



## **Agenda Item 4**

**DEVELOPMENT OF LAND FOR  
RESIDENTIAL / MIXED USE AND  
COMMERCIAL (OF CLASSES 1, 3, 4, 7 &  
10) WITH ASSOCIATED LANDSCAPING,  
SERVICES, ACCESS AND CAR PARKING  
AT LAND TO THE EAST OF GILSTON  
FARM, GILSTON CRESCENT, POLMONT  
FOR HANSTEEN LAND LIMITED -  
P/17/0332/PPP**

**FALKIRK COUNCIL**

**Subject:** DEVELOPMENT OF LAND FOR RESIDENTIAL / MIXED USE AND COMMERCIAL (OF CLASSES 1, 3, 4, 7 & 10) WITH ASSOCIATED LANDSCAPING, SERVICES, ACCESS AND CAR PARKING AT LAND TO THE EAST OF GILSTON FARM, GILSTON CRESCENT, POLMONT FOR HANSTEEN LAND LIMITED - P/17/0332/PPP

**Meeting:** FALKIRK COUNCIL

**Date:** 10 June 2019

**Author:** DIRECTOR OF DEVELOPMENT SERVICES

**Local Members:** Ward - Lower Braes

Councillor Adanna McCue  
Councillor Malcolm Nicol  
Councillor Alan Nimmo

**Community Council:** Polmont

**Case Officer:** Brent Vivian (Senior Planning Officer), Ext. 4935

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**1. DESCRIPTION OF PROPOSAL / SITE LOCATION**

1.1 The application is a major development and seeks planning permission in principle for a mixed use development consisting of residential and commercial uses with associated landscaping, services, access and parking. The commercial uses include Classes 1 (shops), 3 (food and drink), 4 (business), 7 (hotel) and 10 (non-residential institutions). The indicative scale / nature of the proposed development is:-

- Residential Units - 500;
- Class 1 Food retail - 2499m<sup>2</sup> gross floorspace;
- Class 2 Financial, professional and other services - 700m<sup>2</sup> gross floor space;
- Class 3 Restaurant / café - 1050m<sup>2</sup> gross floor space;
- Class 4 Business (office / light industry) - 2000m<sup>2</sup> gross floor space;
- Class 10 Hotel and hostels - 180m<sup>2</sup> gross floor space; and
- Possible doctor / dentist surgery.

1.2 The application site lies to the east of Polmont and extends to 36.64 hectares. It is bounded by the A801 to the east, Gilston Crescent and Gilston Steadings to the west, the A803 and Junction 4 of the M9 to the north, and field boundaries and the Gilston Burn to the south. The main Edinburgh to Glasgow railway line lies further to the south.

- 1.3 The site is gently undulating with few distinctive features or landforms. The predominant surface feature is open grassland. There are some redundant field boundaries marked by hedges and interspersed with mature trees. There are wooded areas along the eastern edge of the site and at the former Gilston farm and burn. Nicolson Road passes through the site, running roughly parallel to the wooded embankment of the A801 forming the eastern boundary. The valley of the Gilston Burn flows around the application site from the south-east to the north-west and is deeply incised in places. Beyond the burn the land rises to the Edinburgh - Glasgow railway line and the Union Canal beyond.
- 1.4 The following information has been submitted in support of the application:-
- Supplementary Information;
  - Pre-Application Consultation Report;
  - Indicative Masterplan Diagrams;
  - Landscape Appraisal;
  - Ecological Impact Assessment;
  - Great Crested Newt Survey;
  - Flood Risk and Drainage Impact Assessment;
  - Supporting Statement;
  - Transport Assessment;
  - Economic Statements;
  - Open Space Plan;
  - Noise Impact Assessment;
  - Air Quality Assessment; and
  - Odour and Dust Risk Assessment.
- 1.5 The Indicative Masterplan diagrams show:-
- Residential zones, and a hotel / commercial / business / community zone in the north east-corner of the site;
  - A High Street linking Gilston Crescent to the new access roundabout on the A803;
  - A residential street hierarchy;
  - A substantial greenspace in the north west corner;
  - A green corridor along the A801;
  - Future accesses to the land to the south;
  - Nicolson Road linked into the development / part closure of Nicolson Road; and
  - Four phases of residential development; and
  - Future employment uses on the land adjoining the application on site to the south (Gilston South).
- 1.6 The applicant advised initially that it is accepted and acknowledged that the grant of planning permission in principle for housing on the application site might facilitate the delivery longer term of housing on Gilston South. The applicant has clarified, more recently, that it is not the applicant's intention to bring forward housing at Gilston South.

1.7 The Pre-Application Consultation Report records the following:-

- Members of the design team attended Polmont Community Council and Maddiston Community Council meetings prior to the public event to discuss the proposal;
- The public event was held on 18 May 2017 in the Green Park Community Centre. The event was a public drop-in and was open to the public from 2pm to 8pm;
- The event was attended by approximately 170 people. A total of 72 feedback forms were completed on the day or sent into the design team following the event;
- Following the public meeting, a representative of the design team attended a Polmont Community Council meeting to provide feedback on the public event;
- The feedback forms showed that there were mixed feelings in response to the proposals from people attending the event. The following concerns / queries were raised:
  - Local infrastructure concerns;
  - Is there demand for the proposed commercial and retail uses?;
  - Scale of the proposed housing and loss of greenspace; and
  - Incorporate recreational facilities for children.

## **2. REASON FOR COMMITTEE CONSIDERATION**

- 2.1 Council consideration and a Pre-Determination Hearing are required for a major development that is significantly contrary to the Development Plan. The proposed development is considered to be significantly contrary to the Falkirk Local Development Plan owing to the scale of the proposed housing within an area designated in the local development plan as one of four Strategic Business Locations in the Falkirk Area.
- 2.2 The Pre-Determination Hearing was held at St Margarets Primary School, Polmont, on 27 March 2018 at 7pm. At the hearing, Council officers and the applicant were heard and members of the public and Community Council representatives reiterated and expanded on the points raised in their representations (see paragraphs 5.1 through to 6.1 of this report). In addition, Members of the Council were heard.
- 2.3 The applicant's representative highlighted the need for the Council to maintain a 5 year effective housing land supply (there is currently a shortfall) and that the site has planning permission for business/industrial use. The issue is therefore the nature of the development i.e. mixed residential/business, as opposed to business/industrial. The key issues raised by the public included impacts on infrastructure (e.g. roads, schools, healthcare, parking at the railway station) and odour from the nearby landfill site. Ongoing consideration of flooding, transportation and healthcare issues was noted. It was advised that neighbour notification is carried out by the Council in accordance with the statutory requirements.

## **3. SITE HISTORY**

- 3.1 Planning application F/93/0483 for development of land for Class 4 Business Park use and formation of High Amenity Site (Class 4) (outline) was withdrawn on 14 August 1998.
- 3.2 Planning application F/96/0373 for a mixed use leisure development (outline) was refused on 9 December 1998 (on appeal).

- 3.3 Planning application F/96/0374 for infrastructure works - road, landscaping and servicing (outline) was granted on 27 October 1997.
- 3.4 Planning application F/96/0376 for a factory outlet centre (10,200m<sup>2</sup>) (outline) was refused on 9 December 1998 (on appeal).
- 3.5 Planning application F/96/0377 for development of land for Class 4 Business use (outline) was granted on 27 October 1997.
- 3.6 Planning application F/99/0356 for development of land for Business and Industry, Distribution Centre, Hotel and Conference Centre, Car Showrooms, Garden Centre, Leisure Sales / Distribution, Sports and Fitness Centre, Housing, Neighbourhood Retail Centre, Visitor Centre and associated infrastructure (outline) was granted on 15 October 2001.
- 3.7 Planning application F/2002/0440 for erection of Office Accommodation, Distribution Warehouse, Hotel, Restaurants, Petrol Filling Station, Community Retail Centre, Car Showroom Area, Garden Centre and 175 Housing Units (outline) was refused on 24 September 2003.
- 3.8 Planning application F/2004/0021 for development of land for Business and Industry, Distribution Centre, Hotel and Conference Centre, Car Showrooms, Garden Centre, Leisure Sales / Distribution, Sports and Fitness Centre, Housing, Neighbourhood Retail Centre, Visitor Centre and associated infrastructure (outline) was withdrawn on 21 October 2004.
- 3.9 Planning application F/2004/0922 for formation of New Roundabout Access on A803 and Upgrading of Road from New Roundabout to Junction 4 Roundabout to Dual Carriageway (Reserved Matters) was granted on 4 February 2005.
- 3.10 Planning application 06/0501/FUL for modification of Condition 16 of Planning Permission F/99/0356 to read as follows: - 'No development which affects either the solum of Nicolton Road on the land to the east of Nicolton Road shall be begun until the required length of Nicolton Road has been removed from the 'List of Highways' (stopped up), realigned and connected to the proposed site access roundabout on the A803' was refused on 5 September 2006.
- 3.11 Planning application 06/0186/FUL for formation of Drainage Infiltration Basin (SUDs) was granted temporary consent on 23 May 2006.
- 3.12 Planning application 06/0647/VRC for variation of Condition 2 of Outline Planning Permission F/99/0356 to extend the period for submission of application for the Approval of Reserved Matters to October 2011 was refused on 28 September 2006.
- 3.13 Planning application 06/1040/FUL for modification of Condition 16 of Planning Permission F/99/0356 to read as follows: 'With the exception of the works required to complete the development authorised by the following permission:
- 1) The Reserved Matters (Ref F/2004/0922) approved by Falkirk Council on 4 February 2005 for the 'Formation of New Roundabout Access on A803 and Upgrading of Road from new Roundabout to Junction 4, M9 Motorway / Gilston, Gilston, Polmont'; and

- 2) The Detailed Planning Permission (Ref 06/0186/FUL) granted by Falkirk Council on 23 May 2006 for 'Formation of Drainage Infiltration Basin (SUDS) at land to the east of Gilston Farm, Gilston Crescent, Polmont;

No works shall commence on the construction of any buildings on the site to which this outline planning permission relates until Nicolton Road between its junction with the A803 and the Union Canal has been removed from the 'List of Highways' (stopped up)' was withdrawn on 29 January 2007.

- 3.14 Planning application 06/1073/FUL for modification of Condition 3 of Planning Permission Ref F/99/0356 to extend the time period for commencement of development to 3 February 2008 was withdrawn on 29 January 2007.
- 3.15 Planning application P/07/0802/FUL for formation of Site Access, Roundabout and Upgrading of Adjoining Roadway was granted on 6 March 2009 (on appeal). This permission has been implemented.
- 3.16 Planning application P/07/0803/OUT for mixed use development of land for Classes 4, 5 and 6, Garden Centre, Car Showrooms, Hotels, Restaurants and Neighbourhood Centre was granted on 6 March 2009 (on appeal).
- 3.17 Planning application P/12/0095/MS for Approval of Matters Specified in Condition 5 of Planning Permission P/07/0803/OUT (submission of Masterplan) was approved on 16 October 2012.
- 3.18 Planning application P/13/0315/MS for Approval of Matters Specified in Conditions 6, 7 and 9 of Outline Planning Permission Ref P/07/0803/OUT for Phase 1 of the development was approved on 6 September 2013.
- 3.19 Proposal of Application Notice PRE/2016/0028/PAN was received on 9 September 2016 for development of land for residential/mixed use and commercial and associated landscaping, services, access and parking. The notice set out the proposals for community consultation and a Pre-Application Consultation Report has been submitted with the application (see paragraph 1.6 above).
- 3.20 Environmental Impact Assessment (EIA) Screening request PRE/2016/0030/SCREEN was received on 26 October 2016. The screening opinion of the Council's Development Management Unit was that an environmental impact assessment is not required and the potential impacts of the proposed development would be the subject of targeted assessments as required.

## **4. CONSULTATIONS**

- 4.1 The Council's Roads Development Unit have advised that the roads layout must be designed in accordance with the National Roads Development guide (NRDG) and the Council's variations to the NRDG. A roundabout will be required where the road from the existing entrance roundabout on the A803 meets the new 'High Street', which should be large enough to accommodate HGV and bus traffic travelling in both directions. The option of whether or not to close off Nicolton Road to vehicular through traffic can be considered at a later stage. The submitted Masterplan shows the High Street as providing the main access to the land to the south (Gilston South). A 'High Street' suggests an environment where mixed use, frontage access to dwellings and a high level of pedestrian and cycle movement is to be encouraged. The use of this type of street by HGV's, to access the future employment land to the south, would not be acceptable from a road safety point of view. The 'High Street' and other elements of the internal street network should therefore be reviewed or, alternatively, a separate access should be provided to serve the future employment land. A full drainage strategy would be required as part of any detailed application. The submitted flood risk assessment is deficient as it does not include upstream culverts affecting the Gilston Burn within the hydraulic model. The applicant has agreed to extend the hydraulic model upstream to include the culverts in order to represent how the flow regime would be altered and quantify potential flood impacts on the application site. The outcome of the modelling exercise was not available at the time of writing this report.
- 4.2 The Council's Environmental Protection Unit have reviewed the submitted noise impact and air quality impact assessments. They advise that the methodologies and standards used in the noise impact assessment are satisfactory and that potential mitigation measures are suggested. They recommend that the assessment be reviewed once more detailed plans for the development are available. They are satisfied with the assessment methodology used in the air quality impact assessment and advise that the referenced Air Quality Objectives are all current and correct and predicted to be achieved at the identified receptor locations. They note that the site is outwith any Falkirk Council Air Quality Management Area (AQMA). The report includes mitigation measures, including dust management measures during the construction phase. They have requested a condition requiring the submission of a contaminated land assessment, owing to the presence of a sand pit, made ground, a gravel quarry and other potential sources of contaminated land within 250 metres of the site.

- 4.3 The Council's Transport Planning Unit have reviewed the submitted Transport Assessment and further information. They do not agree with the applicant's conclusion that the proposals demonstrate capacity improvements at key junctions along the A803 within Polmont. This is due to concerns with the accuracy of the transport analysis carried out to date. A possible way forward if planning permission is granted would be to require further modelling, in order to agree mitigation measures for the impact of the proposed development on the following junctions: A803/Kirk Entry; A803/B810 Station Road; and A803/ Greenbank Drive. A proportionate contribution towards improvement works to Junction 4 of the M9 (Lathallan Roundabout) would be required, owing to capacity issues arising from the cumulative impact of new development in the local area. They are of the view that, due to the topography of the area, residents are probably unlikely to walk to Polmont Station but would be inclined to drive to the station to catch a train. However, there is severe pressure on car-parking at Polmont Station and the existing bus service from Gilston Crescent (Service F25) is not particularly suitable for accessing the station for commuter trips. A financial contribution would be required towards the provision of bus services to serve the proposed development. They advise that a Travel Plan Framework is required for the commercial element, along with a Travel Pack for the residential element.
- 4.4 Scottish Water have no objection to the application but caution that further investigation may be required to confirm whether the Balmore Water Treatment Works and the Kinneil Kerse Waste Water Treatment Works have sufficient capacity to serve the proposed development. A further review of available capacity would be carried out once they receive a formal application to connect. They advise that, according to their records, the development proposal may impact on an existing Scottish Water Main running through the area of the site. The applicant is advised to identify any potential conflicts with Scottish Water assets.
- 4.5 The Scottish Environment Protection Agency (SEPA) have objected to the application on flood grounds. They will review their objection when there is an updated flood risk assessment and a masterplan which is informed by this flood risk assessment. The updated hydraulic model is required to be run with the baseline (un-dredged) channel topography and appropriate flows, with full justification shown of these to establish what flood risk exists at the site. They have reviewed the submitted Odour and Dust Risk Assessment, which concludes that predicted odour impacts at all receptors within the development arising from the operation of the Avondale waste management and landfill facilities would be insignificant. As a result, they have withdrawn their objection to the application on the grounds of potential odour nuisance. This does not mean that future residents may not experience odour nuisance from these facilities. They consider that the applicant and planning authority should take this into account when agreeing the layout and design of the site. They are satisfied with the submitted information in relation to surface water drainage which sets out the options for a combination of 'source control' and 'end of line' facilities and the context for later detailed applications.
- 4.6 Transport Scotland have advised of conditions to attach to any grant of planning permission. This includes the carrying out of improvement works to M9 Junction 4 (Lathallan Roundabout) in accordance with agreed details, or the payment of a financial contribution in lieu of physical works.



