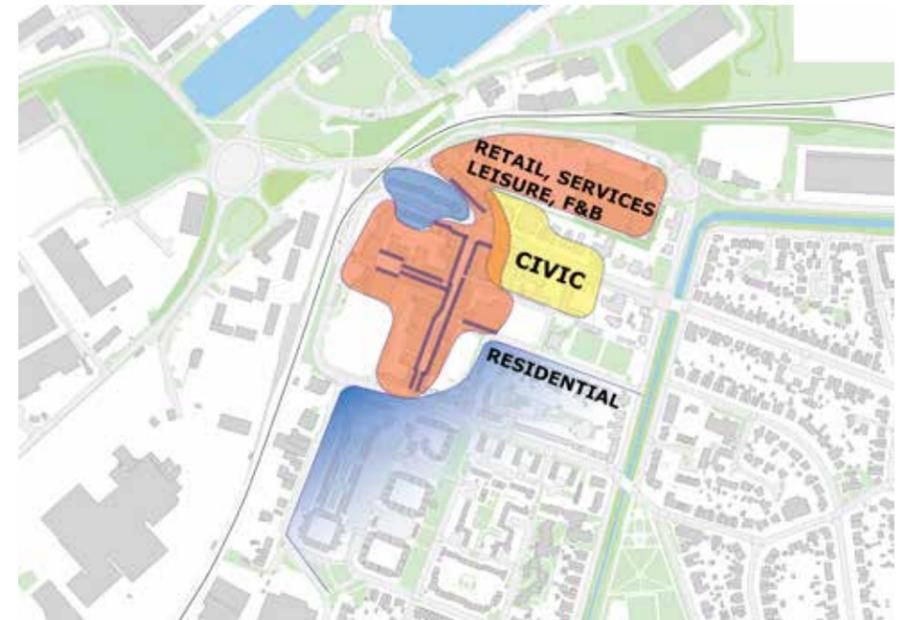
Existing Town Centre - Road and Pedestrian Network



Existing Town Centre - Green/Blue network



Existing Town Centre - Active Frontage

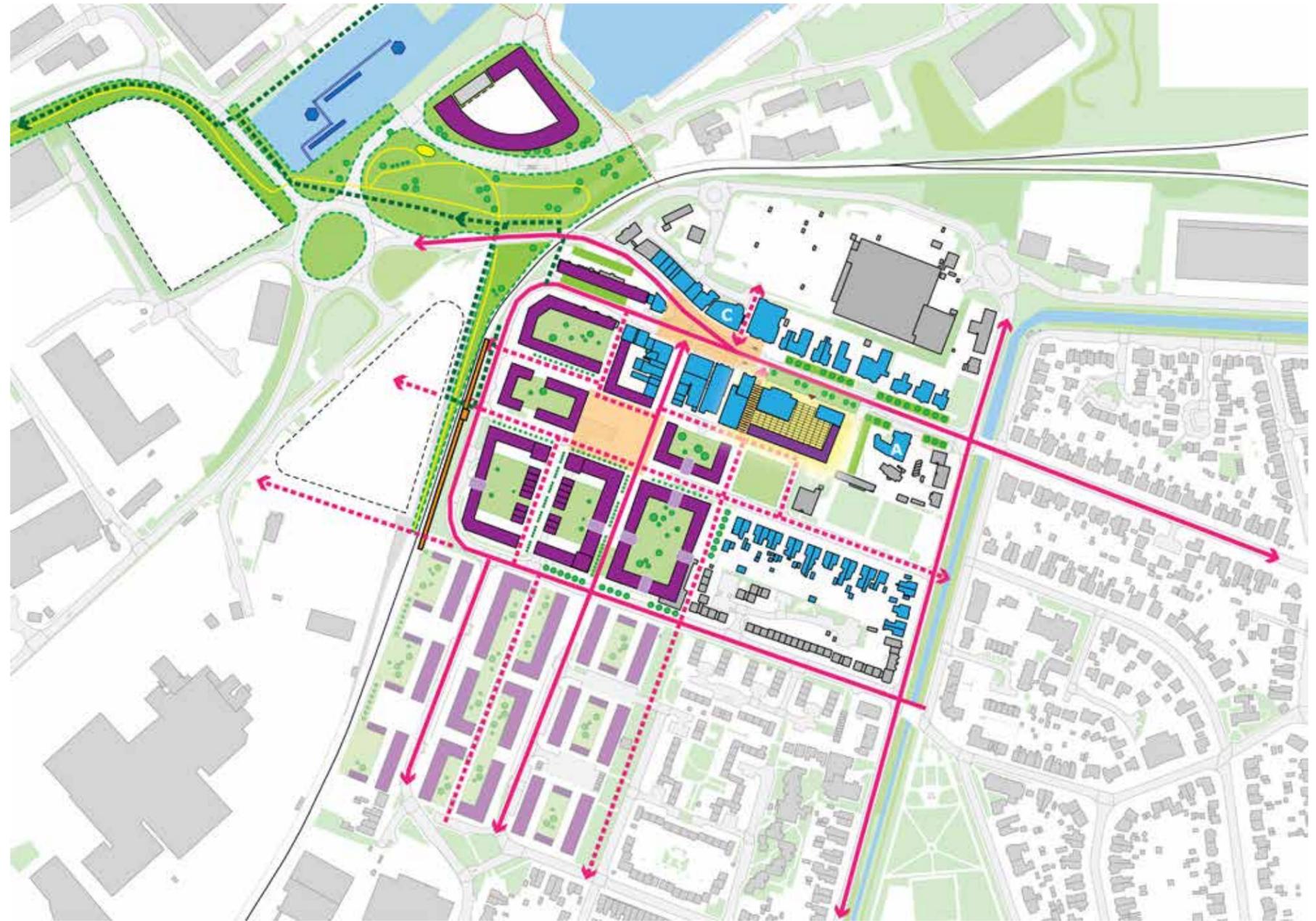


Existing Town Centre - Land Use

- Existing Pedestrian Route
- Existing Vehicular Traffic
- Existing Mixed Use Frontage

Design Principles

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



- Heritage Building
- A Listed Building
- Civic Space
- Proposed Development
- Proposed Green Space
- Proposed Town Centre Grid: Vehicles
- Proposed Town Centre Grid: Pedestrian
- Proposed Path

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.



