

Manuel Mill Farm  
Linlithgow  
EH49 6 JF

21 July 2015

Dear Mr Vivian

**Planning Application P / 15 / 0353 / PPP | Erection of Dwellinghouse | Land To The South Of Donaldsons Lodge Linlithgow**

With reference to the above planning application I would like to lodge the following concerns.

The proposed development further adversely affects road safety at the western boundary where the existing single track, unmade access road from Manuel Mill Farm and 3 other properties (Manuel Coach House, Braehead Cottage and Manuel Stables) exits on to the B825.

The boundary between the single track access road and the south and west borders of the development site is marked by a hedge which is greatly overgrown and consequently completely obscures the sightline to the east on to the B825 when emerging from the access road. The sightline to the west at this point is also obscured by the boundary wall of Manuel House. This junction has become much more dangerous in the last few months because the hedge bordering the proposed development site has not been cut back. Despite repeated requests to cut the hedge back to ensure the safety of road users both on the single track access road and on the B825, the applicant and his family refuse to do so. There are near misses on an almost daily basis between cars emerging from the narrow access road and traffic approaching from the east on the B825. The cars on the B825 are often travelling quite fast and have to swerve to the opposite side of the road towards oncoming traffic to avoid a collision with cars emerging from the access road. Ideally the hedges should be removed several metres back from the roadside. Mr Alan Robertson in the roads department of the council is aware of the safety concerns for users of the B825 and the single track access road.

Creating a new vehicular access in the proposed location to the east of the junction of the single track access road with the B825 simply creates another potential hazard of emerging traffic at an already dangerous location. The situation is aggravated by the dip in the B825 to the east and bends in the B825 to the east and west.

A possible compromise would be for the developer of the site, as a condition of their planning consent, to create a suitable single bell mouth exit point on to the B825. This bell mouth could be constructed to an adoptable standard as far as the entrance to the proposed development (which would be on the development's western boundary) and then continue south to join the existing single track access road. This solution would be facilitated by the fact that the Manuel family own the single track access road as well as the proposed development site.

If the roads department approves an access solution of any type it would greatly improve road safety if a condition of granting consent specified that existing hedging at the

roadside of the B825 and at the side of any access roads should be cleared within 5-10metres of the B825.

It might be that the new shared access from the new development, as I have proposed above, could be made even safer if the new bell mouth emerged on the B825 opposite the Donaldson's property rather than having another staggered junction.

Enclosed are a couple of sketches to show how the suggested bell mouth might be created. I have included a passing place on the new section of the access road as one of the passing places on the existing access road was lost when the applicant sold the land for another development. The lack of passing places on the existing access road was noted as a potential issue by the fire and rescue service in around 2010 and remains an ongoing concern.

My aim in raising the above safety concerns is not to deny the applicant the opportunity to develop the site but to highlight the road safety issues and the possibility that the proposed development might lead to a road access solution which greatly improves road safety for all road users - pedestrians, cyclists and motorists - in a sustainable way.

Thank you for taking account of these concerns. I would be pleased to meet with you to discuss them further either at your office or at a location near to the proposed development site.

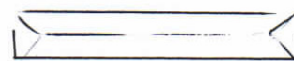
Yours sincerely,

[Redacted Signature]  
Barbara Walker  
[Redacted Address]

c.c. Alan Robertson, Roads Department, Falkirk Council



# DONKINSON'S PROPERTIES



B 825 - HAZARDS INCLUDE A DIP TO THE EAST AND  
BENDS TO THE EAST AND WEST

→ LINLITHGOW

