



Agenda Item 9

**FORMATION OF PETROL FILLING
STATION AND ALTERATIONS TO CAR
PARK AT ASDA, 21 HALLAM ROAD,
STENHOUSEMUIR, LARBERT, FK5 3BF
FOR ASDA STORES LIMITED -
P/18/0648/FUL**

FALKIRK COUNCIL

Subject: FORMATION OF PETROL FILLING STATION AND
ALTERATIONS TO CAR PARK AT ASDA, 21 HALLAM
ROAD, STENHOUSEMUIR, LARBERT, FK5 3BF FOR ASDA
STORES LIMITED - P/18/0648/FUL

Meeting: PLANNING COMMITTEE

Date: 28 August 2019

Author: DIRECTOR OF DEVELOPMENT SERVICES

Local Members: Ward - Carse, Kinnaird and Tryst

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

Community Council: Larbert, Stenhousemuir and Torwood

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

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1. DESCRIPTION OF PROPOSAL / SITE LOCATION

- 1.1 The application site consists of part of the existing Asda car-park in Stenhousemuir Town Centre. This car-park also serves other retail units as well as serving a wider town centre function.
- 1.2 The proposal is to construct a petrol filling station (PFS) including three dual sided fuel dispenser islands (six fill positions), new ingress and egress points and a forecourt canopy. As it would be an automated operation, there is no requirement for a sales kiosk. It would result in a reduction of 30 car-park spaces (from 328 to 298) and also necessitate a redesign within the retained car-park area. In terms of levels, it would sit lower than the existing car-park. The proposed hours of operation are 07:30 to 22:30.
- 1.3 The application is accompanied by a planning statement, a transport statement, parking studies, a noise impact assessment, visualisations, a drainage strategy, and a risk assessment and ground investigation report.

- 1.4 The submitted transport statement makes three key assumptions:-
- 70% of trips associated with the PFS would already be existing trips associated with the food-store or retail units;
 - Of the new trips (i.e. trips specifically because of the new PFS), a proportion would already be using the local road network. These trips, referred to as pass-by-trips, are assumed at 30% for weekdays and 10% for weekends; and
 - Drivers purchase fuel when it is convenient for them to do so and they would be unlikely to make a specific trip for that sole purpose in the busy peak periods.
- 1.5 The traffic generated on Hallam Road by the PFS is predicted to be 78 trips in the weekday peak hour (39 in and 39 out). As it is assumed that most trips to the PFS would already be visiting the food-store or retail units, only 24 of these trips are predicted to be new trips on the road network in the weekday peak hour (12 in and 12 out). The predicted weekend peak hour trip figures are similar.
- 1.6 Two parking surveys were carried out in support of the application - from 4 to 7 October 2018 (Thu to Sun) and 17 to 20 April 2019 (Wed to Sat) covering part of the Easter holiday period. Easter is Asda's second busiest period, after the run up to Christmas. The surveys were carried out from 08.00 to midnight each day.
- 1.7 The maximum recorded occupancy in the car-park was 200 spaces on 18 April p.m. (61% of the available 328 spaces). In factoring in an allowance for empty units (34 spaces) and the loss of 30 spaces as a result of the PFS, there is a surplus of 64 spaces which the applicant considers is sufficient to cater for any additional trips associated with the Christmas seasonal period.

2. REASON FOR COMMITTEE CONSIDERATION

- 2.1 The application was called in by Councillor Laura Murtagh to allow the Planning Committee to consider road traffic and parking matters and the economic impacts of the proposal.

3. SITE HISTORY

- 3.1 Planning application 06/0339/FUL for demolition of existing retail, commercial, community and residential units and erection of mixed use development to include retail (food and non-food), library, sports and play facilities including changing rooms and new football pitch, pedestrian town square, works to public park, landscaping (hard and soft), new roads and footpaths, car parking and related infrastructure works was granted on 27 July 2006.
- 3.2 Planning application P/07/1094/FUL for erection of canopy to create covered walkway was granted on 27 December 2007.
- 3.3 Planning application P/16/0246/FUL for formation of petrol filling station and alterations to car-park was withdrawn on 6 July 2016 pending further consideration of outstanding matters.