- 4.7 The Council's Children Services have assumed that the proposed development would deliver approximately 500 dwellinghouses. A development of this scale would result in capacity issues at St Margaret's Primary School and Graeme High School. It would also put pressure on statutory nursery provision. A developer contribution to address these capacity issues would therefore be required. The contribution towards St Margaret's Primary School would be subject to verification before final agreement could be reached (following a full costing). However, the initial estimate is a contribution at a rate of £6000 per dwellinghouse. This is calculated on the basis of the proposed development generating a need for a single stream extension entailing 8 additional classrooms, an extended dining area, a new staffroom, toilets and all of the requisite circulation areas and storage, as well as landscaping, play areas and additional car parking. In respect of nursery provision, an extension of nursery capacity would not be able to be achieved on the footprint of the current nursery at St Margaret's Primary School in addition to the primary school extension. A new nursery would therefore need to be built on the application site. This would involve the provision of land and build costs. The estimated costs of a new nursery to accommodate the expected 50 nursery pupils from the proposed development would be £890,000, based on Scottish Futures Trust metrics. This equates to £1750 per dwellinghouse and assumes a straightforward build with no abnormal costs. The contribution required for extending Graeme High School would be £2100 per dwellinghouse at the current rates set out in Supplementary Planning Guidance SG13 'Education and New Housing Development'. However, given that Graeme High School is a private finance initiative and the Council is tied into this contract until 2025, any extension before this date would be likely to be considerably more expensive and difficult to achieve than a simple design and build project. The updated position with respect to St Andrew's Primary School and St Mungo's RC High School is that there would be no requirement for a contribution. It is noted that the application excludes the adjoining land to the south (Gilston South), also within the Falkirk Local Development Plan ED23 Economic Development allocation. An overall scale of development in excess of 500 dwellinghouses would be likely to generate a requirement for a new primary school at Gilston.
- 4.8 The Council's Corporate and Housing Services, Housing Strategy, have reviewed the submitted Affordable Housing Scoping Report and advised that the Council's Supplementary Guidance SG12 'Affordable Housing' should be considered in the provision of affordable housing tenures at the site. SG12 sets out a sequential approach to the delivery of affordable housing. The first preference is for on-site provision, whether wholly of social rented housing or an appropriate mix of other preferred forms of affordable housing. They advise that registered social landlords (RSL's) are continuing to develop locally and have not informed the Council that they are having any difficulty in funding delivery.
- 4.9 Falkirk Community Trust, Museum Services, have advised that the majority of the area was subjected to opencast gravel extraction in the 1970's. At that time, Bronze Age cist burials were found. Should the development be granted, it will be necessary to carry out archaeological work in the previously undisturbed area to the east of the present Nicolton Road. This could take the form of either a series of trial trenches or monitoring of the topsoil strip followed, if necessary, by excavation.

- 4.10 The Scottish Rights of Way and Access Society (Scotsway) have advised that asserted right of way CF34 lies along part of the western application site boundary. They would be interested in any proposals to improve access along this route, for both pedestrians and cyclists, when more detailed drawings are available at the detailed planning stage. They note the indicative network of footpath and cycle routes across the site and query whether there is an opportunity to make more off-road cycling available (the cycle links all appear to be on-road).
- 4.11 NHS Forth Valley have advised that the Council's supplementary guidance (SG11) for healthcare and new housing development, dated 2 November 2015, is outdated and cannot be relied upon. The SG indicates that there is a surplus capacity of 1,032 spaces at the local health centre (Polmont Park), whereas NHS Forth Valley have advised that the latest information from the Practices concerned shows that there are capacity issues at this location. The Health Centre at Meadowbank also brings its own challenges, in that expansion of the site may not be possible given tight site constraints. The additional space required to facilitate a greater number of patients would therefore potentially require a new site, details of which would need further consideration.

## **5. COMMUNITY COUNCIL**

- 5.1 The Polmont Community Council have objected to the application on the following grounds:-
- The proposals are contrary to the current Local Development Plan (2015);
  - The Gilston site is designated for Business opportunities;
  - The current Planning Approval is for Mixed Commercial use;
  - In the Main Issues Report of Local Development Plan 2, (February 2017), the declared Preferred Option is 'No further housing development beyond currently allocated sites'. The Gilston site is not a 'currently allocated site';
  - The proposed development would have a significant impact on Primary School provision. St Margaret's Primary is considered to be very near capacity. Any expansion of 'Portacabin' accommodation would be unacceptable because of its poor quality and associated loss of play areas;
  - The proposals show an access road directly off Gilston Crescent. This is contrary to all previous proposals (and approvals) for this site;
  - The proposed access to Gilston Crescent is also contrary to all the assurances given by the Developers and the Council to the Community at all stages of previous approvals;
  - Gilston Crescent is already the subject of major concern in the area because of traffic loads and speeding. An increase in traffic would only add to the congestion and the danger to pedestrians, especially as it is a major school access route;
  - It is understood that the medical provision at Meadowbank Health Centre is nearing capacity. Any expansion to the population of Polmont would demand additional accommodation as well as practitioners;
  - There will be a considerable loss of greenspace currently appreciated by the local community; and
  - Current parking provision at Polmont Station is wholly inadequate. The surrounding streets and Medical Centre Car Park are filled with cars belonging to commuters. The proposed development of 600 houses will add significantly to the congestion already experienced in those areas.

5.2 The Maddiston and Rumford Community Council have objected to the application on the following grounds:-

- The indicative site layout suggests the closure of Nicolton Road. This is an important through-route from Rumford and Maddiston and is widely used during the commuting time. Any restrictions on available roads is neither sensible or appropriate;
- Have education and healthcare officials confirmed that the schooling and healthcare facilities would cope with the additional pressure?; and
- The indicative site layout suggests that a doctors' surgery and dentist would be built. This could be inappropriate given its closeness to the Meadowbank Medical Centre. Maddiston and Rumford are further from Meadowbank and have a pressing need for a medical centre.

## **6. PUBLIC REPRESENTATION**

6.1 A total of 152 public representations have been received in response to the application. These consist of 140 objections, 7 representations in support and 5 neutral representations. The matters raised in the representations can be summarised as follows:-

### Community Consultation

- The public notification of the application was poor;
- No chance for local residents to see the plans;
- The leaflet drop was completely insufficient given the proposed scale and impact of the development;
- The developer's representatives at the public event did not give consistent answers;
- The Pre-Application Consultation Report states that there were 'mixed feelings' about the proposed development. This is inaccurate given the overwhelming proportion of opposition versus support in the public event feedback surveys;
- No consideration of existing Polmont residents;
- Develop a communication plan to advise local residents;

### Previous Planning Decisions

- Previously the housing element was removed from the plans and only industrial/commercial got the go ahead;
- The current planning approval is for Mixed Commercial use;
- The proposed residential-led development is significantly different to that proposed in the original planning application and therefore should be considered as a completely new submission, not an alteration to the previously approved proposals;
- Former plans for the area have been rejected on more than one occasion;

## Planning Policy

- The proposals are contrary to the current Local Development Plan (2015);
- The Gilston site is designated for Business Opportunities;
- The proposal is contrary to emerging Local Development Plan 2;
- In the Main Issues Report for Local Development Plan 2 (February 2017), the declared Preferred Option is 'No further housing development beyond the currently allocated sites'. The Gilston site is not a 'currently allocated site';
- The site needs to be safeguarded to ensure its importance as a site of strategic economic development;
- Reduce housing sites/ numbers in LDP2 if this proposal is approved;

## Facilities / Infrastructure

- Polmont is a small village and its facilities reflect that;
- Existing Polmont facilities are already at capacity;
- The infrastructure at Polmont cannot support an additional 500+ new houses;
- Serious impact on local schools, doctors, dentist surgeries and other public services;
- No additional infrastructure or services planned for the community;
- New housing of this scale would merit being treated as a community in itself with shops, a school, health centre, community centre, play areas, parks, etc.;
- Impacts on gas and electricity supplies do not appear to have been addressed;
- Perhaps a sum of money could be given to the community council to give extra facilities to the village?
- Does a new community hub mean the existing community centre will be sold off for more houses?
- Establish a community fund;

## Schools

- The primary school is already near/ at capacity (with porta-cabins being used);
- There is no provision in the plans for either expansion of the primary school or space to build a new school;
- The primary school is poorly designed with small open-plan classrooms and playground space eroded by the nursery huts and gym hall extension. Any further extension will simply erode the available play spaces even further;
- No space at the existing primary school site to enable the school to be extended;
- No provision in the plans for primary or secondary schools for potentially up to 1200 children;
- Graeme High School is projected to reach capacity within the next 6 years;
- A new school in the Gilston area will be required;
- No objection if a new school was built and the old school was used as a new community facility;
- The south part of the site could be sold off in the future for housing which will increase house numbers above the threshold for a new primary school;
- School re-zonings on a large scale would be required;

- The proposal does not comply with the Council's policies and guidelines for education and new housing development;

#### Medical Facilities

- Meadowbank Health Centre is already under pressure to cope/ bursting at the seams;
- There are difficulties getting appointments at the doctor's surgery;
- Some practices at the health centre are unable to take more patients;
- Is it realistic that the community/doctors building proposed by the applicant can be filled? Can the NHS give any assurances?

#### Sewage / Drainage / Water

- Greatly affect sewage system;
- Sewage system already overstretched;
- Will treatment works / infrastructure require improvement at developer's expense?
- Water pressure poor;
- The development will remove valuable drainage;
- No indication of SUDS provision for hard landscaping and other areas;

#### Open Space / Recreational Facilities

- There will need to be new leisure facilities / play spaces;
- Make sure the scheme has a good sized play park with good play equipment;
- Large spaces for children to play will be important;
- Provide open space/ play provision in accordance with Falkirk Council policy;
- The development will be a long way from existing play areas.

#### Traffic / Access

- Increase in traffic as a result of the development;
- Impact of traffic on Gilston Crescent / Main Street / A803/ M9;
- The proposed vehicular access to Gilston Crescent is not appropriate and should not be permitted;
- Gilston Crescent will become a rat-run;
- Existing congestion at both ends of Gilston Crescent;
- No construction traffic on Gilston Crescent;
- Existing high levels of traffic / access problems through the village;
- Noticeable increase in traffic congestion in the past year;
- There are a number of 'pinch points' in the local area that suffer from heavy congestion at peak times;
- Additional traffic around the already busy roundabout at Polmont Cross;
- Access problems and congestion in and about Polmont Railway Station;
- The existing traffic controls will not be able to accommodate the additional vehicular traffic;
- Traffic congestion unlikely to be resolved due to the existing narrow road layout;

- Changes to junctions/ layouts/ traffic calming will be required along A803 / Main Street;
- Will traffic lights be required at the mini-roundabout on Main Street?;
- Local roads were not built for this volume of traffic;
- Inadequate capacity in the road network;
- Existing / increased congestion at Lathallan Roundabout;
- Existing congestion at dangerous Bean Cross road junction;
- Loss of Nicolton Road as an established access and right of way;
- What is the purpose of the Nicolton Road redesign?;
- A Transport Assessment has been referred to but has never been made available to the public.

### Road / Pedestrian Safety

- The roads in Polmont have become dangerous due to the ever increasing volume of traffic;
- Existing traffic calming measures have failed to reduce speeds significantly;
- Added danger to pedestrians and cyclists;
- The junction at Polmont Cross is becoming very dangerous;
- Gilston Crescent has a lack of provision for pedestrian / cyclists and no speed limit signs;
- No safe crossing point on Gilston Crescent for children travelling to primary school;
- Increasing traffic on Gilston Crescent could lead to a situation where a serious injury or fatality could occur;
- Traffic speed on Gilston Crescent;
- The 30mph speed limit on Gilston Crescent is totally disregarded;
- A 20mph speed restriction/ traffic calming should be considered on Gilston Crescent;

### Parking

- Existing parking problem at Polmont Railway Station;
- Overspill parking from railway station on to surrounding residential streets and local library and health/ sports centre car-parks;
- The Council / Applicant / Scotrail should develop extra car-parking at Polmont Station;
- Gilston Crescent will require parking restrictions to stop the current ad-hoc parking;
- There should be no on-street parking on Gilston Crescent, Millar Park and Forest View;
- Increased parking on Colonsay Avenue / Salmon Inn Road;

### Sustainable Transport

- The developer's comments on sustainable modes of transport are unrealistic as there will be a high level of commuters using vehicles;
- Polmont is short on good public transport, i.e. buses;

- What investment do the developers propose to put into sustainable transport, i.e. car parking at or transport to Polmont Railway Station, or providing for a Polmont Parkway Station?;
- A shuttle service should be run to the railway station if the development is approved;
- Why not create a Park and Ride so that people can transfer to buses or car share to Edinburgh, Stirling, etc.?
- Is there confidence that Scotrail would increase the number of carriages to cater for an increase in rail commuters?;

### Sustainability

- The proposed plans are not sustainable as they fail to take into account the lack of capacity of the amenities and services the population will need;
- Development of our green spaces is, in itself, completely unsustainable;

### Village Character / Setting

- The village will no longer be a village;
- Loss of character of the village;
- Loss of village atmosphere;
- The proposal would virtually double the size of the village;
- The proposal will make Polmont just another urban sprawl;
- 600 houses is another small town but with no facilities;
- Loss of green space;
- Green space in Polmont has already been reduced following other developments in the area;
- Loss of field will take away Polmont's attractive appearance;

### Amenity

- Unsuitability of the site so close to a landfill, with its unpleasant smells and flies;
- Significant increases in noise and light pollution;
- Disruption to neighbourhood / dust/ noise during construction process;
- Increase in litter as a result of proposed business uses;
- Loss of rural nature of the land between Polmont and Linlithgow;
- Loss of attractive green site;
- Loss of visual amenity to the properties at Gilston Farm;
- Mixed use, with a new residential element, provides a conflict in terms of amenities;

### Design / Layout

- Density of the proposed development is excessive;
- The proposal is out of scale for Polmont;
- The proposed commercial development looks out of scale;
- No details of access and car-parking for the commercial development;
- A better mix should be considered rather than so many residential homes;

- Will the smallest houses meet minimum recommended size standards for a family of 3/4?
- Insufficient landscaping / screening being provided for the development;

### Heritage

- The site is the location of a stone circle erected by the monastic Culdees over 1000 years ago;

### Ecology

- Destruction of habitats;
- Impact on natural environment;
- Destruction of the existing trees and hedgerows on the western edge of the site;
- A strip of wild area should be maintained along the entire western edge;
- Has the impact upon wildlife been fully surveyed and documented?;
- There is a community of bats living at Nicolton Farm. What measures have been taken to sustain their habitat?;
- Reduction in biodiversity;
- Increased flow due to stormwater runoff will lead to additional silt and contaminants polluting the local watercourse and wildlife, also affecting the fishing at Millhall reservoir;

### Need

- Why does Polmont need extra houses?;
- There have been large recent housing developments in the area;
- The area needs social housing, not private housing;
- Is there a need for a hotel development with retail and pub/restaurants?;
- There are existing hotels in the area at Inchrya, Premier Inn, Travelodge and Beancross;
- Polmont already has an adequate choice of fast-food outlets / supermarkets;
- Retail and office facilities are already available in the area at Cadger's Brae / Klondyke roundabout;
- The area needs new business opportunities not a new hotel;

### Economic / Employment / Impact on Existing Businesses

- The proposed development will bring very limited economic value/ employment opportunities to the local area;
- Negative effect on already-established local businesses;
- Any retail units outside the village will draw customers out of the village;
- Existing retail units in the village are struggling;
- Prospect of local jobs has to be balanced against loss of jobs and investment in retail areas in Falkirk;
- The priority should be on supporting existing businesses including Falkirk town centre;



- The proposed commercial uses are of a scale and format that far exceeds what would be envisaged to be appropriate for a local centre. As such, its catchment is likely to overlap with, and undermine, existing centres such as Falkirk Town centre;
- Further justification for the commercial uses is required having regard to Policies TC01 and TC03 of the local development plan;
- Can the commercial buildings be completed before the housing?

