



# **Agenda Item**

**8**

**Erection Of Restaurant, Associated  
Infrastructure Including Roads, Car  
Parking And Amenity Spaces,  
Pedestrian Access And  
Landscaping at 44 Tryst Road,  
Stenhousemuir, Larbert, FK5 4QH  
for Ramoyle Group - P/17/0319/MSC**

**FALKIRK COUNCIL**

**Subject:** ERECTION OF RESTAURANT, ASSOCIATED  
INFRASTRUCTURE INCLUDING ROADS, CAR PARKING  
AND AMENITY SPACES, PEDESTRIAN ACCESS AND  
LANDSCAPING AT 44 TRYST ROAD, STENHOUSEMUIR,  
LARBERT, FK5 4QH FOR RAMOYLE GROUP -  
P/17/0319/MSC

**Meeting:** PLANNING COMMITTEE

**Date:** 13 September 2017

**Author:** DIRECTOR OF DEVELOPMENT SERVICES

**Local Members:** Ward - Carse, Kinnaird and Tryst

Councillor Gary Bouse  
Councillor Joan Coombes  
Councillor Jim Flynn  
Councillor Laura Murtagh

**Community Council:** Larbert, Stenhousemuir and Torwood

**Case Officer:** John Milne (Senior Planning Officer), Ext. 4815

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

- 1.1. This matters specified in conditions application seeks the approval of conditions of planning permission P/16/0114/PPP for the erection of a restaurant/public house, associated infrastructure including roads, car parking and amenity space, pedestrian access and landscaping off Tryst Road/King Street, Stenhousemuir.
- 1.2. The application provides details of the proposed development, which would consist of a single storey building with 72 covers and a small area of external seating. The restaurant has been designed to also facilitate a drive thru element. The public house has not been applied for. It is proposed that the operator would be Tim Hortons and if granted this would be the company's first coffee shop with a drive thru facility.
- 1.3. As approved by the planning permission in principle, the restaurant would be accessed by vehicular traffic from King Street via a shared access with the retail unit currently under construction. Gladstone Road, which is accessed from Tryst Road, would be used for the delivery of goods, estimated to be twice a day.
- 1.4. It is proposed that the restaurant would operate from 7am to 11pm daily.

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

- 2.1. At the meeting of the Planning Committee of 23 November 2016 when application P/16/0114/PPP was granted planning permission in principle, it was agreed that any further application in relation to the detailed aspects of the development be referred to the Planning Committee.

## **3. SITE HISTORY**

- 3.1 P/16/0112/FUL - Demolition of Existing Buildings / Structures Erection of Shop (Class 1) (2040 sq.m) with Associated Landscaping, Car Parking, Servicing and Formation of Access (King Street) - approved 17 February 2016.
- 3.2 P/16/0114/PPP - Erection of Restaurant / Public House, Associated Infrastructure Including Roads, Car Parking and Amenity Spaces, Pedestrian Access and Landscaping - approved 17 February, 2017.

## **4. CONSULTATIONS**

- 4.1 The Coal Authority advise that issues regarding potential Coal Mining Legacy on the site have been addressed.
- 4.2 Falkirk Council's Environmental Protection Unit have no comment with regard to air quality. Any plant or equipment should be sited and operated in such a manner as to prevent any noise nuisance occurring at nearby dwellings. Noise associated with the completed development should not give rise to unacceptable noise levels.
- 4.3 Falkirk Council's Transport Planning Unit recognise that the proposed restaurant with a drive thru element (as opposed to drive thru fast food outlets) is a relatively new concept and potential trip generation need take account of varying factors. When these factors are applied, the figures suggest that the predicted additional impact on the access junction and wider local road network would not be significant. This is based on the assumption that the trip rates associated with fast food drive thru are representative of a drive thru coffee restaurant. It is acknowledged that the planning permission in principle required a £20,000 contribution towards the implementation of a wireless detection system, at the King Street / Hallam Road junction, should it be required in future. This provision remains in place.
- 4.4 Parking is proposed to be shared with the adjacent retail store. This will result in a parking provision of 110 spaces on the site which is, much closer to maximum parking standards than previously envisaged.
- 4.5 The submitted Traffic Management Plan and Service Arrangement Plan are considered to be acceptable.

