

FALKIRK COUNCIL

Subject: REDEVELOPMENT OF DENNY TOWN CENTRE
COMPRISING CLASS 1 AND 2 USES, CAFE RESTAURANT,
LIBRARY WITH COMMUNITY SPACE, COMMUNITY
ENTERPRISE UNITS (CLASS 4), RESIDENTIAL
DEVELOPMENT, PUBLIC REALM WORKS, CAR PARKING
AND ANCILLARY WORKS AT 1 - 31 (ODDS) CHURCH WALK,
DENNY FK6 6DF, 133 - 167A (ODDS) CHURCH WALK, DENNY
FK6 6HS FOR FALKIRK COUNCIL - P/12/0179/PPP

Meeting: PLANNING COMMITTEE
Date: 25 June 2013
Author: DIRECTOR OF DEVELOPMENT SERVICES

Local Members: Ward - Denny and Banknock

Councillor Jim Blackwood
Councillor Brian McCabe
Councillor John McNally
Councillor Martin David Oliver

Community Council: Denny and District

Case Officer: John Angell (Head of Planning and Transportation), Ext 4951

1. DESCRIPTION OF PROPOSAL / SITE LOCATION

- 1.1 The application is a major development and seeks planning permission in principle for the redevelopment of Denny Town Centre to provide for new retail, office, library and residential uses and associated works, including car parking and public realm works.
- 1.2 The application site includes the block bounded by Stirling Street, Duke Street and Davies Row and also includes Denny Cross. The existing buildings within the block are currently being demolished.
- 1.3 A Masterplan and a Design Concept and Access Statement have been submitted in support of the application. They indicate:-
 - Redevelopment essentially of the existing building footprint along the frontages of Stirling Street and Duke Street;
 - A two-storey building (phase 1) towards the southern end of Stirling Street;
 - Redesign and enhancement of the existing car park accessed from Davies Row;

- Dual aspect to the phase 1 building with first floor level access from the car park (reflecting the difference in levels between the car park and Stirling Street);
- A pedestrian path with steps linking the car park and Stirling Street (opposite the existing car park entrance to the Co-op);
- A public square at the corner of Duke Street and Stirling Street (created in phase 1);
- The locations for future retail, community enterprise and residential uses; and
- The location of a possible future food store.

1.4 The Design Concept and Access Statement indicates that the current proposals build on an earlier Masterplan (see paragraph 3.1 of this report) and have been informed by community and other stakeholder feedback.

1.5 Other information submitted in support of the application includes:-

- A Public Consultation Report;
- A Drainage Strategy;
- A Transport Assessment; and
- A Road Safety Audit.

1.6 The application includes an access strategy based on removal of as much of the through traffic from Stirling Street as possible, so as to improve the amenity of the shopping area. This strategy involves switching the main through traffic movement from Stirling Street to Duke Street/Davies Row. It is recognised that further consideration of the access strategy will occur when further details of the town centre regeneration scheme come forward.

1.7 A report considering access for disabled people within the new Town Centre development is to be considered by the Falkirk Council Executive on 18 June 2013. The report considers a range of options, including the stepped path promoted in the Masterplan, a public lift and an additional ramp.