#### Health and Safety

- Air pollution/ traffic emissions from extra vehicles/ homes;
- Polmont Main Street already has high emissions from cars, buses and lorries;
- Reduction in air quality;
- The proposed plans do nothing to promote healthier lives of the community by building on greenspace and generating increased traffic;
- Health and safety concerns from proximity to neighbouring recycling and landfill sites. The landfill site constantly leaks methane gas or expels other equally foul smelling odours;

#### Affordability

- Are the houses going to be affordable for first time buyers?;
- The plans do not clearly indicate the location or density of any proposed low cost housing;
- Can social housing be provided before the private housing?;

#### Support / Conditional Support for Application

- The development will benefit the area as there is a need for housing in Polmont;
- Enhance the Polmont area which has seen limited/ restricted development compared to other areas within Falkirk;
- New employment opportunities to the area;
- New housing will bring potential for much needed support to local businesses;
- Would support a limited amount of additional housing but not the large retail, hotel and office space;
- Increased potential for business and private rates which will increase the Local Authority revenue and benefit all;
- Excellent existing links to road, bus and rail services;
- The Council will be expected to ensure that the development has little or no impact on local public services;
- Would support the development if assurances can be given regarding the impact of construction traffic, especially on the main street;
- Support the application but request a new primary / nursery school be built as well as the possibility of a decent supermarket;
- Interested in buying a plot;

## Others

- Will the houses be saleable given their proximity to the Avondale landfill?;
- The village has already been very accommodating to new development in recent years;
- There are many brownfield sites (e.g. old brickworks at Whitecross) which should be used before building over agricultural / greenfield sites;
- Added strain on existing landfill site;
- The development should not be called Gilston Park as there is already a Gilston Park inside Polmont; and
- Decrease in property values.

## **7. DETAILED APPRAISAL**

Under section 25 of the Town and Country Planning (Scotland) Act 1997, as amended, the determination of planning applications for local and major developments shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Accordingly,

### **7a The Development Plan**

- 7a.1 The current Development Plan is the Falkirk Local Development Plan (LDP). This was adopted on 16 July 2015. It includes a number of supplementary guidance documents which also have statutory status as part of the Development Plan. The proposed development is assessed against the relevant policies of the LDP in paragraphs 7a.9 onwards.
- 7a.2 The application site lies within Economic Development Opportunity ED23, as defined in the LDP. ED23 lies within the urban limits and also extends to the south of the application site, to the main Glasgow to Edinburgh railway line. Further to the south is the Union Canal and ED25, which is an economic development opportunity for business /leisure/tourism. Green Network Opportunity GN18 (Polmont Open Space Corridors) extends into the north-west corner of the site. This provides an opportunity to improve the quality, function and diversity of open space corridors running through the Polmont area.
- 7a.3 ED23 is an Existing Supply Site for business / leisure / tourism / distribution / motor retail / local retail. The Site Comments for ED23, as detailed in the LDP, are:-
- Large strategic employment site next to M9 Junction 4;
  - Planning permission in principle granted and masterplan approved for mixed industrial, commercial and tourism uses on southern part of site. Linking masterplan required for remainder of site;
  - Access from A803 under construction;
  - Gilston Burn provides opportunity for green corridor through site, incorporating buffer strip to watercourse;
  - A flood risk assessment shall be required and no built development shall take place on the functional floodplain or within an area of known flood risk;
  - Surface water drainage to be subject to high quality SUDs treatment; and

- Developer contribution required for M9 Junction 4.

7a.4 The LDP sets out the Council's vision for the Falkirk area. It is:-

*'A dynamic and distinctive area at the heart of Central Scotland, characterised by a network of thriving communities and greenspaces and a vibrant and growing economy which is of strategic significance in the national context, providing an attractive and sustainable place in which to live, work, visit and invest'.*

7a.5 The key strategic objectives, to achieve the vision, are set out in the LDP. They are:-

#### Thriving Communities

- To facilitate continued population and household growth and the delivery of housing to meet the full range of housing needs;
- To build sustainable attractive communities which retain a strong identity and sense of place;
- To ensure that infrastructure is provided to meet the transport, education, recreation and healthcare needs of the growing population, and to support the growth of the economy.

#### Growing Economy

- To develop the area's economic potential and establish it as a major component in the Scottish economy;
- To strengthen the area's transport connections to the rest of Scotland's and global markets;
- To make our town centres vibrant and economically viable focal points within our communities.

#### Sustainable Place

- To contribute to climate change mitigation and adaptation;
- To extend and improve the green network and protect the area's national heritage;
- To improve the sense of place in our towns and villages and to protect, enhance and promote our historic environments; and
- To manage natural resources and waste sustainably.

7a.6 The key strategic objectives inform the spatial strategy of the LDP. The spatial strategy indicates how the area is intended to grow and develop over the plan period in terms of housing, infrastructure, countryside and green belt, business development, town centres and the green network. The overall strategy will continue to be one of sustainable growth, and the key elements will be:-

- 675 new homes each year on average, distributed around the area, but with a focus on 12 Strategic Growth Areas;
- A diverse portfolio of business sites at 4 Strategic Business Locations, focused on the M9/M876/A801 corridor;
- A range of strategic transport, education, drainage, flood management and healthcare infrastructure to support growth;

- A continuing green belt to maintain the identity of settlements and manage growth;
- A network of Principal, District and Local Centres as the focus for retailing, commercial leisure and services; and
- A multi-functional Falkirk Green Network comprising a number of interconnected components and corridors.

7a.7 In response to the Spatial Strategy, the LDP contains a range of strategic policies and supporting policies. The strategic policies of relevance to this application are:-

- Policy HSG01 'Housing Growth';
- Policy INF02 'Strategic Infrastructure';
- Policy BUS01 'Business and Tourism';
- Policy TC01 'Network of Centres';
- Policy GN01 'Falkirk Green Network'; and
- Policy D01 'Placemaking'.

The relevant strategic policies and supporting policies are set out in paragraphs 7a.9 onwards.

7a.8 The Settlement Statement for the Gilston area indicates the following: -

*'The Gilston site (ED23) is the major opportunity for growth and placemaking in Polmont, as part of the Eastern Gateway Strategic Business Location. This will be a major new business quarter, but with significant new greenspace contributing to the green network in the vicinity. Growth here and at nearby Whitecross will be supported by upgrading of M9 Junction 4 (INF04). To the south, on the Union Canal, an opportunity for canal-related development with new waterspace, has been identified (ED25). To the north, at Beancross, a new opportunity for business development through redevelopment and extension of the Klondyke site will be promoted (ED24). The shopping centre at Polmont will continue to function as Local Centre, augmented by some neighbourhood shops as part of the Gilston development. The green belt to the north and west of Polmont will be maintained. Opportunities to enhance urban open space, especially focused on the corridors of Polmont Burn and the Union Canal are highlighted (GN18).'*

7a.9 Policy HSG01 - Housing Growth states:-

1. *The Council will aim to achieve an average housing growth of 675 dwellings per year across the Council area over the Plan period, and will ensure that a five year effective land supply is maintained;*
2. *The Council will monitor and update the effective housing land supply figures annually to make sure that a minimum five year supply is maintained at all times. If this Housing Land Audit process identifies a shortfall in the effective land supply, the Council will consider supporting sustainable development proposals that are effective, in the following order of preference:*
  - *Urban Capacity sites*
  - *Additional brownfield sites*
  - *Sustainable greenfield sites**In doing so, account will be taken of other local development plan policies and of any adverse impacts that would significantly and demonstrably outweigh the benefits of the proposal.*

3. *The overall scale of housing allocations in each settlement area to meet the target level of growth, including flexibility, will be as shown in Figure 3.1.*
4. *The specific sites where new housing will be promoted are listed in the Settlement Statements, and detailed in the Site Schedule in Appendix 1.*
5. *The locations for most significant growth are identified as Strategic growth Areas (SGAs). Within these areas, the preparation of development frameworks, masterplans and briefs, as appropriate, and the co-ordination of social and physical infrastructure provision, will be a particular priority. Site requirements are set out in Appendix 2.*

7a.10 The Council's Housing Land Audit, produced in June 2018, sets out the latest housing land position as at 30 June 2017. The Housing Land Audit advises that there is a 4.3 year supply which equates to a shortfall of 482 units over the 5 year period. Under Part 2 of Policy HSG01, in such circumstances, the Council will consider supporting sustainable development proposals that are effective, in the following order of preference: urban capacity sites; additional brownfield sites; and lastly, sustainable greenfield sites. While there have been a few historic uses across the site, it now appears as agricultural land. It therefore has to be considered as a greenfield site in terms of land use and the sequential approach under the policy. It is not considered to be an urban capacity site as it has a business use allocation under the LDP. In terms of this allocation, there is no provision for housing.

7a.11 Under the sequential approach of the policy, sustainable greenfield sites are less preferred than urban capacity sites and additional brownfield sites. In terms of 'sustainability', the proposed development represents an extension to the existing Polmont urban area at a location which has previously been approved for development (albeit not for large-scale housing). Sustainability considerations are considered in detail in this report and a balancing exercise, having regard to the principles of Scottish Planning Policy, is carried out in the conclusion to this report (see paragraphs 7c.3 to 7c.7). Sustainability is also considered in paragraph 7a.14 below.

7a.12 In terms of 'effectiveness' the tests for assessing effective housing land supply are set out in paragraph 55 of Scottish Government Planning Advice Note 2/2010 'Affordable Housing and Housing Land Audits'. With respect to those tests, the applicant has submitted the following:-

- The site is in the control or ownership of a party who can be expected to develop it or release it for development within 5 years;
- The site is free from physical and infrastructure constraints that would preclude its development;
- The site can be developed in the 5 year period to contribute to the effective housing land supply. There is current strong house-builder interest from a number of parties;
- Housing is an acceptable use of the site in planning terms and within the context of the site and Polmont; and
- The applicant considers that the absence of an identified house builder is a strength rather than a weakness. The site would be marketed following any grant of planning permission in principle, when the costs are clearly known and the conditionality attached to any bid can be minimised.

7a.13 The applicant's submissions on site effectiveness are noted. However, it is anticipated that the Falkirk Local Development Plan 2 (LDP2) will address the current effective housing land supply issue. The current estimate for adoption of LDP2 is July 2020. In terms of physical constraints, flood risk issues have not yet been resolved (see paragraph 4.1 and 4.5 above). Potential impacts of flood risk on the development content have therefore not yet been confirmed.

7a.14 The application site forms part of ED23 which is identified as a strategic business location in the LDP. However, the scale and nature of the proposed development would effectively make it a new strategic growth area, to which the provisions of part 5 of Policy HSG01 should apply. This part of the policy indicates that the preparation of a masterplan, as well as the co-ordination of social and physical infrastructure provision, will be a priority in strategic growth areas. Unfortunately the current application is not supported by a comprehensive master-planning approach for the overall E23 allocation or a co-ordinated approach to the delivery of infrastructure. For example:-

- There is a lack of information on the total content and layout of the ED23 allocation. In terms of Gilston South, the only indication given is that it is to be retained as 'future employment land';
- There is a lack of information on the infrastructure required to support the overall scale of development. No information has been presented to demonstrate that the proposed off-site road improvement measures would be suitable to serve development of Gilston South as well ;
- The submitted masterplan and Design and Access Statement do not appear to take into account the development of Gilston South for the range of uses provided for under the ED23 allocation. The use of the 'High Street' indicated on the masterplan by HGV's, to access the future employment land, would not be compatible in terms of road safety, amenity and successful place-making;
- The impact of flood risk on the masterplan and development content has not yet been confirmed; and
- SEPA consider that the prospect of the future residents experiencing odour nuisance from the Avondale waste management and landfill activities should be taken into account in the layout and design (see paragraph 4.5). The logical approach in terms of this consideration would be locate the employment uses closest to the Avondale site and the more sensitive housing use further away including on Gilston South.

In the context of the above comments, the application represents piecemeal and unco-ordinated development within ED23, which is not a sustainable approach to the planning of this area.

7a.15 Policy HSG02 - Affordable Housing states:-

*New housing developments of 20 units and over will be required to provide a proportion of the units as affordable or special needs housing as set out in Figure 5.1. The approach to provision should comply with Supplementary Guidance SG12 "Affordable Housing".*

*Figure 5.1 Affordable Housing Requirements in Settlement Areas*

*Proportion of total site units required to be affordable*

*Larbert/Stenhousemuir, Polmont Area, Rural North and Rural South - 25%*

*Bo'ness, Bonnybridge/Banknock, Denny, Falkirk and Grangemouth - 15%*

7a.16 The affordable housing requirement for the proposed development is 25%. This equates to 125 units based on an indicative number of 500 units. The detail of the affordable housing provision would be assessed against SG12 'Affordable Housing' and secured in a Section 75 Planning Obligation attached to any grant of planning permission in principle.

7a.17 Policy HSG04 - Housing Design states:-

*The layout, design and density of the new housing development should conform with any relevant site-specific design guidance, Supplementary Guidance SG02 'Neighbourhood Design' and the Scottish Government's policy on 'Designing Streets'. Indicative site capacities in the site schedules may be exceeded where a detailed layout demonstrates that a high quality design solution, which delivers the requisite level of residential amenity, has been achieved.*

7a.18 The submitted masterplan provides a broad picture of the layout, principal streets and location of uses for the application site. For such a significant scheme, a more detailed masterplan would be required in the future, covering such matters as the design principles for the site and each phase, the street layout and hierarchy, and the indicative housing mix and density, in accordance with SG02 'Neighbourhood and Design' and the Scottish Governments policy on 'Designing Streets'. However the absence of an overall masterplan for ED23 jeopardises good placemaking principles and a co-ordinated approach to the provision of infrastructure.

7a.19 Policy INF01 - Strategic Infrastructure states:-

*The Council will promote or support the provision of strategic infrastructure as identified on Map 3.2, listed in the Settlement Statements, and detailed in the Site Schedule in Appendix 1. The delivery of these projects will be through a range of agencies, in partnership with Falkirk Council. The Council and other partner organisations will explore traditional and innovative funding mechanisms to deliver infrastructure improvements, notwithstanding the continuing role of developer contributions as set out in supporting policies and supplementary guidance.*

7a.20 An upgrade to M9 Junction 4 (Lathallan Roundabout) is identified on Map 3.2 of the LDP as a strategic infrastructure project. A site requirement of ED23 is a developer contribution towards the M9 Junction 4 upgrade. The contribution would be based on the traffic impact of the proposed development as a proportion of the impact of all contributing sites.

7a.21 Policy INF02 - Developer Contributions to Community Infrastructure states:-

*Developers will be required to contribute towards the provision, upgrading and maintenance of community infrastructure where development will create or exacerbate deficiencies in, or impose significantly increased burdens on, existing infrastructure. The nature and scale of developer contributions will be determined by the following factors:*

1. *Specific requirements identified against proposals in the LDP or in development briefs;*
2. *In respect of open space, recreational, education and healthcare provision, the general requirements set out in Policies INF04, INF05 and INF06;*
3. *In respect of physical infrastructure any requirements to ensure that the development meets sustainability criteria;*
4. *In respect of other community facilities, any relevant standards operated by the Council or other public agency; and*
5. *Where a planning obligation is the intended mechanism for securing contributions, the principles contained in Circular 3/2012.*

*In applying the policy, consideration of the overall viability of the development will be taken into account in setting the timing and phasing of payments.*

7a.22 The proposed development is not identified in the LDP as a housing site and therefore there are no specific requirements for the site in relation to housing. The general requirements of Policies INF04, INF05 and INF06 will apply as appropriate. As stated above, a contribution towards the upgrade of M9 junction 4 will apply.