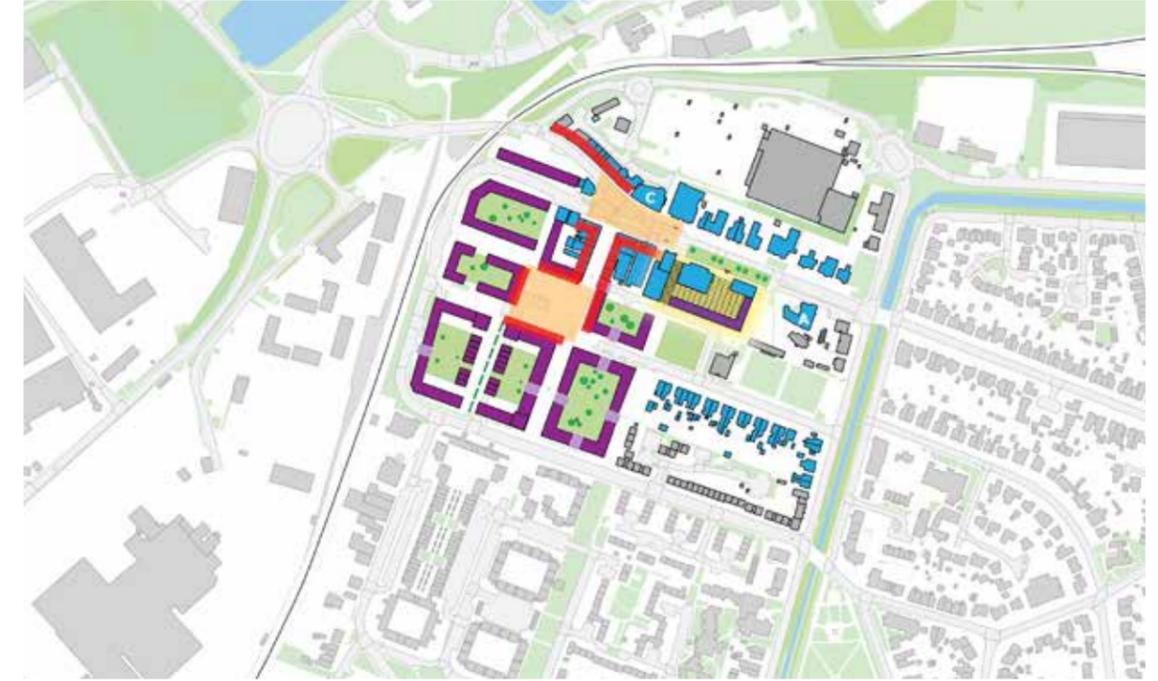
Proposed Partnership Centre



Key Moves

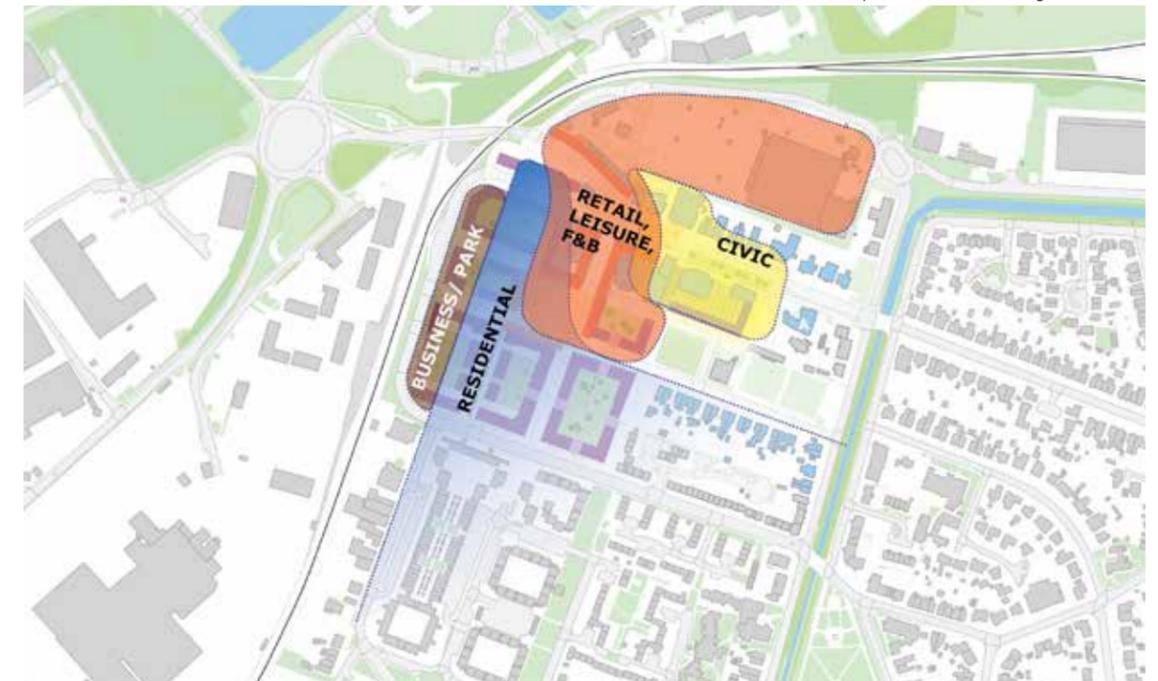
3. La Porte Heart – day and night-time economy: consolidated Retail / F+B / leisure offer and more + new Town Square

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.



- Heritage Building
- ▲ Listed Building
- Civic Space
- Proposed Development
- Proposed Green Space
- Proposed Mixed Use Frontage