4. CONSULTATIONS

- 4.1 The Council's Roads Development Unit retain concerns that the left-turn manoeuvre into Hallam Road requires an articulated vehicle to encroach into the straight ahead lane thereby increasing the likelihood of a collision occurring. Hallam Road has not been designed to accommodate articulated heavy goods vehicles such as petrol tankers. Further information is requested in relation to surface water drainage. This includes a response on whether SUDS measures are proposed, further information in relation to the proposed discharge to an existing sewer/ culvert and the submission of drainage calculations.
- 4.2 The Council's Environmental Protection Unit have recommended a condition restricting the operational hours to between 0700 and 2300 hours, including servicing requirements such as deliveries to the site. A contaminated land assessment is requested due to the presence of a sand pit, made ground and other potential sources of contaminated land with 250 metres of the site. There are no significant local air quality concerns associated with the application.
- 4.3 The Council's Transport Planning Unit are of the view that the maximum parking standard to apply under the National Roads Development Guide (NRDG) gives a figure of 428 car-parking spaces for the Asda store, other retail units and the library (using the 'Shopping Centre' parking provision and including an allowance for disabled parking and powered two wheelers). The proposal would reduce the current provision from 328 spaces to 298 spaces, 130 less than the maximum standard. While the NRDG permits a lower provision in town centre locations, a lower provision compared to the relevant parking standards at the time of the town centre redevelopment has already been accepted.
- 4.4 The Council's Transport Planning Unit are concerned that the submitted traffic analysis makes the assumption that future parking demand in the town centre will remain unchanged. This is probably unlikely as a supermarket PFS normally sells cheaper fuel in order to draw in new customers, not just to the PFS but also to the adjacent store. In addition, town centre occupiers can change, which creates uncertainty in predicting likely future demand in the town centre. It is also highlighted that the theoretical analysis contains a number of assumptions, which if not met in practice, could increase actual trip generation/ parking impact. The parking allowance for the empty non-food retail units is also questioned as being too low. In view of these concerns and the general uncertainty in predicting likely future demand in the town centre, a degree of caution is required when assessing any further reduction to the parking in the town centre, particularly when the reduction is from the main parking area. The above leads to the view that the current town centre car park provision should be retained, without further reduction.
- 4.5 The Council's Transport Planning Unit have advised that using the figures in the transport statement for 'new' trips, the traffic impact on the B905 King Street/Hallam Road junction at peak times is predicted to be around 20 vehicles per hour, equivalent to an additional vehicle every 3 minutes. This level of impact is not predicted to cause any additional capacity issues at the junction, and suggests that the overall impact of PFS trips on the wider network is likely to be minimal.

- 4.6 Scottish Water have no objection to the application. There is currently sufficient capacity at the Dalderse Waste Water Treatments Works to serve the proposed development, but the availability of capacity would be reviewed at the time of a formal connection application. Surface water connections into the combined sewer system will not normally be accepted unless in limited exceptional circumstances.

5. COMMUNITY COUNCIL

- 5.1 There is no Community Council active in this area at present.

6. PUBLIC REPRESENTATION

- 6.1 In the course of the application, 76 representations were received, consisting of 26 objections and 48 letters in support. The salient issues are summarised below:-

Objections

Traffic, Access and Road Safety

- The assumptions in the Transport Assessment are ambitious/ unsubstantiated;
- Roads and junctions in and around the site are already congested and the increase in traffic created by this development would add to this;
- Existing long delays in getting through the three sets of lights;
- The roads and surrounding area are not suitable for large fuel tankers;
- Consideration should be given to the additional trips generated to the site and the suitability of the wider road network to accommodate customers and HGV fuel deliveries;
- Ambitious assumption that people would not use the PFS during rush hour times;
- No details of procedures to manage queuing customers and HGV fuel deliveries if the forecourt is already full;
- No real ease of access in an emergency;
- Not a safe location given school children pass by here and cross the road.

Parking

- Existing car park area is limited for spaces at present;
- The proposal removes car-parking spaces used not only by Asda traffic but also as parking to serve the shops and library;
- Removing car-park spaces would impact on parking availability in the surrounding area;
- The Council should satisfy itself that the proposed reduction of parking spaces is justified;
- The car park formed part of the town centre redevelopment and therefore serves a mix of uses within the surrounding area, in addition to Asda;
- The Council should consider whether the mix of uses and demand for parking may change over time and ensure that a loss of spaces would not have a detrimental effect on parking requirements and detract from the ability of the area to attract new occupiers into the vacant units.

Planning History

- When the site was originally planned, a petrol filling station was rejected;
- The Council should consider any conditions attached to the planning permission for the town centre redevelopment, in particular relating to implementation and maintenance of a specific number of parking spaces or landscaping;
- If the application does not accord with the previous planning permission, consideration should be given to whether an application is required to amend the planning permission and any associated Section 75 planning obligation, rather than accepting a stand-alone application.

Amenity/Environmental

- The increase in traffic would have a significant impact on both noise and pollution;
- No consideration has been given to the potential for lighting pollution;
- The hours of operation sought would extend the use of the site outwith the hours of operation of the existing supermarket;
- Consideration should be given to the effects of the noise of customers and service vehicles and associated effects on residential amenity;
- Consideration should also be given to whether the proposal, with reduced levels of landscaping, reduces the visual amenity of the area to an unacceptable level.

Need/Impact on Existing Facilities

- No need for another petrol station in the area;
- Adverse impact on viability of existing petrol filling stations leading to risk of closure and loss of jobs;
- The transport assessment indicates that the PFS would not provide bio or high grade fuels or LPG, or cater for HGVs. These benefits, as well as a shop, are provided at an existing PFS in the area, so if this store was to close there would be a reduction in employment and services and facilities in the area;
- Careful consideration should be given to whether there is a need for the additional facility or whether it may provide a net loss of facilities and services, and potentially contribute to a vacant PFS site within the local area.

