

List of Enclosures for Item 5

List of List of Enclosures – Agenda Item 5

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- **Policy D03 - Urban Design**
- **Policy GN04 - Trees, Woodland and Hedgerows**

ANDREW BENNIE PLANNING LIMITED

Development Manager
Development Services
Falkirk Council
Abbotsford House
David's Loan
FALKIRK
FK2 7YZ



27th October 2015

Dear Sir

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
REQUEST FOR REVIEW INDER SECTION 43A
IN RESPECT OF THE REFUSAL OF PLANNING PERMISSION
APPLICATION REF: P/14/0428/FUL
WESTQUARTER WORKERS WELFARE, WESTQUARTER AVENUE, WESTQUARTER**

I refer to the above and on behalf of my client, Mr. M Agnew, I submit for your attention and action, a formal request to Review the decision of the Council's Appointed Person to refuse planning permission pursuant to my client's planning application, as referenced above.

In this regard, I attach hereto, a completed copy of the Notice of Review Form and a list of those documents to which reference will be made during the course of this Review.

I also attach a copy of my Statement in Support of this Review, included with which are copies of all of those documents listed.

I trust that this is sufficient to enable you to progress this Review and I look forward to hearing from you further on this matter in due course.

Should you require too discuss matters further at this stage, please do not hesitate to contact me.

Yours Faithfullv

ANDREW BENNIE
Director

NOTICE OF REVIEW

Under Section 43A(8) Of the Town and Country Planning (SCOTLAND) ACT 1997 (As amended) In Respect of Decisions on Local Developments

The Town and Country Planning (Schemes of Delegation and Local Review Procedure) (SCOTLAND) Regulations 2013

The Town and Country Planning (Appeals) (SCOTLAND) Regulations 2013

IMPORTANT: Please read and follow the guidance notes provided when completing this form. Failure to supply all the relevant information could invalidate your notice of review.

PLEASE NOTE IT IS FASTER AND SIMPLER TO SUBMIT PLANNING APPLICATIONS ELECTRONICALLY VIA <https://eplanning.scotland.gov.uk>

1. Applicant's Details		2. Agent's Details (if any)	
Title	<input type="text" value="Mr"/>	Ref No.	<input type="text"/>
Forename	<input type="text" value="Mark"/>	Forename	<input type="text" value="Andrew"/>
Surname	<input type="text" value="Agnew"/>	Surname	<input type="text" value="Bennie"/>
Company Name	<input type="text"/>	Company Name	<input type="text" value="Andrew Bennie Planning Ltd"/>
Building No./Name	<input type="text" value="c/o Agent"/>	Building No./Name	<input type="text"/>
Address Line 1	<input type="text"/>	Address Line 1	<input type="text" value="3 Abbots Court"/>
Address Line 2	<input type="text"/>	Address Line 2	<input type="text"/>
Town/City	<input type="text"/>	Town/City	<input type="text" value="Dullatur"/>
Postcode	<input type="text"/>	Postcode	<input type="text" value="G68 0AP"/>
Telephone	<input type="text"/>	Telephone	<input type="text"/>
Mobile	<input type="text"/>	Mobile	<input type="text"/>
Fax	<input type="text"/>	Fax	<input type="text"/>
Email	<input type="text"/>	Email	<input type="text" value="andrew@andrewbennieplanning.com"/>
3. Application Details			
Planning authority		<input type="text" value="Falkirk Council"/>	
Planning authority's application reference number		<input type="text" value="P/14/0428/FUL"/>	
Site address			
<input type="text" value="Westquarter Workers Welfare, Westquarter Avenue, Westquarter, FK2 9RQ"/>			
Description of proposed development			
<input type="text" value="Demolition of Existing Clubhouse Building and Erection of 14 No. Residential Units with Associated Parking, Landscaping and Infrastructure."/>			

Date of application	31st July 2014	Date of decision (if any)	12th October 2015
<p><u>Note.</u> This notice must be served on the planning authority within three months of the date of decision notice or from the date of expiry of the period allowed for determining the application.</p>			
4. Nature of Application			
Application for planning permission (including householder application)			<input checked="" type="checkbox"/>
Application for planning permission in principle			<input type="checkbox"/>
Further application (including development that has not yet commenced and where a time limit has been imposed; renewal of planning permission and/or modification, variation or removal of a planning condition)			<input type="checkbox"/>
Application for approval of matters specified in conditions			<input type="checkbox"/>
5. Reasons for seeking review			
Refusal of application by appointed officer			<input checked="" type="checkbox"/>
Failure by appointed officer to determine the application within the period allowed for determination of the application			<input type="checkbox"/>
Conditions imposed on consent by appointed officer			<input type="checkbox"/>
6. Review procedure			
<p>The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.</p> <p>Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may tick more than one box if you wish the review to be conducted by a combination of procedures.</p>			
Further written submissions			<input checked="" type="checkbox"/>
One or more hearing sessions			<input checked="" type="checkbox"/>
Site inspection			<input checked="" type="checkbox"/>
Assessment of review documents only, with no further procedure			<input type="checkbox"/>
<p>If you have marked either of the first 2 options, please explain here which of the matters (as set out in your statement below) you believe ought to be subject of that procedure, and why you consider further submissions or a hearing necessary.</p> <div style="border: 1px solid black; height: 40px; margin-top: 10px; padding: 5px;"> Please refer to Review Statement </div>			
7. Site inspection			
In the event that the Local Review Body decides to inspect the review site, in your opinion:			
Can the site be viewed entirely from public land?			<input checked="" type="checkbox"/>
Is it possible for the site to be accessed safely, and without barriers to entry?			<input checked="" type="checkbox"/>

If there are reasons why you think the Local Review Body would be unable to undertake an unaccompanied site inspection, please explain here:

8. Statement

You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. Note: you may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

If the Local Review Body issues a notice requesting further information from any other person or body, you will have a period of 14 days in which to comment on any additional matter which has been raised by that person or body.

State here the reasons for your notice of review and all matters you wish to raise. If necessary, this can be continued or provided in full in a separate document. You may also submit additional documentation with this form.

Please refer to Review Statement

Have you raised any matters which were not before the appointed officer at the time your application was determined? Yes ☐ No ☒

If yes, please explain below a) why your are raising new material b) why it was not raised with the appointed officer before your application was determined and c) why you believe it should now be considered with your review.

9. List of Documents and Evidence

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review

Please refer to Schedule of Documents

Note. The planning authority will make a copy of the notice of review, the review documents and any notice of the procedure of the review available for inspection at an office of the planning authority until such time as the review is determined. It may also be available on the planning authority website.

10. Checklist

Please mark the appropriate boxes to confirm that you have provided all supporting documents and evidence relevant to your review:

Full completion of all parts of this form ☒

Statement of your reasons for requesting a review ☒

All documents, materials and evidence which you intend to rely on (e.g. plans and drawings or other documents) which are now the subject of this review. ☒

Note. Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice from that earlier consent.

DECLARATION

I, the applicant/agent hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents. I hereby confirm that the information given in this form is true and accurate to the best of my knowledge.

Signature: Name: Date:

Any personal data that you have been asked to provide on this form will be held and processed in accordance with the requirements of the 1998 Data Protection Act.

STATEMENT IN SUPPORT OF
LOCAL REVIEW
RELATIVE TO THE REFUSAL OF
PLANNING APPLICATION REFERENCE
P/14/0428/FUL

3 Abbotts Court
Dullatur
G68 0AP

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October 2015

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Appendix 2: Schedule of Documents

Appendix 3: Review Documents

1.0 INTRODUCTION

- 1.1 This Statement has been prepared by Andrew Bennie Planning Limited on behalf of Mr. M Agnew in support of his request that the Planning Authority, under the provisions of Section 43A(8) of the Town and Country Planning (Scotland) Act 1997 review the decision of the Appointed Person to refuse planning permission in respect of planning application reference P/14/0428/FUL
- 1.2 This Statement should be read in conjunction with the matters set out within the completed Notice of Review Form, a copy of which is included at Appendix 1 of this Statement.

2.0 PROPOSALS SUBJECT TO REVIEW

- 2.1 Under the terms of planning application reference P/14/0428/FUL, full permission was sought for the erection of 14 residential units with associated parking and landscaping on that land which comprises the application site.
- 2.2 The application site, which extends to some 0.2119Ha in area, comprises a roughly square area of land lying to the west side of Westquarter Avenue, Westquarter.
- 2.3 The site is bounded to the south by a row of existing houses which lie on the south side of Garden Terrace, to the north by a number of existing blocks of houses which lie to the south of Yew Terrace/north of Cedar Crescent and to the west by an extensive area of woodland, known as Westquarter Glen, which extends northwards from the B805 Redding Road to the A803 Polmont Road, which lies at some distance to the north of the site.
- 2.4 The site is generally flat and features an area of existing landscaping along its eastern boundary. The existing clubhouse building, which stands a single storey in height and features a mixture of flat roofed extensions to the north, south and west sides of the original building, occupies the central/western sections of the site, with an area of car parking lying to the east side of the site.
- 2.5 Further existing housing is located to the east of the site, on the east side of Westquarter Avenue.
- 2.6 The proposed development involves the demolition of the of the existing club house building and the removal of a number of trees along the sites eastern boundary, with the site thereafter being redeveloped to provide for a total of 14 residential units, comprising three two storey blocks, one being positioned parallel to the sites southern boundary, one being positioned parallel to the sites western boundary, with the final block being sited in the north east corner of the site, parallel to Westquarter Avenue.
- 2.7 The proposed units each feature two bedrooms with associated living/kitchen accommodation.
- 2.8 Six of the proposed units provide accommodation over two levels, with the remaining eight units comprising flatted units. The six "houses" would each be provided with an area of private garden ground, with the eight "flats" being provided with areas of communal open space.

- 2.9 The development would be provided with a number of off-street parking spaces, located along the sites northern and southern boundaries and would feature an area of new landscaping along the sites eastern boundary.
- 2.10 Externally, each of the blocks would be finished in a variety of light coloured renders, with the roof being clad in grey interlocking roof tiles.