Proposed shops frontage



Proposed Uses

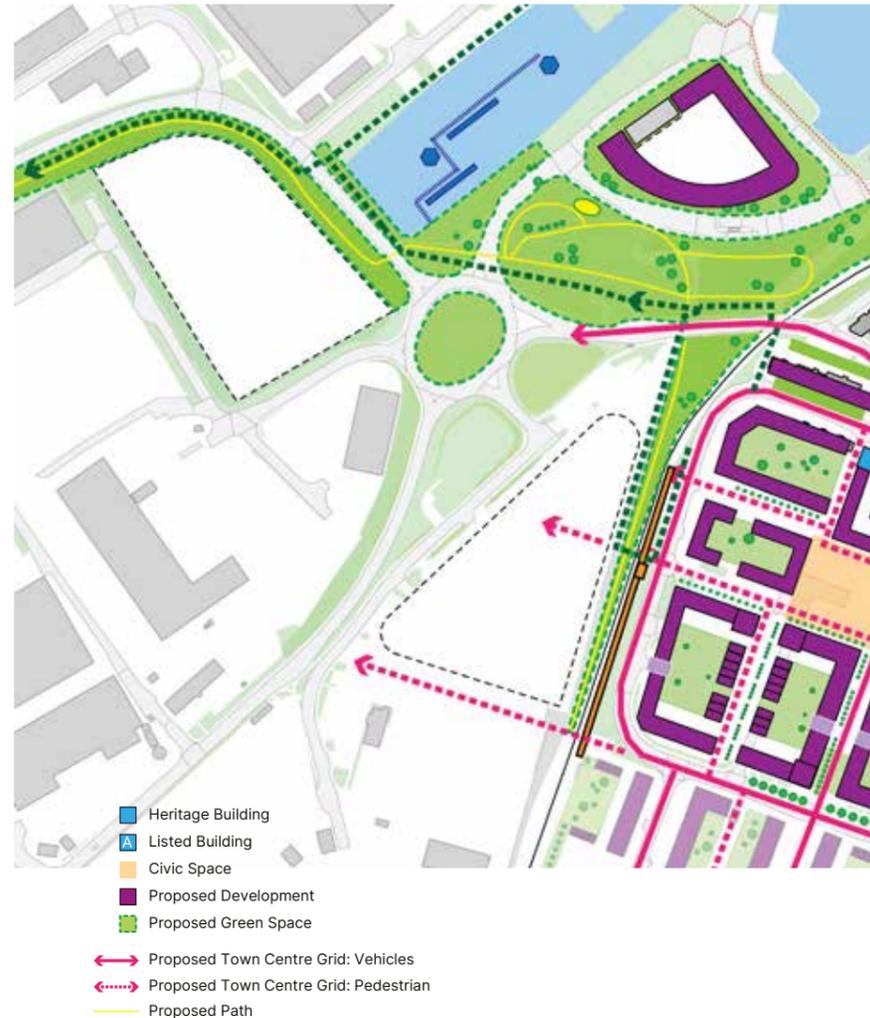
Key Moves

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

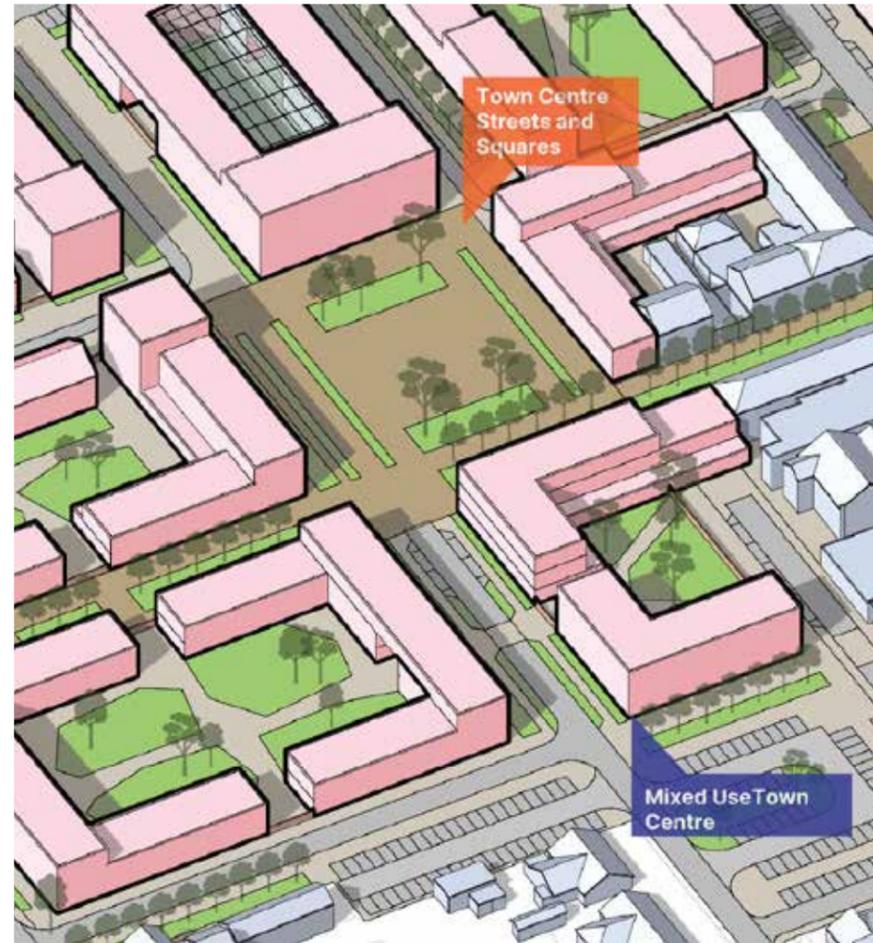


Key Moves

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.



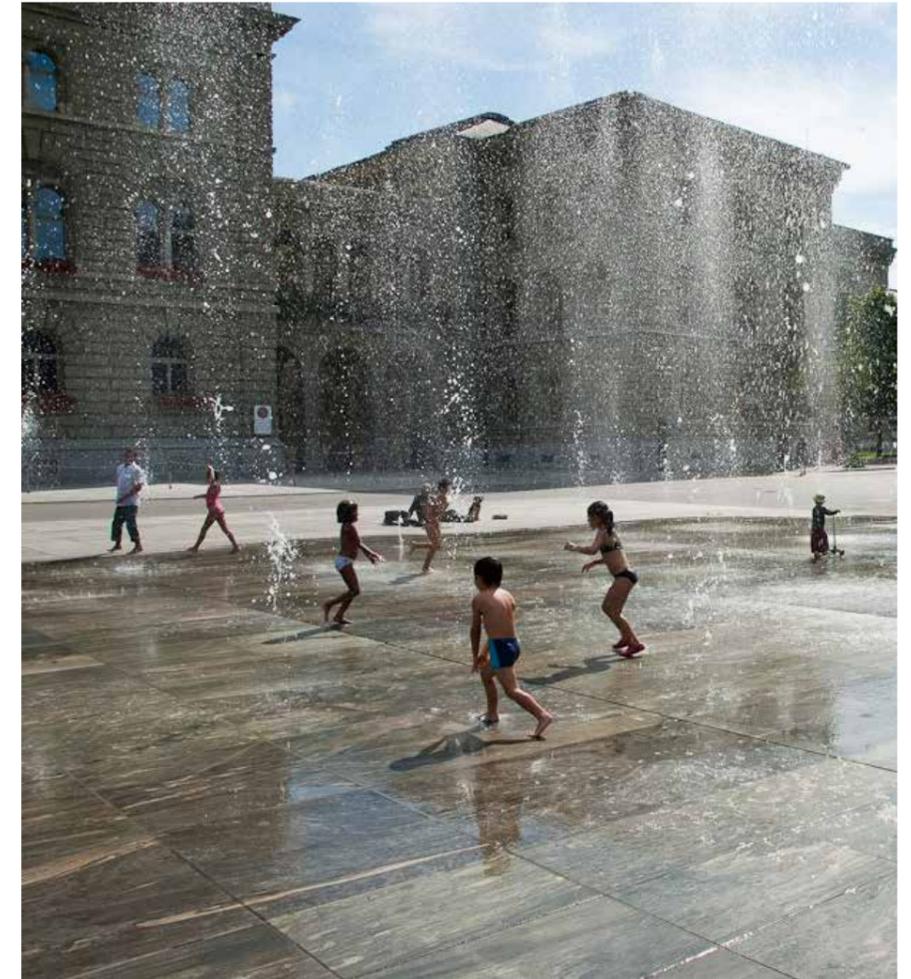
Town Centre Living



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.