Others

- An unmanned petrol station is asking for problems and would not create any jobs;
- No electrical charging points for vehicles proposed.

Reasons in Support

- Support the proposal;
- Great news for the area;
- Much needed facility for the area;
- Would support the town centre, allowing expenditure locally;
- Would allow customers to purchase fuel as part of their shopping trip, adding to convenience ; and
- As people using the PFS would be visiting the store anyway, there would not be a major traffic impact.

7. DETAILED APPRAISAL

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

Accordingly,

7a The Development Plan

- 7a.1 The Falkirk Local Development Plan (LDP) was adopted on 16 July 2015. It includes a number of supplementary guidance documents which also have statutory status as part of the Development Plan. The proposed development was assessed against the following policies:-
- 7a.2 The application site lies within the Stenhousemuir Town Centre boundaries as defined in the LDP.
- 7a.3 Policy TC01 - Network of Centres states:-
1. *The focus for retail, leisure, cultural and major community uses in the area will be on the network of centres identified in Figure 3.3 and Map 3.3. Significant new retail and commercial leisure development will be directed to these centres. The boundaries of centres are identified on the Proposals Map. Residential and business uses will also be promoted in these centres as appropriate.*
 2. *New food shopping will be a priority in Denny, Bonnybridge and Bo'ness Town Centres, and in the new Local Centres of Banknock, Kinnaird Village and Whitecross.*
 3. *Opportunities for development, regeneration and enhancement in the centres will be promoted as listed in the Settlement Statements, and detailed in the Site Schedule in Appendix 1.*
 4. *Development which would significantly undermine the role of any centre in the network, as defined in Figure 3.3, will not be permitted.*
- 7a.4 Stenhousemuir Town Centre is classified as a District Centre under the hierarchy of centres in the Falkirk Council area. The role of District Centres is to serve the larger towns in terms of main food shopping and limited comparison shopping and services. It is anticipated that the proposed PFS would be complementary in some respects to the role of Stenhousemuir Town Centre as a District Centre. However, the resultant loss of existing car-parking spaces may undermine this role if it were to increase pressure on the availability of Town Centre parking.

7a.5 Policy TC02 - Development and Changes of Use in Centres states:-

Within the defined boundaries of centres, a mix of retail, business, leisure, community and residential uses will be promoted consistent with maintaining the vitality and viability of these centres and their role in the network of centres. Proposals for development or changes of use for these uses will be supported subject to the following:

- 1. Within the core area of Falkirk Town Centre, ground floor premises should be retained in retail use, or non-retail use which actively supports the shopping or tourism function of the Town Centre;*
- 2. Within established shopping streets elsewhere in Falkirk Town Centre and in the District and Local Centres, ground floor premises should, where possible, retain an active frontage;*
- 3. The re-use of upper storeys in shopping streets for residential use will be supported; and*
- 4. Within Central Retail Park and the retail element of the Falkirk Gateway, development proposals and changes of use should comply with any relevant Section 75 Obligations covering these shopping areas.*

Outwith centres, proposals involving the loss of neighbourhood and rural shops (Class 1) and services (Class 2) which serve an important community function will only be permitted where the Council is satisfied the premises are no longer viable for such uses.

7a.6 The proposed PFS would be complementary to the provision of a mix of uses within the Stenhousemuir Town Centre, consistent with maintaining the viability and vitality of this centre. Notwithstanding this, any resultant increase in pressure on Town Centre car-parking may impact on viability if it were to deter customers from visiting the centre.

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

- 1. Retail development proposals in excess of 1,000 sq.m. gross floorspace, and significant commercial leisure development, should be located within the network of centres, and should be of a scale and type consistent with the role of the centre in the network and commensurate with the local catchment. Proposals for significant retail and commercial leisure development at out-of-centre locations will be assessed in relation to the following:*

- The impact on the vitality and viability of other identified centres, or proposals for their improvement;*
- The need for the development;*
- The proposal's ability to meet the sequential approach; and*
- The accessibility of the proposal by a choice of means of transport, and the impact on the number and length of car trips.*

- 2. Retail development proposals of 1,000 sq.m. gross floorspace or less, serving neighbourhood needs, will be permitted more generally within the urban area, subject to other LDP policies.*

3. *Motor vehicle showrooms will be permitted within the economic development sites identified in the Site Schedule, or other business and industrial areas, provided access, servicing and any associated industrial processes can be accommodated without detriment to residential amenity, the functioning of the road network, or the operation of adjacent businesses.*
4. *Retail and commercial leisure development must demonstrate a high level of design quality, compatibility with adjacent land uses and an ability to integrate with any centre of which it is to form part.*