3.0 REASONS FOR REQUESTING THE REVIEW

- 3.1 On the basis of the Grounds of Review, which are set out within Section 5.0 of this Statement, it is submitted that the Appointed Person has failed to demonstrate that a Section 75 Planning Obligation is required in respect of this proposed development and furthermore that a Section 75 Planning Obligation in the terms requested by the Appointed Person would have the effect of rendering the proposed development commercially unviable.
- 3.2 This Review is promoted against the background of the fact that the Appointed Person has found that in all other respects, the form of development proposed under this application submission is wholly acceptable.
- 3.3 Consequently, this Review is put forward on the basis of the unreasonable and unjustifiable request that a Section 75 Planning Obligation be entered into.

4.0 REVIEW PROCEDURE

- 4.1 In addition to consideration of those matters which are set out within the Notice of Review Form and this Statement, it is requested that the Review also be the subject of a Hearing Session before the Local Review Body, and further, that the Local Review Body also carry out an inspection of the application site.
- 4.2 Given the nature of the grounds upon which this Review is being promoted, it is considered that the presentation of oral evidence as part of a Hearing Session represents the best means of allowing the Local Review Body to gain a full and proper understanding of the basis upon which it is submitted that a Section 75 Planning Obligation is not required or justifiable in this instance.

5.0 GROUNDS OF REVIEW

- 5.1 The application, which forms the basis of this Review was, by notice dated 12th October 2015 refused planning permission for the following reason.

"1. Failure by the applicant to enter into an appropriate legal agreement to secure developer contributions towards Education and Open Space provision fails to address education capacity issues likely to arise as a result of this development and would result in a deficiency in open space provision needed to serve the development to the detriment of the residential amenity of the area. The proposal fails to accord with the terms of policies INF05 – Education and New Housing Development, INF04 – Open Space and new Housing Development and INF02 – Developer Contributions to Community Infrastructure of the Falkirk Local Development Plan and both Supplementary Guidance SG10 – Education and New Housing Development and SG13 – Open Space and New Development."

- 5.2 The Report of Handling (see Document 2) relative to this application, at Section 7. Conclusion, makes clear that the Appointed Person considers the application proposals to represent an acceptable form of development, when assessed against the relevant provisions of the development plan and taking into account also all relevant material considerations and that accordingly, the decision to refuse the application is based solely upon the fact that the requested legal agreement has not been entered into.
- 5.3 In light of this, this Statement addresses only those considerations, which relate to the request that the applicant enter into a legal agreement to secure contributions towards educational and open space provision.
- 5.4 The Scottish Governments guidance on the use of Section 75 Planning Obligations is set out within Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Paragraph 2 of the Circular advises that:

"Planning Authorities should promote obligations in strict compliance with the test set out in this circular."

5.5 Paragraph 14 of the circular advises that:

"Planning obligations made under section 75 of the Town and Country Planning (Scotland) Act 1997 (as amended) should only be sought where they meet all of the following tests:

- Necessary to make the proposed development acceptable in planning terms (paragraph 15)***
- Serve a planning purpose (paragraph 16) and, where it is possible to identify infrastructure provision in advance, should be related to development plans***
- Relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area (paragraphs 17-18)***
- Fairly and reasonably relate in scale and kind to the proposed development (paragraphs 20-23)***
- Be reasonable in all other respects (paragraphs 24-25)"***

5.6 The planning obligation that has been requested in relation to the application proposals, which form the basis of this Review seeks developer contributions in respect of two different matters, first of all contributions towards the provision of additional educational capacity and secondly, contributions towards additional open space provision.

5.7 The appropriateness/reasonableness of each of these aspects of the requested planning obligation are considered in the following paragraphs.

Education

5.8 Within Section 3, Consultations, of the Report of Handling (see Document 2), it is advised, amongst other things that: *"Education Services request that, if this application is approved, it is on the condition that a pro-rata contribution of £2,100 per house (total £29,400) is made towards capacity related investment expected to be required at Graeme High School."*

5.9 It is clear from this request on the part of Education Services that the suggested contribution is not necessary to address any actual existing capacity constraint, rather, it is requested on the basis of an expectation that at some undefined point in the future, further investment to increase the capacity of Graeme High School may be required.

- 5.10 In relation to the recent Review of the refusal of planning application reference P/14/0274/FUL, the Council's Director of Education submitted evidence, which amongst other things, provided details of the school roll projections relative to Graeme High School (see Document 4).
- 5.11 These school roll projections clearly indicate that for the current school year, 2015/16, the school roll for Graeme High School sits at 1067, which represents an occupancy level of 73%.
- 5.12 For the school year 2016/17, which represents the period within which the proposed development of the application site would be fully built out, the school roll is projected to increase to 1130, which represents an occupancy level of 77%.
- 5.13 Without passing any comment upon the deliverability of the level of new housing within the school catchment area that would be required to lift the school roll by 63 pupils in the period from 2015/16 – 2016/17, which would need some 450 new houses both built and occupied during this period, it is clear that the capacity of Graeme High School will fall well within its design capacity of 1,462 during the period leading up to the completion and occupation of the proposed development of the application site.
- 5.14 For the sake of completeness, it should be noted that based upon the Council's pupil yield ratio of 0.14, the proposed development will generate 2 additional pupils.
- 5.15 Consequently, it is considered that there is no need for any additional capacity to be created within Graeme High School in order to safely accommodate the expected pupil output from this proposed development.
- 5.16 This same argument was led in relation to the Review of planning application reference P/14/0274/FUL, and was accepted by the Review Body in their decision to uphold the Review and grant planning permission for the development in question.
- 5.17 When consideration is given to the tests set out within Circular 3/2013, it is submitted that this aspect of the requested developer contribution cannot be reasonably justified against the tests of **Necessity**, given that no additional capacity requires to be created within the school to accommodate the pupil output from the proposed development, **Scale and Kind**, given that the contribution does not relate to infrastructure provision which would not have been necessary but for the proposed development, and **Reasonableness**, given that the contribution is not required in connection with the cost of providing necessary

facilities required as a consequence of or in connection with the development in the near future.

- 5.18 Given the matters set out above, it is respectfully submitted that this aspect of the requested developer contribution relating to this proposed development cannot be reasonably justified against the requirements of Circular 3/2012.

Open Space

- 5.19 In the first instance, it is submitted that through the provision of both private garden ground and communal open space, the application proposals make suitable on site provision for the needs of the future residents of the development.

- 5.20 Within the terms of the stated reason for the refusal of this application, it is advised that the deficiency in the open space provision needed to serve the development would be to the detriment of the residential amenity of the area.

- 5.21 In addressing this issue, it is submitted first of all that when compared with the existing situation, the proposed development will result in a net increase in the level of soft landscaping/usable open space that presently exists on the site and to this end, it is considered that rather than compromising the residential amenity of the area, the proposed development will positively contribute towards improving the general amenity of its immediate surroundings, this being especially so in light of the high quality nature of the proposed built form when compared with the poor quality and condition of the existing building on the site.

- 5.22 It is not therefore accepted that the nature of the proposed development and in particular the level of open space that will be created as an integral part thereof will have any adverse impact upon the residential amenity of the area which surrounds the site.

- 5.23 The issue of whether the proposed development requires to make any contribution towards the provision/improvement of off site open space must also take into account that fact that the site lies immediately adjacent to a significant area of existing public open space, Westquarter Glen, which lies to the west of the site, with further extensive areas of public open space lying to the east of the site, which can be safely and conveniently accessed via existing footpaths which lie directly opposite the site, on the east side of Westquarter Avenue.

- 5.24 It is submitted that the existence of these significant areas of open space have the effect of more than offsetting the implications of any minor deficiencies in the level of on site open space that the proposed development would provide for and consequently, negate the need to make any contribution towards the provision or enhancement of off site open space.
- 5.25 Taking into account the matters set out above, it is considered that the requirement to make any contribution towards the provision/enhancement of off site open fails to comply with the test of **Reasonableness** set down within Circular 3/2012 insofar as the need for this contribution cannot be linked to any requirement to mitigate the loss of, or the impact upon, any amenity or resource present on the site prior to the development.
- 5.26 **For the reasons set out above at paragraphs 5.8-5.25, it is respectfully submitted that with regards to both aspects of the requested Section 75 Planning Obligation, the need for the same cannot be fairly or reasonably justified when assessed against the policy tests which are set out within Circular 3/2012: Planning Obligations and Good Neighbour Agreements.**
- 5.27 **Consequently, it is our position first of all that as the proposed development gives rise to no issues in terms of educational capacity within Graeme High School and secondly, as the proposed development gives rise to adverse impacts upon the amenity of the surrounding area and as the on site open space that forms part of the proposed development is sufficient to meet the needs of future residents, there is no basis upon which contributions towards the off site provision/enhancement of open space can be reasonably justified as being required to protect the residential amenity of the area, as is stated within the reason for the refusal of the application.**
- 5.28 Aside from the matters set out above, we would also submit that the extent of the requested developer contributions is such that they would have the effect of rendering the proposed development economically unviable.
- 5.29 This particular consideration was the subject of discussions and correspondence with the Council during the course of their consideration of the application. Details of these discussions are provided within Document 5 and it is with some regret that we note that the decision to refuse this application was taken before, in our view, these discussions had been concluded.

5.30 It is therefore our respectful submission that planning permission in relation to planning application P/14/0428/FUL can be granted without the need to enter into any Section 75 Planning Obligation.