2. REASON FOR COMMITTEE CONSIDERATION

2.1 The application requires consideration by the Planning Committee as the applicant is Falkirk Council.

3. SITE HISTORY

- 3.1 Planning application ref: P/09/0389/OUT for the redevelopment of Denny Town Centre to provide 79,000 square feet of retail, office, library and residential space, car parking and associated works was withdrawn in June 2012. This application was submitted by Henry Boot Development Limited but in late 2011 the Council opted to take the development forward as a Council led initiative. The current proposals build on the Henry Boot Masterplan.
- 3.2 Proposal of Application Notice ref: PRE/2012/0001/PAN for a proposed retail development incorporating ancillary uses including a library was submitted in January 2012. The notice set out the intended community consultation which included drop in sessions over two days and leaflets to all residents. The two workshop events took place on 31 January and 1 February 2012. The Public Consultation Report accompanying the current application indicates that approximately 35 people attended the events and 30 feedback forms were received.
- 3.3 Planning application ref: P/12/0180/FUL for the erection of a mixed use building comprising 11 units and a library with community space, the formation of car parking and the undertaking of public realm works, and other works, was granted planning permission in January 2013. This permission is for phase 1 of the overall development.
- 3.4 Prior Notification ref: P/12/0262/DMO for the demolition of buildings was received in May 2012. The planning authority advised that its approval prior to the buildings being demolished is not required.

4. CONSULTATIONS

- 4.1 The Roads Development Unit have noted that the access strategy included in the application fundamentally changes the role of Duke Street / Davies Row and replaces Stirling Street as the main route through the town centre. They advise that this strategy ensures that pedestrian facilities are positioned in the safest and most convenient locations in keeping with a town centre location, and they are satisfied with the strategy in terms of the amount of traffic that can be processed utilising traffic signal control. However, they recognise that the strategy, in providing pedestrian crossing facilities at desire lines, would have a detrimental impact on vehicular capacity, compared with a strategy which concentrated solely on vehicular capacity. The balancing of pedestrian safety with vehicular capacity can be examined further when details are developed. They accept the arrangements for access to the car parks along Davies Row and the proposed visibility at the access points, taking into account land ownership constraints and the likely vehicle speeds in the area. They advise that further consideration would be needed to ensure that articulated vehicles can be accommodated in the road layout.
- 4.2 The Environmental Protection Unit have requested a contaminated land assessment and advise that measures to protect the proposed dwellinghouses from transportation noise would need to be submitted for their consideration. They advise that an Air Quality Assessment may be required depending on the implications of the finalised access strategy on vehicular capacity and queuing, whilst recognising that a relatively small increase in overall parking provision within the Town Centre is proposed, the site is outwith an Air Quality Management Area (AQMA) and the land uses in the area are unlikely to change significantly.

- 4.3 The Transport Planning Unit have noted that the access strategy included in the application (see paragraph 1.6 of this report) involves significant changes to the turning movements and operations at three key junctions in the Town Centre, being the Stirling Street/Davies Row junction, the Duke Street/Davies Row junction and the Denny Cross junction. They advise that a consequence of this strategy is the likelihood of queuing at Denny Cross at peak times, particularly on the Duke Street / Davies Row and Broad Street approaches to the Cross. They query whether the traffic management arrangement reflected in this strategy is the best overall solution or whether a higher capacity solution could be introduced in order to reduce queuing levels and minimise potential impacts on air quality. They therefore suggest that further consideration be given to the traffic management solution at the detailed planning stage. They are broadly satisfied with the facilities for pedestrians under the strategy but seek alterations so that buses could be safely accommodated. They are satisfied with the parking strategy which includes upgraded car park facilities and use of spare capacity in the other car parks in the town centre. They advise that a financial contribution in the sum of £1.41 million would be required towards the provision of the Denny Eastern Access Road (DEAR) based on the likely additional traffic impact of the town centre regeneration proposals on Denny Cross.
- 4.4 Scottish Water have no objection to the application but have advised that a Drainage Impact Assessment form will need to be completed in order to assess the impact of the proposal on their infrastructure.
- 4.5 The Scottish Environmental Protection Agency (SEPA) have no objection to the application but advise that the use of sustainable urban drainage systems (SUDS) should be considered if a route to discharge into the River Carron or another watercourse can be found.
- 4.6 Education Services have advised that a pro rata financial contribution would be required towards improving the capacity of Denny High School and Denny Primary School if the proposed development results in a significant increase in the number of residential units in the Town Centre compared to the existing/previous situation.
- 4.7 Central Scotland Police have not made any comments.
- 4.8 Architecture and Design Scotland have not made any formal written comments in relation to the current application, but were previously involved in the design process dating back to the original Henry Boot Masterplan. There were discussions with Architecture and Design Scotland regarding their potential involvement in the current application, and it was concluded that the designs were too far developed for them to make a further contribution to the project.