4.6 Falkirk Council's Roads Development and Flooding Unit advises that:-

- The applicant's response to concerns raised in relation to a shortfall of 14 parking spaces is noted. It is suggested that the proposed layout is reviewed, with a view to providing additional parking where possible.
- The submitted swept path diagram demonstrates that a 17t box van can service the site and is considered to be acceptable.
- The applicant's response to concerns in relation to increased trips generated by the proposal compared with the originally considered application is noted. There is concern that the current proposal could lead to congestion on the public road network.
- The applicant's response to concerns in relation to driver behaviour within the parking area is noted. It is suggested that consideration is given to improving pedestrian facilities within the parking area.

4.7 Scottish Water have no objection to the proposal, although this does not confirm that the proposed development can currently be serviced. While there is currently sufficient capacity in the Carron Valley Water Treatment Works and Dalderse Waste Water Treatment Works to service the development, this capacity is not subject to reservation and a formal connection application to Scottish Water would be required.

## **5. COMMUNITY COUNCIL**

5.1 Larbert, Stenhousemuir and Torwood Community Council advise as follows:-

- While there is a considerable volume of positive feedback in relation to the proposed operator, there is also concern raised over the impact of having a busy drive-thru restaurant on the already stretched road network in the area.
- Concern is raised in relation to the submitted traffic impact analysis, as it is felt it has not been applied to local conditions.
- Concern over the impact of the development at peak times on the already busy road network, and, in particular, the busy T-Junction on Tryst Road.
- Concern over air quality, litter, lack of adequate queuing facilities for the drive-thru, microphones for drive-thru close to residential properties.
- Concern over the varying nature of the proposal from the previously granted pub/restaurant to restaurant with drive thru.

In conclusion, the Community Council object to the proposal on the grounds of its proposed location and the negative impact the development would have on local traffic and roads.

## **6. PUBLIC REPRESENTATION**

6.1 During the course of the application 51 representations were raised, comprising 38 objections, 10 in support and 3 neither supporting or objecting to the proposal.

6.2 The objections raised can be summarised as follows:-

- Are new traffic lights to be installed to handle additional traffic?
- The development in a built up area is unacceptable;
- Rae Street should be parking controlled by white lines to prevent on-street parking by school/football visitors. The restaurant may be supported if on-street parking is resolved;
- The traffic assessment makes no comment about the impact of the increase in traffic on Tryst Road, especially at peak school run times;
- The bottle neck at Tryst Road/King Street has not been addressed and a wider plan of traffic impacts in the area is required;
- Pedestrians and school children would be at risk;
- This type of restaurant is not in the best interests of healthy eating;
- 24 hour drive thru is unacceptable;
- The restaurant would have an adverse effect on local businesses;
- The restaurant would attract bad behaviour;
- Noise pollution to nearest residents;
- Despite traffic management plans, deliveries would be via Tryst Road;
- Access to Gladstone Road should be designed to only allow left turn exit/right turn access;
- The proposal would bring litter into area;
- The proposal would disturb neighbours in nearby sheltered housing.

Comments made in support of the proposal can be summarised as:-

- Having a new restaurant in the area is welcomed, as current offerings are poor;
- The submitted plans look better than expected. A coffee shop and drive thru is more appropriate than a family restaurant. The proposal would provide something that area doesn't already have;
- The proposal would be a great addition to the local area;
- The proposal would result in more jobs, and boost the local economy;
- The needs of the wider area need to be considered and family restaurants/coffee shops are sorely lacking;
- Tryst Road is already a major thoroughfare between Kinnaird Village and the Retail Park. This is a worthwhile project.

## **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 Falkirk Local Development Plan (FLDP) was adopted on 16 July 2015. It includes a number of supplementary guidance documents which have statutory status as part of the Development Plan.