6.0 SUMMARY

- 6.1 It is my respectful submission that the for the reasons set out within Section 5.0 of this Statement, the Appointed Person has failed to demonstrate that a Section 75 Planning Obligation, addressing contributions towards increasing capacity at Graeme High School and providing/enhancing off site open space can be reasonably justified and that the need for such an Agreement to be entered into cannot be justified against the policy tests which are set down within Circular 3/2012: Planning Obligations and Good Neighbour Agreements.
- 6.2 **Taking into account all of those matters set out above, I would respectfully request that the Local Review Body uphold this Review and in so doing, grant planning permission pursuant to planning application reference P/14/0428/FUL without the need for the applicant to enter into any Section 75 Planning Obligation.**

PLANNING APPLICATION REFERENCE P/14/0428/FUL
 SCHEDULE OF DOCUMENTS IN SUPPORT OF
 REVIEW OF REFUSAL OF PLANNING PERMISSION

- 1.1 Application Forms and Associated Certificates
- 1.2 Site Plan
- 1.3 Design Statement
- 1.4 Review of Proposed Design
- 1.5 Historical and Contextual Background
- 1.6 Drainage Levels and Layout
- 1.7 SWS Calculations (Extract only)
- 1.8 Texture Colour Chart
- 1.9 Location Plan and Topographical Survey
- 1.10 Proposed Site Plan
- 1.11 Block 1 Ground Floor Plan
- 1.12 Block 1 1st Floor Plan
- 1.13 Block 1 East and West Elevations
- 1.14 Block 1 North and South Elevations
- 1.15 Block 2 Ground Floor and 1st Floor Plans
- 1.16 Block 2 Elevations
- 1.17 Block 3 Ground Floor Plans
- 1.18 Block 3 1st Floor Plans
- 1.19 Block 3 North and South Elevations
- 1.20 Block 3 East and West Elevations
- 1.21 Site Sections aa and bb
- 1.22 Site Section cc
- 1.23 Proposed Roof Plan
- 1.24 Designing Streets Toolkit Plan
- 1.25 Rendered Perspective, view a
- 1.26 Rendered Perspective, view b
- 1.27 Swept Path Analysis
- 1.28 Tree Survey
- 1.29 Site Investigation Report (Executive Summary only)
- 2. Report of Handling
- 3. Decision Notice
- 4. Education Services Evidence to Review of Application P/14/0274/FUL
- 5. Correspondence Relating to Development Viability

1.1
P/14/0428/Fuk

APPLICATION FOR PLANNING PERMISSION

Town and Country Planning (Scotland) Act 1997
The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please refer to the accompanying Guidance Notes when completing this application
PLEASE NOTE IT IS FASTER AND SIMPLER TO SUBMIT PLANNING APPLICATIONS ELECTRONICALLY VIA <https://eplanning.scotland.gov.uk>

1. Applicant's Details		2. Agent's Details (If any)	
Title		Ref No.	
Forename		Forename	
Surname		Surname	
Company Name	Hanover (Scotland) H. A. Ltd	Company Name	The Morrison Partnership
Building No./Name	95	Building No./Name	242
Address Line 1	McDonald Road	Address Line 1	Queensferry Road
Address Line 2		Address Line 2	Blackhall
Town/City	Edinburgh	Town/City	Edinburgh
Postcode	EH7 4NS	Postcode	EH4 2BP
Telephone	0131 557 0598	Telephone	0131 343 3114
Mobile		Mobile	
Fax	0431 557 1280	Fax	
Email	admin@hsha.org.uk	Email	edin@themorrisonpartnership.co.uk
3. Postal Address or Location of Proposed Development (please include postcode)			
Site of Former Clubhouse Garden Terrace/ Cedar Crescent Westquarter Falkirk FK2 9RG			
NB. If you do not have a full site address please identify the location of the site(s) in your accompanying documentation.			
4. Type of Application			
What is the application for? Please select one of the following:			
Planning Permission		<input checked="" type="checkbox"/>	
Planning Permission in Principle		<input type="checkbox"/>	
Further Application*		<input type="checkbox"/>	
Application for Approval of Matters Specified in Conditions*		<input type="checkbox"/>	
Application for Mineral Works**		<input type="checkbox"/>	
NB. A 'further application' may be e.g. development that has not yet commenced and where a time limit has been imposed a renewal of planning permission or a modification, variation or removal of a planning condition.			
*Please provide a reference number of the previous application and date when permission was granted:			
Reference No:		Date:	

****Please note that if you are applying for planning permission for mineral works your planning authority may have a separate form or require additional information.**

5. Description of the Proposal

Please describe the proposal including any change of use:

Demolition of existing clubhouse building and erection of 14no residential units with associated parking, landscaping and infrastructure.

Is this a temporary permission?

Yes ☐ No ☒

If yes, please state how long permission is required for and why:

N/A

Have the works already been started or completed?

Yes ☐ No ☒

If yes, please state date of completion, or if not completed, the start date:

Date started:

Date completed:

If yes, please explain why work has already taken place in advance of making this application

6. Pre-Application Discussion

Have you received any advice from the planning authority in relation to this proposal?

Yes ☒ No ☐

If yes, please provide details about the advice below:

In what format was the advice given?

Meeting ☒ Telephone call ☒ Letter ☐ Email ☒

Have you agreed or are you discussing a Processing Agreement with the planning authority? Yes ☐ No ☒

Please provide a description of the advice you were given and who you received the advice from:

Name: Kevin Brown/ Julie Seidel

Date: 29th May 2014

Ref No.:

Meetings and emails from February to June 2014 to review and comment on design development. The planning officer acknowledged and was sympathetic to the development concept and ethos, yet mindful of the likely response from Roads. Therefore advised us to make a clear case for the concept. Roads officer quoted Dept. of Roads policy and stated this proposal failed to comply despite our detailing compliance with Scot. Gov policy.

7. Site Area

Please state the site area in either hectares or square metres:

Hectares (ha):

Square Metre (sq.m.)

2119

8. Existing Use

Please describe the current or most recent use:

Clubhouse and car parking.

9. Access and Parking

Are you proposing a new altered vehicle access to or from a public road? Yes ☐ No ☒

If yes, please show in your drawings the position of any existing, altered or new access and explain the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any changes to public paths, public rights of way or affecting any public rights of access? Yes ☐ No ☒

If yes, please show on your drawings the position of any affected areas and explain the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application site? approx 18 spaces in car park

How many vehicle parking spaces (garaging and open parking) do you propose on the site? (i.e. the total number of existing spaces plus any new spaces) 14no

Please show on your drawings the position of existing and proposed parking spaces and specify if these are to be allocated for particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, etc.)

10. Water Supply and Drainage Arrangements

Will your proposals require new or altered water supply or drainage arrangements? Yes ☒ No ☐

Are you proposing to connect to the public drainage network (e.g. to an existing sewer?)

Yes, connecting to a public drainage network ☒
No, proposing to make private drainage arrangements ☐
Not applicable – only arrangement for water supply required ☐

What private arrangements are you proposing for the new/altered septic tank?

Discharge to land via soakaway ☐
Discharge to watercourse(s) (including partial soakaway) ☐
Discharge to coastal waters ☐

Please show more details on your plans and supporting information

What private arrangements are you proposing?
Treatment/Additional treatment (relates to package sewer treatment plants, or passive sewage treatment such as a reed bed) ☐
Other private drainage arrangement (such as a chemical toilets or composting toilets) ☐

Please show more details on your plans and supporting information.

Do your proposals make provision for sustainable drainage of surface water? Yes ☒ No ☐

Note:- Please include details of SUDS arrangements on your plans

Are you proposing to connect to the public water supply network?

Yes ☒ No ☐

If no, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site)

11. Assessment of Flood Risk

Is the site within an area of known risk of flooding?

Yes ☐ No ☒

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your planning authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? Yes ☐ No ☒ Don't Know ☐

If yes, briefly describe how the risk of flooding might be increased elsewhere.

12. Trees

Are there any trees on or adjacent to the application site?

Yes ☒ No ☐

If yes, please show on drawings any trees (including known protected trees) and their canopy spread as they relate to the proposed site and indicate if any are to be cut back or felled.

13. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste? (including recycling)

Yes ☒ No ☐

If yes, please provide details and illustrate on plans.

If no, please provide details as to why no provision for refuse/recycling storage is being made:

14. Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats?

Yes ☒ No ☐

If yes how many units do you propose in total?

14no

Please provide full details of the number and types of units on the plan. Additional information may be provided in a supporting statement.

15. For all types of non housing development – new floorspace proposed

Does your proposal alter or create non-residential floorspace?

Yes ☐ No ☐

If yes, please provide details below:

Use type:

If you are extending a building, please provide details of existing gross floorspace (sq.m):

Proposed gross floorspace (sq.m.):

Please provide details of internal floorspace(sq.m)

Net trading space:

Non-trading space:

Total net floorspace:

16. Schedule 3 Development

Does the proposal involve a class of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008?

Yes ☐ No ☒ Don't Know ☐

If yes, your proposal will additionally have to be advertised in a newspaper circulating in your area. Your planning authority will do this on your behalf but may charge a fee. Please contact your planning authority for advice on planning fees.

17. Planning Service Employee/Elected Member Interest

Are you / the applicant / the applicant's spouse or partner, a member of staff within the planning service or an elected member of the planning authority?

Yes ☐ No ☒

Or, are you / the applicant / the applicant's spouse or partner a close relative of a member of staff in the planning service or elected member of the planning authority?

Yes ☐ No ☒

If you have answered yes please provide details:

DECLARATION

I, the applicant/agent certify that this is an application for planning permission. The accompanying plans/drawings and additional information are provided as part of this application. I hereby confirm that the information given in this form is true and accurate to the best of my knowledge.

I, the applicant/agent hereby certify that the attached Land Ownership Certificate has been completed ☒

I, the applicant/agent hereby certify that requisite notice has been given to other land owners and /or agricultural tenants

Yes ☒ No ☐ N/A ☐

Signature:

Name:

The Morrison Partnership

Date:

24th July 2014

Any personal data that you have been asked to provide on this form will be held and processed in accordance with the requirements of the 1998 Data Protection Act.

LAND OWNERSHIP CERTIFICATES

Town and Country Planning (Scotland) Act 1997
Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013

CERTIFICATE A, B, C, D OR CERTIFICATE E MUST BE COMPLETED BY ALL APPLICANTS

CERTIFICATE A

Certificate A is for use where the applicant is the only owner of the land to which the application relates and none of the land is agricultural land.

I hereby certify that -

- (1) No person other than myself was owner of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the application. ☐
- (2) None of the land to which the application relates constitutes or forms part of agricultural land. ☐

Signed:

On behalf of:

Date:

CERTIFICATE B

Certificate B is for use where the applicant is not the owner or sole owner of the land to which the application relates and/or where the land is agricultural land and where all owners/agricultural tenants have been identified.