5. COMMUNITY COUNCIL

- 5.1 The Denny and District Community Council has not made any representations to this application.

6. PUBLIC REPRESENTATION

6.1 Three objections to the application have been received. The matters raised in these objections can be summarised as follows:-

- Deficiencies and queries in relation to the application form submitted with the application;
- The plan is not fit for purpose and it is apparent that no thought has been given to the disabled, elderly or mothers with young children;
- There is no break between shops, and shoppers (with heavy shopping bags) would have to walk the whole length of Stirling Street and along Duke Street to gain access to the car park and the library; and
- The whole strategy for the new shopping centre should be re-thought to make the town more shopper friendly and so generate interest in the local shops that will take over the new units.

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

Falkirk Council Structure Plan

7a.1 Policy ECON.4 'Falkirk Town Centre and the District Centres' states:

"The Council will seek to maintain and enhance the principal role of Falkirk Town Centre and the local service role of the District Centres. Accordingly:

- (1) priority will be given to the expansion of Falkirk and Grangemouth Town Centres as provided for in Policy ECON.1, and opportunities for consolidation and expansion which may arise in the other District Centres, commensurate with their local role;*
- (2) co-ordinated strategies to improve the environment, management and accessibility of Falkirk Town Centre and the District Centres will be developed; and*
- (3) In Grangemouth and Bo'ness the proposals will be compatible with the petrochemical and chemical industries."*

7a.2 This policy seeks to maintain and enhance the role of Falkirk Town Centre and the local service role of the four District Centres. Denny Town Centre is identified in the Structure Plan as one of the four District Centres. The proposed development would serve to consolidate the local service role of Denny Town Centre and represents a co-ordinated strategy by Falkirk Council to improve service provision and the amenity of this Town Centre. The application therefore accords with this policy.

7a.3 Policy ECON. 5 'Location of New Retail and Commercial Leisure Development' states:

"The scale of new retail development will be commensurate with maintaining the hierarchy of shopping centres shown in Schedule ECON 5 and enhancing them. Proposals for significant new retail and commercial leisure development should accord with the following principles:

1. *non food retailing will be directed to Falkirk Town Centre and the District Centres. In addition, provision will be made for bulky household goods retailing at Middlefield/Westfield Strategic Development Opportunity (up to 25,000 sq m gross), and for limited specialist retailing at the Falkirk Canal Interchange Strategic Development Opportunity, as set out in Schedule ECON.1 and subject to the criteria in Policy ECON.2;*
2. *priority will be given to the provision of new food retail floorspace in Grangemouth, Larbert/Stenhousemuir, the Polmont area, Denny and Bonnybridge/Banknock, of a scale commensurate with the local catchment. New food retail floorspace will be directed to the District Centres and other established local centres, and only to new local centres where they meet the criteria set out in Policy ECON.6;*
3. *new food retail floorspace in Falkirk will be restricted to existing commitments, neighbourhood stores of less than 1,000 sq. m. gross floorspace, and limited extensions to existing stores; and*
4. *commercial leisure developments will be directed to Falkirk Town Centre, the District Centres and those other Strategic Development Opportunities for which such uses are specified in Schedule ECON.1."*

7a.4 This policy provides guidance on the location of new retail and commercial leisure facilities and generally directs such development to Falkirk Town Centre and the District Centres. The proposed development replaces existing retail provision within Denny Town Centre (a District Centre) and the Masterplan accompanying the application indicates a phase 1 development, future retail units and a possible future food store. The scale of retail development indicated on the Masterplan is considered to be commensurate with maintaining the hierarchy of shopping centres in the Falkirk Council area. In addition, the indication of a possible future food store would help address a priority under this policy to provide new food retail floorspace in Denny commensurate with the local catchment. The application is therefore considered to accord with this policy.