7a.8 The proposed PFS would sit along the frontage of the existing Asda car-park. The design of the PFS is necessarily functional while reflecting an uncluttered, minimal intervention and retaining the existing open aspect of the site to a large degree. New landscaping, to perform a screening and softening function, is proposed. In terms of compatibility, the hours of operation could be restricted in accordance with those recommended by the Council's Environmental Protection Unit. However, there are concerns that drawing in HGVs to this part of the town centre (i.e. petrol tankers) would not be particularly compatible or integrate well with the existing town centre environment (Hallam Road is a traffic calmed cul-de-sac which crosses through a pedestrianised area and which is not designed for HGV traffic). While the applicant has submitted that petrol tanker visits would be infrequent, this is not quantified any further. In addition, the applicant suggests that the fuel delivery hours could be restricted by a planning condition. However, such a condition would raise enforceability issues as it would be impracticable to monitor. Under Scottish Planning Circular 4/1998, conditions should only be imposed where they are enforceable.

7a.9 Policy D01 - Placemaking states:-

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

1. *Strategic Housing Growth Areas & Business Locations*
2. *Town and Village Centres*
3. *Town Gateways and Major Urban Road Corridors*
4. *Canal Corridor*
5. *Central Scotland Green Network*

7a.10 Town Centres are regarded as key opportunities for place-making. Within the context of the character of this particular town centre location, the proposed PFS is considered to be acceptable in visual design terms. Balanced against this, reliance upon a traffic calmed town centre environment to access the PFS works is not considered to reflect good place-making.

7a.11 Policy D02 - Sustainable Design Principles states:-

New development will be required to achieve a high standard of design quality and compliance with principles of sustainable development. Proposals should accord with the following principles:

1. *Natural and Built Heritage. Existing natural, built or cultural heritage features should be identified, conserved, enhanced and integrated sensitively into development;*

2. *Urban and Landscape Design.* The scale, siting and design of new development should respond positively and sympathetically to the site's surroundings, and create buildings and spaces that are attractive, distinctive, welcoming, adaptable, safe and easy to use;
3. *Accessibility.* Development should be designed to encourage the use of sustainable, integrated transport and to provide safe access for all users;
4. *Climate Change & Resource Use.* Development should promote the efficient use of natural resources and the minimisation of greenhouse gas emissions through energy efficient design, choice and sourcing of materials, reduction of waste, recycling of materials and exploitation of renewable energy;
5. *Infrastructure.* Infrastructure needs and their impacts should be identified and addressed by sustainable mitigation techniques, with particular regard to drainage, surface water management, flooding, traffic, road safety and noise; and
6. *Maintenance.* Proposals should demonstrate that provision will be made for the satisfactory future management and maintenance of all public areas, landscaping and infrastructure.

Masterplans will be required for significant development proposals requiring a co-ordinated approach to design and infrastructure, and should demonstrate how the above principles have been incorporated into the proposals. Masterplans should be informed by a development framework or brief where relevant.

Figure 5.3, Sustainable Design Principles - Supporting Policies/Guidance provides further guidance.

7a.12 The proposal complies with sustainable development principles to an extent. The design would be acceptable in the context of the surroundings, the site is accessible, being in the heart of a town centre, and visits to the facility could be carried out in conjunction with visiting the centre for other reasons e.g. shopping. However, as detailed above, there are concerns at the loss of parking spaces and the potential for detriment to road safety and place-making as the town centre was not designed to accommodate HGVs.

7a.13 Policy INF11 - Parking states:-

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

1. *The scale of public parking provision in Falkirk Town Centre will be maintained broadly at its current level and any proposed change to parking provision will be assessed against its effect on the vitality and viability of the centre.*
2. *The feasibility of promoting Park and Ride facilities on the road corridors into Falkirk Town Centre will continue to be investigated.*
3. *Parking in District and Local Centres will be managed to promote sustainable travel and the role of the centres.*

4. *New parking will be provided to support the strategic role of railway stations, with priority given to new provision at Falkirk High. Where possible, the provision of new off street parking facilities will be associated with traffic management and other measures to reduce uncontrolled on-street parking.*
5. *The maximum parking standards set out in the SPP will be applied to new development, where relevant, in tandem with the Council's minimum standards. Where the minimum standards cannot be met, developer contributions to enhance travel plan resources may be required in compensation.*

7a.14 Parking in District Centres will be managed to promote sustainable travel and the role of the centres. Stenhousemuir Town Centre is accessible by active travel and public transport means, equally, an appropriate balance has to be struck with accessibility by car. In this case, the existing car-park already fails to meet the National Roads Development Guide (NRDG) standards for the Asda store, the retail units and library. Over and above this, the car-park serves a wider town centre function. While the NRDG states that a lower provision may be appropriate in town centres, this is to be assessed on a case by case basis and should be agreed with the planning authority. The proposal would result in an even lower provision compared to the standards, which is not supported in this case.