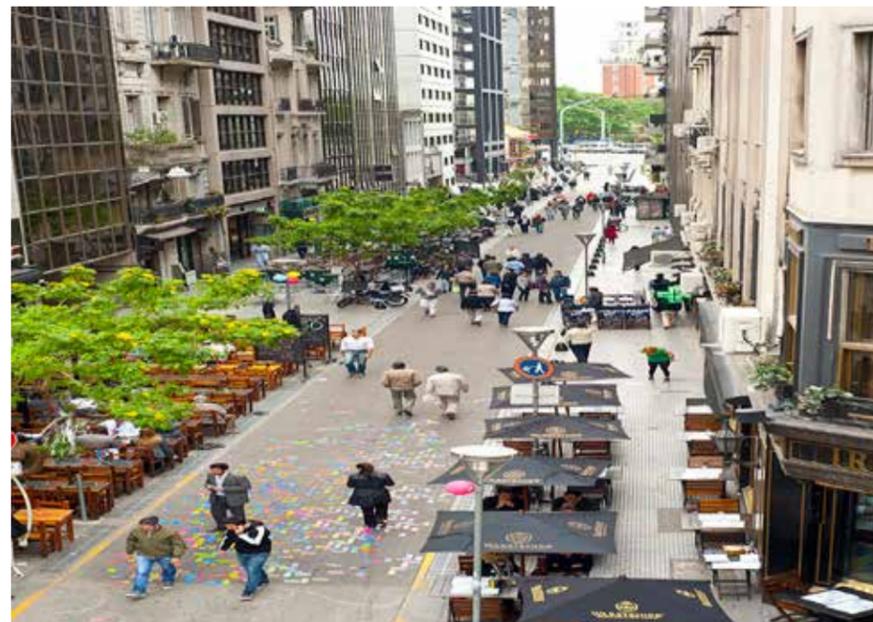
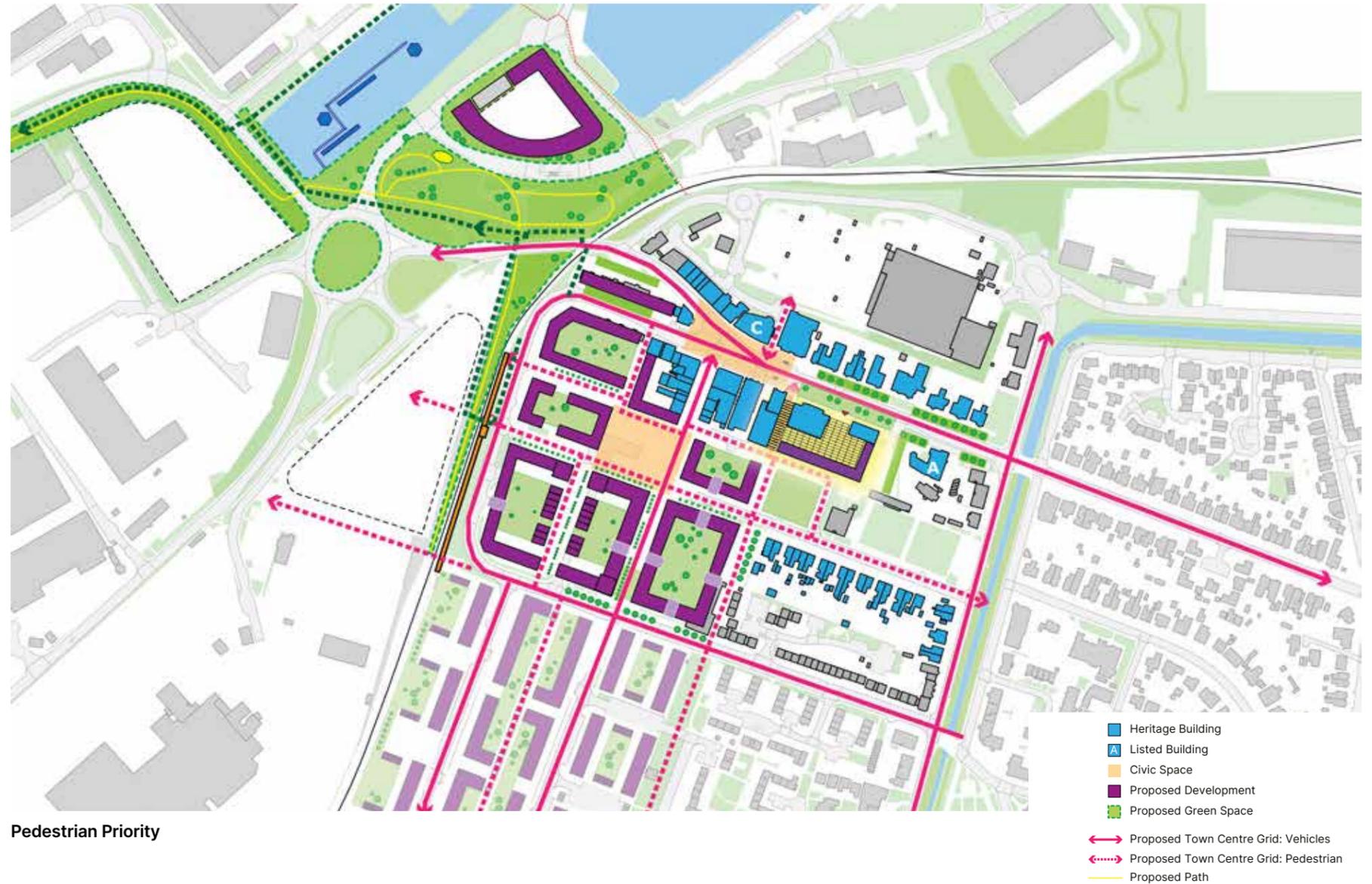
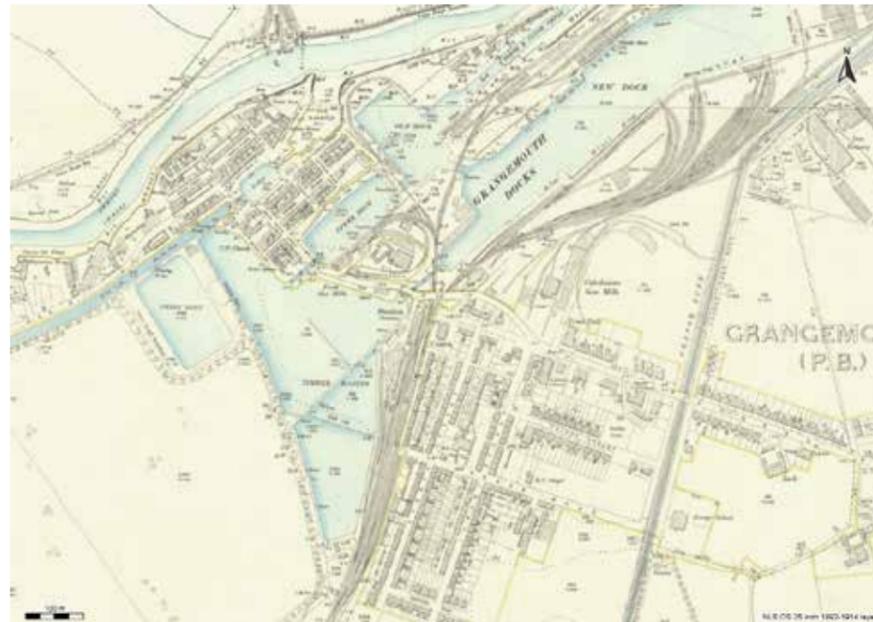
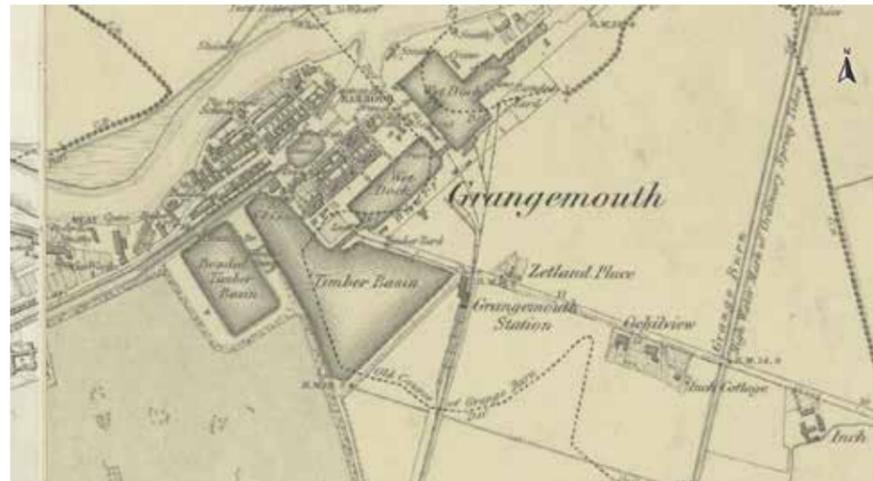