Falkirk Council Local Plan

- 7a.5 The application site lies within Denny Town Centre and partly within the Core Retail Area as defined in the Falkirk Council Local Plan. Under this Plan, Denny Town Centre is identified as an opportunity site for Economic Development (ED.DEN.1) and Recreation and Community Facilities (RC.DEN.2).
- 7a.6 ED.DEN.1 identifies an opportunity to redevelop the Town Centre for retail, leisure, office, community and residential uses. RC.DEN.2 identifies an opportunity to improve library provision as part of the Town Centre Strategy. This application responds to, and is supported by, the development opportunities identified in the Local Plan.
- 7a.7 Policy DEN.1 'Denny Town Centre' states:
- “(1) The Council will promote the role of Denny Town Centre as a District Centre with particular emphasis on the redevelopment of Church Walk and improving the retail environment;*
 - (2) In ground floor properties within the core retail area, the Council will seek to maintain active commercial frontages which contribute to the vitality of the Town Centre. A balance of Class 1 retail, leisure, food and drink, and Class 2 office uses will be encouraged and concentrations of non-retail use will be avoided. Within upper storeys, the reuse of vacant floorspace for residential use will be supported; and*
 - (3) Within secondary areas of the Town Centre (within the Town Centre boundary but outwith the core retail area), a mixture of residential and commercial development will be appropriate.”*
- 7a.8 This policy promotes the role of Denny Town Centre as a District Centre. The Masterplan accompanying the application indicates the redevelopment of Church Walk in order to improve the retail environment. Clause 1 of the policy is therefore complied with. The Masterplan indicates commercial units along road frontages within the Core Retail Area. This is supported by clause 2 of the policy. The precise mix and location of retail and non-retail uses would be considered at detailed planning stage. The application is therefore considered to accord with this policy.
- 7a.9 Policy EP6 'Hierarchy of Centres' states:
- “The Council will promote and enhance the hierarchy of centres as set out in Table 5.2 as the continuing focus of retail, leisure and major community uses in the Council area. The boundaries of centres are identified on the Proposals Map and the detailed policies in respect of each centre are set out under the relevant Settlement Statement.”*
- 7a.10 This policy states that the Council will promote and enhance the hierarchy of centres as set out in Table 5.2 of the policy. Table 5.2 identifies Denny Town Centre as a District Centre within the hierarchy of centres. The proposed development would promote and enhance Denny Town Centre in its role as a District Centre. The application therefore accords with this policy.

7a.11 Policy EP7 - 'New Retail Development' states:

- (1) *New retail development in excess of 500 m² gross will be permitted where it is consistent with Policies ECON.5 and ECON.6 of the Structure Plan, and specific policies for individual centres in the Settlement Statements.*
- (2) *Retail developments smaller than 500 m² serving neighbourhood needs will be permitted within the urban area, subject to other Local Plan policies.*
- (3) *Retail development must demonstrate a high level of design quality, compatibility with adjacent land uses and an ability to integrate functionally and visually with any centre of which it is to form part.*

7a.12 This policy relates to new retail development. Part 1 of the policy permits new retail development in excess of 500m² where it is consistent with Policies ECON.5 and ECON.6 of the Falkirk Council Structure Plan and the specific policies for individual centres. The proposed development comprises more than 500m² of new retail development and has been assessed in this report as complying with Policy ECON.5 of the Structure Plan. Policy ECON.6 of the Structure Plan is not relevant as it relates to out-of-centre retail and leisure development. In addition, the application has been assessed in this report as complying with the specific policy for Denny Town Centre (see paragraph 7a.8 of this report). Part 2 of the policy is not relevant in this instance and part 3 of the policy relates to design quality and compatibility and integration. The Masterplan accompanying the application demonstrates an ability to integrate functionally with the existing Town Centre. Any specific compatibility issues with the proposed land uses and the design detail would be considered at detailed planning stage. The application is therefore considered to accord with this policy.