7a.2 The granting of planning permission in principle P/16/0114/PPP has established the principle of development of a restaurant at the site. The following policies are relevant in the determination of this application.

7a.3 Policy TC04 - Food and Drink states:-

- “1. Proposals for Class 3 uses, hot food takeaways and public houses will be encouraged to locate within centres, in association with other neighbourhood shops or services, or in locations where they are capable of fulfilling a tourism function.*
- 2. Proposals must demonstrate that there will be no adverse impact on the amenity of adjacent residential properties, or the surrounding area generally, by virtue of noise, disturbance, litter or odours, and that parking and access requirements are satisfied.*
- 3. Temporary consent for mobile snack bar vans may be granted where a specific need is demonstrated, and there is no adverse impact on local amenity or the visual quality of the locality”.*

7a.4 This policy acknowledges that restaurants and pubs can form an important part of the local economy and contribute to the vitality and viability of centres. Sub section 1 of TC04 encourages Class 3 Food and Drink uses within centres in association with other shops and services. Given that the proposal relates to an edge of centre site, the previously submitted Retail Impact Assessment (RIA) outlines that there are no other suitable sites within the centre and the proposal would complement existing provision and contribute to the vibrancy of Stenhousemuir shopping centre. In addition the RIA indicates that the restaurant component meets an identified need from a market perspective and provides a facility currently lacking in the area.

7a.5 Sub section 2 of TC04 requires proposals to demonstrate *“that there will be no adverse impact on the amenity of adjacent residential properties, or the surrounding area generally, by virtue of noise, disturbance, litter or odours, and that parking and access requirements are satisfied”*. The concerns regarding parking levels have been raised with the applicant, whose view is that the National Roads Development Guide (NRDG) standard is a maximum standard and the submitted Transport Statement includes material factors to address this. It is considered the development as proposed is acceptable given that parking would be shared with the adjoining retail development and the proximity of Stenhousemuir Town Centre. Noise, disturbance and odours can be addressed through controls available to Falkirk Council.

7a.6 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.7 The proposed traffic management arrangements taken in conjunction with the proposed signalised junction arrangements associated with the proposal are considered to be acceptable. The financial contribution from the previous application to address any potentially adverse impact on traffic controls in the area as a consequence of further traffic generation has already been secured, both for the retail unit under construction and the proposed restaurant under consideration.

7a.8 Policy INF11 - Parking states:-

*"The Council will manage parking provision as an integral part of wider transport planning policy to ensure that road traffic reduction, public transport, walking, cycling and safety objectives are met.*

- 1. The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.*
- 2. The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.*
- 3. Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.*
- 4. New parking will be provided to support the strategic role of railway stations, with priority given to new provision at Falkirk High. Where possible, the provision of new off street parking facilities will be associated with traffic management and other measures to reduce uncontrolled on-street parking.*
- 5. The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation"*

7a.9 Concern has been raised at the level of parking required. In terms of the parking impact, it is proposed to utilise car parking provided in conjunction the adjoining retail development . The site is centrally located close to Stenhousemuir Town Centre and a high level of pedestrian visitors is predicted, rather than solely car use. It is considered that taking these factors into account that the proposal accords with this policy.

7a.10 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.11 The proposed development is of a high quality design reflecting the adjoining retail development, currently under construction, and complies with this policy.

7a.12 Accordingly, the application is considered to be in accordance with the Development Plan.

## **7b Material Considerations**

7b.1 The material considerations to be assessed are the planning history, consultation responses and representatives received, the change in description from the planning permission in principle.

### ***Planning History***

7b.2 The site was previously occupied by part of the former McCowan's Toffee factory, which was a prominent if somewhat unattractive, building on King Street. The site was cleared in 2016 and the adjoining land is currently being developed for retail purposes under planning permission P/16/0112/FUL.

7b.3 Planning application P/16/0114/PPP for the erection of restaurant / public house, associated infrastructure including roads, car parking and amenity spaces, pedestrian access and landscaping, was approved on 17 February 2017. This was subject to planning conditions and a legal obligation.