7a.23 Policy INF04 - Open Space and New Residential Development states:-

*Proposals for residential development of greater than 3 units will be required to contribute to open space and play provision. Provision should be informed by the Council's open space audit, and accord with the Open Space Strategy and the Supplementary Guidance SG13 on 'Open Space and New Development', based on the following principles:*

1. *New open space should be well designed; appropriately located; functionally sized and suitably diverse to meet different recreational needs in accordance with criteria set out in Supplementary Guidance SG13 'Open Space and New Development'.*
2. *Where appropriate, financial contributions to off-site provision, upgrading, and maintenance may be sought as a full or partial alternative to direct on-site provision. The circumstances under which financial contributions will be sought and the mechanism for determining the required financial contribution is set out in Supplementary Guidance SG13 'Open Space and New Development'.*
3. *Arrangements must be made for the appropriate management and maintenance of new open space.*



7a.24 An open space plan accompanies the application which indicates areas of active and passive open space which could potentially contribute towards the open space requirement for the proposed development. The requirements for open space are set out in SG13 'Open Space and New Development'. This matter would be considered further as part of the more detailed masterplanning. It is anticipated that the open space requirement would be met wholly on-site for a development of this scale. The Council's Open Space strategy identifies a shortfall in sports pitch provision in east Polmont. It is anticipated that the proposed development would make provision to address this shortfall. The absence of a masterplan for the entire ED23 site jeopardises a co-ordinated and comprehensive approach to open space provision

7a.25 Policy INF05 - Education and New Housing Development states:-

*Where there is insufficient capacity within the catchment school(s) to accommodate children from new housing development, developer contributions will be sought in cases where improvements to the school are capable of being carried out and do not prejudice the Council's education policies. The contribution will be a proportionate one, the basis of which is set out in Supplementary Guidance SG10 'Education and New Housing Development'. Where proposed development impacts adversely on Council nursery provision, the resourcing of improvements is also addressed through the Supplementary Guidance.*

*In circumstances where a school cannot be improved physically and in a manner consistent with the Council's education policies, the development will not be permitted.*

7a.26 A financial contribution would be required towards improving capacity at St Margaret's Primary School and Graeme High School (see paragraph 4.7). In addition, the provision of land and a financial contribution would be required to provide a new nursery at the application site (see also paragraph 4.7). The Council's Supplementary Guidance SG10 'Education and New Housing Development' indicates that large scale housing proposals may require specific education infrastructure provision and in such circumstances the scale of contribution will be calculated on an individual basis, rather than in accordance with the rates set out in the SG. This is the case in this instance, notably in respect of St Margaret's Primary School and nursery provision. A draft revised SG10 has been approved for consideration, but any revised contribution rates would not be applied until the revised SG has been consulted on, approved by Scottish Ministers and formally adopted. The contribution would be secured by a Section 75 Planning Obligation attached to any grant of planning permission in principle. As indicated in paragraph 1.6, the applicant has clarified that it is not the applicant's intention to bring forward housing at Gilston South. Notwithstanding this, the applicant has been made aware that if the provision of a new primary school is not considered as part of this application, the possibility of housing at Gilston South might be precluded.

7a.27 Policy INF06 - Healthcare and New Housing Development states:-

*In locations where there is a deficiency in the provision of health care facilities identified by NHS Forth Valley, developer contributions will be sought to improve the quantity and quality of such provision commensurate with the impact of the new development. The approach to the improvement of primary healthcare provision will be set out in Supplementary Guidance SG11 'Healthcare and New Housing Development'.*

7a.28 The local health centre (Polmont Park) is identified in SG11 'Healthcare and New Housing Development' as having a surplus capacity of 1032 spaces, after factoring in the estimated 661 patients generated by the additional housing allocations in the area. Potential additional patients are calculated at a rate of 2.24 per household. The cumulative impact of new housing proposals in the area, not taken into account in the figures, gives rise to a shortfall in capacity. The indicative land uses in the application include a possible doctor's/ dentist surgery. This may have the potential to provide a solution to the issues identified by NHS Forth Valley (see paragraph 4.11). Alternatively, a financial contribution could be taken towards a future solution, in accordance with a methodology to be agreed with NHS Forth Valley.

7a.29 Policy INF07 - Walking and Cycling states:-

1. *The Council will safeguard and promote the development of the core path network. Where appropriate, developer contributions to the implementation of the network will be sought.*
2. *New development will be required to provide an appropriate standard of pedestrian and cycle infrastructure, including cycle parking, which complies with current Council guidelines and meets the following criteria:*
  - *Where appropriate, infrastructure supporting the two modes of walking and cycling should be combined and support objectives in agreed Travel Plans helping to support active travel;*
  - *Pedestrian and cycle facilities in new developments should offer appropriate links to existing networks in surrounding areas, in particular to facilitate school journeys and provide connections to public transport, as well as links to other amenities and community facilities;*
  - *The surfacing, lighting, design, maintenance and location of pedestrian and cycle routes should promote their safe use. Particular emphasis should be given to the provision of suitable lighting, and the provision of suitably designed and located crossing facilities where routes meet the public road network;*
  - *Where practical, no pedestrian route should be obstructed by features that render it unsuitable for the mobility impaired.*

7a.30 The development would be required to provide an appropriate standard of pedestrian and cycle facilities within the site and to existing networks in the area. The submitted landscape appraisal includes a footpath plan which proposes to extend the core path network into the site. Pedestrian and cycle access to the west, the Union Canal and the southern portion of the overall site will be important considerations. The provision of an overall masterplan for ED23 would have allowed for the key pedestrian and cycle infrastructure and external linkages to be considered in a comprehensive manner.

7a.31 Policy INF08 - Bus Travel and New Development states:-

- 1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. This provision will be delivered through direct funding of infrastructure and/ or the provision of sums to support the delivery of bus services serving the development.*
- 2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.*
- 3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.*

7a.32 The closest existing bus service to the proposed development is Service F25 which travels along Gilston Crescent. This service is a two hourly service and is not considered suitable to serve the proposed development. Enhancement of the frequency of the service and diversion of the service into the application site would be subject to further consideration. A financial contribution would be required in order to fund the provision of suitable bus services to serve the proposed development.

7a.33 Policy INF10 - Transport Assessments states:-

- 1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.*
- 2. Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and assessment of the likely impacts on air quality as a result of proposed development. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over use of the car.*
- 3. The Council will only support development proposals where it is satisfied that the transport assessment and travel plan has been appropriately scoped, the network impacts properly defined and suitable mitigation measures identified.*

7a.34 The Council's Transport Planning Unit have reviewed the submitted Transport Assessment. The assessment has been appropriately scoped in terms of such matters as the vehicle trip rates, the distribution of the trips from the site and the junctions requiring modelling. There remains an issue in terms of the modelling carried out at key junctions on the A803 within Polmont, which would inform the mitigation measures and financial contributions (see paragraph 4.3). A possible way forward, if planning permission is granted, would be to require further modelling work. The transport assessment has also considered sustainable transport modes. A travel plan framework would be required for the proposed commercial element of the development, while a travel pack would be required for the residential element.

7a.35 Policy INF12 - Water and Drainage Infrastructure states:-

- 1. New development will only be permitted if necessary sewerage infrastructure is adopted by Scottish Water or alternative maintenance arrangements are acceptable to SEPA.*
- 2. Surface water management for new development should comply with current best practice on sustainable urban drainage systems, including opportunities for promoting biodiversity through habitat creation.*
- 3. A drainage strategy, as set out in PAN61, should be submitted with planning applications and must include flood attenuation measures, details for the long term maintenance of any necessary features and a risk assessment.*

7a.36 A development impact assessment (DIA) has been prepared for the proposed development. The applicant has advised that the DIA confirms that the existing infrastructure in the area has sufficient capacity to accommodate the proposed foul water flows. This is subject to a possible requirement for increased storage provision at the Northfoot pumping station. The comments of Scottish Water are summarised in paragraph 4.4 of this report.

7a.37 Surface water would be drained in accordance with the principles of sustainable urban drainage systems (SUDs). This would entail a first stage of treatment (source control), utilising permeable surfaces, filter trenches and grass swales, or a combination of all three. Source control facilities and detention basins would be used to attenuate storm volumes, with the detention basins providing additional filtering through vegetation. A second stage of treatment would be in the form of a secondary detention structure and discharge conveyance swales connecting to the Gilston Burn. The proposed detention facilities would provide an opportunity to promote biodiversity. The detailed drainage design would be required at detailed planning stage.

7a.38 Policy BUS01 - Business and Tourism states:-

- 1. The Council will promote the Strategic Business Locations (SBLs) and National Developments identified on Map 3.3 as the priority areas for economic development. Development of the site specific elements of the SBLs, as listed in the Settlement Statements and detailed in the Site Schedule in Appendix 1, will be to high standards of design in accordance with a development brief or masterplan for each location approved by the Council, to ensure a comprehensive and sensitive approach to site planning.*

2. *Other local sites for new local business and industrial development listed in the Settlement Statements and detailed in the Site Schedule will be safeguarded for the employment use specified for each site.*
3. *The Council will give priority to the development of tourism proposals which support the themes/networks and strategic nodes identified in Figure 3.2 and Map 3.4. Proposals will be supported which:*
  - complement the existing pattern of development;*
  - are of a quality which enhances the image and tourism profile of the area;*
  - comply with other LDP supporting policies.*

7a.39 The site is identified as a Strategic Business Location (SBL) (Eastern Gateway) under the LDP. SBLs are the priority areas in the Falkirk Council area for economic development and the site is included in the list of development sites forming part of the Falkirk Tax Incremental Financing (TIF) initiative. The site requirements for ED23 are specifically for business / leisure / tourism / distribution / motor retail / local retail uses. In contrast, the application is for mixed use development, with the predominant land use being housing (up to 500 units). The application is therefore contrary to this policy.

7a.40 The provision of tourism / leisure uses at ED23 is to support the Council's tourism themes / networks and strategic nodes. Gilston / Whitecross is identified as a tourism node and the canal network, which the site is close to, is a key tourism asset in the Falkirk Area. The proposed development includes the provision of tourism related uses such as a hotel and restaurant, and so could potentially support the Council's key tourism themes.

7a.41 Part 1 of the policy indicates that masterplans will be required for SBL's to ensure a comprehensive and sensitive approach to planning. While the application is accompanied by a masterplan, the southern portion of ED23 is excluded from the application. This jeopardises a comprehensive masterplanning approach, as stated earlier in this report.

7a.42 Policy TC01 - Network of Centres states:-

1. *The focus for retail, leisure, cultural and major community uses in the area will be on the network of centres identified in Figure 3.3 and Map 3.3. Significant new retail and commercial leisure development will be directed to these centres. The boundaries of centres are identified on the Proposals Map. Residential and business uses will also be promoted in these centres as appropriate.*
2. *New food shopping will be a priority in Denny, Bonnybridge and Bo'ness Town Centres, and in the new Local Centres of Banknock, Kinnaird Village and Whitecross.*
3. *Opportunities for development, regeneration and enhancement in the centres will be promoted as listed in the Settlement Statements, and detailed in the Site Schedule in Appendix 1.*
4. *Development which would significantly undermine the role of any centre in the network, as defined in Figure 3.3, will not be permitted.*

7a.43 The proposed development includes a neighbourhood centre at the entrance to the site. The indicative nature of the uses is set out in paragraph 1.1 of this report. The policy indicates that significant new retail and commercial leisure development will be directed to the network of centres within the Falkirk Council area. While the site is not identified in the LDP as a district or local centre, the application includes Class 1 food retail up to 2499m<sup>2</sup> gross floorspace. This scale of retail would serve the significant number of new houses proposed, but could also represent considerable competition to existing retailers in Polmont and undermine the role of Polmont Local Centre. It is therefore considered prudent to attach a retail floorspace ceiling of 1000m<sup>2</sup> to any grant of planning permission. This could potentially be revisited if supported by a retail impact assessment.

7a.44 Policy TC03 - Retail and Commercial Leisure Development states:-

1. *Retail development proposals in excess of 1,000 sq.m. gross floorspace, and significant commercial leisure development, should be located within the network of centres, and should be of a scale and type consistent with the role of the centre in the network and commensurate with the local catchment. Proposals for significant retail and commercial leisure development at out-of-centre locations will be assessed in relation to the following:*
  - *The impact on the vitality and viability of other identified centres, or proposals for their improvement;*
  - *The need for the development;*
  - *The proposal's ability to meet the sequential approach; and*
  - *The accessibility of the proposal by a choice of means of transport, and the impact on the number and length of car trips.*
2. *Retail development proposals of 1,000 sq.m. gross floorspace or less, serving neighbourhood needs, will be permitted more generally within the urban area, subject to other LDP policies.*
3. *Motor vehicle showrooms will be permitted within the economic development sites identified in the Site Schedule, or other business and industrial areas, provided access, servicing and any associated industrial processes can be accommodated without detriment to residential amenity, the functioning of the road network, or the operation of adjacent businesses.*
4. *Retail and commercial leisure development must demonstrate a high level of design quality, compatibility with adjacent land uses and an ability to integrate with any centre of which it is to form part.*

7a.45 The indicative food retail element (2499m<sup>2</sup>) exceeds the 1000m<sup>2</sup> gross floorspace indicated in the policy. As stated in paragraph 7a.43, the site is not identified in the LDP as a district or local centre. As such, the retail element must be assessed against the criteria of the policy for out-of-centre locations. As stated in paragraph 7a.43, the scale of the proposed retail could undermine the role of Polmont Local Centre. A ceiling on the retail floorspace of 1000m<sup>2</sup> is therefore proposed. Matters such as design quality would be assessed as part of more detailed masterplanning.

7a.46 Policy GN01 - Falkirk Green Network states:-

- 1. The Council will support the Central Scotland Green Network in the Falkirk area through the development and enhancement of a multi-functional network of green components and corridors as defined in Map 3.5.*
- 2. Within the green network, biodiversity, habitat connectivity, active travel, recreational opportunities, landscape quality, placemaking, sustainable economic development and climate change adaptation will be promoted, with particular reference to the opportunities set out in the Settlement Statements, and detailed in the Site Schedule in Appendix 1.*
- 3. New development, and in particular the strategic growth areas and strategic business locations, should contribute to the green network, where appropriate, through the integration of green infrastructure into masterplans or through enabling opportunities for green network improvement on nearby land.*

7a.47 The masterplan accompanying the application includes a green space framework that would serve to reinforce and enhance the green network. The framework includes the retention of existing planting and new planting along the eastern boundary and at the north-east corner. Another feature is the provision of a large area of open space at the north-west corner. This area would provide an opportunity for active recreation, linking to the existing Polmont open space corridor. However, the exclusion of the southern portion of ED23 from the application jeopardises a comprehensive approach to green space provision.

7a.48 Policy GN02 - Landscape states:-

- 1. The Council will seek to protect and enhance landscape character and quality throughout the Council area in accordance with Supplementary Guidance SG09 'Landscape Character Assessment and Landscape Designations.*
- 2. Priority will be given to safeguarding the distinctive landscape quality of the Special Landscape Areas identified on the Proposals Map.*
- 3. Development proposals which are likely to have a significant landscape impact must be accompanied by a landscape and visual assessment demonstrating that, with appropriate mitigation, a satisfactory landscape fit will be achieved.*

7a.49 The application is accompanied by a landscape appraisal. The appraisal concludes that the location of the development in relation to local tree cover and topography would result in relatively localised views of the proposed development. It also highlights that landscape mitigation and enhancement measures are included in the landscape proposals to assist to integrate the development into the local landscape. The content and conclusions of the landscape appraisal are considered to be reasonable.