I hereby certify that -

- (1) The applicant has served notice on every person other than the applicant who, at the beginning of the period of 21 days ending with the date of the application was owner of any part of the land to which the application relates. These persons are: ☒

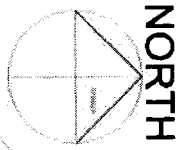
Name	Address	Date of Service of Notice
Mr Mark Agnew	Bengies Main Street Polmont Falkirk FK2 0QP	25th July 2014

- (2) None of the land to which the application relates constitutes or forms part of agricultural land ☒

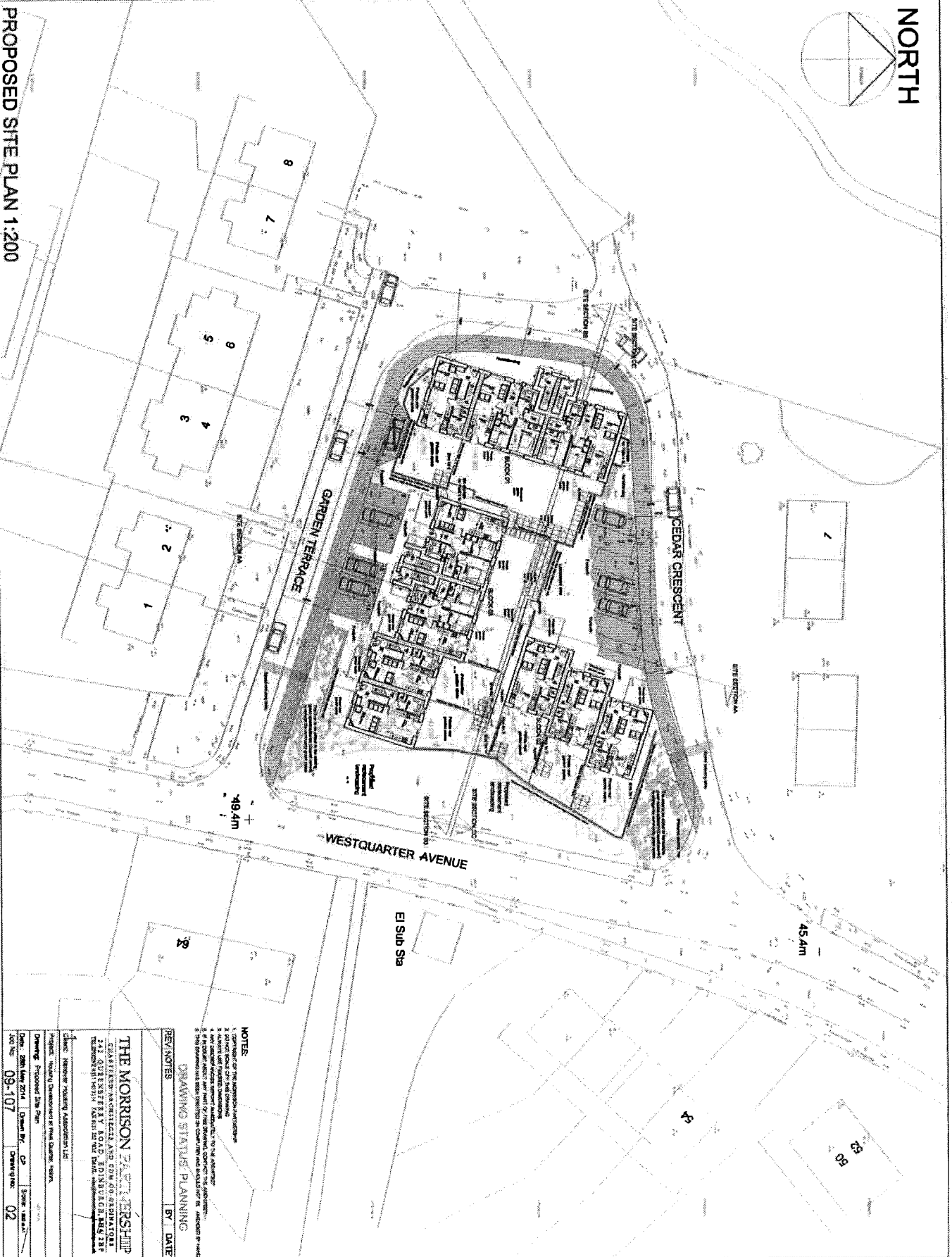
or

- (3) The land or part of the land to which the application relates constitutes or forms part of agricultural land and I have served notice on every person other than myself who, at the beginning of the period of 21 days ending with the date of the application was an agricultural tenant. These persons are: ☐





PROPOSED SITE PLAN 1:200



Presentation : DESIGN STATEMENT FOR THE PROPOSAL.

Project : Rental Housing Development, Westquarter, Falkirk.

Applicant : Hanover Housing Association (Scotland) Ltd.

Date : July 2014

The site will be cleared of the existing derelict nightclub and the majority of the trees – many of which have been damaged, of poor quality or compromised in other ways.

Hanover Housing Association's proposal is to redevelop the site with a mix of houses and flats for rent. The design standards for those dwellings will incorporate a range of enhanced standards for sustainability and the like. To that end specialised input on sustainability matters has been provided by GAIA Research as specialist sustainability consultants retained by Hanover Housing Ltd. An integral part of the design proposals is to exceed the insulation requirement in the current Building Standards by a very significant 50%.

In so doing there is a strong environmental ethos embedded in this development to both value and protect the environment and its importance in upholding and enhancing the quality of life within the development proposal. This commitment is clearly true to the original life enriching concept followed by Stirling County Council in creating this 'Garden City'.

Another underlying principle in this development is to achieve a 'Secure by Design' award as both assessed and awarded by Police Scotland. That award requires very specific quality standards being achieved in designing the house types; in designing the layout of the development and in the specification of the many key components used in each dwelling. The goal being to create a development, which meets the latest standards in helping to make each home and their community, a reassuringly safe place. If all of those criteria are met the expectation is that Police Scotland will certify 'SECURE BY DESIGN' status.

The design has been arranged to help maximise private garden areas enclosed by the careful arrangement of the housing and blocks of flats combined with screen walls connecting the various blocks. The decision has been taken to concentrate the landscape areas into private gardens rather than a mix of private and public areas. Primary reasons for this are to give the individuals as much of their own garden ground as possible and secure where there are children. It is likely that such private spaces will be of maximum benefit to children. Those goals have been achieved by removing public open space given the considerable degree of public open space in the village and the adjacent wooded leisure area. Since use of public open space is most likely to be used by young and older adults it was felt those other adjacent areas offered much more benefit and freedom for youths and older adults, while it would be noticeably less so to children unless accompanied by adults. While these larger private gardens were seen as being of far greater benefit and a more appropriate investment for children.

This arrangement has enabled the creation of a private garden grouping accessible to all fourteen dwellings in this design. The type of garden enclosure created with the dwellings arranged round the outer edges of the site provides a very secure and private area for the residents. As such there are no public footpaths or universally accessible open spaces to compromise the security of the gardens or the dwellings.

This type of development layout is important in achieving 'Secure by Design' status.

The housing being grouped around the edge of the site in this way clearly defines the interface of the development with the wider community. Access to the development for others is by those main entrance doors to each dwelling facing the crescent.

That area of the site between the façade of each block and the existing kerb of the crescent will be finished in a mix of porous paved surface and soft feature planting. Where there is a requirement to distribute services underground they will be arranged under the porous pavers and be defined as the service zone. Part of that paved area around the edge of the site will provide carparking spaces for each of the dwellings at a rate already agreed in consultation with the Planning Department. Those other areas of paved surfaces while not specifically intended for vehicular traffic will have the capacity to take overrun vehicular traffic as an integral part of the design concept for this development. This is particularly the case where there are parked obstructions or there is a need for overrun spaces in a particular manoeuvre.

Said paved areas around the site have many purposes. In addition to the above points they are an irregularly shaped feature which softens the demarcation of the site boundary and the public crescent. That 'softening' of the interface with the adjoining area accords with the inherent characteristic of the original 'Garden City' concept. In that the layout of the village tends to follow many of the natural / existing features of the site which in turn creates a softer more picturesque quality to the village. In creating such a village the priority and therefore hierarchy was about the community and their quality of life over other factors such as vehicles and conformity. Those principles are also embedded in this design.

In effect what has been created is a form of mixed surface where pedestrians cyclists and vehicles can share the same spaces. That said the difference in materials i.e. tarmac on the crescent adjacent to pavers indicates the principle surface for cars with the 'refuge' areas for pedestrians being the permeable paved areas.

This concept is a much used concept both in the UK and across mainland Europe. It is particularly favoured in areas of high historic and / or architectural quality when the emphasis is on greater integration, complementing those features, encouraging relaxed access for pedestrians and discretely controlling vehicles.

Across Europe, what just a few years ago were tentative experiments to find more discrete and effective methods of controlling vehicles and their movement is now widely accepted. The underlying principle is to create uncertainty for the driver and that naturally makes them more cautious, driving more slowly and generally exercise greater care. The most effective methods of controlling drivers are those methods where it is something they do instinctively – just as proposed here. The use of mixer surfaces, the irregular nature of the spaces, the mix of peoples and vehicles, parked vehicles, limited forward visibility and the absence of all signage has been proven to be extremely successful and without the need for any form of enforcement.

The short existing crescent currently gives access to a small number of houses. The crescent also marks the site boundary on three sides. Being a crescent it therefore has two points of entry (& exit) from the road passing through the village. The crescent has no other purpose than to give access to those few houses although it also once gave access to the then busy nightclub. Residents acknowledge that a small number park their cars on the crescent. Despite the crescent being narrow by the standards of recent times vehicles still managed to pass along the crescent and that will become easier with the creation of our paved areas.

The designs for this development have been carefully arranged to provide 100% parking for the development within the development site. Furthermore the land lost to carparking has been kept to a minimum because all parking spaces are directly accessible off the existing crescent. This minimises the use of land to hard surfacing parking and maximises the retention of soft landscaped areas.

This proposal will therefore not deny the existing residents their customary parking arrangements. Equally by virtue of our having paved surfaces adjacent to the crescent vehicles can, if necessary use the paved areas as overrun areas to make passing other vehicles or obstructions easier. It is also the case that the size of individual parking bays and the clear manoeuvring spaces in front of each parking bay all meet with accepted principles.

Each of the above factors while helping vehicular movement it is done in such a way that there are obstacles which become speed calming. Beyond which the layout of the development takes part of different buildings relatively close (kissing the kerb) to the crescent at the changes in direction. This method reduces the driver's forward visibility, which in turn has vehicles moving more slowly. Since it is a crescent there are two points of connection with the road through the village. So there is no reason for obstacles preventing vehicular access to or exit from any part of the crescent. It also means that service vehicles can operate successfully. All of those features are recognised in the latest government policies as the new design standards and goals to be achieved.