7a.13 Policy EQ30A - 'Air Quality' states:

"The Council will seek to contribute to the improvement of air quality. Impacts on air quality will be taken into account in assessing development proposals, particularly within Air Quality Management Areas (AQMAs). Air Quality Assessments may be required for developments within AQMAs."

7a.14 This policy states that the Council will seek to contribute to the improvement of air quality. The Transport Planning Unit have reviewed the access strategy submitted with the application and have advised that under this strategy there is the likelihood of queuing at Denny Cross at peak times. Depending on the implications of the finalised access strategy on vehicular capacity and queuing, an Air Quality Assessment may be required, which could be secured by a planning condition. With this safeguard in place, the application is considered to accord with this policy.

7a.15 Policy ST7 - 'Transport Assessments' states:

- (1) *Falkirk Council will require transport assessments of developments where the impact of that development on the transport network is considered likely to require mitigation.*
- (2) *Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and assessment of the likely impacts on air quality as a result of proposed development.*
- (3) *Developers will agree the scope of the assessment with Falkirk Council, then undertake the assessment in accordance with the scoping. In all cases, the assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over unnecessary use of the car.*

- (4) *The Council will only grant planning permission where it is satisfied that the transport assessment and travel plan has been appropriately scoped, the network impacts properly defined and suitable mitigation measures identified."*

7a.16 A transport assessment and road safety audit have been submitted in accordance with an agreed scoping and based on the access strategy accompanying the application. The Transport Planning Unit have reviewed the transport related information, and their comments are summarised in paragraph 4.3 of this report. The assessment focuses on the hierarchy of transport modes, prioritises pedestrians and defines the network impacts. As highlighted by the Transport Planning Unit, the network impacts include the likelihood of queuing at Denny Cross at peak times. As the application seeks planning permission in principle only, it is considered there is scope within the terms of this policy to attach a planning condition to approve the final access strategy and mitigation measures at the detailed planning stage. With these safeguards, it is considered that the application accords with this policy.

7a.17 Accordingly, the proposal accords with the Development Plan.

7b Material Considerations

7b.1 The material planning considerations in respect of this application are National Planning Policy and Guidance, the Falkirk Local Development Plan, the consultation responses and the representations received.

National Planning Policy and Guidance

7b.2 Scottish Planning Policy (February 2010) supports actions to improve town centres and create distinctive high quality, inclusive, successful and safe places. In addition, it promotes a shift to more sustainable modes of transport, in order to reduce emissions from transport sources as a contribution to achieving Scottish Government greenhouse gas emission targets. It identifies that personal travel opportunities should be prioritised by mode in the following order - walking, cycling, public transport, car and other motorised vehicles. It recognises that tackling congestion will also support sustainable economic growth and reduce emissions.

7b.3 The Masterplan accompanying the application is considered to reflect the aspirations of Scottish Planning Policy for high quality and the overall redevelopment should significantly improve the viability and vitality of Denny Town Centre. The access strategy accompanying the application supports Scottish Planning Policy by giving priority to sustainable modes of transport, whilst further consideration will be given to the strategy having regard to potential congestion and air quality issues, in order to achieve the best overall solution.

Falkirk Local Development Plan (FLDP)

7b.4 The FLDP was approved by Falkirk Council for consultation in March 2013, with the period for representation running from April to June 2013. It is expected to be adopted in early 2015, at which point it will replace the current Structure Plan and Local Plan. It provides the most up to date indication of Falkirk Council's views in relation to Development Plan policy.

- 7b.5 The application site lies within the Denny Town Centre under the FLDP and is defined as an Existing Supply Site for retail, community and office uses. The FLDP contains similar policies to those of the Development Plan of relevance to the current application.