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Key Moves

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

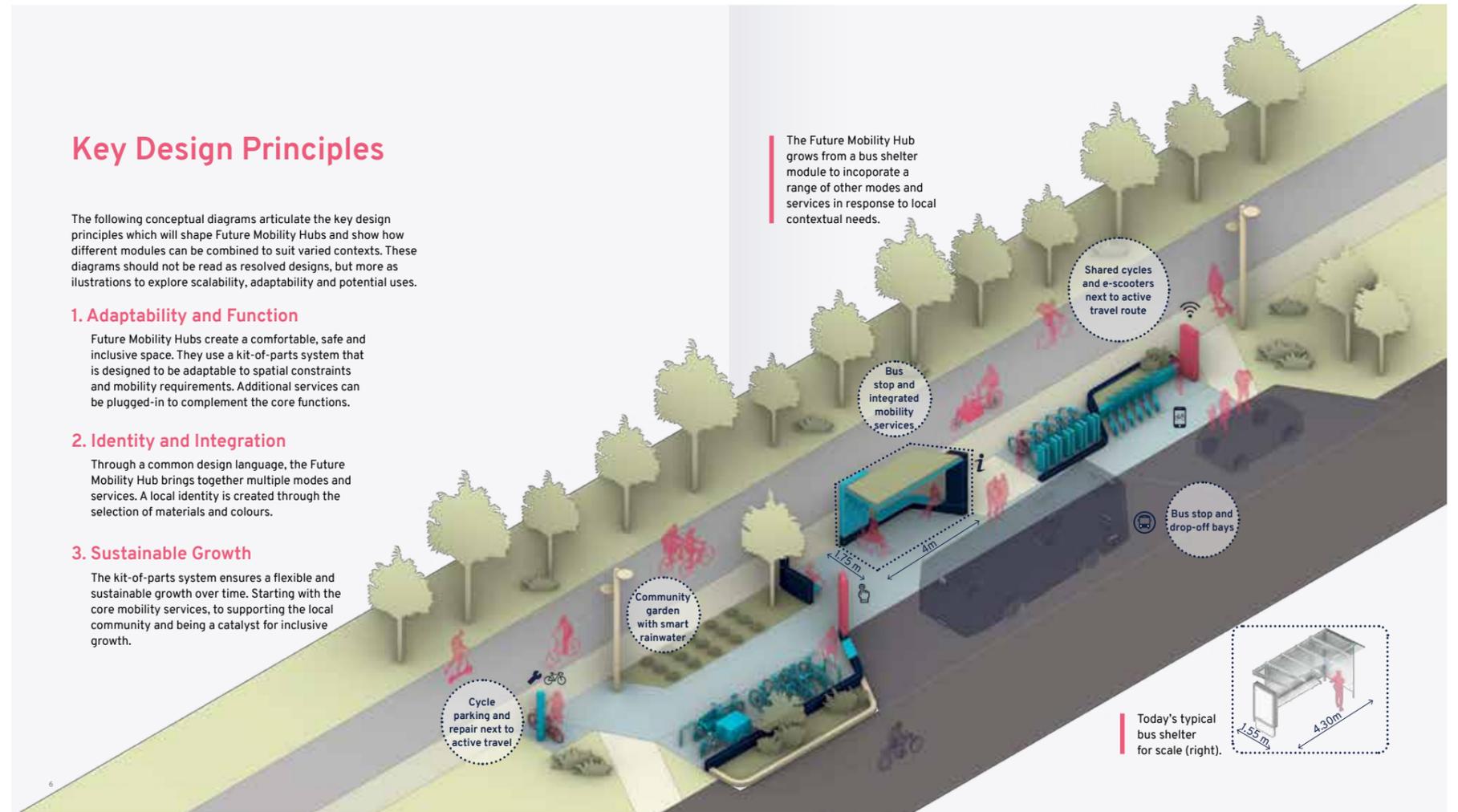
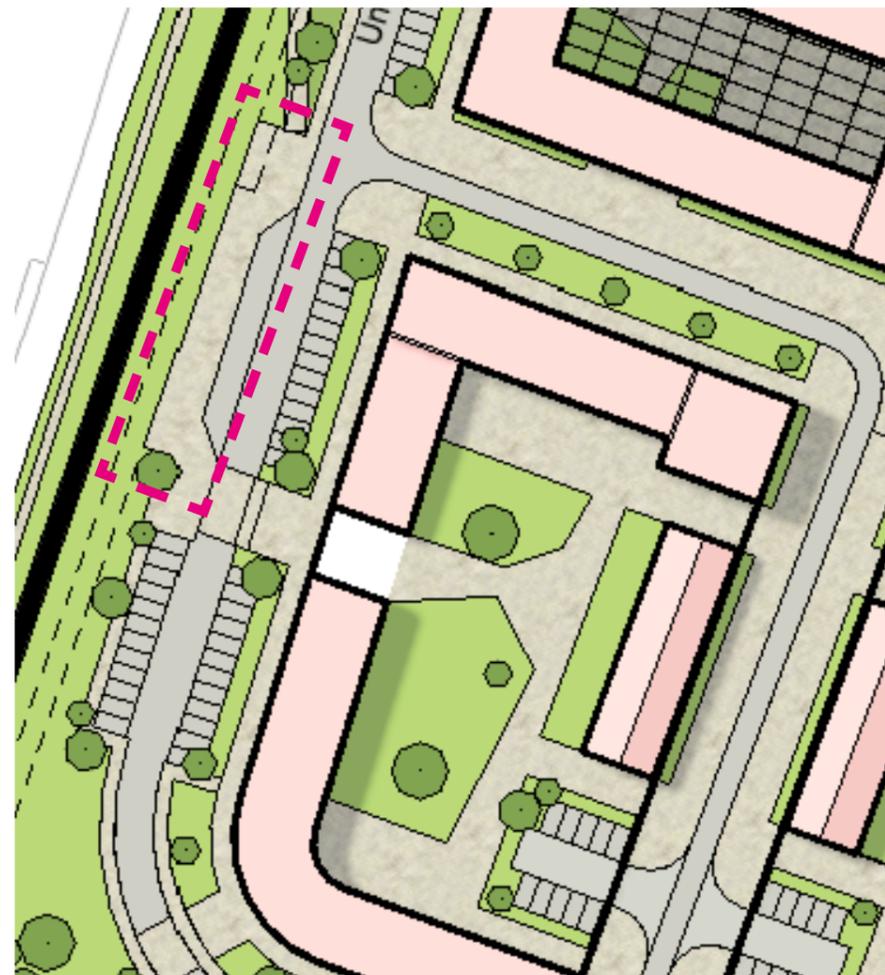
Key Moves