7b.4 This permission established the principle of a restaurant / public house on the site, secured a legal agreement to provide a safeguard of £20,000 to address traffic management issues should they arise and required 10 planning conditions to be addressed.

7b.5 The applicant has submitted information required by planning conditions of the planning permission in principle and these are considered to be acceptable.



## ***Consultation Responses***

- 7b.6 Falkirk Council's Roads Development and Flooding Unit have raised concerns regarding parking and pedestrian provision. The applicant contends that the NRDG has been applied incorrectly, with the maximum permissible standards applied without reference to the material factors included within the submitted Transport Statement. It is recognised that the shared nature of the car parking provision on site may afford overspill or indeed shared destinations. Pedestrian provision within the site is considered appropriate, given the relatively slow manoeuvring speeds of vehicles. Vehicle activity from the site will be controlled by an improved junction arrangement and Microprocessor Optimised Vehicle Activation (MOVA) system. It is considered that the proposed parking and pedestrian provision is acceptable especially given the adjoining retail development and established provision at Stenhousemuir Town Centre.
- 7b.7 Falkirk Council's Transport Planning Unit raised no new matters which have not been addressed by the applicant.
- 7b.8 Falkirk Council's Environmental Protection Unit will monitor any relevant activities with regard to potential for nuisance, should such matters arise.

## ***Representations Received***

- 7b.9 In response to the matters raised, the applicant has responded as follows:-
- Planning permission in principle was for a family restaurant/pub. The current application satisfies outstanding conditions but also addresses concerns raised by reducing the size and restricting the service offered by the restaurant;
  - The proposed tenant would operate the outlet as a "Tim Hortons" providing both sit in and drive thru service;
  - "Tim Hortons" are the world's third largest coffee retailer and are seeking to expand into the UK market and, subject to the timing of any planning permission would be the first of their drive thru facilities in the UK;
  - It is anticipated that it would employ 15 members of staff at peak times;
  - The restaurant would result in a further £2.5m being invested in Stenhousemuir Town Centre;
  - Tim Horton Coffee shop would provide a welcome addition to range of facilities available in Stenhousemuir and further consolidate the Town Centre at a time where many businesses are struggling;
  - Construction is underway on the adjoining retail unit and an early determination would allow continuity of build operations and simultaneous opening of both operations;
  - Several concerns raised by interested parties at time of approval of the planning permission in principle have been further addressed in the current application as follows:-

<b>Concerns</b>	<b>Addressed at Planning Permission in Principle:</b>	<b>Further Addressed at Matters Specified in Conditions</b>
Nuisance generated by Operation of Family Pub/ Restaurant	Issue to be monitored for Licensing Board	Removal of alcohol and entertainment elements by choosing coffee shop
Odour emissions	Condition to control odour emission	Operator does not generate odour by nature of business
Noise emission	Condition to control noise emission	Operator does not require ventilation equipment, and do not require entertainment licence
Inadequate Parking	Complementary nature of parking provision is adequate and it is inappropriate to apply NRDG maximum	Footplate of Restaurant reduced from potential 6,500 sq ft public house to 2,400 sq ft coffee shop thereby further reducing requirement
Impact on roads network	Applicant agreed to junction MOVA despite demonstrating not required	Operator chose site to capture passing trade, it is not a 'destination' type operation therefore increase in traffic minimal and on similar terms as to levels ascertained at planning permission in principle
Delivery vehicles utilising Tryst Road	Vehicle tracking drawing submitted proving physically impossible for vehicle to turn right from Gladstone Road	Traffic Management Plan/ Servicing Plan submitted and agreed by Falkirk Council

7b.10 Falkirk Council's response to the matters raised are:-

- New traffic light provision is to be installed, based on information submitted through survey and analysis. In addition, sums of money are available to adapt the new provision should unforeseen conditions arise (£20,000 held for 1 year from the retail store opening and a potential £20,000 held for 1 year from the restaurant opening);
- The land use is considered appropriate and has been established by the granting of planning permission in principle;
- No additional parking measures on roadways adjoining the site are envisaged or required as a consequence of the proposals;
- The Traffic Assessment has been reviewed by Falkirk Council's Transport Planning Unit and considered to be acceptable;