Consultation Responses

- 7b.6 The consultation responses are summarised in Section 4 of this report. Various matters raised by the Roads Development Unit, the Environmental Protection Unit and the Transport Planning Unit could be the subject of conditions of any grant of permission. The concerns raised by the Transport Planning Unit are summarised in paragraph 4.3 of the report and are referred to in the overall assessment as detailed in this report.
- 7b.7 In response to the comments by SEPA (see paragraph 4.5 of this report), the applicant has advised that no new route to discharge surface water into a watercourse has been found. The proposal is therefore to connect the new development to the existing combined sewer. The applicant advises that SUDS measures are incorporated into the scheme, as permeable paving is proposed within the car park areas.
- 7b.8 In response to the comments by Education Services (see paragraph 4.6 of this report), the applicant has advised that the overall redevelopment would provide an opportunity for first floor level residential development, but at a significantly smaller scale than the previous provision within the redevelopment area. On this basis, no financial contribution towards improving capacity at Denny High School or Denny Primary School would be required.

Representations Received

- 7b.9 Three objections to the application were received, which are summarised in Section 6 of this report. In response to the concerns raised in those objections, the following comments are considered to be relevant:-
- An amended Application Form was submitted to address a number of queries including in relation to the agent's details, impact on trees and estimated floorspace;
 - The Application Form does not detail the precise number of proposed residential units as the application seeks planning permission in principle only. This matter would be subject to consideration at detailed planning stage;
 - The Masterplan has been subject to extensive consultation as it has evolved in its various forms. The Public Consultation Report submitted with the application suggests that, as a consequence, the regeneration Masterplan has strong support. According to the Public Consultation Report, the feedback forms received in response to the workshop events on 31 January and 1 February 2012 indicated that 87% of respondents agreed that the proposals were a positive step forward for the town;
 - The Masterplan indicates a pedestrian link with steps from Stirling Street (opposite the Co-op car park entrance) to the redesigned car park accessed from Davies Row. The steps are in response to the substantial level difference between the street and the car park at this location. Access for disabled people within the new Town Centre development is to be considered by the Falkirk Council Executive on 18 June 2013 (see paragraph 1.7 of this report); and

- Access to the possible future food store would be on the side fronting the redesigned car park off Davies Row. Disabled car park spaces would be provided within this car park.

7c Conclusion

- 7c.1 This application seeks planning permission in principle for the comprehensive redevelopment of Denny Town Centre and is considered to comply with the Development Plan for the reasons detailed in this report. The application includes a masterplan to guide the future development and enhancement of the town centre, whilst planning permission has been granted for phase 1 of the redevelopment scheme (which accords with the Masterplan), and the existing buildings are currently being demolished. As such, the overall scheme has the potential to deliver significant benefits to the local area, by enhancing the viability, vitality and quality of the Town Centre and reinforcing its function as a District Centre.
- 7c.2 In concentrating on pedestrian access, the access strategy submitted with the application would have the drawbacks of queuing at Denny Cross and potential impacts on air quality. However, it is recognised that the town centre is constrained by the existing layout and that further consideration will be given to the traffic management arrangements when further details of the town centre regeneration scheme come forward, in order to achieve the best possible solution in the face of a challenging set of circumstances.
- 7c.3 The application is therefore recommended for approval subject to the imposition of appropriate conditions. There are not considered to be any material considerations to set aside the terms of the Development Plan in this instance.

8. RECOMMENDATION

- 8.1 It is therefore recommended that the Planning Committee grant planning permission subject to the following conditions:-
- (1) Plans and particulars of the matters specified below shall be submitted for consideration by the Planning Authority in accordance with the timescales and other limitations in Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the authority has been given, and the development shall be carried out in accordance with that approval. The specified matters are:-
 - (a) The siting of the proposed buildings;
 - (b) The design of the proposed buildings;
 - (c) The external appearance of the proposed buildings;
 - (d) Details of the proposed access arrangements;
 - (e) Details of the proposed landscaping of the site; and