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

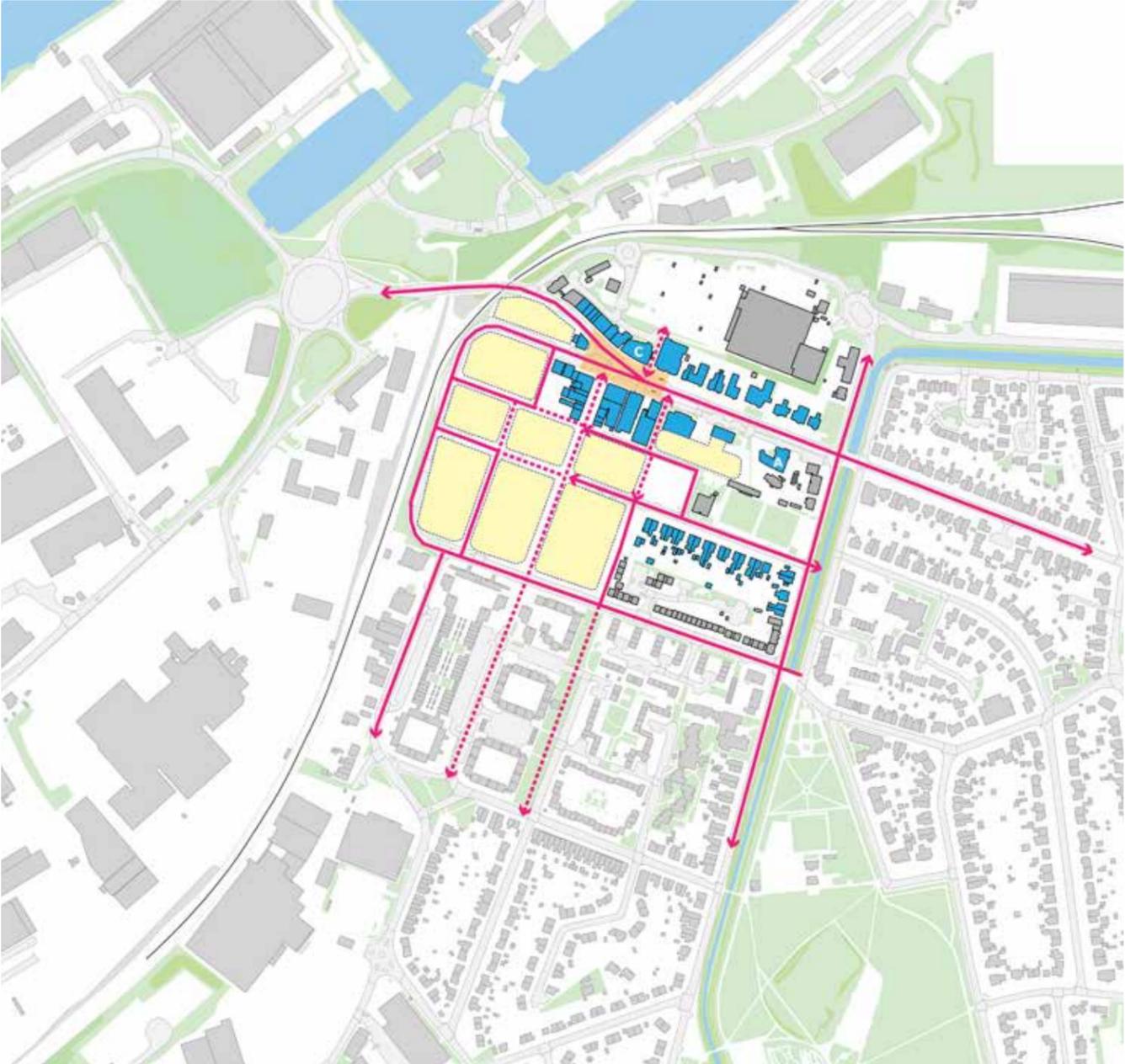
The kit-of-parts system ensures a flexible and sustainable growth over time. Starting with the core mobility services, to supporting the local community and being a catalyst for inclusive growth.