7a.50 Policy GN03 - Biodiversity and Geodiversity states:-

*The Council will protect and enhance habitats and species of importance, and will promote biodiversity and geodiversity through the planning process. Accordingly:*

- 1. Development likely to have a significant effect on Natura 2000 sites (including Special Protection Areas, Special Areas of Conservation, and Ramsar Sites) will be subject to an appropriate assessment. Qualifying features of a Natura 2000 site may not be confined to the boundary of a designated site. Where an assessment is unable to conclude that a development will not adversely affect the integrity of the site, development will only be permitted where there are no alternative solutions, and there are imperative reasons of overriding public interest. These can be of a social or economic nature except where the site has been designated for a European priority habitat or species. Consent can only be issued in such cases where the reasons for overriding public interest relate to human health, public safety, beneficial consequences of primary importance for the environment or other reasons subject to the opinion of the European Commission (via Scottish Ministers).*
- 2. Development affecting Sites of Special Scientific Interest will not be permitted unless it can be demonstrated that the overall objectives of the designation and the overall integrity of the designated area would not be compromised, or any adverse effects are clearly outweighed by social or economic benefits of national importance.*
- 3. Development likely to have an adverse effect on European protected species, a species listed in Schedules 5, 5A, 6, 6A and 8 of Wildlife and Countryside Act 1981 (as amended), or a species of bird protected under the Wildlife and Countryside Act 1981 (as amended) will only be permitted where the applicant can demonstrate that a species licence is likely to be granted.*
- 4. Development affecting Local Nature Reserves, Wildlife Sites, Sites of Importance for Nature Conservation and Geodiversity Sites (as identified in Supplementary Guidance SG08 'Local Nature Conservation and Geodiversity Sites'), and national and local priority habitats and species (as identified in the Falkirk Local Biodiversity Action Plan) will not be permitted unless it can be demonstrated that the overall integrity of the site, habitat or species will not be compromised, or any adverse effects are clearly outweighed by social or economic benefits of substantial local importance.*



5. *Where development is to be approved which could adversely affect any site or species of significant nature conservation value, the Council will require appropriate mitigating measures to conserve and secure future management of the relevant natural heritage interest. Where habitat loss is unavoidable, the creation of replacement habitat to compensate for any losses will be required, along with provision for its future management.*
6. *All development proposals should conform to Supplementary Guidance SG05 'Biodiversity and Development'.*

7a.51 The application is accompanied by an ecological impact assessment. The assessment identifies that the majority of the site is comprised of agriculturally improved pasture with the presence of areas of marshy grassland, wetland and standing water. The Gilston Burn runs through the west of the site and is lined with mature broadleaved semi-natural woodland and scrub for most of its length. There are also two stands of broadleaved semi-natural woodland on the south-east boundary of the site and broadleaved plantation woodland adjacent to the A801. The woodland and wetland areas are assessed as being of local value. No plant species of conservation significance are identified.

7a.52 The assessment found that the proposed development will have a significant negative effect at the local level as a result of the loss of hedgerows and associated tree lines, and four ponds. Significant effects at the local level are predicted for wintering birds, bats and amphibians. They include the potential loss of a bat tree roost. As a result, the preparation of a Project Habitat Creation Plan (HCP) is recommended, to enhance the nature conservation value of the site and maintain the aims of the Central Scotland Green Network.

7a.53 The assessment found that the site had no value for otter, water vole and badgers at the time of the assessment. In addition, no breeding ponds for great-crested newts were found within the site. Updated protected species surveys would be required before the development commences, should planning permission be granted.

7a.54 Policy GN04 - Trees, Woodland and Hedgerows states:-

*The Council recognises the ecological, landscape, economic and recreational importance of trees, woodland and hedgerows. Accordingly:*

1. *Felling detrimental to landscape, amenity, nature conservation or recreational interests will be discouraged. In particular ancient, long-established and semi-natural woodlands will be protected as a habitat resource of irreplaceable value;*
2. *In an area covered by a Tree Preservation Order (TPO) or a Conservation Area, development will not be permitted unless it can be proven that the proposal will not adversely affect the longevity, stability or appearance of the trees. Where necessary, endangered trees and woodlands will be protected through the designation of further TPOs;*

3. *Development which is likely to affect trees should comply with Supplementary Guidance SG06 'Trees and Development', including the preparation where appropriate of a Tree Survey, Constraints Plan, and Tree Protection Plan. Where development is permitted which will involve the loss of trees or hedgerows of amenity value, the Council will normally require replacement planting appropriate in terms of number, size, species and position;*
4. *The enhancement and management of existing woodland and hedgerows will be encouraged. Where the retention of a woodland area is integral to a development proposal, developers will normally be required to prepare and implement an appropriate Management Plan; and*
5. *There will be a preference for the use of appropriate local native species in new and replacement planting schemes, or non-native species which are integral to the historic landscape character.*

7a.55 The submitted ecological impact assessment provides a broad indication of the existing woodland cover. There are existing trees along the former field boundaries, along the Gilston Burn corridor and western boundary of the site, along the Nicolson Road corridor and in the south-east corner of the site. A tree survey would be required as part of more detailed masterplanning. It is expected that every effort would be made to integrate the existing tree and hedgerow cover into the detailed masterplanning, where practicable.

7a.56 Policy GN05 - Outdoor Access states:-

*The Council will seek to safeguard, improve and extend the network of outdoor access routes, with particular emphasis on the core path network, and routes which support the development of the Green Network. When considering development proposals, the Council will:*

1. *Safeguard the line of any existing or proposed access route affected by the development, and require its incorporation into the development unless a satisfactory alternative route can be agreed;*
2. *Seek to secure any additional outdoor access opportunities which may be achievable as a result of the development; and*
3. *Where an access route is to be temporarily disrupted, require the provision of an alternative route for the duration of construction work and the satisfactory reinstatement of the route on completion of the development.*

7a.57 The proposed development does not directly affect any existing outdoor access routes. However, it does provide an opportunity to extend the core path network into the site. Core paths 016/653 (Taymouth Road to Gilston Crescent) and 016/602 (Gilston Crescent to Union Canal) adjoin the site to the west.

7a.58 Policy D01 - Placemaking states:-

*The following locations are regarded as key opportunities for placemaking within the area, within which there will be a particular emphasis on high quality design and environmental enhancement:*

1. *Strategic Housing Growth Areas & Business Locations*
2. *Town and Village Centres*
3. *Town Gateways and Major Urban Road Corridors*

#### 4. Canal Corridor

#### 5. Central Scotland Green Network

7a.59 The site is located at a strategic business location and therefore provides a key opportunity for placemaking. The submitted masterplan provides a broad picture of the layout, principal streets, location of uses and green networks for the application site. However, the absence of an overall masterplan for ED23 encompassing the details submitted with the application jeopardises good place making principles in terms of a co-ordinated approach to the land uses, landscape framework, design rationale, open space provision and outdoor access linkages.

7a.60 Policy D03 - Urban Design states:-

*New development should create attractive and safe places for people to live, work and visit. Accordingly:*

- 1. Development proposals should conform with any relevant development framework, brief or masterplan covering the site. Residential proposals should conform with Supplementary Guidance SG02 'Neighbourhood Design';*
- 2. The siting, density and design of new development should create a coherent structure of streets, public spaces and buildings which respects and complements the site's context, and creates a sense of identity within the development;*
- 3. Street layout and design should generally conform with the Scottish Government's policy document 'Designing Streets';*
- 4. Streets and public spaces should have buildings fronting them or, where this is not possible, a high quality architectural or landscape treatment;*
- 5. Development proposals should include landscaping and green infrastructure which enhances, structures and unifies the development, assists integration with its surroundings, and contributes, where appropriate, to the wider green network;*
- 6. Development proposals should create a safe and secure environment for all users through the provision of high levels of natural surveillance for access routes and public spaces; and*
- 7. Major development proposals should make provision for public art in the design of buildings and the public realm.*

7a.61 As stated in 7a.59 above, the submitted masterplan provides a broad picture of the layout, principal streets, location of uses and green network for the application site, but the absence of an overall masterplan for ED23 jeopardises good placemaking principles. Further detail in relation to siting, density, design, street layout, public spaces and green infrastructure would be required as part of more detailed masterplanning. The provision of public art in the design of buildings and the approach to establishing a robust public realm would also be considered at a later stage.

7a.62 Policy D04 - Low and Zero Carbon Development states:-

1. *All new buildings should incorporate on-site low and zero carbon-generating technologies (LZCGT) to meet a proportion of the overall energy requirements. Applicants must demonstrate that 10% of the overall reduction in CO<sub>2</sub> emissions as required by Building Standards has been achieved via on-site LZCGT. This proportion will be increased as part of subsequent reviews of the LDP. All proposals must be accompanied by an Energy Statement which demonstrates compliance with this policy. Should proposals not include LZCGT, the Energy Statement must set out the technical or practical constraints which limit the application of LZCGT. Further guidance will be contained in Supplementary Guidance SG15 'Low and Zero Carbon Development'. Exclusions from the requirements of this policy are:*
  - *Proposals for change of use or conversion of buildings;*
  - *Alterations and extensions to buildings;*
  - *Stand-alone buildings that are ancillary and have an area less than 50 square metres;*
  - *Buildings which will not be heated or cooled other than by heating provided solely for the purpose of frost protection;*
  - *Temporary buildings with consent for 2 years or less; and*
  - *Where implementation of the requirement would have an adverse impact on the historic environment as detailed in the Energy Statement or accompanying Design Statement.*
2. *The design and layout of development should, as far as possible, seek to minimise energy requirements through harnessing solar gain and shelter;*
3. *Decentralised energy generation with heat recycling schemes (combined heat and power and district heating) will be encouraged in major new developments, subject to the satisfactory location and design of associated plant. Energy Statements for major developments should include an assessment of the potential for such schemes.*

7a.63 The applicant has advised that a number of options for low and zero carbon generating techniques would be explored, dependent on a more detailed design. A comprehensive energy statement would be required at detailed planning stage, in accordance with SG15 'Low and Zero Carbon Development'.

7a.64 Policy D08 - Sites of Archaeological Interest states:-

1. *Scheduled ancient monuments and other identified nationally important archaeological resources will be preserved in situ, and within an appropriate setting. Developments which have an adverse effect on scheduled monuments or the integrity of their setting will not be permitted unless there are exceptional circumstances;*
2. *All other archaeological resources will be preserved in situ wherever feasible. The Council will weigh the significance of any impacts on archaeological resources and their settings against other merits of the development proposals in the determination of planning applications; and*

3. *Developers may be requested to supply a report of an archaeological evaluation prior to determination of the planning application. Where the case for preservation does not prevail, the developer shall be required to make appropriate and satisfactory provision for archaeological excavation, recording, analysis and publication, in advance of development.*

7a.65 The proposed development would not have any impacts on scheduled monuments. Falkirk Community Trust, Museum Services, have advised that Bronze Age plot burials were found when the area was subject to gravel extraction in the 1970's. An archaeological evaluation would be required within the previously undisturbed area to the east of Nicolson Road, should planning permission be granted.

7a.66 Policy RW04 - Agricultural Land, Carbon Rich Soils and Rare Soils states:-

1. *Development involving the significant permanent loss of prime quality agricultural land (Classes 1, 2 and 3.1), carbon rich soils (basin peat, blanket bog, peat alluvium complex, peaty podzols and peaty gleys) and rare soils (podzols, humus iron podzols and saltings) will not be permitted unless:*
  - *The site is specifically allocated for development in the LDP; or*
  - *Development of the site is necessary to meet an overriding local or national need where no other suitable site is available.*
2. *Planning applications for development which is likely to disturb areas of carbon rich or rare soil will be required to submit a soil or peat management plan which demonstrates that:*
  - *the areas of highest quality soil or deepest peat have been avoided;*
  - *any disturbance, degradation or erosion has been minimised through mitigation; and*
  - *any likely release of greenhouse gas emissions caused by disturbance is offset.*

7a.67 The proposed development would result in the permanent loss of prime quality Class 3/1 agricultural land. This is acceptable within the terms of this policy as the site is specifically allocated for development within the LDP.

7a.68 Policy RW05 - The Water Environment states:-

*The Council recognises the importance of the water environment within the Council area in terms of its landscape, ecological, recreational and land drainage functions. Accordingly:*

1. *The Council will support the development of measures identified within the Forth Area River Basin Management Plan designed to improve the ecological status of the water environment;*
2. *Opportunities to improve the water environment by: opening out previously culverted watercourses; removing redundant water engineering installations; and restoring the natural course of watercourses should be exploited where possible;*

3. *There will be a general presumption against development which would have a detrimental effect on the integrity and water quality of aquatic and riparian ecosystems, or the recreational amenity of the water environment, or which would lead to deterioration of the ecological status of any element of the water environment. Where appropriate, development proposals adjacent to a waterbody should provide for a substantial undeveloped and suitably landscaped riparian corridor to avoid such impacts;*
4. *There will be a general presumption against any unnecessary engineering works in the water environment including new culverts, bridges, watercourse diversions, bank modifications or dams; and*
5. *The water environment will be promoted as a recreational resource, (subject to the requirements of policy GN03 (1) for Natura 2000 Sites), with existing riparian access safeguarded and additional opportunities for ecological enhancement, access and recreation encouraged where compatible with nature conservation objectives.*

7a.69 The Gilston Burn crosses through the western part of the site. New crossings of the burn would be necessary in order to provide access to Gilston Crescent and the adjoining land to the south within ED23. A substantial undeveloped and landscaped corridor would be required along the burn. The submitted masterplan shows the burn set within a large open space area in the north-west corner. Potential construction related impacts on water quality would be considered as part of a Construction Environmental Management Plan (CEMP). There may be a requirement for a licence from SEPA under the Water Environment (Controlled Activities) (Scotland) Regulations (CAR).

7a.70 Policy RW06 - Flooding states:-

1. *Development on the functional flood plain should be avoided. In areas where there is significant risk of flooding from any source (including flooding up to and including a 0.5% (1 in 200 year) flood event), development proposals will be assessed against advice and the Flood Risk Framework in the SPP. There will be a presumption against new development which would:*
  - *be likely to be at risk of flooding;*
  - *increase the level of risk of flooding for existing development; or*
  - *result in a use more vulnerable to flooding or with a larger footprint than any previous development on site.*
2. *Development proposals on land identified as being at risk from flooding, or where other available information suggests there may be a risk, will be required to provide a flood risk assessment that demonstrates that:*
  - *any flood risks can be adequately managed both within and outwith the site;*
  - *an adequate allowance for climate change and freeboard has been built into the flood risk assessment;*

- *access and egress can be provided to the site which is free of flood risk; and*
  - *water resistant materials and forms of construction will be utilised where appropriate.*
3. *Where suitably robust evidence suggests that land contributes or has the potential to contribute towards sustainable flood management measures development will only be permitted where the land's sustainable flood management function can be safeguarded.*

7a.71 As detailed in paragraph 4.5, SEPA have objected to the application on flood grounds. They will review their objection when there is an updated flood risk assessment and a masterplan which is informed by the updated assessment. In addition, the Council's Roads Development Unit have flood concerns (see paragraph 4.1). An updated flood risk assessment is required which re-runs the hydraulic model with the baseline (un-dredged) channel topography and appropriate flows, which take into account upstream flow restrictions including existing culverts. The applicant has agreed to extend the hydraulic model to include the existing channel restrictions, however this information is not available at this point.

7a.72 Policy RW07 - Air Quality states:-

*The Council will seek to contribute to the improvement of air quality. Impacts on air quality will be taken into account in assessing development proposals, particularly within Air Quality Management Areas (AQMAs). An Air Quality Assessment may be required for developments that are within AQMAs or where the proposed development may cause or significantly contribute towards a breach of National Air Quality Standards. Development proposals that result in either a breach of National Air Quality Standards or a significant increase in concentrations within an existing AQMA will not be permitted unless there are over-riding issues of national or local importance.*

7a.73 An air quality assessment and an odour and dust risk assessment have been submitted in support of the application. The odour assessment was prepared to address concerns raised by SEPA about the potential for nuisance or disamenity arising from the proximity of the site to waste management facilities operated by Avondale Environmental Limited. The potential odour impacts were assessed in this report as negligible at the closest medium sensitivity receptors (office use) and slightly adverse at the closest high sensitivity receptors (residential use). This took into account that the site is upwind of the prevailing south-west and westerly winds and that the potential to experience odour impacts only occurs when the wind is blowing from a north to north-easterly direction. This is predicted to occur on 14.3% of the days of the year, and average wind speed from this direction (3.9 m/s) would act to dilute and disperse odorous air within a short distance of the release point. It also took into account traffic induced turbulence on the M9, which would further assist to disperse and dilute the odorous emissions from the landfill site. Available mitigation includes locating the lowest sensitivity uses closest to the waste facilities. The risk of dust impacts from the waste facilities was assessed as negligible. As detailed in paragraph 4.5, SEPA have withdrawn their objection to the application on the grounds of odour nuisance.

7a.74 The air quality assessment has considered the effects of the proposed development on local air quality in terms of nitrogen dioxide and particulate matter. The effect was assessed as negligible and would not create a requirement for any new Air Quality Management Area (AQMA). The Environmental Protection Unit are satisfied with this assessment (see paragraph 4.2).