7a.15 Policy INF12 - Water and Drainage Infrastructure states:-

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

7a.16 The application is accompanied by a drainage strategy statement. The statement indicates that the impermeable areas of the current store car-park drain to an existing surface water sewer and there is currently no restriction on discharge of surface water from the site and, as a result, no attenuation has been installed. The proposal for the PFS is to retain the existing connection to the surface water sewer. It is indicated that any changes to impermeable areas would be negligible. In this context, it would be reasonable to condition the finalised proposals for surface water drainage including the necessary supporting information. There is no proposal to introduce a foul water connection to the new site.

7a.17 In view of the above assessment, the application is considered to be contrary to the LDP.

7b Material Considerations

- 7b.1 The material considerations to be assessed are Falkirk Local Development Plan 2 (Proposed Plan), the consultation responses and the public representations.

Falkirk Local Development Plan 2 (Proposed Plan)

- 7b.2 The current Falkirk Local Development Plan is in the process of being replaced by a new plan, LDP2. The Proposed Falkirk Local Development Plan 2 (LDP2) has been approved by the Council for consultation. The consultation period ran from 27 September 2018 to 23 November 2018. Following consideration by Scottish Ministers of representations received it is expected that LDP2 will be adopted in 2020, at which point it will replace the current Falkirk Local Development Plan. LDP2 provides the most up to date indication of Falkirk Council's views in relation to Development Plan policy and constitutes a material consideration in the determination of planning applications.
- 7b.3 The application site lies within the Stenhousemuir Town Centre boundaries as defined in Proposed LDP2. The status of this town centre as a District Centre is also carried over. The policies of Proposed LDP2 of relevance to the proposal are the same or similar to those of the LDP.

Responses to Consultation

- 7b.4 The consultation responses are summarised in section 3 of this report. As detailed in the summary, the Council's Roads Development Unit and Transport Planning Unit have concerns in relation to access, road safety and parking.

Assessment of Public Representations

- 7b.5 The matters raised in the public representations are summarised in section 6 of this report. The main concerns raised in the representations are considered in this report in the policy assessment and the consultation responses. In addition, the following comments are made:-
- There are no conditions attached to the previous planning permission (06/0339/FUL) to require a specific number of car-park spaces or landscaping to be maintained;
 - The details of lighting provision could be the subject of a condition attached to any grant of planning permission;
 - Trade competition in its own right is not a material planning consideration;
 - The LDP does not contain any specific policies relating to the loss of existing local services and facilities as a result of a development proposal; and
 - The comments in support of the application are noted.

7c Conclusion

- 7c.1 The application is considered to be contrary to the LDP, for the reasons detailed in this report. While the potential benefits of the proposed development are noted, they are not considered to outweigh or justify setting aside the terms of the LDP. On balance, the application is therefore recommended for refusal.

8. RECOMMENDATION

8.1 It is therefore recommended that the Planning Committee refuse planning permission for the following reason(s):-

- 1. The application is contrary to Policies TC01 'Network of Centres' and INF11 'Parking' of the Falkirk Local Development Plan as the proposed development has the potential to undermine the role of Stenhousemuir Town Centre as a District Centre. This is due to the loss of 30 existing car-park spaces within the main town centre car-park as a result of the proposal, which could increase pressure on the availability of town centre parking (taking into account changes in future parking demand and that the assumptions made in the traffic analysis may not be met in practice). This in turn could deter people from visiting the town centre and detract from the ability of the centre to attract new business interest.**
- 2. The application is contrary to Policies TC03 'Retail and Commercial Leisure Development' and D01 'Place-making' of the Falkirk Local Development Plan as the proposed development, in drawing in HGVs to the town centre (i.e. petrol tankers) would not be particularly compatible or integrate well with the town centre environment. Hallam Road is a traffic calmed cul-de-sac which crosses through a pedestrianised area and which is not designed to take HGVs.**
- 3. The application is contrary to Policy D02 'Sustainable Design Principles' of the Falkirk Local Development Plan as the proposed development does not satisfy all of the principles of sustainable development as set out in the policy. In particular, there is the potential for detriment to road safety and place-making as the town centre has not been designed to accommodate HGVs, including the junction of Hallam Road and King Street.**
- 4. The maximum parking standards set out in the National Roads Development Guide (NRDG) are not currently complied with in respect of the existing Asda store, other retail units and the library, and the degree of non-compliance would increase as a result of the proposed development. While the NRDG states that a lower provision in town centre locations may be appropriate, a lower provision compared to the relevant parking standards at the time of the town centre redevelopment in 2006 has already been applied. A further reduction in car-park spaces in respect of the standards is not supported in this instance. In addition, the car park in question also has a wider town centre function.**

Informative(s):-

1. For the avoidance of doubt, the plan(s) to which this decision refer(s) bear our online reference number(s) 01, 02, 03, 04A, 05, 06A, 07A, 08, 09, 10, 11, 12, 13 and 14.