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

Indicative Development Phasing



Phase 0: Establishing the Partnership Centre



Phase 1: Developing the south side of La Porte Precinct



Phase 2: Developing the north-west side of La Porte Precinct

Development Phasing



Phase 3: Developing the south-east side of La Porte Precinct.



Phase 4: Developing the south-west side of La Porte Precinct retaining the car park at the south-west.



Phase 5: Forming the Dockside Park and potential additional future development of the area to the south with on-street parking.

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 05

One Public Estate

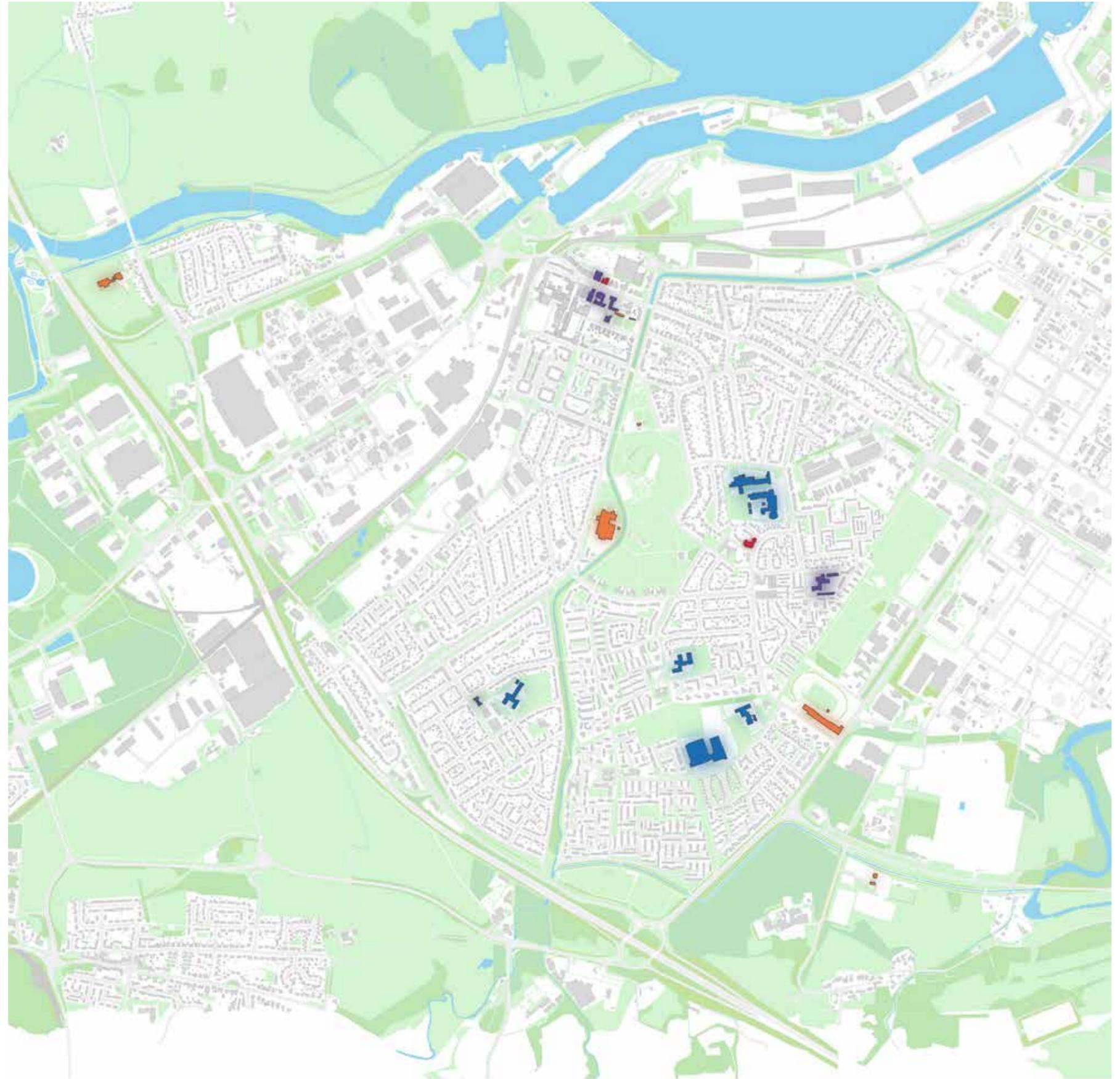
Part 05 – One Public Estate

Analysis / mapping

As per the brief, a key principle of supporting and improving communities is the co-location of public sector organisations and the delivery of integrated collaborative services wherever possible. This approach has been delivered in a number of local authority areas with positive outcomes for the performance and sustaining of local based services with greater customer access and general satisfaction. In addition, it has enabled innovative service delivery and both the rationalisation and modernisation of assets.

In Grangemouth, this principle offers a significant opportunity to consolidate services in the Town Centre, creating a vibrant civic hub that enhances access, supports footfall, and makes more efficient use of public buildings. Co-locating services such as health, education, employability, and community support into a shared facility — potentially through the rejuvenation of existing Town Centre assets — can act as a catalyst for wider regeneration. This approach also supports collaborative working between agencies and presents a clear signal of long-term public sector commitment to Grangemouth's centre.