### ***Falkirk Council Supplementary Guidance Forming Part of the LDP***

7a.75 The following Falkirk Council Supplementary Guidance is relevant to the application:-

- SG02 'Neighbourhood Design';
- SG05 'Biodiversity and Development';
- SG06 'Trees and Development';
- SG09 'Landscape Character Assessment and Landscape Designations';
- SG10 'Education and New Housing Development';
- SG11 'Healthcare and New Housing Development';
- SG12 'Affordable Housing';
- SG13 'Open Space and New Development'; and
- SG15 'Low and Zero Carbon Development'.

7a.76 This guidance is referred to in the policy assessment above (paragraphs 7a.7 to 7a.74) as appropriate.

### **7b Material Considerations**

7b.1 The following considerations are considered to be relevant or potentially relevant to the determination of the application:-

#### ***Scottish Planning Policy***

7b.2 Scottish Planning Policy (SPP) 2014 sets out national planning policies for the development and use of land. SPP recognises that the planning system has a vital role to play in delivering high quality places for Scotland and contributing towards sustainable economic growth. It contains the following two principal policies:-

- There is a presumption in favour of development that contributes to sustainable development; and
- Planning should take every opportunity to create high quality places by taking a design-led approach.

7b.3 In terms of 'sustainable development', SPP advises that the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place; it is not to allow development at any cost. This means that policies and decisions should be guided by the following principles:-

- Giving due weight to net economic benefit;
- Responding to economic issues, challenges and opportunities, as outlined in local economic strategies;
- Supporting good design and the six qualities of successful places;
- Making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;



- Supporting delivery of accessible housing, business, retailing and leisure development;
- Supporting delivery of infrastructure, for example transport, education, energy, digital and water;
- Supporting climate change mitigation and adaptation including taking account of flood risk;
- Improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation;
- Having regard to the principles for sustainable land use set out in the Land Use Strategy;
- Protecting, enhancing and promoting access to cultural heritage, including the historic environment;
- Reducing waste, facilitating its management and promoting resource recovery; and
- Avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality.

### Development Management

- 7b.4 SPP advises that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Proposals that accord with up-to-date plans should be considered acceptable in principle and consideration should focus on the detailed matters arising. For proposals that do not accord with up-to-date development plans, the primacy of this plan is maintained, and this SPP and the presumption in favour of development that contributes to sustainable development will be material considerations.
- 7b.5 Where relevant policies in a development plan are out-of date or the plan does not contain policies relevant to the proposal, then the presumption in favour of development that contributes to sustainable development will be a significant material consideration. Decision making should also take into account any adverse impacts that would significantly and demonstrably outweigh the benefits when assessed against the wider policies of the SPP. The same principles should be applied where a development plan is more than 5 years old.
- 7b.6 SPP advises that where a shortfall in the 5 year effective housing land supply emerges, development plan policies for the supply of housing will not be considered up-to-date. The Council's 2017/18 Housing Land Audit, dated June 2018, indicates that there is a 4.3 year effective housing land supply in the Falkirk Council area. This amounts to a shortfall of 482 units in terms of the requirement for a 5 year supply. The Proposed LDP2 seeks to address this shortfall. The presumption in favour of development that contributes to sustainable development will therefore be a significant material consideration in determining this planning application. The principles of sustainable development are set out in paragraph 7b.3 above. Policy HSG01 of the LDP reflects the requirements of SPP and sets out the order of preference for sustainable development proposals as being urban capacity sites, then brownfield sites, and lastly sustainable greenfield sites.

- 7b.7 Where a plan is under review, SPP advises that it may be appropriate in some circumstances to consider whether granting planning permission would prejudice the emerging plan. Such circumstances are only likely to apply where the development proposed is so substantial or its cumulative effect would be so significant, that to grant planning permission would undermine the plan-making process by pre-determining decisions about the scale, location or phasing of new developments that are central to the emerging plan. Prematurity will be more relevant as a consideration the closer the plan is to adoption or approval.

#### Supporting Business and Employment

- 7b.8 SPP advises that the planning system should:-

- Promote business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environment as national assets;
- Allocate sites that meet the diverse needs of the different sectors and sizes of business which are important to the plan area in a way which is flexible enough to accommodate changing circumstances and allow the realisation of new opportunities; and
- Give due weight to net economic benefit of proposed development.

#### Enabling Delivery of New Homes

- 7b.9 SPP advises that the planning system should:-

- Facilitate new housing development by identifying a generous supply of land for each housing market area within the plan area to support the achievement of the housing land requirement across all tenures, maintaining at least a 5 year supply of effective housing land at all times;
- Enable provision of a range of attractive, well designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and
- Have a sharp focus on the delivery of allocated sites embedded in action programmes, informed by strong engagement with stake-holders.

#### Sustainable Transport

- 7b.10 Paragraph 287 of SPP indicates that planning permission should not be granted for significant travel generating uses at locations which could increase reliance on the car and where:-

- Direct links to local facilities via walking and cycling networks are not available or cannot be made available;
- Access to local facilities via public transport would involve walking more than 400 metres; or
- The transport assessment does not identify satisfactory ways of meeting sustainable transport requirements.

## Place Making

- 7b.11 Creating Places' is a policy statement on architecture and place making. 'Designing Streets' is a policy statement putting street design at the centre of place making. The Scottish Government and Cosla have jointly agreed a 'Place Principle' which promotes the benefits of place making at locality level.

### ***Falkirk Council Housing Land Audit, June 2018***

- 7b.12 As stated in paragraph 7b.6, the Council's 2017/18 Housing Land Audit indicates that there is a 4.3 year effective housing land supply. This amounts to a shortfall of 482 units in terms of the requirement in the current Development Plan for a 5 year effective supply. The shortfall reflects the difference between the 5 year housing land target (3375 units) and the effective land supply (2893 units). In addition to the effective land supply (2893 units), windfall and small sites may also make a contribution to the housing land supply.

### ***Economic Considerations***

- 7b.13 The application is accompanied by two economic statements from the applicant. These statements include the following submissions:-

- The site has been marketed to commercial operators on both a freehold and leasehold basis since the applicant acquired the site in 2006;
- Since acquisition in 2006, there have been only eight real enquiries for commercial uses. None of these enquiries were for Class 4, 5 or 6 (business, industrial or office) development. Seven of those enquiries resulted in a negative outcome and one, a family pub restaurant, has been side-lined until further progress has been made on the wider development;
- The applicant is in no doubt that the leisure market would be keen to anchor a relatively small commercial scheme fronting the A801 /A803 if the site could be brought forward as a residential led mixed use development;
- The only large scale users that are interested in the site are house builders;
- Any prospective interested parties have been clear that they do not believe the site is suitable for large scale Class 4, 5, or 6 users. When asked why, they point to:
  - A lack of demand for employment sites of this size;
  - A severe lack of occupier demand for new build office and industrial units at the required rental / sale levels;
  - Potential costs associated with developing the site will make office and industrial development unviable;
  - There are several similar sites in better locations; and
  - There is a larger supply of better located employment land (e.g. INEOS at Grangemouth);
- Polmont is not a location where Class 4, 5, and 6 users have traditionally located due to the road network and the distance to the main motorway networks of the M8 and M74. The site is well served with the M9 adjacent to the site which is easily accessed from Junction 4, but without access to the M8 / M74 it makes the site remote for large users;

- The large scale industrial hubs at Bellshill and laterally Eurocentral are in the prime position for HGV'S to travel from England to Scotland without stopping. Any greater distances from these hubs, such as Polmont, Falkirk or Grangemouth, would require HGV'S to break up the journey due to legal drive time limits, hence increasing time and cost to the developer;
- The main demand for the site will be for much smaller scale operators that have a local need to be in the immediate area. The issue in terms of this demand is that there is already a supply of available industrial units in the area, particularly around Falkirk, at rental levels that the applicant will be unable to compete with when building a new facility;
- The existing effective land supply in the Falkirk area is significant and far in excess of demand. The Council's own assessment notes a shift away from large strategic sites.

7b.14 In response to these submissions, the LDP sets out a strategy of promoting four key Strategic Business Locations (SBLs). Gilston forms part of the Eastern Gateway, along with Drum Farm South, Beancross and Whitecross. These are seen as the key drivers of economic growth and regeneration for the area and are focussed on the M9/M876/A801 corridor. Gilston is retained as a Strategic Business Site in the Proposed LDP2 (see paragraph 7b.20) and is a development site in the Falkirk TIF.

7b.15 Technical Report 6 'Employment Land Supply' sets out the Council's employment land position as of February 2017. Paragraph 5.1 stated that the total amount of land allocated for business and industry in the LDP is around 290 hectares which appears to be a very generous supply in relation to recent levels of take up. Should this level of take up carry on at the same average rate, Falkirk has around a 56 year supply of employment land currently allocated. However, a crucial factor is that only a proportion of the land supply is immediately available. Many sites need considerable investment in site preparation and infrastructure before they can become available.

7b.16 Technical Report 6 (Appendix 2) undertook an appraisal of employment sites, addressing planning status, constraints, and accessibility. It noted the planning permission in principle for this site (reference P/07/0803/OUT), the high level of accessibility to the trunk road network, and low level of accessibility to sustainable modes of travel, and highlighted the medium level of constraint as a result of required improvements to the trunk road network. The assessment recommended that the site be retained as a business site on the basis of its strategic location, and that it offers a high degree of flexibility, and is one of the more effective sites in the Council's portfolio.

7b.17 Paragraph 4.9 of Technical Report 6 highlighted the fact that the market for business land and the pattern of business expansion or change is much less predictable than that for housing. So while the immediate evidence points to relatively low take up from the last five years, and a trend of declining demand, the Falkirk TIF initiative has commenced in order to help stimulate demand. It is clearly prudent to continue to safeguard a strategic reserve of land for future business needs, which is flexible, and capable of responding to a range of different site requirements which may arise unexpectedly. In the case of Gilston, the site is clearly capable of accommodating a wide range of users. In particular, the site is included as part of the Falkirk TIF and is well located for Class 6 users, given the proximity to the strategic road network.

## ***Falkirk Local Development Plan 2 (LDP2)***

- 7b.18 LDP2 is advancing towards adoption which is currently expected in July 2020. The Main Issues Report (MIR) was published in February 2017 and the MIR consultation concluded in May 2017. Proposed LDP2 was published in September 2018 and the consultation period ran from 27 September 2018 until 23 November 2018. The representations on Proposed LDP2 are due to be considered by the Council on 26 June 2019. LDP2 will be adopted following consideration by Scottish Ministers of the unresolved representations to the Plan.
- 7b.19 LDP2 provides the most up to date indication of the Council's views in relation to Development Plan policy and constitutes a material consideration in determination of planning applications.
- 7b.20 The Proposed Plan sets out a housing land requirement of 5,130 units between 2020 and 2030, as opposed to the housing land requirement of 7,907 units between 2014 and 2024 in the LDP. The housing land requirement may therefore reduce from 2020, with additional allocations being added to the supply, with a consequential positive impact on any shortfall. However, the situation will only be confirmed once the Proposed Plan has been through the Examination process carried out by Scottish Ministers, and adopted. In terms of housing for the Polmont, Laurieston and Westquarter area, the Proposed Plan makes no further housing provision beyond the LDP allocated sites.
- 7b.21 The Proposed Plan retains ED23 as a strategic business location, under the new reference BUS21. The vision for BUS21 is a major employment site, forming a settlement extension to the east of Polmont. Co-ordinated masterplanning of areas of employment land, key infrastructure and greenspace is vital in order to ensure that placemaking objectives across the site are achieved. Gilston is identified as one of a number of Major Areas of Change, and the Proposed Plan sets out broad design and placemaking guidance.
- 7b.22 The Proposed Plan sets out the land uses, key principles and requirements for BUS21. The land uses are business (Class 4, 5 and 6, leisure and tourism), a neighbourhood centre (convenience retail and local services) and greenspace. An overall development framework will be required, which should be prepared in collaboration with the local community and involve assessment of issues and opportunities for improvement in the local area. This will include a phased plan for the delivery of infrastructure.
- 7b.23 The proposed development, which is primarily for housing, does not comply with the Proposed Plan. In addition, it does not reflect a co-ordinated masterplanning approach which is at the heart of the vision for BUS21, in order to ensure that placemaking objectives across the site are achieved.

## ***Consultation Responses***

- 7b.24 The consultation responses are summarised in section 4 of the report. At the time of writing this report, the main outstanding issue requiring resolution in terms of the consultation responses related to flood risk. A number of matters were raised in the consultation responses which could be the subject of conditions or a Section 75 Planning Obligation attached to any grant of planning permission.

## **Representations Received**

- 7b.25 A total of 152 public representations have been received in response to the application. These consist of 140 objections, 7 representations in support and 5 neutral representations. In addition, objections have been received from the Polmont Community Council and the Maddiston and Rumford Community Council. The concerns raised in the representations are summarised in sections 5 and 6 of this report.
- 7b.26 The main concerns raised in the representations have been considered in the consultation responses (section 4) and the assessment of the application against the relevant policies of the LDP (paragraphs 7a.9 to 7a.74).

## **Planning History**

- 7b.27 There has been a significant number of applications relating to the Gilston site since the early 1990s (see Section 3 of this report) and the principle of development of the site is long established. The applications have included various iterations of the uses provided for under the longstanding economic allocation, including Class 4, 5 and 6 uses, a garden centre, car showrooms, a hotel and elements of retail provision. In addition, a planning permission granted in 2001 (reference F/99/0356) included provision for 150 residential units.
- 7b.28 In 2009, planning permissions were granted on appeal for formation of a site access, roundabout and upgrading of the adjoining roadway (reference P/07/0802/FUL) and for mixed use development consisting of Class 4, 5 and 6 uses, a garden centre, car showrooms, hotels, restaurants and a neighbourhood centre (reference P/07/0803/OUT). Subsequent applications relating to matters specified in conditions (references P/12/0095/MSC and P/13/0315/MSC) have been approved. These applications are detailed in paragraphs 3.15 to 3.18. The works relating to the formation of the site access, roundabout and upgrading of the adjoining roadway have been completed.
- 7b.29 The current application is accompanied by economic statements that set out the apparent difficulties the applicant has experienced in attracting interest in the uses approved under P/07/0803/OUT. These submissions are detailed in paragraph 7b.13 and a response is provided in paragraphs 7b.14 to 7b.17.
- 7b.30 In common with the current application, planning application P/07/0803/OUT excluded the southern portion of the overall economic development allocation (Gilston South). The Reporter who dealt with the appeal for the application considered this matter, and the following is quoted from the Notice of Intention, dated 13 March 2009:-

*'However, this application only covers part of the identified strategic development opportunity site at Gilston. Approximately one third of that site, at the southern end of the adjoining railway (Gilston South), is in separate ownership. It appears that the owners of that land, who may have development aspirations at variance with its present allocation, have been unwilling to co-operate with the appellant in the preparation of a joint masterplan. It is critical that the development of the present site should not prejudice the eventual development of Gilston South, but I conclude that this can be achieved through the masterplan showing how access can be gained to it and how the ground levels to be created within the appeal site relate to it. Whilst the masterplan*

*could encompass Gilston South and show, for example, an internal circulation network, the disposition of uses and a landscape framework, this would be no more than a paper exercise, of little value if the owners of that site have no commitment to it. The appeal site is sufficiently large that its development in accordance with an approved masterplan would establish a framework into which the eventual development of Gilston South can fit. I appreciate that it is the highest part of the site and, therefore, potentially the most sensitive when seen from the railway and canal. However, I am satisfied that the council would be able to exert adequate control over the layout, height and design of its development through normal development management powers at the appropriate time.*

*I do not therefore believe that the absence of an overall masterplan for Gilston should prevent outline planning permission being granted for the current proposal. I understand the council's wish to prevent development taking place in a piecemeal and unco-ordinated manner but consider that, whilst approval of the present application on this basis might conflict with the letter of FCSP, Policy ECON.2, it would not prejudice its aim of producing a high standard of development.'*

7b.31 There has been a change of circumstance since the Reporter's decision in 2009, in that Gilston South is now within the ownership of the applicant. This addresses the Reporter's concern that bringing forward an overall masterplan would have little value if the owner of Gilston South had no interest in it.