- The traffic generated from the site is managed through the single access point at the new lights/crossing on King Street/Kirk Avenue. This access arrangement is considered appropriate. The proposal has been considered in the context of the wider road network and is not considered there would be significant or unacceptable impacts. It is not considered that there would be impacts requiring works outwith the application site;
- The introduced access point at King Street/Kirk Avenue would be pedestrian controlled;
- Healthy eating choices are not a material planning consideration;
- The operation is not proposed to be 24 hours. The hours of opening are proposed to be 7am-11pm;
- The impact of the development on individual businesses is not a material planning consideration and the proposed area would complement the role of Stenhousemuir shopping centre as a district centre.
- Behaviour of visiting members of the public is not within the control of the Planning Authority;
- No evidence has been submitted that deliveries would not be via Gladstone Road;
- Vehicles leaving Gladstone Road would be encouraged to turn left by kerb design; a vehicular tracking drawing submitted by the applicant demonstrates it is not possible for delivery vehicles to turn right from Gladstone Road.
- Litter is not a material planning consideration;
- Any noise nuisance could be investigated by the Environmental Protection Unit.

### ***Change in Description Development***

- 7b.11 Planning permission in principle was granted for a restaurant/public house on the site. The public house has not been proposed in this application. A restaurant with 'drive thru' element is not considered to represent a material change in operational activities. Any potential changes in impact, including traffic movements and parking are considered to be acceptable.

### **7c Conclusion**

- 7c.1 This application for approval of Matters Specified in Conditions sufficiently addresses the planning conditions attached to the Planning Permission in Principle P/16/0114/PPP.
- 7c.2 The detailed elements of the proposal include a change in operational activity with the public house not being proposed.

- 7c.3 The design and layout of the proposal is representative of similar retail park arrangements, with shared parking provision with the adjoining retail development. The proposed parking provision does not meet maximum standards. Mitigation in relation to the number of spaces has been submitted by the applicant, and is considered to be acceptable.
- 7c.4 The applicant has agreed to provide an improved vehicular access to the site, incorporating modern technology (MOVA system) to control traffic flow. Financial provision of £20,000 is in place prior to the retail store opening and a further £20,000 in place prior to the restaurant opening to address any variations in control required as a consequence of development either singly or cumulatively.
- 7c.5 The principle of the site as being suitable for a restaurant has been established and it is the detailed elements that are subject of an application for approval.
- 7c.6 It is considered that the proposal is acceptable and sufficient safeguards (planning conditions and financial provisions) are present to ensure that development progresses as intended by the applicant, safeguarding adjoining residents from unacceptable nuisance through traffic, noise or odours.

## **8. RECOMMENDATION**

- 8.1 It is therefore recommended that Committee approve the application for Matters Specified in Conditions with the following condition(s):-**
- (1) The development hereby approved shall be implemented in accordance with the plan(s) itemised in the informative below and forming part of this permission unless a variation is required by a condition of the permission or a non-material variation has been agreed in writing by Falkirk Council as Planning Authority.**
  - (2) For the avoidance of doubt, the proposal shall accord with the Traffic Management and Service Arrangement Plan hereby submitted and approved.**
  - (3) Any plant or equipment associated with the completed development should be sited and operated in such a manner as to prevent any noise nuisance occurring at nearby dwellings.**
  - (4) Noise associated with the completed development shall not give rise to a noise level, assessed with the windows open, within any dwelling or noise sensitive buildings in excess of the equivalent to Noise Rating Curve (N.R.C.) 35 between 07.00 hours and 22.00 hours and N.R.C. 25 at all other times.**

**Reason(s):-**

- (1) As these drawings and details constitute the approved development.**
- (2) To safeguard the interests of the users of the highway.**