The arrangement of the proposed buildings is a mix of flats & houses. Arrangement of those three blocks has been a direct response to the nature and form of the site. Care has also been taken to ensure that there is a natural juxtaposition to the layout rather than following some imposed and unnatural discipline of regular straight lines and regular changes of direction. The site layout therefore captures the nature of the original 'Garden City' layout.

In designing the dwellings it was considered important not to create some out of time pastiche of the original housing. While the basic characteristics of the existing housing should be honoured it has been important to do so in a way that is of this time. This is fundamental in honouring the integrity both of the original 'Garden City' and of this development.

As far as practical each of the blocks have been arranged to optimise features such outlook as well as direct sunlight and solar gain into principal rooms. Those benefits have been enhanced by the use of open plan living, kitchen, dining areas full depth of the dwellings. Block 3 in almost facing due south gets direct southerly sunlight. The maximum benefit is therefore during the morning / afternoon period. Of the blocks facing almost due east / west, with the exception of house No. 8 their periods of maximum direct sun are the early to mid morning then from late afternoon to evening. The case can be made that the east / west orientation of blocks 1 & 2 is particularly suited to those households who are out during the day and for them the maximum sun benefit is when they are home i.e. early mornings and evenings. In house No.8 it's kitchen lends itself to having windows both east, west and south thereby providing both benefits.

As noted above care has been taken in choosing materials for the building envelopes. The elevational finishes are a combination of facing bricks and smooth render, within those areas that are smooth render panels in a different colour. Overall the arrangement of the facing brick, white render and colour render panels has been in a discreetly random way that provides subtle variation in the blocks which may or may not be consciously recognised both subliminally will register and create degrees of self identity

The windows will be high quality with aluminium clad external frames coloured grey. The entrance doors will be quality timber doors, which provide a valuable tactile quality as well as welcoming visual registers at points of close encounter.

The roof finishes to be powder coated ribbed aluminium. This finish has a contemporary visual register while the continuous rib joints have a visual connection with traditional materials such as lead roofs and the colour finish is a typical colour of traditional slate roofs.

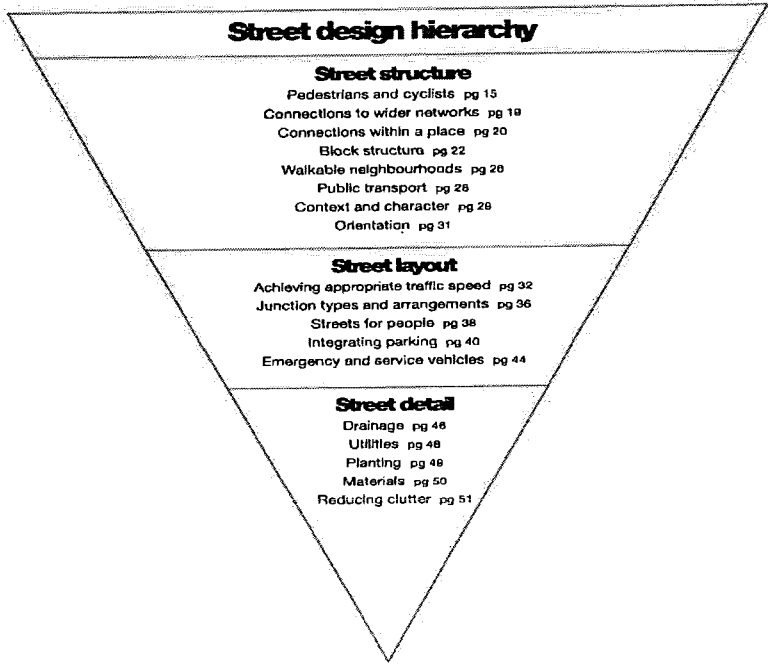
The fascias and soffits are also powder-coated aluminium coloured to match the roof while the rainwater pipes and downpipes are natural mill finish aluminium. As such there is a material and visual continuity while the contrast of powder coating and mill finish creates an appropriately contemporary enhancement of the buildings.

That stripped back approach to the visual aspect of the building reinforces the sculptural quality of the buildings while the subtle variation in shape changes and positioning of the white render and coloured render creates a visual dynamic that is visually enduring due to its subtlety.

That all of these properties are echoes of the original architecture in Westquarter and as such there is a visual connectivity between the original and the new.

Application (A)	<p><i>This site is peripheral to the main routes through this 'Garden City'. The development site plus the few neighbouring houses are the only cause of all traffic in the crescent. It is not a through route. Without doubt the public spaces in this proposal are intended primarily for people with space for very light traffic access / service vehicles.</i></p> <p><i>As such this development is a perfect subject for an enlightened and liberating approach as now stipulated in Government policy.</i></p> <p>CREATING STREETS & PLACES</p>	
Page 7 – Policy (P)	<p>Creating good streets is not principally about creating successful traffic movement: it is about creating successful places.</p>	
Application (A)	<p><i>With reference to the attached design drawings and the Governments 'Tool Box' assessment process as applied to this development, it is clear the public areas of the site are a visually and operationally sensitive integration of the existing crescent and the new hard surface areas.</i></p> <p><i>This combination of hard surfaces into a series of irregularly shaped spaces redefines those areas. This is in tune with the random effects of human nature. It is a blending of visual and practical qualities.</i></p> <p><i>Vehicles are accommodated and naturally controlled while the overriding feeling is that those are spaces both used and controlled by people. All in accordance with Government policy.</i></p>	
Page 8 – Policy (P)	<p>Streets should no longer be designed by assuming 'place' to be automatically subservient to 'movement'.</p>	
Application (A)	<p><i>All of the attached documents show the irregular nature of the public areas combined with the original crescent. The naturally unconventional arrangement of the crescent controls traffic which in turn empowers the public and their inevitable control of those spaces. All in accordance with Government policy.</i></p>	
Page 9 – Policy (P)	<p>This approach allows designers to break away from previous approaches to hierarchy, whereby street designs were only based on traffic considerations.</p>	
Application (A)	<p><i>This proposal embraces the latest Government policy and adopts more innovative & sensitive development proposals. Coincidentally Government Policy and this approach are rediscovering the Council's vision in 1934 when they first conceived the village.</i></p>	
Page 9 – Policy (P)	<p>'Designing Streets' is national planning policy and its policies should be taken into account by local authorities when determining planning applications and policy guidance. 'Designing Places' and 'Designing Streets' stand together as the two key design policy statements for Scotland.</p>	
Application (A)	<p><i>As the very latest unequivocal Government Policies both 'Designing Streets' and 'Designing Places' are at the core of the design and ideals applied in this application. All in accordance with Government policy.</i></p>	
Page 11 – Policy (P)	<p>GETTING THE DESIGN RIGHT</p> <p>The six qualities of successful places : Key consideration for street design:-</p>	
Policy (P)	<p>Distinctive –</p>	

Application (A)	<p>The original 'Garden city' concept of Westquarter has always been distinctive. This development proposal has interpreted those ideals in a contemporary way that is also distinctive and therefore accords with public policy.</p> <p>All in accordance with Government policy.</p>	
Policy (P)	Safe & Pleasant –	
Application (A)	<p>Care has been taken to group the dwellings in a way that creates secure safe private and public spaces.</p> <p>The private spaces are one grouping of enclosed garden grounds for the exclusive use of the residents. The garden areas are an integrated grouping of gardens and therefore integrate with the residents. That creates a powerful and effective sense of privacy and security.</p> <p>The public areas around the edges of the development have a very distinctive human touch. As such people will be encouraged to occupy and control those public areas. Such control can be derived in various ways but without doubt it is always effective. In public areas the most effective method of creating and ensuring areas are safe and pleasant is to make it so inviting that people naturally want to embrace and occupy those areas. Presence of people ensures safety.</p> <p>All in accordance with Government policy</p>	
Policy (P)	Easy to move around –	
Application (A)	<p>The development proposes a combination of the existing crescent and additional hard surface areas. All such new areas can take both pedestrian and vehicular traffic. There are no restrictions on movement although there are simple restrictions on potential travel speeds. Furthermore, as a crescent it is accessible at two points so there is little chance of traffic being impeded. It will be a readily accessible environment whether by foot, cycle or vehicle.</p> <p>Where possible conventional wisdom has been addressed by positioning living room windows where direct south facing sunshine and solar gain can be appreciated for much of the day. That said it is recognised that in many households the house is empty during the working day so the times when they experience the rays of sunlight and solar gain are both early morning and early evening. For those hours the houses with east / west orientation may offer solar rewards both earlier & later in the day. The fact that the living / kitchen areas are open plan means said benefits can be experienced across both areas. That is an environmental asset.</p> <p>The entire development has been designed to exceed current standards for conservation of the world's resources by 50%. A broad ranging palette of materials for the externals seek to use materials particularly sensitive to depletion of the world's natural resources. For that reason combined with the creation of designs that are both reflective of the original designs and while remaining contemporary the proposal to use components such as aluminium sheeting on the roof rather than slate or extra ordinarily high insulation standards or arranging new car parking bays to be directly accessed from the existing crescent are very economical and thoughtful uses of naturally occurring resources – where it is land area or raw materials.</p> <p>All in accordance with Government policy.</p>	
Policy (P)	Welcoming –	
Application (A)	<p>The original 'Garden City' environment remains innovative, refreshing and as such welcoming. This development proposal seeks to emulate the many qualities of the original 'Garden City' – albeit in a contemporary way.</p> <p>The natural carefully arranged layout of the development, and the way the public areas of the site have been given an irregular shaped / human touch does much to register with human responses and as such it is welcoming.</p>	