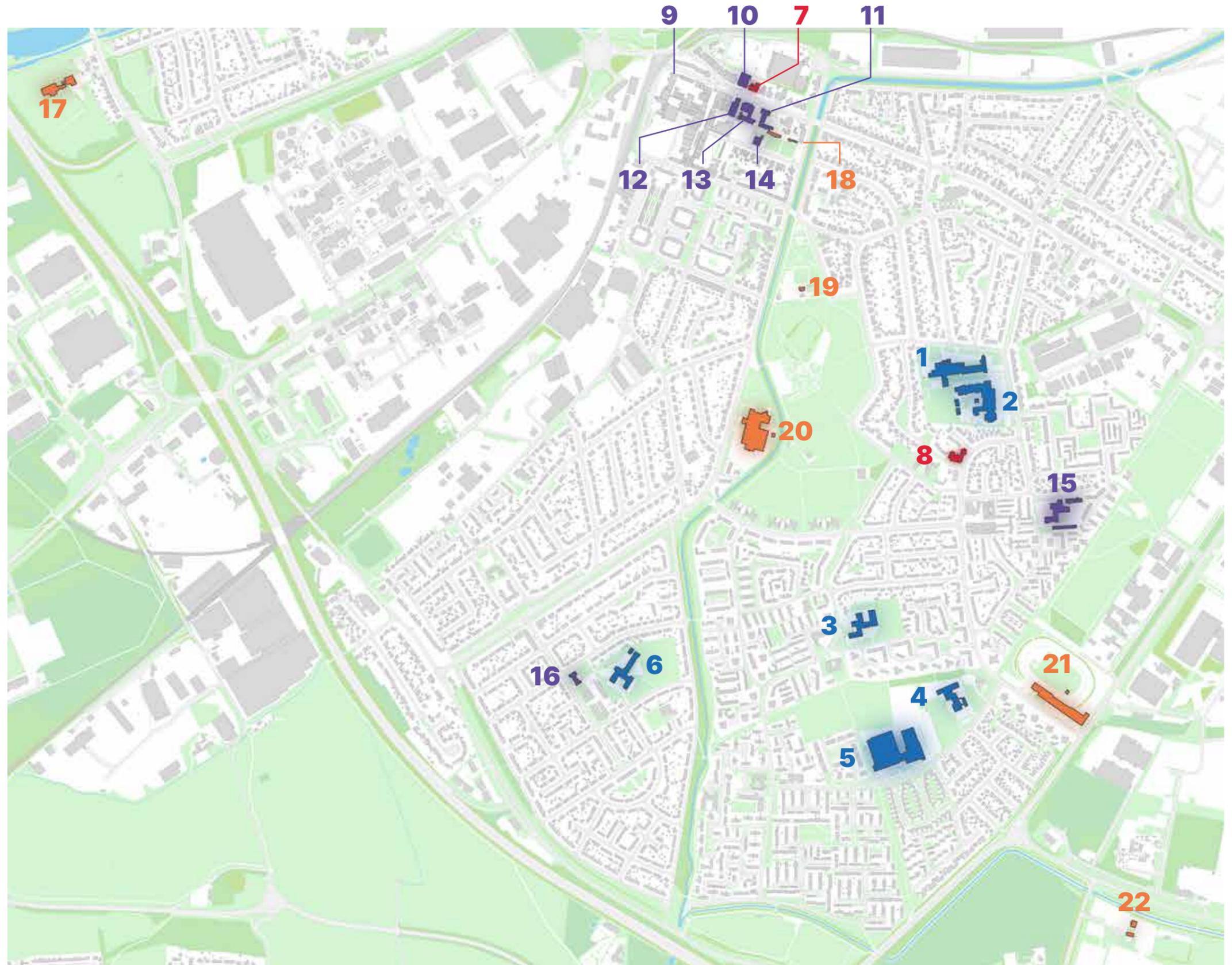
However, it is essential that this strategy does not come at the expense of the neighbourhood-based facilities which continue to serve as vital anchors within their respective communities. Local centres in areas such as Kersiebank, Bowhouse, and Charlotte Dundas support everyday needs, foster social cohesion, and provide accessible services for residents who may face mobility or transport barriers. A balanced model is therefore required — one that strengthens the Town Centre while preserving and investing in neighbourhood provision. This dual approach will ensure that the benefits of rationalisation are equitably distributed and rooted in place-based needs across Grangemouth.



Grangemouth Public Assets

Part 05 – One Public Estate

Education	
1	Grangemouth High School
2	Moray Primary School
3	Beancross Primary School
4	Bowhouse Primary School
5	Sacred Heart R.C. Primary School
6	Carrongrange High School
Healthcare	
7	Bo'ness Road Medical Practice:
8	Kersiebank Medical Practice
Civic	
9	Grangemouth Post Office (York Square)
10	Grangemouth Town Hall
11	Grangemouth Police Station
12	Grangemouth Library
13	Grangemouth Municipal Chambers
14	Talbot House
15	Kersiebank Community Education Centre & Dundas Resource Centre
16	Beancross & Newlands Community Centre
Leisure	
17	Grangemouth Stags Rugby Club
18	Grangemouth Bowling Club
19	Zetland Park Bowling Club
20	Grangemouth Sports Complex:
21	Grangemouth Stadium:
22	Galaxy Sports Little Kerse



Part 05 – One Public Estate

A list of public assets for Grangemouth is as follows:

Education		
1	Grangemouth High School	A secondary school providing education for local students, with sports facilities available for community use.
2	Moray Primary School	A primary school serving the community, offering foundational education for children.
3	Beancross Primary School	A local primary school with active participation in community and extracurricular programs.
4	Bowhouse Primary School	Another primary education provider in Grangemouth, supporting local families.
5	Sacred Heart R.C. Primary School	A Roman Catholic primary school offering faith-based education alongside the standard curriculum.
6	Carrongrange High School	A purpose-built facility for special education, tailored to support children with additional needs.
Healthcare		
7	Bo'ness Road Medical Practice:	A general practice providing consultations and routine medical care.
8	Kersiebank Medical Practice	A medical practice offering healthcare services to local residents.
Civic		
9	Grangemouth Post Office (York Square)	A central post office offering postal services.
10	Grangemouth Town Hall	A multi-purpose venue used for public meetings, cultural events, and private functions.
11	Grangemouth Police Station	A local police station offering law enforcement and public safety services.
12	Grangemouth Library	A community library providing books, digital resources, and public access to computers, along with hosting community programs.
13	Grangemouth Municipal Chambers	A council offices building at the heart of Grangemouth Town Centre.
14	Talbot House	A community centre that hosts lunch clubs twice weekly, focusing on supporting elderly and vulnerable residents.
15	Kersiebank Community Education Centre & Dundas Resource Centre	A hub for community events, classes, and youth activities, supporting various local initiatives. Dundas Resource Centre is a NHS Day Service for people with Learning Disabilities and also Physical Disabilities. The service provides day opportunities for service users as well as community based activities.
16	Beancross & Newlands Community Centre	A hub for community events, classes, and youth activities, supporting various local initiatives.
Leisure		
17	Grangemouth Stags Rugby Club	Grangemouth Stags is a rugby club based in Grangemouth, playing at Glensburgh Park.
18	Grangemouth Bowling Club	Grangemouth Bowling Club, established in 1820, is located on Talbot Street in Grangemouth.
19	Zetland Park Bowling Club	Zetland Bowling Club, founded in 1926, is located within Zetland Park in Grangemouth.
20	Grangemouth Sports Complex:	A key hub for sports and recreation, featuring a swimming pool, gym, multi-purpose sports halls, and fitness classes.
21	Grangemouth Stadium:	A premier athletics venue in Scotland, offering facilities for track and field sports, events, and specialized training for athletes.
22	Galaxy Sports Little Kerse	Galaxy Sports Little Kerse is a football facility in Grangemouth

Part 06

Next Steps / Recommendations / Action Plan

Part 06 – 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 06 – 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

- 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 and infill development at Inchyra Park, Wood Street, and other identified sites.
- 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.

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