**Informative(s):-**

- (1) For the avoidance of doubt, the plan(s) to which this decision refer(s) bear our online reference number(s) 1B, 2, 3, 4, 5, 6B and 7.**
- (2) The applicant should consult with Development Services Roads Unit to obtain Roads Construction Consent before any potentially adoptable road or addition to an existing road is constructed.**
- (3) In accordance with section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended), this permission lapses on the expiration of a period of 3 years beginning with the date on which this permission is granted unless the development to which this permission relates is begun before that expiration.**
- (4) It is recommended that the applicant should consult with the Development Services Environmental Protection Unit concerning this proposal in respect of noise and odour legislation which may affect this development.**

**Email – [envhealth@falkirk.gov.uk](mailto:envhealth@falkirk.gov.uk)**

.....  
**Director of Development Services**

**Date: 4 September 2017**

## **LIST OF BACKGROUND PAPERS**

1. Falkirk Council Local Development Plan.
2. P/16/0114/PPP - Erection of Restaurant / Public House, Associated Infrastructure Including Roads, Car Parking and Amenity Spaces, Pedestrian Access and Landscaping
3. Support received from Mr Craig Walton, 19 Albert Road, Falkirk, FK1 5LS received on 18 July 2017.
4. Objection received from Mrs Louise McFarlane, 555 Main Street, Stenhousemuir, FK5 4QB received on 16 June 2017.
5. Objection received from Miss Emma Sharp, 28 Bruce Drive, Stenhousemuir, FK5 4DD received on 22 June 2017.
6. Support received from Ryan Jones, Ryanwjones1982@gmail.com received on 20 June 2017.
7. Objection received from Mr Gordon Pirritt, Tryst Road, Stenhousemuir, FK5 4QJ received on 29 June 2017.
8. Objection received from Mr David Love, 13, Rae Street, Stenhousemuir, FK5 4QP received on 6 June 2017.
9. Objection received from Mr Jim Sannachan, 70 Tryst Road, Stenhousemuir, Larbert, FK5 4QH received on 21 June 2017.
10. Objection received from Ms Morag Currie, 108 Tryst Road, Stenhousemuir, Larbert, FK5 4QJ received on 21 June 2017.
11. Support received from Mr Peter Graham, 98 Crown Crescent, Larbert, FK5 4XN received on 15 June 2017.
12. Objection received from Mr Tom Curry, 12 Dow Place, Stenhousemuir, FK5 4WG received on 11 June 2017.
13. Support received from Mr Duncan Stevenson-Price, 11 Cambridge Crescent, Falkirk, FK2 8SL received on 12 June 2017.
14. Objection received from Miss Beverley Wayne, 19 Marion Wilson View, Larbert, FK5 4TP received on 11 June 2017.
15. Objection received from Mr C Whitehead, Hcwhitehead@msn.com received on 21 June 2017.
16. Objection received from Julie Kennedy, Tryjules@blueyonder.co.uk received on 27 June 2017.
17. Objection received from Mrs Joan Sannachan, 70 Tryst Road, Stenhousemuir, Larbert, FK5 4QH received on 19 June 2017.
18. Support received from Mrs Lynne Harrison, 9 Aitken Crescent, Stirling, FK7 0JX received on 20 June 2017.
19. Objection received from Ms Lynda Irvine, 18, Waterside Place, Glasgow, G5 0QD received on 26 June 2017.
20. Objection received from Brenda Blair, 66 Tryst Road, Stenhousemuir, Larbert, FK5 4QH received on 14 June 2017.
21. Objection received from Mr James Wallace, 29 Tryst Road, Stenhousemuir, Larbert, FK5 4QH received on 14 June 2017.
22. Objection received from Mrs Louise McFarlane, 555 Main Street, Stenhousemuir, Larbert, FK5 4QB received on 16 June 2017.
23. Objection received from Mr Gerrard Boyle, 129 Tryst Road, Stenhousemuir, FK5 4QJ received on 12 June 2017.
24. Representation received from Mr David Love, David.love1947@me.com received on 19 June 2017.
25. Objection received from Mr Paul Serafini, Serafini@btinternet.com received on 19 June 2017.