<p>Policy (P) Adaptable –</p> <p>Application (A) <i>As declared earlier the intention has been to design a development which is 'loose fit'. Whether within each dwelling or in the private garden areas or in the public open areas, there is variety and opportunity to adapt with changing times and priorities. Nothing in the development has been designed to such tight and prescriptive standards that the individual cannot use the spaces in ways that are refreshingly different to the original design concepts.</i> <i>All in accordance with Government policy.</i></p> <p>Policy (P) Resource efficient –</p> <p>Application (A) <i>Many factors have been considered and embedded in the designs as resource efficiency.</i> <i>Within the dwellings the living / kitchen areas have been designed as large open plan spaces. This helps maximise the benefits of direct sunlight deep into each dwelling.</i> <i>Furthermore, depending upon the positioning and orientation of each dwelling features such as windows may be moved to help maximise a particular benefit such as sunlight or view etc.</i></p>	<p><i>All in accordance with Government policy</i></p>	
<p>Page 14 – Policy (P)</p> <p>Application (A)</p>	<p>STREET DESIGN HIERARCHY</p>  <p>Street design hierarchy</p> <p>Street structure Pedestrians and cyclists pg 15 Connections to wider networks pg 19 Connections within a place pg 20 Block structure pg 22 Walkable neighbourhoods pg 26 Public transport pg 26 Context and character pg 28 Orientation pg 31</p> <p>Street layout Achieving appropriate traffic speed pg 32 Junction types and arrangements pg 36 Streets for people pg 38 Integrating parking pg 40 Emergency and service vehicles pg 44</p> <p>Street detail Drainage pg 46 Utilities pg 48 Planting pg 48 Materials pg 50 Reducing clutter pg 51</p> <p><i>This design prioritises in delivering all of the features in 'Street Structure' – that in turn has created and controlled the factors within 'Street Layout' which in turn delivers on all of the technical assets under the heading 'Street Detail'. All in accordance with Government policy.</i></p>	

Page 17 – Policy (P)	The footpath may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.	
Application (A)	<i>The proposed hard paved areas adjacent to and enhancing the crescent are designed to the appropriate standard to take heavy commercial vehicles. All in accordance with Government policy.</i>	
Page 19 – Policy (P)	It is recommended that the movement framework for a new development is based on the user hierarchy in the previous section "Pedestrians & Cyclists" Delays to cars resulting from adopting this approach are unlikely to be significant in residential areas. The movement framework should also take account of the form of buildings, landscape and activities that contribute to the character of the street and links between new and existing roads and places.	
Application (A)	<i>The nature of the hard surface areas including the original crescent surrounding the site ensure that vehicles can move around the site and where necessary by using both hard / porous surfaces. That said the general arrangement to tight standards create a natural traffic calming influence. These features have been borne out of the overall design taking care to get the most appropriate arrangement of the new buildings and the corresponding landscape. All in accordance with Government policy.</i>	
Page 20 – Policy (P)	Layouts built on those more traditional lines are likely to be more adaptable and will lead to lower car use, thus contributing to wider transportation and environmental objectives.	
Application (A)	<i>The 'Garden city' is relatively dispersed and as such may be difficult in persuading the same residents to increase their movement either by foot, public transport or bicycle. That said continuation of land uses and reinforcement of existing community facilities has benefits. All in accordance with Government policy.</i>	
Page 21 - Policy (P)	CASE STUDY (Polnoon, Eaglesham) The new layout offers clear hierarchy of shared surface public realm spaces - - - - - designed to reduce vehicle speeds and create a more pedestrian friendly environment. The re-designed new neighbourhood contains improved special permeability, an increased density from 92 to 121 dwellings and a more contextual treatment for standard house type elevations.	
Application (A)	<i>An existing development exemplar which illustrates and proves the effectiveness of this Government policy. This development proposal also follows the same principles. It acknowledges the existing crescent while also recognising it is a basic strip of tarmac with no effective constraints and neither acknowledges nor gives consideration to pedestrians. Vehicles clearly top the hierarchy with the interests of people nowhere to be seen.</i> <i>This proposal overturns that by retaining the crescent but putting it in the context of adjacent paved areas which acknowledge and provide for people. The variety in the shapes of those pedestrian areas effectively redefines the whole dynamic of the crescent. No longer are vehicles the principal consideration.</i> <i>That combined with the new buildings positioned to restrict vistas ensures an</i>	

	<p><i>important air of uncertainty for drivers which in turn reduces speeds and as such also asserts the inhabitants. In that people now top the hierarchy with vehicles behind a new pedestrian friendly environment and a carefully designed micro neighbourhood within the 'Garden City'.</i></p>	
<p>Page 22 – Policy (P)</p> <p>Application (A)</p>	<p>What is important is that responses to layout structure should be design led and responsive to context. They should not be the product of standard approaches or the application of inappropriate models.</p> <p><i>It is clear that this development proposal is a direct response to key features existing in and around the site. Just as seen in this exemplar development. All in accordance with Government policy.</i></p> <p><i>This proposed development while retaining the existing stark crescent does benefit from it's overall plan form. The response to that stark delineation of the site is design lead in that it uses a combination of varying building lines and enclosing garden walls to define spaces for people to adopt – use – occupy – make their own. As such it is a direct design response to context.</i></p>	
<p>Page 22 -</p>	<p>Within a block structure, the designer has more freedom to create innovative layouts.</p> <p><i>As with the exemplar development the proposed development has the building blocks juxtaposed. It is that arrangement combined with the connecting boundary walls which provide a freedom to create a range of both public and private spaces that offer diversity, interest and opportunity. Said overall effect responds to the needs of people just as much as the innovative approach in the original 'Garden City' concept of the original Westquarter.</i></p>	
<p>Page 24 – Policy (P)</p>	<p>BUILDINGS AT JUNCTIONS</p> <p>The arrangement of buildings and footpaths has a major influence on defining the space at a junction. It is better to design the junction from this start point rather than purely on vehicle movement. In terms of streetscape, a wide carriageway with tight, enclosed corners makes a better junction than cutback corners with a sweeping curve. This might involve bringing buildings forward to a corner.</p>	
<p>Application (A)</p>	<p><i>This development has implied vehicular circulation areas by retention of the existing crescent surface – however it is also absorbed into wider hard surface areas which are clearly associated with pedestrianisation, especially as they abut and wrap round the housing blocks.</i></p> <p><i>The western building block has been moved forward to 'kiss' the corners thereby reducing forward visibility – which in turn reduces potential traffic speeds – which in turn reinforces the idea that it is a pedestrianised area. All in accordance with Government policy.</i></p>	
<p>Page 25 – Policy (P)</p>	<p>OTHER LAYOUT CONSIDERATIONS.</p> <ul style="list-style-type: none"> • The need to reduce the dominance of vehicle traffic. • The need to mitigate noise pollution such as from roads or railways. • The importance of orientation, variety and visual interest i.e. the provision of views & vistas, landmarks, gateways and focal points are means to emphasise urban structure, hierarchies and connections. • The need for crime prevention, including the provision of defensible private and communal space and active overlooked streets (An appropriate mix of uses can often encourage activity and movement at all times). • The management of the transition from the public to the private realm (the space between the fronts of buildings and carriageways, footpaths or other 	

<p>Application (A)</p>	<p>public spaces needs to be carefully considered. Continuous building lines are preferred as they provide definition to, and enclosure of, the public realm.)</p> <ul style="list-style-type: none"> • The handling of building lines (where no front garden is provided, the setback of dwellings from the street is a key consideration in terms of: defining the character of the street determining a degree of privacy; amenity space for plants or seating, etc; and functional space for rubbish bins, external utility meters or storage, including secure parking for bicycles). • The handling of car parking (keeping garages and parking areas level with, or behind, the main building line can be aesthetically beneficial in streetscape terms.). <p>• <i>This development as described above by a series of features accentuates people as the priority and while vehicular traffic is given restricted provision which in turn naturally controls and limits vehicular traffic. As such the developments and the needs of people dominate traffic.</i></p> <p>• <i>Given the development site is peripheral to the main traffic routes it is relatively secluded and sheltered. As such noise pollution is not a threat.</i></p> <p>• <i>Orientation has been a primary factor in the design in A) introducing sunlight into each dwelling. B) Giving access to private garden areas while also giving outlook to the adjacent public areas. Visual connection to each of those areas gives a blend of private garden areas and activity across the public open areas.</i></p> <p>• <i>A primary factor in design of this development is discrete security. By the arrangement of the development and specification of building components etc there is an embedded security and crime prevention. In addition the design is also seeking 'SECURE BY DESIGN' accreditation as issued by Police Scotland.</i></p> <p>• <i>The layout of the development has successfully delineated the boundaries between public and private areas. By a combination of external walls of buildings linked to enclosing walls to the private gardens the boundaries between public and private spaces are clearly marked and secure. In turn this creates the varying degrees of required privacy, as well as discrete storage space for bins, areas for clothes drying, bicycle storage all within private garden areas!</i></p> <p>• <i>On site car-parking provision has been split so it is adjacent to the groups of dwellings they will serve. Each parking bay has been arranged to be directly accessible from the crescent thereby avoiding excessive hard surface areas purely for car access.</i></p> <p><i>All in accordance with Government policy.</i></p>
<p>Page 32 – Policy (P)</p>	<p>STREET LAYOUT</p> <p>Traffic calming – 'Psychology & Perception' play a strong part in influencing driver behaviour ----- features likely to be effective include:- (a few of the listed items)</p> <ul style="list-style-type: none"> • Buildings in close proximity to the street. • Reduced carriageway width. • On street parking.
<p>Application (A)</p>	<p><i>This development has each of those key features in the 'Psychology and perception' of traffic calming. The existing narrow crescent is retained. On street parking will occur, it will act as a deterrent, yet by a combination of the original road width and adjacent paved surfaces vehicles can pass. Our proposed buildings are also close to the carriageway thereby reducing visibility and naturally slowing vehicles.</i></p> <p><i>All in accordance with Government policy.</i></p>

