

1.0 Introduction

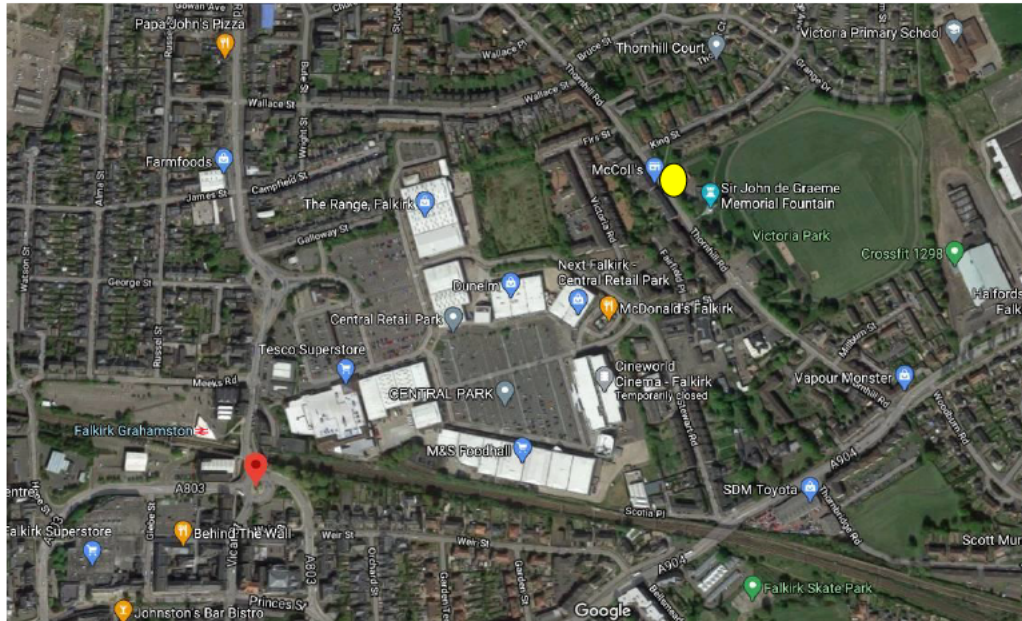
Covell Matthews Architects has been instructed by the applicant, G&N Homes (FK-L) Limited, to provide architectural and planning advice with regard to the proposed development on the corner of Thornhill Road and King Street, in the town centre of Falkirk.

2.0 Site Description

The site is a vacant brownfield gap site of 3048sqm on the corner of Thornhill Road and King Street on the edge of what can be regarded as Falkirk Town Centre.

The site is within easy walking distance of Falkirk Town Centre, and only a few hundred meters from Falkirk central Retail Park.

It is well served by public transport, with bus stops immediately adjacent to the development site on Thornhill Road and only approximately 700m from Falkirk Train Station.



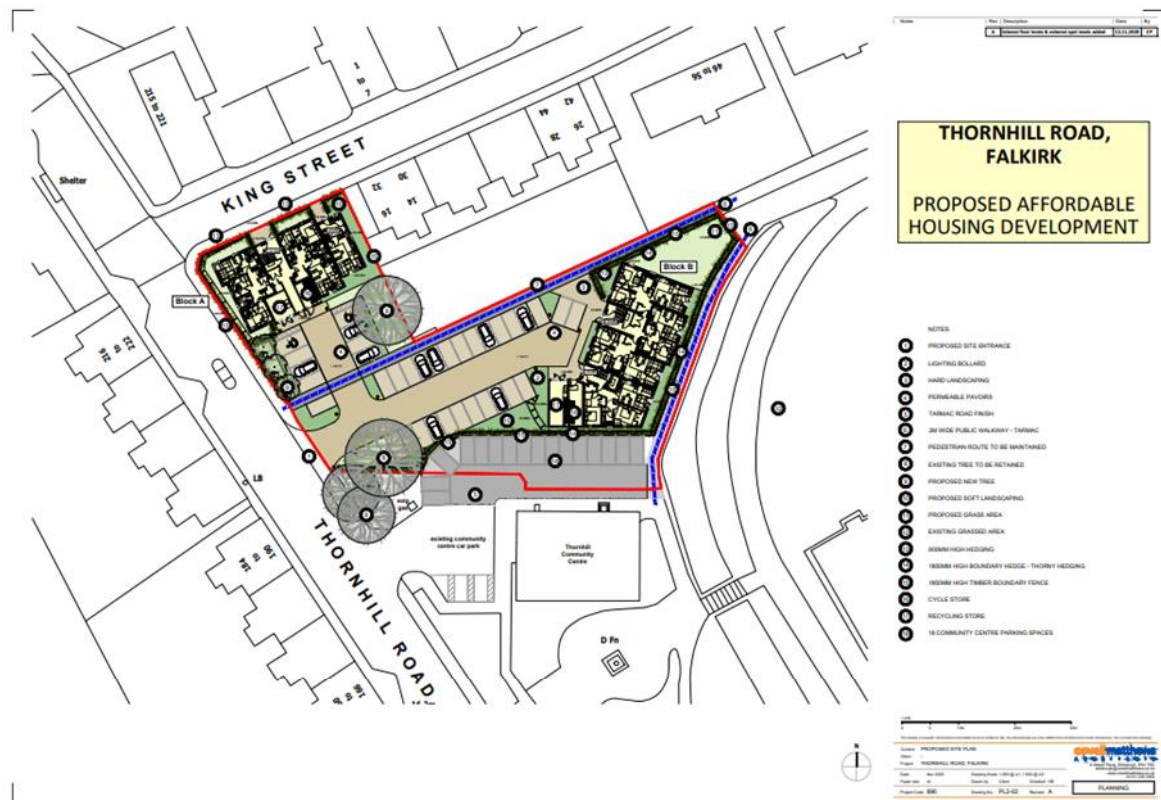
Thornhill Road itself is a busy road. There is a traffic island immediately opposite the bus stop at the site. Defined parking has been formed opposite the site in order to ensure the main carriageways are kept clear.

If deemed necessary, we propose that the nearby existing double yellow lining on Thornhill Road is extended past the development site to address any concerns that have previously been expressed by Falkirk Council Highways Department.



3.0 Proposed Development

Our client wishes to form an affordable residential development comprising 23 residential units.



The mix is 9 x 1-bedroom units and 14 x 2-bedroom units. The development will be served by 33 standard car parking spaces and 2 disabled spaces, with a total of 35 Spaces. This equates to 152% car parking provision, as well as 100% secure covered cycle spaces. In addition, 16 parking spaces will be provided for the neighbouring Thornhill Community Centre.

4.0 Falkirk Council Policy

Falkirk Council Planning Department Policy guidance states, “Developers should refer to the **National Roads Development Guide** and the **Falkirk Council Variations** publication when preparing their design.”

Referring to the **National Road Development Guide**, this states the parking provision should be as follows:

Type of Development	Appropriate Provision (spaces per 100 m ² gross floor area, GFA)	Cycle Minimum	PTW Minimum	Disabled Minimum
Private Sheltered Housing and Housing Associations	0.2-0.5 spaces per dwelling + 0.3 spaces visitor parking per dwelling + 1 space per warden			

The **Falkirk Council Variations** publication indicates no variation to these standards.

The proposal therefore complies with these standards.