26. Representation received from Mr Mark Johnstone, Mark.Johnstone@franklintempleton.co.uk received on 19 June 2017.
27. Objection received from Mrs Claire Benson, 79 Burnhead Road, Larbert, FK5 4JN received on 12 June 2017.
28. Objection received from James Wallace, 29 Tryst Road, Stenhousemuir, Larbert, FK5 4QH received on 20 June 2017.
29. Objection received from Mr Douglas J McKenzie, 86 Tryst Road, Stenhousemuir, Larbert, FK5 4QJ received on 16 June 2017.
30. Objection received from Mr James Robertson, 1 Garthill Lane, Falkirk, FK1 5SX received on 15 June 2017.
31. Objection received from Mr Nabeed Ramzan, Burnhead Road, Larbert, FK5 4AZ received on 16 June 2017.
32. Objection received from Joan Sannachan, Joasan@hotmail.co.uk received on 22 June 2017.
33. Objection received from David Love, 13 Rae Street, Stenhousemuir, Larbert, FK5 4QP received on 13 July 2017.
34. Objection received from Mr Graham Fisher, 20 Tipperary Place, Falkirk, FK5 4SX received on 11 June 2017.
35. Objection received from Mrs Alison Kirkland, Druan, Slamannan, FK1 3EN received on 12 June 2017.
36. Objection received from Colin Kennedy, Trydods@blueyonder.co.uk received on 27 June 2017.
37. Objection received from Mr Scott Edmond, Scott.Edmond@Lloydsbanking.com received on 16 June 2017.
38. Support received from Mr Alex Stevenson-Price, 11 Cambridge Crescent, Larbert, FK2 8SL received on 23 June 2017.
39. Objection received from Mr Roy Easton, Royeaston1@gmail.com received on 22 June 2017.
40. Objection received from Mr Barry Moore, 141, Tryst Road, Stenhousemuir, Falkirk, FK5 4QJ received on 19 June 2017.
41. Representation received from Brian & Joyce Goldie, 7 Andrew Crescent, Stenhousemuir, FK5 4JF received on 20 June 2017.
42. Objection received from Mr Ian Donaldson, 68 Tryst Road, Stenhousemuir, FK5 4QH received on 20 June 2017.
43. Support received from Ms Lisa Stafford, 56 Arns Grove, Alloa, FK10 2EE received on 7 July 2017.
44. Objection received from Mr Edward Carroll, 76 Tryst Road, Stenhousemuir, Larbert, FK5 4QJ received on 3 July 2017.
45. Objection received from Kim Grant, 54 Tryst Road, Stenhousemuir, Larbert, FK5 4QH received on 3 July 2017.
46. Objection received from Tryst Road Action Group, Mr McKenzie, Tryst Road, Stenhousemuir received on 14 June 2017.
47. Support received from Mr William Patterson, 25 Redpath Drive, Falkirk, FK2 8QL received on 13 June 2017.
48. Objection received from Mr Chris Wallace, 29 Tryst Road, Stenhousemuir, Larbert, FK54 QH received on 21 June 2017.
49. Support received from Mr Euan Cameron, Torlene, Glen Road, Torwood, FK5 4SN received on 13 July 2017.
50. Objection received from Yvonne Weir, c/o 92 Stirling Road, Larbert, FK5 4NF received on 20 July 2017.

51. Objection received from Miss Michelle Graham, 18 Rae Street, Stenhousemuir, FK5 4QW received on 11 June 2017.
52. Objection received from Mr Michael Maciocia, 7 Stance Place, Larbert, FK5 4FA received on 12 June 2017.
53. Support received from Mrs Morag Patterson, 25 Redpath Drive, Falkirk, FK2 8QL received on 13 June 2017.

Any person wishing to inspect the background papers listed above should telephone Falkirk 01324 504815 and ask for John Milne, Senior Planning Officer.