- (f) Details of the proposed boundary treatments.
- (2) As part of each application for Matters Specified in Conditions, a Contaminated Land Assessment shall be submitted for the written approval of this Planning Authority. Before each phase of the development is brought into use, any necessary remedial works to make the ground safe shall be completed in accordance with the approved remediation strategy, and any necessary remediation completion report/validation certificate shall be submitted to and approved in writing by this Planning Authority.
- (3) As part of each application for Matters Specified in Conditions, details of the precise use class of each proposed unit shall be submitted for the written approval of this Planning Authority.
- (4) As part of each application for Matters Specified in Conditions, the exact details of the measures to mitigate the potential for noise and odour impacts shall be submitted to and approved in writing by this Planning Authority, where the submission of such details is considered to be necessary by this Planning Authority in view of the proposed use of that unit. Thereafter, the development shall be carried out in accordance with the approved details.
- (5) As part of each application for Matters Specified in Conditions, the details of the provision of secure covered cycle parking shall be submitted for the written approval of this Planning Authority.
- (6) Unless otherwise agreed in writing by this Planning Authority, the first application for Matters Specified in Conditions within Phase 2 or 3 of the development (as indicated on approved masterplan drawing 02) shall be accompanied by the following details for the written approval of this Planning Authority:-
- (a) Transport and road safety information, including detailed traffic management proposals, in support of the proposed final access strategy;
 - (b) A Travel Plan Framework;
 - (c) Detailed proposals for upgrade/provision of bus lay-bys and bus shelters/information panels;
 - (d) A parking signage strategy;
 - (e) A directional signing strategy;
 - (f) Documentary evidence to demonstrate that an Agreement has been entered into with the Roads Authority to pay the sum of £1.41 million towards the construction of Denny Eastern Access Road (DEAR) when requested by the Council as Roads Authority and not before completion of the development. The contribution shall be index linked from the date of grant of planning permission; and

(g) An Air Quality Assessment.

- (7) Following approval of the Travel Plan Framework, a Travel Plan for each development (if relevant) shall be submitted for the written approval of this Planning Authority, in accordance with the approved Travel Plan Framework and an agreed timescale for its submission.

Reason(s):-

- (1) To ensure the matters specified are given full consideration and to accord with Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc., (Scotland) Act 2006.
- (2) To comply with Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc., (Scotland) Act 2006.
- (3) To ensure that the Planning Authority can control the future uses of the development.
- (4) To safeguard the environmental amenity of the area.
- (5) To promote the use of sustainable modes of transport to travel to and from the site.
- (6) To safeguard the interests of the users of the highway and to promote the adoption of sustainable transport measures and the use of sustainable modes of transport to travel to and from the site.
- (7) To promote the adoption of sustainable transport measures and the use of sustainable modes of transport to travel to and from the site.

Informative(s):-

- (1) Plans and particulars of the matters listed above shall be submitted for consideration by the planning authority, in accordance with the timescales and other limitations in Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of Falkirk Council as planning authority has been given, and the development shall be carried out in accordance with that approval.
- (2) For the avoidance of doubt, the plan(s) to which this permission refers bear our online reference number(s) 01 and 02.

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Director of Development Services

Date: 18 June 2013

LIST OF BACKGROUND PAPERS

1. Falkirk Council Structure Plan.
2. Falkirk Council Local Plan.
3. Falkirk Local Development Plan, Proposed Plan (April 2013).
4. Scottish Planning Policy (February 2010).
5. Letter of objection received from Mr Brian McCabe, Dryburgh Villa, 42 Glasgow Road, Denny, FK6 5DJ on 23 April 2012.
6. Letter of objection received from Mrs Marilyn Loney, 7 Bankside Court, Denny, FK6 6HA on 20 September 2012.
7. Letter of objection received from John and Mary Donaldson on 20 September 2012.