7b.32 There are also several fundamental issues which did not arise in respect of the previous application (for business use) and which are considered to justify a different approach in respect of the current application, namely:-

- Delivery of the allocated economic development uses on Gilston South are prejudiced by the masterplan accompanying the current application. This is because it would not be suitable to access the employment uses via the proposed 'High Street' indicated on the submitted Masterplan (see paragraph 4.1 also); and
- As a result, there is uncertainty over the potential future use of Gilston South and the required supporting infrastructure, notwithstanding that the applicant has indicated that Gilston South is to be retained for future employment uses. This could only be effectively resolved through the carrying out of an appropriate master-planning exercise for the entire allocation of land.

7b.33 It is suggested that these issues would need full consideration and resolution in advance of any permission being granted.

7b.34 As stated in paragraph 7b.27, planning application P/07/0803/OUT included a neighbourhood centre. While the floorspace of the neighbourhood centre was not specified, figures of 1000m<sup>2</sup> and 2000m<sup>2</sup> were referred to in the Transport Assessment. In the absence of a retail impact assessment, the Reporter dealing with the appeal decided to err on the cautious side, and limit the gross retail floorspace to no more than 1000m<sup>2</sup>. A similar approach is proposed for the current application, should planning permission be granted (see paragraph 7a.43).

## **7c Conclusion**

- 7c.1 This application is a major development and seeks planning permission in principle for mixed use development within economic opportunity site ED23. The indicative land uses are outlined in paragraph 1.1 and include 500 dwellinghouses. Owing to the scale of the proposed housing within an area designated in the LDP as a Strategic Business Location, the application is assessed as significantly contrary to the LDP. In addition, the application is assessed as contravening a number of relevant policies in the LDP.
- 7c.2 A planning application is to be determined in accordance with the LDP unless material considerations indicate otherwise. The material planning considerations in this instance include Scottish Planning Policy (SPP), the Proposed Falkirk Local Development Plan 2 (LDP2), the effective housing land supply, the consultation responses and the representations received.
- 7c.3 SPP advises that in circumstances where there is a shortfall in the 5 year effective housing land supply, the primacy of the Development Plan is maintained, while a significant material consideration is a presumption in favour of development that contributes to sustainable development. As stated in this report, the Council has a 4.3 year effective housing land supply as detailed in the Housing Land Audit 2017/18. This equates to a shortfall of 482 units. At present, the Council therefore has an effective housing land supply shortfall, which the proposed draft LDP2 seeks to address.
- 7c.4 In terms of 'sustainable development', SPP advises that the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. This means that policies and decisions should be guided by the principles set out in paragraph 7b.3 of this report. SPP also indicates that decision making should take into account any adverse impacts that could significantly and demonstrably outweigh the benefits when assessed against the wider policies of the SPP.
- 7c.5 In this case, the proposed development has both benefits and costs, having regard to the principles set out in SPP. The potential benefits include:-
- The economic benefits of the proposal, for example, at the construction phase;
  - The provision of business and employment opportunities on part of the site;
  - The provision of tourism related uses (hotel and restaurant) which could assist to support the key tourism assets within the Falkirk Council area;
  - The efficient use of existing capacities of land, i.e. the use of land which lies within the urban limits as defined in the LDP and which adjoins the existing Polmont built-up area, and where the principle of development has previously been accepted;
  - The accessibility of the site to the urban area and strategic transport links such as the M9 and the A801;



- The contribution the development could potentially make to addressing the Council's current shortfall in the 5 year effective housing land supply (noting, however, that Proposed LDP2, estimated for adoption in July 2020, is likely to address the current shortfall);
- The capacity of the site to absorb development into the setting, following a landscape-led approach;
- The opportunity presented to enhance the Central Scotland Green Network through the provision of new public open space, planting and outdoor access routes;
- The opportunity presented to address a shortfall in sports pitch provision in the east Polmont area; and
- The provision of a doctors'/dentist surgery within the site which may have the potential to address the healthcare capacity issues within the area (noting, however, that NHS Forth Valley have not commented on whether this represents a feasible solution).

#### 7c.6 Balanced against this:-

- The proposed development would result in the potential loss of major employment opportunities at a strategic business location which is capable of accommodating a wide range of business users and is particularly well suited to Class 6 uses, given its proximity to the strategic road network. As such, it is considered to be prudent to safeguard a strategic reserve of land for future business needs at this location;
- The proposed development represents piecemeal development within ED23 and jeopardises good placemaking principles as it fails to adopt a comprehensive and co-ordinated masterplanning approach in terms of such matters as land use, landscape framework, design rationale, open space provision, and provision of infrastructure. This stems from the exclusion of the Gilston South area from the application site (now owned by the applicant), and the absence of an overall masterplan for ED23. The approach promoted by the applicant is not considered to be a sustainable approach to planning this area. In addition, the impact of flood risk on the masterplan and the development content has not yet been confirmed and has a standing objection from SEPA; and
- Residents are probably unlikely to walk to Polmont Station to catch a train and will be more inclined to drive. However, there is severe pressure on car-parking at Polmont Station (expansion of parking provision at the station has been investigated by the Council and is not feasible) and the bus service from Gilston Crescent (Service F25) is not particularly suitable for accessing the station for commuter trips.

#### 7c.7 On balance, it is considered that the presumption in favour of sustainable development does not justify a departure from the development plan in this instance. This is because the above costs are considered to outweigh the potential benefits of the proposed development.

- 7c.8 The LDP2 Proposed Plan carries over the strategic business allocation from LDP. As the application is primarily for housing, it is assessed as contrary to the Proposed Plan. The Proposed Plan is a material consideration in determining this application.
- 7c.9 SPP advises that it may be appropriate in some circumstances to consider whether granting planning permission would prejudice the emerging plan (see paragraph 7b.7). As detailed above, the Proposed Plan carries over the strategic business allocation from the LDP. It is considered that granting planning permission for up to 500 dwellinghouses at this strategic business location would pre-determine decisions which are central to the emerging plan. Decisions around the strategic business land supply should be considered properly through the plan review process.
- 7c.10 The overall conclusion is that the proposed development should be resisted. The application is contrary to the development plan and good place making principles. There are not considered to be any material considerations to otherwise justify granting planning permission. This takes into account a balancing of the benefits and costs of the proposed development, economic considerations, the prospect of the proposed housing contributing meaningfully to the current effective housing land supply shortfall, the circumstances that justify a different approach to the Reporter's findings on the application for business use (P/07/0803/OUT), and that granting the application would be prejudicial to key decisions on the Proposed Plan in relation to the strategic business land supply.

## **8. RECOMMENDATION**

- 8.1 It is therefore recommended that the Council refuse the application for the following reason(s):-
1. **The application is contrary to Policy BUS1 'Business and Tourism' of the Falkirk Local Development Plan as the site forms part of a Strategic Business Location and is set aside specifically for economic development opportunities consisting of business, leisure, tourism, distribution, motor retail and local retail. In contrast, the principal use proposed in the application is housing. At up to 500 residential units, this is a major departure from the allocated use.**
  2. **The application is contrary to Policy HSG01 'Housing Growth' of the Falkirk Local Development Plan as the proposed development is not considered to represent a sustainable development proposal. The application is not supported by an overall masterplan for ED23 and there is no information on the total content and layout of ED23. The provision of an overall masterplan would have provided clarity over land use, compatibility of the nature and location of the overall land uses and the infrastructure required to support the overall ED23 site, as well as a co-ordinated and comprehensive approach to site planning. The proposed development therefore represents piecemeal and unco-ordinated development within ED23, which is not a sustainable approach to the planning of this area. Another key issue in terms of sustainability relates to the loss of strategic business land, to the potential detriment of the Falkirk area's longer term economic potential.**

3. The application is contrary to Policy RW06 'Flooding' of the Falkirk Local Development Plan as it has not been demonstrated that the proposed development would be likely to be free of risk of flooding. The impact of flood risk on the masterplan and the development content has not yet been confirmed.
4. SPP advises that in circumstances where there is a shortfall in the 5 year effective housing land supply, the primacy of the Development Plan is maintained, while a significant material consideration is a presumption in favour of development that contributes to sustainable development. The proposed development raises sustainability issues which are considered to outweigh the potential benefits of the proposed development. The primacy of the Development Plan should therefore be maintained in determining this planning application.
5. Granting the application would prejudice the LDP2 plan making process by pre-determining decisions around strategic business land provision which is central to the emerging plan. Decisions around this strategic issue should be properly considered through the LDP2 process and not, de facto, by decisions on individual planning applications.

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**pp Director of Development Services**

**Date: 31 May 2019**

#### **LIST OF BACKGROUND PAPERS**

1. Falkirk Council Local Development Plan, July 2015.
2. SG02 'Neighbourhood Design'.
3. SG05 'Biodiversity and Development'.
4. SG06 'Trees and Development'.
5. SG09 'Landscape Character Assessment and Landscape Designations'.
6. SG10 'Education and New Housing Development'.
7. SG11 'Healthcare and New Housing Development'.
8. SG12 'Affordable Housing'.
9. SG13 'Open Space and New Development'.
10. SG15 'Low and Zero Carbon Development'.
11. Scottish Planning Policy 2014.
12. Creating Places Policy Statement.
13. Designing Streets Policy Statement.

14. Falkirk Local Development Plan 2, Main Issues Report, February 2017.
15. Falkirk Council Housing Land Audit, June 2017.
16. Objection received from Miss Joyce Burrage, 38 Montrose Road, Polmont, FK2 0YN on 9 June 2017.
17. Support received from Mr Mark Lorenzetti, 8, Orchard Grove, Polmont, FK2 0XE on 13 June 2017.
18. Objection received from Dr Daniel Forth, 57 Rodel Drive, Polmont, Falkirk, FK2 0YU on 20 June 2017.
19. Objection received from Mr W Gordon Milne, 20, Rodel Drive, Polmont, FK2 0XL on 20 June 2017.
20. Objection received from Mrs Susan Longstaff, 11 Ercall Road, Brightons, Falkirk, FK2 0TG on 25 June 2017.
21. Objection received from Mrs Agnes Fairbrother, 20 Fullerton Drive, Polmont, Falkirk, FK2 0XX on 25 June 2017.
22. Support received from Mrs Michelle Duncan, 27 Glen Ogle Court, Polmont, FK2 0PU on 2 June 2017.
23. Objection received from Mr Alan Harris, 43 Fullerton Drive, Polmont, Falkirk, FK2 0XY on 13 June 2017.
24. Objection received from Mrs Lauren Doherty, 30 Colonsay Avenue, Polmont, Falkirk, FK2 0UZ on 27 June 2017.
25. Objection received from Mrs May Bird, 11, Taransay Drive, Polmont, FK2 0YY on 20 June 2017.
26. Representation received from Eileen Hutton, 18 Turret Drive, Polmont, Falkirk, FK2 0QW on 20 June 2017.
27. Objection received from Alexander Forsyth, on 20 June 2017.
28. Objection received from Phil and Jean Glen, on 20 June 2017.
29. Objection received from Laura Ogg, on 20 June 2017.
30. Objection received from Stuart and Marion Davidson, on 20 June 2017.
31. Objection received from Edna F Stein, on 29 June 2017.
32. Objection received from Sandy McPhee, on 9 June 2017.
33. Objection received from Mrs Taslin Pollock, 3 Kings Seat Place, Maddiston, Falkirk, FK2 0JG on 9 June 2017.
34. Objection received from Mrs Vicky Hunter, 21 Lathallan Drive, Polmont, FK2 0PD on 1 June 2017.
35. Objection received from Colin Anderson, on 9 June 2017.
36. Objection received from Mr George Stoddart, Parkside, Main Street, Polmont, Falkirk, FK2 0QY on 15 June 2017.
37. Objection received from Mrs Jackie Arnott, 66, Eastcroft Drive, Polmont, FK2 0SU on 2 June 2017.
38. Objection received from Miss Amanda-Jane Wood, 16 Fortingall Crescent, Polmont, Falkirk, FK2 0QD on 6 June 2017.
39. Representation received from Mrs Helen Watson, 10 Marchmont Court, Polmont, Falkirk, FK2 0FX on 10 June 2017.
40. Objection received from Mr Kenneth Alexander, 21 Ashley Road, Polmont, Falkirk, FK2 0QG on 10 June 2017.
41. Objection received from Maddiston and Rumford Community Council, c/o Ms Jacqueline McDevitt, Magdalene Cottage, Vellore Road, Maddiston, Falkirk, FK2 0AR on 11 June 2017.
42. Representation received from Mr William Buchan, 1 Eastcroft Drive, Polmont, Falkirk, FK2 0SU on 11 June 2017.
43. Objection received from Mr Robert Watson, 71 Eastcroft Drive, Polmont, Falkirk, FK2 0SU on 11 June 2017.
44. Objection received from Mrs Jenny McMahon, 44 Tolsta Crescent, Polmont, Falkirk, FK2 0XN on 11 June 2017.

45. Objection received from Mr Duncan Ross, 2 Miller Park, Polmont, Falkirk, FK2 0UJ on 6 June 2017.
46. Objection received from Mrs Ceri Stoddart, 49 Stevenson Avenue, Polmont, Falkirk, FK2 0GU on 11 June 2017.
47. Objection received from Mrs Zoe Turkington, 4 School View, Polmont, Falkirk, FK2 0JW on 12 June 2017.
48. Objection received from Mr Iain Paxton, 12 Culduie Circle, Polmont, FK2 0JZ on 13 June 2017.
49. Objection received from Mr Duncan Stewart, 11 Meadowbank, Polmont, FK2 0UG on 12 June 2017.
50. Objection received from Carol Allan, on 8 June 2017.
51. Objection received from Bob and Christine Tait, Bon 8 June 2017.
52. Objection received from J & A Hayes, on 8 June 2017.
53. Objection received from Mrs Lesley Cairns, 51 Eastcroft Drive, Polmont, FK2 0SU on 13 June 2017.
54. Objection received from Mr Jamie O'Hagan, Polmont Park, Polmont, FK2 0XT on 14 June 2017.
55. Objection received from Mr Ian Mitchell, 67 Tiree Crescent, Polmont, Falkirk, FK2 0UX on 14 June 2017.
56. Objection received from Ms Janet Raleigh on 15 June 2017.
57. Objection received from Ms Karen Hall, 1 Culduie Circle, Polmont, Falkirk, FK2 0JZ on 15 June 2017.
58. Objection received from Mr Charles Johnstone on 15 June 2017.
59. Objection received from Ms Pamela Baird on 15 June 2017.
60. Objection received from Margaret Love, on 26 June 2017.
61. Objection received from Mr Joseph Morgan, 8 Zetland Terrace, Main Street, Polmont, FK2 0QX on 12 June 2017.
62. Objection received from Mr Peter J Palmer Bawn, on 19 June 2017.
63. Objection received from Mr Derek Taylor, Don 19 June 2017.
64. Objection received from Mr Simon & Corena Wright, on 19 June 2017.
65. Objection received from Mr David Cameron, 67 Erskine Hill, Polmont, Falkirk, FK2 0UH on 11 June 2017.
66. Objection received from Mr Robert Paterson, 3 Dunvegan Place, Polmont, FK2 0NX on 12 June 2017.
67. Objection received from Mrs Jane Brown, 29 Killin Drive, Polmont, FK2 0QQ on 12 June 2017.
68. Objection received from Mrs Eileen Jackson, 7 Polmont Park, Polmont, Falkirk, FK2 0XT on 15 June 2017.
69. Objection received from Ms Joseph Morgan, 8 Zetland Terrace, Main Street, Polmont, Falkirk, FK2 0QX on 15 June 2017.
70. Objection received from Ms Rebecca Shaw on 15 June 2017.
71. Objection received from Mr Stephen Keir, 16 Stevenson Avenue, Polmont, FK2 0GU on 19 June 2017.
72. Objection received from Mr Albert Dunn, 40 Polmont Park, Polmont, Falkirk, FK2 0XT on 20 June 2017.
73. Objection received from Mr Alex Watson, 17 Forest View, Polmont, Falkirk, FK2 0UL on 19 June 2017.
74. Objection received from Anne Lawless, 75 Stevenson Avenue, Polmont, Falkirk, FK2 0GU on 19 June 2017.
75. Objection received from Nicky & Graham Payne, 4 Culduie Circle, Polmont, Falkirk, FK2 0JZ on 19 June 2017.
76. Objection received from Mr Gordon Lawless, 75 Stevenson Avenue, Polmont, Falkirk, FK2 0GU on 19 June 2017.