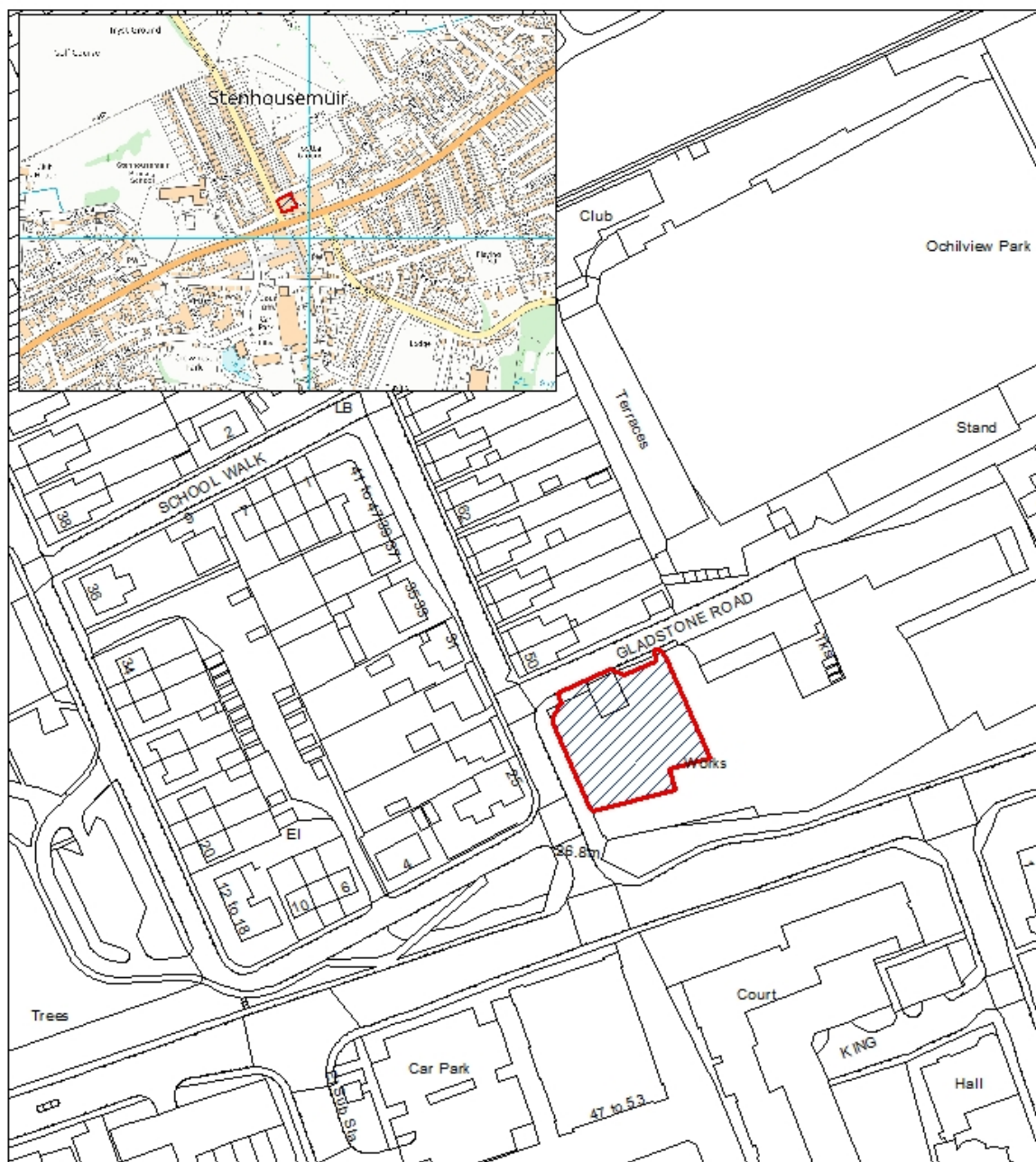


# Planning Committee

## Planning Application Location Plan

**P/17/0319/MSC**

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



Reproduced by permission of Ordnance Survey on behalf of HMSO.  
© Crown copyright and database right 2017. All rights reserved.  
Ordnance Survey Licence number 100023384