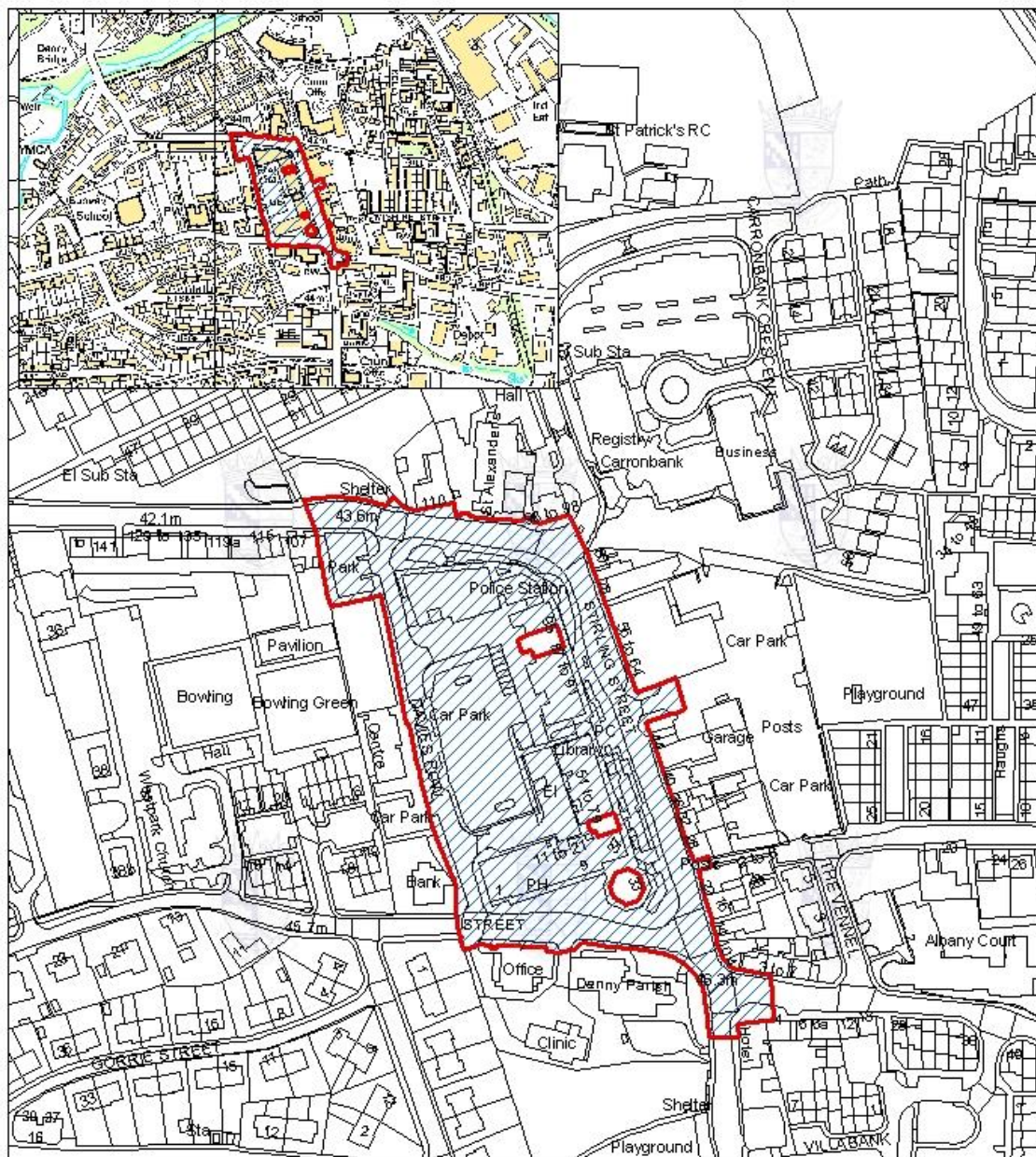
Any person wishing to inspect the background papers listed above should telephone Falkirk 01324 504935 and ask for Brent Vivian, Senior Planning Officer.

Planning Committee

Planning Application Location Plan

P/12/0179/PPP

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



Falkirk Council



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