Page 35 – Policy (P)	Forward visibility - exemplar	
Application (A)	<i>The existing layout of the crescent includes tight corners. Our layout of buildings reinforces those factors and successfully restricts forward visibility. Again, Government Policy.</i>	
Page 38 – Policy (P)	STREETS FOR PEOPLE Streets as social space / shared space (see the illustrations)	
Application (A)	<i>The layout of the development creates a range of paved areas around the edge of the development. They vary in width and size. In addition to giving direct access to dwellings their informal nature will encourage residents to share and use those spaces. All in accordance with Government policy.</i>	
	EMERGENCY & SERVICE VEHICLES	
Page 44 – Policy (P)	Emergency vehicles: The Association of Fire Chiefs clarified those requirements as follows:- A 3.7 metre carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 metres over short distances, provided the pump appliance can get to within 45 metres of all points within a dwelling.	
Application (A)	<i>A) This development is bounded by an existing short crescent. There are therefore two points of entry to the crescent, the available carriageway meets with the stated space requirements. In the event of a parked vehicle the adjacent paved surfaces permit passing. All areas of the development meet the access criteria for fire fighting etc. Accords with Government policy and the association of fire Chiefs stated requirements.</i>	
Page 44 – Policy(P)	Service vehicles: The design of streets should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds ----- assumed ----- vehicles ----- use the full width of the carriageway to manoeuvre ----- designers could assume that they will have to reverse or undertake multi point turns to turn around for relatively small number of times they will require access.	
Application (A)	<i>Service vehicles are accommodated while the associated areas of hard surface firstly read as amenity space rather than service space but can still be used by service vehicles. There is no requirement for service vehicles to reverse since the crescent permits a drive through operation. Since the crescent has existing for many years including when the social club was fully operational clearly service vehicles have managed to service the area. All in accordance with Government Policy.</i>	
Page 44 – Policy (P)	<ul style="list-style-type: none"> • It is neither necessary nor desirable to design streets to accommodate larger waste collection vehicles than can be used within existing streets in the area. • Swept-path analysis can be used to assess layouts for accessibility. Where achieving those standards would undermine quality of place, alternative 	

	<p>vehicle size and / or collection methods should be considered.</p> <ul style="list-style-type: none"> • BS 5906 : 2005 recommends a maximum reversing distance for refuse vehicles of 12 metres. Longer distances can be considered, but any reversing routes should be straight and free from obstacles or visual obstructions. 	
Application (A)	<p><i>The vehicular circulation arrangements and swept path analysis show the site is fully accessible from both ends of the crescent and drive through works for service vehicles. That combined with the additional paved surfaces remove any need for vehicles reversing.</i></p> <p><i>All in accordance with Government policy.</i></p>	
Page 45 –	WASTE COLLECTION	
Policy (P)	<p>Section 3.25 of the Scottish Building Standards (Domestic) technical Handbook provides guidance on achieving the standards set in the Building (Scotland) Regulations 2004 with regard to solid waste storage and collection point: The collection point can be on-street or may be at another location defined by the waste authority. Key recommendations are that :</p> <ul style="list-style-type: none"> • Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point. • Waste collection vehicles should ideally be able to get to within 25m of the storage point and the gradient between the two should not exceed 1 : 12. • There should be a maximum of three steps for waste containers up to 250 litres and none when larger containers are used. <p>So ideally the maximum distance from the front door to the refuse vehicle is 30 metres plus 25 metres = 55 metres.</p>	
Application (A)	<p><i>Refuse storage is within private garden spaces. Also, travel distances to kerb collection points are within accepted travel distances. The maximum distance between storage and collection point is for dwelling number 14 at 30 metres. The majority of other dwellings have travel distances between 1 and 3 metres and well within the stated standard limitations. All walkways are flat or graded with no steps.</i></p> <p><i>All in accordance with Government policy.</i></p>	
Page 48 –	STREET DETAIL	
Policy (P)	<p>Utilities</p> <ul style="list-style-type: none"> • The accommodation of utilities must not however compromise the creation of a sense of place or influence the design disproportionately. • Service strips should be designed to accommodate services contained rather than by the application of rigid standards. 	
Application (A)	<p><i>Public utilities to be contained in service strips provided along the boundary of the site and adjacent to the crescent. These service strips are within the proposed paved public areas and fully accessible.</i></p> <p><i>All in accordance with Government policy.</i></p>	
Page 53 –	Lighting	
Policy (P)	<p>See plate - lighting on building and tight corners</p>	
Application (A)	<p><i>Given the priority to de-clutter public areas the proposal is to locate 'street lighting' on the buildings and at corners. This helps eliminate unnecessary obstacles and other visual distractions. Details to be finalised with the local Authority.</i></p> <p><i>All in accordance with Government policy.</i></p>	

	<p>TECHNICAL QUESTIONS ANSWERED</p>	
<p>Page 60 –</p> <p>Policy (P)</p>	<p>What is the risk and liability?</p> <ul style="list-style-type: none"> • Roads authorities have often applied a very cautious approach in order to avoid potential liability in the event of damage or injury. • This over-cautious approach is ill advised and restricts innovation and responses to local character. • This is not conducive to creating distinctive places that help to support thriving communities. • In fact imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety. 	
<p>Application (A)</p>	<p><i>The design of this development is in line with current thinking and as advocated in Government Policies.</i></p> <p><i>The extensive detail contained in this application clearly states the technical practicality and enabling of proposals while creating a community focused on people. In addition the proposals respect and seek to learn from and reflect the 'Garden City' concept of the original Westquarter village. This development embodies flexibility and potential to respond to change in the needs of people. It is clear that the emphasis and current policy is now on encouraging creative thinking.</i></p> <p><i>All in accordance with current Government policy.</i></p>	
<p>Page 61 –</p>	<p>House of Lords case "Gorringe v. Calderdale MBC (2004) confirmed a number of important points:-</p> <ul style="list-style-type: none"> • The authority's duty to 'maintain' covers the fabric of a highway, but not signs and markings. • There is no requirement for the road authority to 'give warning of obvious changes' and natural road hazards; and • Drivers are "first and foremost responsible for their own safety" 	
<p>Application (A)</p>	<p><i>It is clear where responsibilities rest. Such judgements should ensure that undue fear of liability does not prevent innovative ground breaking designs. This development proposal has endeavoured to embrace and further the ideals of those latest Government policies. After all the ideals have already been proven in the original designs for the village.</i></p>	

Presentation : HISTORICAL & CONTEXTUAL BACKGROUND TO THE PROPOSAL.

Project : Rental Housing Development, Westquarter, Falkirk.

Applicant : Hanover (Scotland) Housing Association Ltd.

Date : July 2014

Reference Documents : Various sources.

To understand the significance of West Quarter it should be seen in the context of Scotland's history.

This area of Scotland has played a significant part in the Nations History throughout the centuries and especially since the 17th Century. In addition the outcome of the two Rebellions in the early 18th Century had a profound impact on certain landed families and estates around Falkirk. That said the following political stability made travel both nationally and over the border much safer. As a result Falkirk became the natural location between the lands to the North and England for the major livestock / trading market. (The Tryst)

The Industrial Revolution accelerated urbanisation of the Central Belt and especially so in the area of Falkirk. This area had valuable mineral reserves including coal, ironstone, iron ore and to a lesser extent copper, silver, lead & cobalt. Such readily accessible resources naturally resulted in attracting various industries to the town. At the height of it's industrial activity Falkirk had circa thirty active foundries. The resultant and rapid intensification of communities meant that people relied heavily upon the only shelter available – very poor and substandard accommodation. Generally where there was any conscious intervention to better the available accommodation it did little to really improve standards or create a new vision.

However, in 1934 Stirling County Council purchased Westquarter Estate and prepared designs to create a model village on the estate. This radical model village was intended in a single comprehensive act to house the mining families of Standburn village where the existing houses were deemed unfit for human habitation. There could be no greater indictment of what that community had endured.

This new community of over 450 houses was built for a population of circa 3000. The development also included shops, recreational facilities and a school. The design of the model village was, and remains, hugely sympathetic to the natural features in this part of the estate. It is very much in the arts & crafts style of a 'Garden City' Community. Such sensitivity extended to the design of the new school. It was light and airy. That being a massive change from the typically dour schools existing elsewhere and prevailing for many decades later. Many consider this building to be a true child of the modern movement and the 'Jewel in Westquarter's Crown'.

Given today's generally enlightened attitudes and standards it is impossible to comprehend how radical this model village was or the profound impact it must have had on those mining families from Standburn. It no doubt also had a significant impact on the wider community.

There is no doubting the courageous decision by Stirling Council to create something, which despite being of high ideals and truly commendable was still in many ways going against long established standards of what was deemed appropriate for particular sections of society or even generally acceptable building forms.

The original design concept for the village remains largely intact. It remains a community set within a parkland setting. First and foremost it is clearly a development for people. Many of today's progressive ideals in designing communities seek to prioritise people and the

individual. To enhance the quality of their life and the enriching properties of their environment.

That means the interests and safety of the individual are considered to be far greater than other factors such as how quickly or easily vehicles can move around or the oppressive drive to create supposedly safe environments devoid of risks. It must be recognised that in such a scenario being safe and being devoid of risk are not the same. In essence said drive to make vehicle movement easy and to cosset the individual in a risk free environment did not credit individuals with the ability to recognise risk, exercise judgement and act accordingly.

These high ideals failed to deliver while successfully restricting developments to unremarkable designs within narrow predetermined road standards. The reality is that vehicles and people must mix and can do so successfully by creating a different and more effective hierarchy.

It is clear high ideals such as people first, quality of life & opportunity were very much at the heart of the original concept by Stirling County Council. That said much of the intervening period between the village's inception and now saw substantial changes in the priorities and opportunities for the individual. The most significant opportunity was widespread access to and ownership of the car. The village design while incorporating roads and pavements did not anticipate substantial car ownership, substantial vehicular movements, potential high speeds or the need to accommodate large numbers of parked vehicles. If anything the original thinking appears to have been that there would be relatively few vehicles and generally that roadside parking would not be an issue. The reality was that over the decades car ownership and vehicular movement greatly exceeded expectations. That has been compounded by the fact successive vehicle models have been bigger than their predecessor.

The basic road infrastructure therefore created challenges. The local Authority in responding to such challenges applied the technical standards considered appropriate at those times. Such Design Standards included: -

- A) Visually attractive grass verged pavements were altered by inlaying rows of cobblestones. While this may have stopped vehicles parking on grass verges it has detracted from the visual quality and created a feature that cannot reasonably be maintained.
- B) Converting large areas of leisure / amenity soft landscaping areas into wide open areas of tarmac, many of which have been needlessly hard surfaced in their entirety rather than restricting the hard surfacing to the minimum necessary to accommodate parking spaces and the means of access.
- C) An earlier adjacent pocket of development appears to have included a large open area of hard surfacing as parking. Recent site visits confirm that said parking area is not an efficient method of addressing car parking and there is no effective method of monitoring said areas or controlling what is parked. Such an approach is unsympathetic and greatly reduces the quality of public areas.

Over the years each of those factors individually and collectively have compounded the problem of how to effectively deal with vehicles without undue compromise of the original 'Garden City' concept.