77. Objection received from Mrs Debbie Paxton, 12 Culduie Circle, Polmont, FK2 0JZ on 13 June 2017.
78. Objection received from Mr Colin Jackson, 9 Ercall Road, Brightons, Falkirk, FK2 0TG on 16 June 2017.
79. Objection received from Mr E Hand, 4 Polmont Park, Polmont, Falkirk, FK2 0XT on 17 June 2017.
80. Objection received from Megan Reynolds, on 22 June 2017.
81. Objection received from Mr Joe Andrews, 18 Eastcroft Drive, Polmont, FK2 0SU on 27 June 2017.
82. Objection received from Mr Tom Curry, 12 Dow Place, Stenhousemuir, FK5 4WG on 2 June 2017.
83. Objection received from Maxine Storrar, on 6 June 2017.
84. Objection received from Derrick and Lynsey Porter, 36 Pender Gardens, Rumford, Falkirk, FK2 0BJ on 6 June 2017.
85. Objection received from Mr Michael Stuart, 70 Eastcroft Drive, Polmont, Falkirk, FK2 0SU on 19 June 2017.
86. Objection received from Mr James Soper, The Old Police House, Main Street, Falkirk, FK2 0PT on 19 June 2017.
87. Objection received from Miss Fiona Stewart, Atrium House, Falkirk, FK1 1XR on 21 June 2017.
88. Objection received from Mrs M Griffiths, 8 Erskine Hill, Polmont, Falkirk, FK2 0UQ on 21 June 2017.
89. Objection received from Mr Garry Heron, 15 The Grange, Brightons, FK 0SS on 8 June 2017.
90. Objection received from Mr Graeme Mason, 31 Erskine Hill, Polmont, FK2 0UH on 1 June 2017.
91. Objection received from Ms Doreen Birkeland, 45 Lathallan Drive, Polmont, Falkirk, FK2 0PD on 9 June 2017.
92. Objection received from Mr Alan Fleming, 3 Alyth Drive, Polmont, Falkirk, FK2 0YW on 11 June 2017.
93. Representation received from Mr Alexander Adams, 9, Harvey Avenue, Polmont, FK2 0QR on 12 June 2017.
94. Objection received from Mr Alastair Greenlaw, 22 Lawers Crescent, Polmont, Falkirk, FK2 0RQ on 12 June 2017.
95. Support received from Mr Alan Mckie, 22 Lathallan Drive, Polmont, FK2 0PE on 8 June 2017.
96. Objection received from Mrs Sandra Mackay, 97 Tiree Crescent, Polmont, FK2 0XB on 13 June 2017.
97. Objection received from Mr David Hart, 12 Portree Crescent, Polmont, Falkirk, FK2 0PA on 16 June 2017.
98. Objection received from Ms Marlyn Yorkston, 3 Forfar Place, Gilston Park, Polmont, Falkirk, FK2 0PB on 14 June 2017.
99. Objection received from Mrs Fiona Milne, 5 Skye Drive, Polmont, FK2 0UN on 14 June 2017.
100. Objection received from Ms Catriona Shaw on 15 June 2017.
101. Objection received from Mrs Morag Peberdy, 85 Tolsta Crescent, Polmont, FK2 0YT on 1 June 2017.
102. Objection received from Mr James Lawder, 25 Montrose Road, Polmont, Falkirk, FK2 0YN on 18 June 2017.
103. Objection received from Mrs Kirsty Stuart, 70 Eastcroft Drive, Polmont, Falkirk, FK2 0SU on 19 June 2017.
104. Objection received from Mr Ian Anderson, 29 Lyall Crescent, Polmont, Falkirk, FK2 0PL on 15 June 2017.

105. Objection received from Mr Gavin Orr, 56 Rodel Drive, Polmont, Falkirk, FK2 0YU on 15 June 2017.
106. Objection received from Ms Kathleen Orr, 56 Rodel Drive, Polmont, Falkirk, FK2 0YU on 15 June 2017.
107. Objection received from Miss Adele Madden, 66 Kenmore Avenue, Polmont, Falkirk, FK2 0RG on 27 June 2017.
108. Objection received from Mrs Gillian Steele, 33 Fullerton Drive, Polmont, FK2 0XY on 12 June 2017.
109. Objection received from Mrs Jean Glen, 76 Eastcroft Drive, Polmont, Falkirk, FK2 0SU on 16 June 2017.
110. Objection received from Mr Trevor Colebrook, 3 Portree Crescent, Polmont, Falkirk, FK2 0PA on 20 June 2017.
111. Objection received from Mrs Sheila M Colebrook, 3 Portree Crescent, Polmont, Falkirk, FK2 0PA on 20 June 2017.
112. Objection received from Laura M Colebrook, 10 Dunvegan Place, Polmont, Falkirk, FK2 0NX on 20 June 2017.
113. Objection received from James & Norma Dyer, Coppin, Main Street, Polmont, FK2 0QP on 20 June 2017.
114. Objection received from Mr Alan Groves, 16 Turret Drive, Polmont, FK2 0QW on 20 June 2017.
115. Objection received from Mrs Jennifer A Nayar, The Hollows, Main Street, Polmont, FK2 0QY on 20 June 2017.
116. Objection received from Catherine Christie & James Thomson, 46 Tolsta Crescent, Polmont, Falkirk, FK2 0YT on 20 June 2017.
117. Objection received from MSP Alison Harris, The Scottish Parliament, Edinburgh, EH99 1SP on 20 June 2017.
118. Objection received from Lynn Martin, 14 Harvey Avenue, Polmont, Falkirk, FK2 0QR on 20 June 2017.
119. Objection received from Anne C Browning, on 20 June 2017.
120. Objection received from Mr Mike Reynolds, on 20 June 2017.
121. Objection received from Rosemary Taylor, on 20 June 2017.
122. Objection received from Mr and Mrs Alistair and Angela Ross, 57 Erskine Hill, Polmont, Falkirk, FK2 0UH on 21 June 2017.
123. Objection received from Ms Stephanie Harvey, 54 Ward Avenue, Redding, Falkirk, FK2 9UN on 21 June 2017.
124. Objection received from Mr Daniel Forth, 57 Rodel Drive, Polmont, Falkirk, FK2 0YU on 21 June 2017.
125. Objection received from Ms Paula Harvey, 18 John Valentine Place, Reddingmuirhead, Falkirk, FK2 0FQ on 21 June 2017.
126. Objection received from Mr Michael Harrington, 2 Killin Drive, Polmont, Falkirk, FK2 0QQ on 26 June 2017.
127. Representation received from Dr Cathlene Eland, 57 Rodel Drive, Polmont, Falkirk, FK2 0YU on 1 June 2017.
128. Objection received from Mr Richard Clifford, 1 Erskine Hill, Polmont, Falkirk, FK2 0UH on 13 June 2017.
129. Objection received from Mrs Joan Clifford, 1 Erskine Hill, Polmont, FK2 0UH on 13 June 2017.
130. Objection received from Mr David Weir, 8 Stevenson Avenue, Polmont, FK2 0GU on 13 June 2017.
131. Objection received from E M Rodger, 2 Lathallan Drive, Polmont, Falkirk, FK2 0PE on 14 June 2017.
132. Objection received from Mrs Jacqueline Reynolds, Milton House, Victoria Place, Brightons, Falkirk, FK2 0TZ on 20 June 2017.
133. Objection received from Joanne Taylor, received on 12 June 2017.

134. Objection received from Jennifer Smart, 8 Stevenson Avenue, Polmont, Falkirk, FK2 0GU on 12 June 2017.
135. Objection received from Alison Webb, 15 Forest View, Polmont, Falkirk, FK2 0UL on 12 June 2017.
136. Objection received from Nicola Niven, 6 Portree Crescent, Polmont, Falkirk, FK2 0PA on 12 June 2017.
137. Objection received from Allison Crumley, on 12 June 2017.
138. Objection received from Vicky Doney, on 12 June 2017.
139. Objection received from Sarah Cochrane, 5 Fortingall Crescent, Polmont, Falkirk, FK2 0QD on 5 June 2017.
140. Objection received from Dr Norman Cox, 20 Lawers Crescent, Polmont, Falkirk, FK2 0RQ on 20 June 2017.
141. Objection received from Mr Cillian O'Sullivan, 54 Ward Avenue, Redding, Falkirk, FK2 9UN on 20 June 2017.
142. Objection received from Ms Jack Harleigh-Bell, 12 Rodel Drive, Polmont, FK2 0XL on 21 June 2017.
143. Objection received from Mrs Patricica Paterson, 3 Taymouth Road, Polmont, Falkirk, FK2 0PF on 10 June 2017.
144. Objection received from Mr Kevin Ashe, 34 Morven Drive, Polmont, Falkirk, FK2 0XD on 1 June 2017.
145. Objection received from Mr Bruce Cannon, 89 Erskine Hill, Polmont, Falkirk, FK2 0UH on 19 June 2017.
146. Objection received from Mr Cillian O'Sullivan, 54 Ward Avenue, Redding, FK2 9UN on 20 June 2017.
147. Objection received from Ms Pauline Robertson, 11 Orchard Grove, Polmont, Falkirk, FK2 0XE on 19 June 2017.
148. Objection received from Mrs Lesley Tomlin, 8 Lawers Crescent, Polmont, Falkirk, FK2 0RQ on 19 June 2017.
149. Objection received from Mrs Julie Drummond, 10 Colonsay Avenue, Polmont, Falkirk, FK2 0UZ on 25 June 2017.
150. Objection received from Mrs Kathleen Jardine, 23 Breadalbane Place, Polmont, Falkirk, FK2 0RF on 20 June 2017.
151. Objection received from Mr Thomas and Mrs Pamela Anderson, 9 Forfar Place, Polmont, Falkirk, FK2 0PB on 3 June 2017.
152. Objection received from Mr Alastair Jeffrey, 44 Kenmore Avenue, Polmont, FK2 0RG on 2 June 2017.
153. Objection received from Mrs Fiona Hudson, 2 Lime Grove, Polmont, Falkirk, FK2 0QB on 3 June 2017.
154. Objection received from Mrs Suzanne Main, 17 Polmont Road, Laurieston, Falkirk, FK2 9QQ on 2 June 2017.
155. Objection received from Mr Peter Wearing, 7, Skye Drive, Polmont, Falkirk, FK2 0UN on 7 June 2017.
156. Support received from Mr Paul Murphy, 9 Forest View, Polmont, FK2 0UL on 8 June 2017.
157. Objection received from Mrs Yvonne Young, 34 Polmont Park, Polmont, Falkirk, FK2 0XT on 10 June 2017.
158. Objection received from Mrs Norma Duffield, 54 Kenmore Avenue, Polmont, Falkirk, FK2 0RG on 11 June 2017.
159. Support received from Mrs Elaine Stewart, 11 Meadowbank, Station Road, Falkirk, FK2 0UG on 12 June 2017.
160. Representation received from Mr and Mrs O'Hagan, 19 Polmont Park, Polmont, Falkirk, FK2 0XT on 15 June 2017.
161. Objection received from Terry Cochrane, 5 Fortingall Crescent, Polmont, Falkirk, FK2 0QD on 15 June 2017.



162. Objection received from Polmont Community Council, FAO Rosemary Taylor, Greenpark Community Centre, Greenpark Drive, Polmont, Falkirk, FK2 0PZ on 15 June 2017.
163. Objection received from Mr Sandy Simpson MBE, 44 Erskine Hill, Polmont, Falkirk, FK2 0UQ on 15 June 2017.
164. Representation received from Williams Gallagher, FAO Heather Gallagher, Studio 321, 51 Pinfold Street, Birmingham, B2 4AY on 14 August 2017.
165. Objection received from Mr Richard Belton, 8 Millfield Drive, Polmont, Falkirk, FK2 0PH on 5 September 2017.
166. Objection received from Mr James Ashe, Gleniffer, 40 Ercall Road, Brightons, Falkirk, FK2 0TS on 13 March 2018.
167. Objection received from Mrs Linzi Curtis, Nirvana, 3 Main Street, Brightons, Falkirk, FK2 0JY on 13 March 2018.

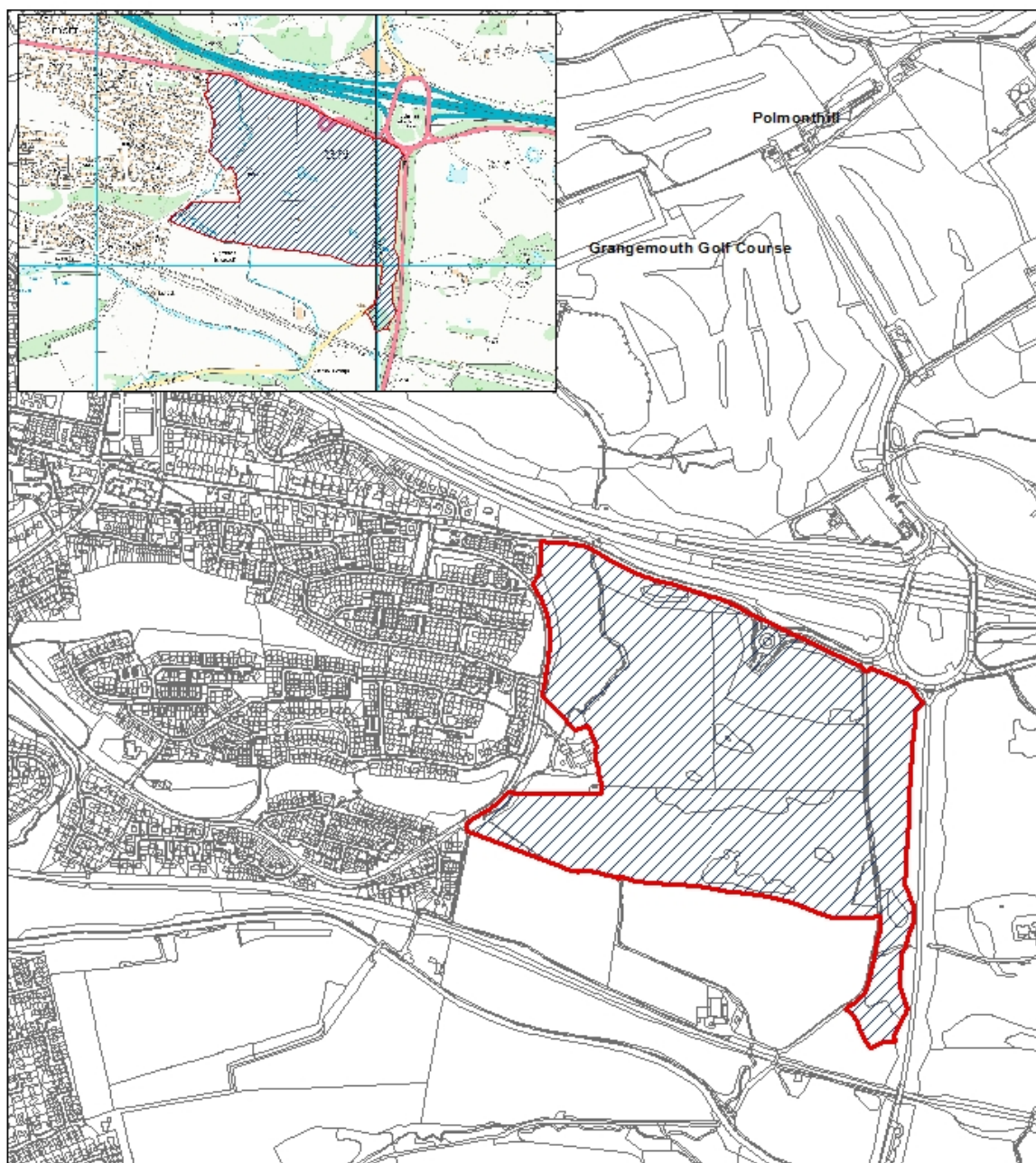
Any person wishing to inspect the background papers listed above should telephone Falkirk 01324 504935 and ask for Brent Vivian, Senior Planning Officer.

# Planning Committee

## Planning Application Location Plan

**P/17/0332/PPP**

This plan is for location purposes only. It should not be interpreted as an exact representation of the application site.



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