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pp Director of Development Services

Date: 16 August 2019

LIST OF BACKGROUND PAPERS

1. Falkirk Local Development Plan.
2. Falkirk Local Development Plan 2 (Proposed Plan).
3. Objection received from Dr Donald McNicol, 374 Main Street, Stenhousemuir, Larbert, FK5 3JR on 14 November 2018.
4. Objection received from Mr Colin Owens, 14 Duncan Avenue, Carronshore, Falkirk, FK2 8JT on 20 November 2018.
5. Objection received from Mrs Shelley Hamilton, 11 Waverley Terrace, Stenhousemuir, Larbert, FK5 3HT on 24 November 2018.
6. Objection received from Mr George Robertson, 4 Rae Street, Stenhousemuir, FK5 4QW on 14 November 2018.
7. Objection received from Mrs Susan Henderson, 60, Valeview, Stenhousemuir, FK5 3BZ on 15 November 2018.
8. Objection received from Miss Amy Johnston, 29a Dean Road, Bo'ness, EH51 9BQ on 21 March 2019.
9. Objection received from Mr Barry Moore, 141, Tryst Road, Stenhousemuir, Larbert, FK5 4QJ on 4 March 2019.
10. Objection received from Mr Lee Cowie, Tryst House, Larbert, FK5 4RB on 20 March 2019.
11. Objection received from Mr Alasdair Ross, 65 Galbraith Crescent, Kinnaird Village, Larbert, FK5 4GZ on 1 February 2019.
12. Objection received from Mr Tom Curry, 12 Dow Place, Stenhousemuir, FK5 4WG on 16 February 2019.
13. Objection received from Miss Laura Wilson, 31 Bohun Court, Stirling, FK7 7UT on 20 March 2019.
14. Objection received from WYG, Fao Lisa Russell, Associate Director, The Cube, 45 Leith Street, Edinburgh, EH1 3AT on 26 March 2019.
15. Intimation of Support received from Owner / Occupier, 318 Main Street, Stenhousemuir, on 8 February 2019.
16. Intimation of Support received from G and Jamie Galletly, 16 Kennedy Way, Airth, Falkirk, FK2 8GB on 6 February 2019.
17. Intimation of Support received from Janis Campbell, 18 Torlea Place, Larbert, FK5 4QZ on 6 February 2019.

18. Intimation of Support received from Claire Ferguson, 13 Hillary Road, Stenhousemuir, Larbert, FK5 3DL on 6 February 2019.
19. Intimation of Support received from Mr James Coyle, 7 Ladeside Crescent, Stenhousemuir, Larbert, FK5 3DG on 6 February 2019.
20. Intimation of Support received from Kate Heberton, 16 Kennedy Way, Airth, Falkirk, FK2 8GB on 6 February 2019.
21. Intimation of Support received from Mr John Shiells, 7 Park Avenue, Stenhousemuir, Larbert, FK5 3JA on 6 February 2019.
22. Intimation of Support received from Owner / Occupier, 14 Paul Drive, Airth, Falkirk, FK2 8LA on 6 February 2019.
23. Intimation of Support received from Sharon Roberston, 3A Evans Street, Larbert, FK5 4RQ on 6 February 2019.
24. Intimation of Support received from Mr Jim Syme, 24 Sarti Terrace, Larbert, FK5 4TD on 6 February 2019.
25. Intimation of Support received from Stuart Shaw, 17 Ochilview Court, Larbert, FK5 4FJ on 4 February 2019.
26. Intimation of Support received from Miss G Bellington, 46 Park Avenue, Stenhousemuir, Larbert, FK5 3JA on 4 February 2019.
27. Intimation of Support received from Robert Cruikshank, 26 Tanera Court, Falkirk, FK1 2PQ on 4 February 2019.
28. Intimation of Support received from Jenna Smith, 28 Innerpeffray Drive, Carron, Falkirk, FK2 8BN on 4 February 2019.
29. Objection received from Mr Scott Harris, 73 Kilbagie Street, Kincardine, Fife, FK12 5BH on 20 March 2019.
30. Objection received from Ms Julie Toon, 27 Seabegs Road, Bonnybridge, FK4 2BX on 20 March 2019.
31. Objection received from Mrs Lindsay Johnston, 16 Kersiebank Avenue, Grangemouth, FK3 9EL on 20 March 2019.
32. Objection received from Mrs Isabella Bryce, 25 Glebe Crescent, Alva, FK12 5HS on 20 March 2019.
33. Objection received from Miss Linsey Shand, 48 Hayfield, Falkirk, FK2 7XH on 20 March 2019.
34. Objection received from Mrs Gemma Ross, 24 Castle Avenue, Airth, Falkirk, FK2 8GA on 20 March 2019.
35. Objection received from Mrs Angela Haughie, 1 Guthrie Crescent, Larbert, FK5 4GE on 20 March 2019.
36. Objection received from Mrs Allyson Johnstone, 62 York Street, Falkirk, FK2 9EW on 20 March 2019.
37. Objection received from Miss Emily Oberg, 5 Nicolton Court, Maddiston, Falkirk, FK2 0LB on 20 March 2019.
38. Intimation of Support received from Forth Valley Chamber Of Commerce, FAO: Lynn Blaikie, President, Scion House, Stirling University Innovation Park, Stirling, FK9 4NF on 15 February 2019.
39. Objection received from Miss Kim Grant, 9 Sinclair Place, Falkirk, FK2 7QR on 20 March 2019.
40. Objection received from Mr Bryan Main, 67 Calderpark Road, Glasgow, G71 7RG on 20 March 2019.
41. Objection received from Mrs Michelle Collier, 1, Avon Street, Dunipace, Denny, FK6 6LD on 20 March 2019.
42. Intimation of Support received from Miss Sarah Callaghan, 11 Burder Park, Carron, Falkirk, FK2 8FL on 20 March 2019.
43. Intimation of Support received from Graham Swan, 89 James Street, Stenhousemuir, Larbert, FK5 3HR on 4 February 2019.