In seeking a solution to the car problem it is clear there was no effective consideration of how to maintain the integrity of the original 'Garden City' concept. However, over that period such an approach was not uncommon when the standard approach was to prioritise the requirements of the car and vehicular movement. Other considerations such as urban design, how it created a sense of place and empowered the individual over vehicles in those places were low or non-existent on the priority list. The inevitable outcome is that the 'Garden City' concept and its high social ideals were increasingly under threat. It is also the case, and by way of example that the adjacent infill-housing development has a large area of grass – supposedly amenity space. However, that area is totally open with no

meaningful sense of form and no sense of ownership or identity. As a result the housing is overwhelmed, the residents oppressed and no recognition is given to the 'Garden City' concept.

In recognition of such threats around the country the Scottish Government published two documents: - 1) Designing Places 2001 & 2) Designing Streets 2010

Those documents heralded a significantly different approach in government policy both in designing developments and establishing a hierarchy of design goals. Simplification of those goals is to say that people are empowered and given priority over vehicles and vehicle movement. Those design standards documents were further reinforced as Government Policy in May 16th 2014 when the Scottish Government published their 'DESIGNING STREETS – TOOLBOX ASSESSMENT'.

Said publication clearly stipulates that 'Designing Streets' is now the design standard that must be followed and the Toolbox was the method by which all such proposals must be assessed for compliance with the new standard.

Those Government Policy standards overturn the design standards applied in previous decades. The outcome is that these new policies set very different design standards. They will ensure the protection and even encourage enlightened designs such as in the original 'Garden City' concept of Westquarter.

This development site contains what originally was the Westquarter Social club. A symbol of a significantly different time in the villages social calendar. With the substantial social changes in recent years the club was no longer viable, then closed and has lain empty for many years to the point it is now derelict. As such there are many local concerns about safety – especially as children have now broken into the property and the integrity of the roof structure is exposed to the elements.

The creation of the social club and it's popularity symbolised the success of the 'Garden City' ideas and how it empowered the community to take control and enrich their environment.






The social club was the result of fundraising amongst the people living in Westquarter. It was also constructed by the many people with construction skills living in the village. While it was very well patronised in its heyday there is no longer any demand for such a facility. The existing trees on site were part of those works by the social club committee. However many of those trees were originally intended as hedging but with no maintenance over years they have totally overgrown and lost the original character. As such the existing landscape of the site - in particular the planting was specific to the social club. Furthermore its current condition is the result of being abandoned. It is reasonable to state that the existing landscape has lost its relevance. Furthermore its original form cannot be recovered.






Chance conversations with residents around the site make it very clear that they wish this eyesore and safety risk removed. Equally they would welcome the site being developed for housing.

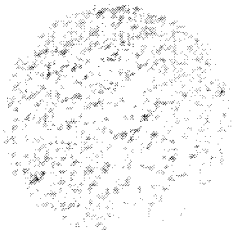
The site therefore offers a rare opportunity to redevelop part of the 'Garden City'. Redevelopment being a key part of the 'Garden City' concept in that there is an ongoing review of the communities needs then responding in ways that further the best interests of the community.

That concept of regeneration presents itself at a time when there has been a significant change in Government development policies. As stated above those new policies are particularly in tune with the radical ideals behind the original 1934 'Garden City' development.

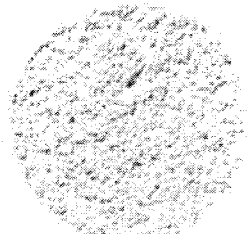
The story of Westquarter has gone full circle and this redevelopment opportunity should be a contemporary interpretation of those '**PEOPLE FIRST**' ideals pioneered in 1934.

Scott Bennett Associates consulting civil and structural engineers  Scott Bennett Associates (Group 1) Ltd. 18 South Castle Drive, Carnegie Campus, Dunfermline, KY11 8PD T: 01383 627537, F: 01383 627538, E: Enquiries@sba Scotland.com    	Title West Quarter, Falkirk	
	Contents SWS Calculations	
	Job Ref. J2429	Date 17.07.14
	Calcs. By SP	Checked CS
<p style="text-align: center;"><u>PROPOSED RESIDENTIAL DEVELOPMENT AT WEST QUARTER, FALKIRK</u></p> <p><u>DESIGN PARAMETERS :-</u></p> <p>SCOTTISH WATER :-</p> <p>The system should not flood under 1 in 30 year return period. and comply with the design guidelines in "Sewers For Scotland 2".</p> <p>SEPA :-</p> <p>Design to be in accordance with C697 - "SUDS Design Manual". Residential Developments require 2 Stage of treatment,</p> <p>FALKIRK COUNCIL - FLOOD DEPARTMENT :-</p> <p>Under 1 in 100 year return period, no flooding occurs. Under 1 in 200 year return period, checks to be made to ensure that properties on and off site are protected against flooding.</p>		

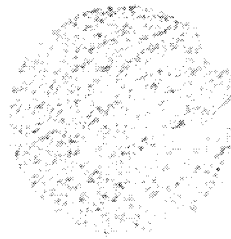
<p>Scott Bennett Associates consulting civil and structural engineers</p>  <p>Scott Bennett Associates (Group 1) Ltd. 19 South Castle Drive, Carnegie Campus, Dunfermline, KY11 8PD T: 01383 627537, F: 01383 627538, E: Enquiries@sbscotland.com</p> <div>     </div>	<table> <tr> <td colspan="2">Title</td><td>West Quarter, Falkirk</td></tr> <tr> <td colspan="2">Contents</td><td>SWS Calculations</td></tr> <tr> <td>Job Ref.</td><td>J2429</td><td>Date 17.07.14</td></tr> <tr> <td>Calcs. By</td><td>SP</td><td>Checked CS</td></tr> </table>		Title		West Quarter, Falkirk	Contents		SWS Calculations	Job Ref.	J2429	Date 17.07.14	Calcs. By	SP	Checked CS
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Calcs. By	SP	Checked CS												
<p style="text-align: center;"><u>Summary of WinDes Printouts</u></p> <p>Page 1 - 2 Storm sewer design for 2 year return period & Simulation details</p> <p>Page 3 Online Control Details</p> <p>Page 4 - 15 Details of simulation model results for 1 in 30 year return period under various storm durations</p> <p>Page 16 - 27 Details of simulation model results for 1 in 100 year return period under various storm durations</p> <p>Page 28 - 39 Details of simulation model results for 1 in 200 year return period under various storm durations</p>														



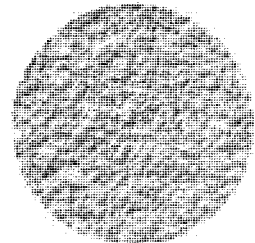
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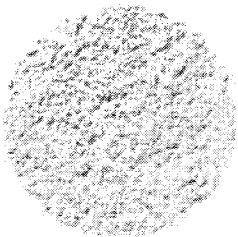
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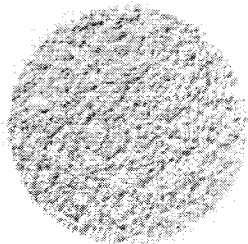
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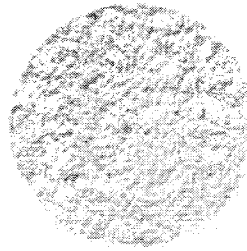
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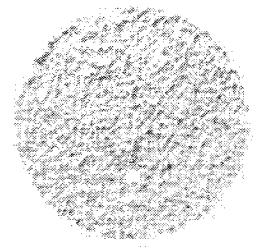
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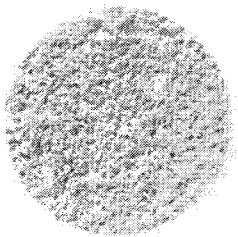
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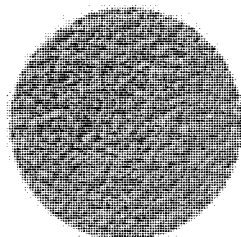
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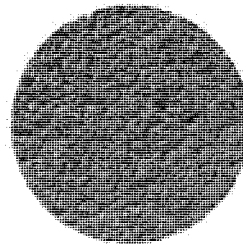
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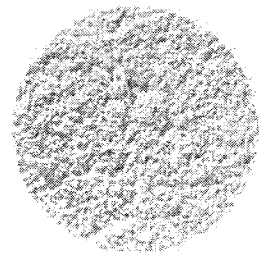
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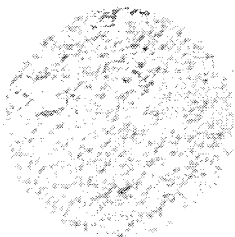
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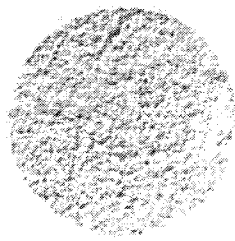
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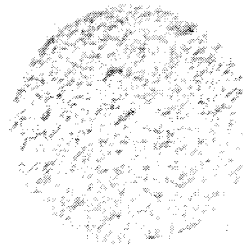
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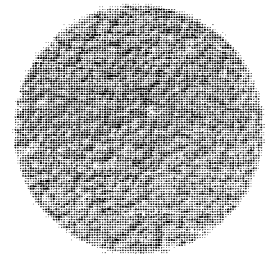
Ivory



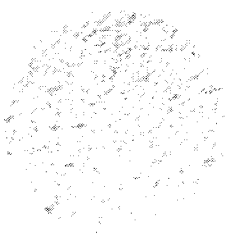
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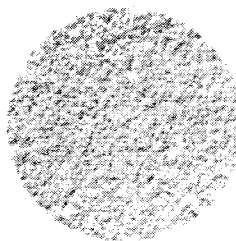
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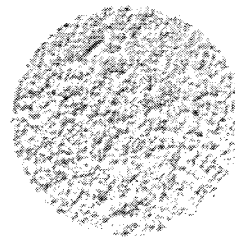
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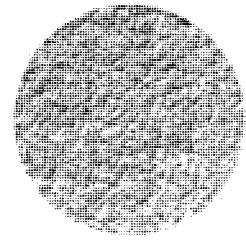
Green



Oatmeal



Cinnamon



Fintry Stone

Colours above are representative. Product samples & special colours are available on request.