44. Objection received from Mrs J McNeilly, 21 North Main St, Carronshore, Falkirk, FK2 8HW on 20 March 2019.
45. Objection received from Certas Energy UK Ltd c/o Lisa Russell, WYG, The Cube, 45 Leith Street, Edinburgh, EH1 3AT on 26 March 2019.
46. Intimation of Support received from G Clarkson, 104 Tryst Road, Stenhousemuir, Larbert, FK5 4QJ on 4 February 2019.
47. Intimation of Support received from John Barrett, 8 Strathyre Place, Larbert, FK5 4WQ on 4 February 2019.
48. Intimation of Support received from Karen Shaw, 50 James Street, Stenhousemuir, Larbert, FK5 3HS on 4 February 2019.
49. Intimation of Support received from Jackie McGuire, 37 Sawers Avenue, Denny, FK6 5BS on 4 February 2019.
50. Intimation of Support received from Mary McIntosh, 10 Waverley Road, Stenhousemuir, Larbert, FK5 3JB on 4 February 2019.
51. Intimation of Support received from Janet Strathearn, 15 South View, Stenhousemuir, Larbert, FK5 3DW on 4 February 2019.
52. Intimation of Support received from Jacqueline McGuire, 26 Hillary Road, Stenhousemuir, Larbert, FK5 3DN on 4 February 2019.
53. Intimation of Support received from L A Bridgeman, 10 Swords Way, Falkirk, FK2 7FF on 4 February 2019.
54. Intimation of Support received from W Paterson, 61 Bellsdyke Road, Larbert, FK5 4EQ on 4 February 2019.
55. Intimation of Support received from Cameron Moir, 6 Grahamsdyke Crescent, Bonnybridge, FK4 2DH on 4 February 2019.
56. Intimation of Support received from Angus Rae, 58 Grahamsdyke Street, Laurieston, Falkirk, FK2 9LU on 4 February 2019.
57. Intimation of Support received from Gary Nicol, 18 James Street, Stenhousemuir, Larbert, FK5 3HR on 4 February 2019.
58. Intimation of Support received from Jo-Ann Brown, 34 Bothkennar Road, Carronshore, Falkirk, FK2 8HS on 4 February 2019.
59. Intimation of Support received from Mia Warner, 56 North Main Street, Carronshore, Falkirk, FK2 8HL on 4 February 2019.
60. Intimation of Support received from Malcolm Comrie, 65 Muirhead Road, Stenhousemuir, Larbert, FK5 4JB on 4 February 2019.
61. Intimation of Support received from Helen Templeton, 30 South View, Stenhousemuir, Larbert, FK5 3DW on 4 February 2019.
62. Intimation of Support received from William Scott, 28 Main Street, Carronshore, Falkirk, FK2 8EX on 4 February 2019.
63. Intimation of Support received from Mrs H Fraser, 109 Lamond View, Stenhousemuir, Larbert, FK5 3BP on 4 February 2019.
64. Intimation of Support received from William Cochrane, 20 Hillary Road, Stenhousemuir, Larbert, FK5 3DN on 4 February 2019.
65. Intimation of Support received from Dianne Carney, 102 Corrie Avenue, Stenhousemuir, Larbert, FK5 4UY on 4 February 2019.
66. Intimation of Support received from Frances Snedden, 1 Glenbervie Drive, Larbert, FK5 4NP on 4 February 2019.
67. Intimation of Support received from Stacy McKay, 9 Woodside Grove, Larbert, FK5 3HG on 4 February 2019.
68. Intimation of Support received from Ann Haston, 33 Craigievar Avenue, Carron, Falkirk, FK2 8DQ on 4 February 2019.
69. Intimation of Support received from Rosemary Binnie, 469 King Street, Stenhousemuir, Larbert, FK5 4HX on 4 February 2019.

70. Intimation of Support received from Denise Turnbull, 9 Myot View, Fankerton, Denny, FK6 5HZ on 4 February 2019.
71. Intimation of Support received from Danielle Jones, 3 Carmuir Drive, Falkirk, FK1 4JG on 4 February 2019.
72. Intimation of Support received from Daniel Nicol, 109 Roughlands Drive, Carronshore, Falkirk, FK2 8DE on 4 February 2019.
73. Intimation of Support received from Michelle Hunter, 9 McLaren Court, Stenhousemuir, Larbert, FK5 3DB on 4 February 2019.
74. Intimation of Support received from Therese Masterson, 130 Bellsdyke Road, Larbert, FK5 4HF on 4 February 2019.
75. Intimation of Support received from Mr & Mrs Bachen, 13 Lamond View, Stenhousemuir, Larbert, FK5 3JD on 4 February 2019.
76. Intimation of Support received from Emma Hazelton, 6 Gillespie Terrace, Old Plean, FK7 8BN on 4 February 2019.
77. Intimation of Support received from Owner / Occupier, 27 Callander Drive, Larbert, FK5 3ES on 4 February 2019.

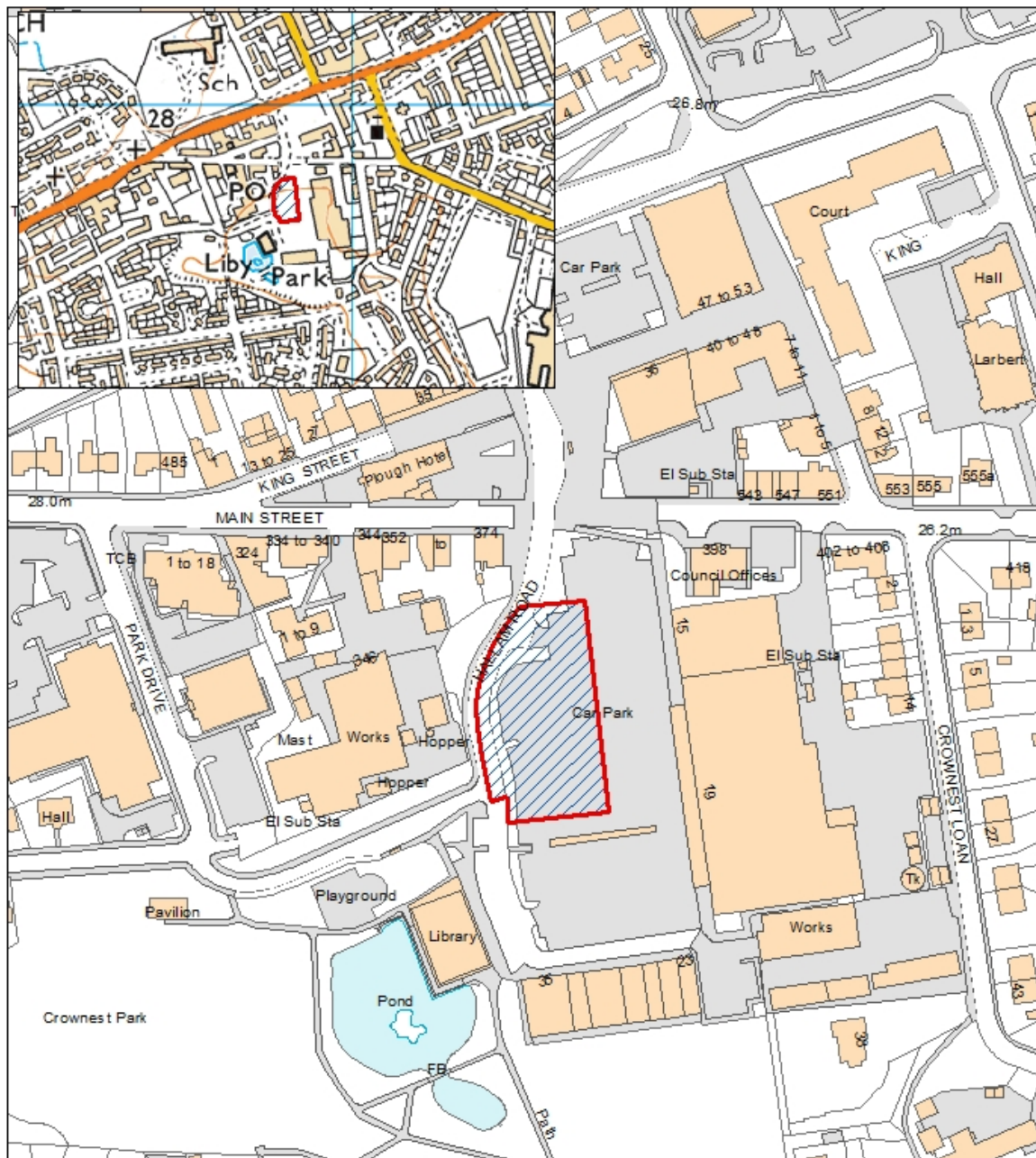
Any person wishing to inspect the background papers listed above should telephone Falkirk 01324 504935 and ask for Brent Vivian, Senior Planning Officer.

Planning Committee

Planning Application Location Plan

P/18/0648/FUL

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



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