

**From:** Claire Perperidis  
**Sent:** 15 December 2020 11:08  
**To:** David Paterson  
**Cc:** 'Hector Black'  
**Subject:** P/20/0530/FUL - Land to the West of 14 King Street, Thornhill Road, Falkirk

Hello David

**RE: P/20/0530/FUL  
CYCLE PATH & EXTENSION OF TIME REQUEST**

Thank you for your response to Hector Black regarding the above planning application. I am the project lead for this development and thought I would take this opportunity to introduce myself and respond to your requests.

To address the cycle path request first, back in October of 2018 (before the project was temporarily put on hold) I actually discussed this very point with Lynn Slavin from Falkirk Council. I have attached a copy of our correspondence for your information however in summary, I had contacted her and Mandy Brown to discuss our project as they were working on the fountain redevelopment project adjacent to our site. As part of that discussion Lynn brought up the 3m wide shared pedestrian/cycle path through the site. At the time the path on our proposal was 1800mm wide. As you will see from the correspondence I explained that we cannot accommodate a 3m wide path due to site constraints, the building design and parking requirements. In response she advised that the minimum requirement is a 2m wide footway, to which we were able to add the additional 200mm to accommodate the 2m wide path on the current proposal, which I can also confirm will be lit. In addition our proposal includes upgrading the current dirt/gravel walkway bordering Victoria Park with a new smooth tarmac path, also 2m wide.

We would like to add that as King Street is immediately adjacent our site and already accessible from the park that cycles should be encouraged to use this route to access Thornhill Road. There are also already numerous cycle routes around the park and we have not witnessed the current path through the site being popular with cyclists. Having to increase the path by a metre would have a negative impact on the viability of this project. The 2m wide path being proposed through the site will be a safe smooth surface and well lit, replacing the existing potholed one.

Secondly, we are happy to agree to your extension of time to the 31<sup>st</sup> of January 2021. I think it's safe to say 2020 has been a rough year, I look forward to working with you on this project in a fresh new year!

Kind Regards  
**Claire Perperidis**  
Associate

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Proposed Affordable Housing development  
Thornhill Road, Falkirk

Parking Statement

Revision A  
March 2021

## 1.0 Introduction

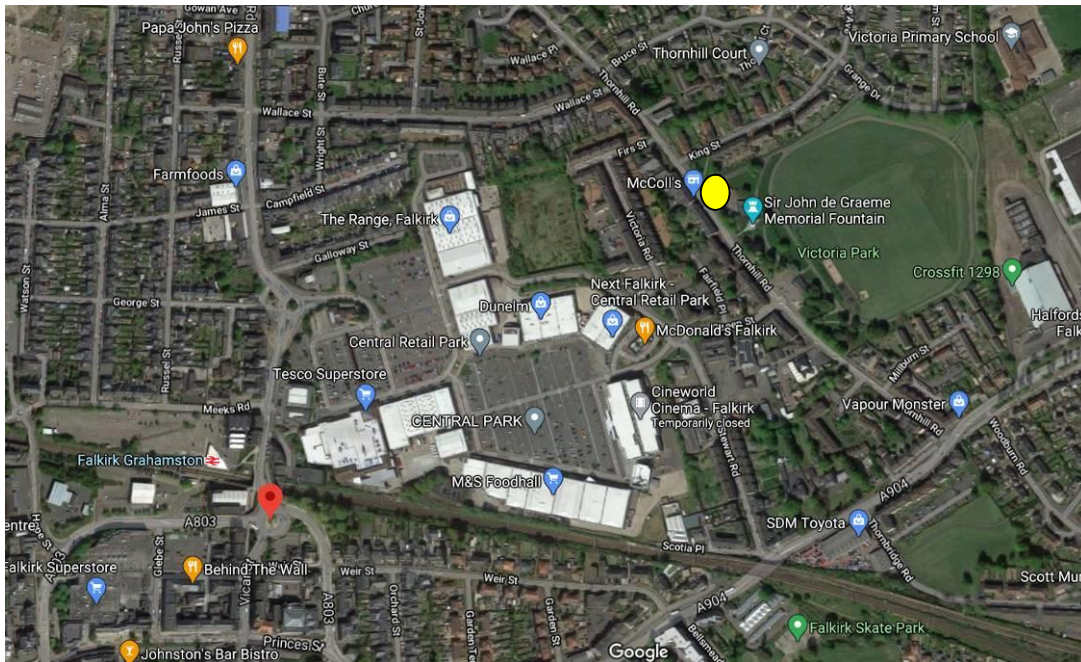
Covell Matthews Architects has been instructed by the applicant, G&N Homes (FK-L) Limited, to provide architectural and planning advice with regard to the proposed development on the corner of Thornhill Road and Kings Street, in the town centre of Falkirk.

## 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.



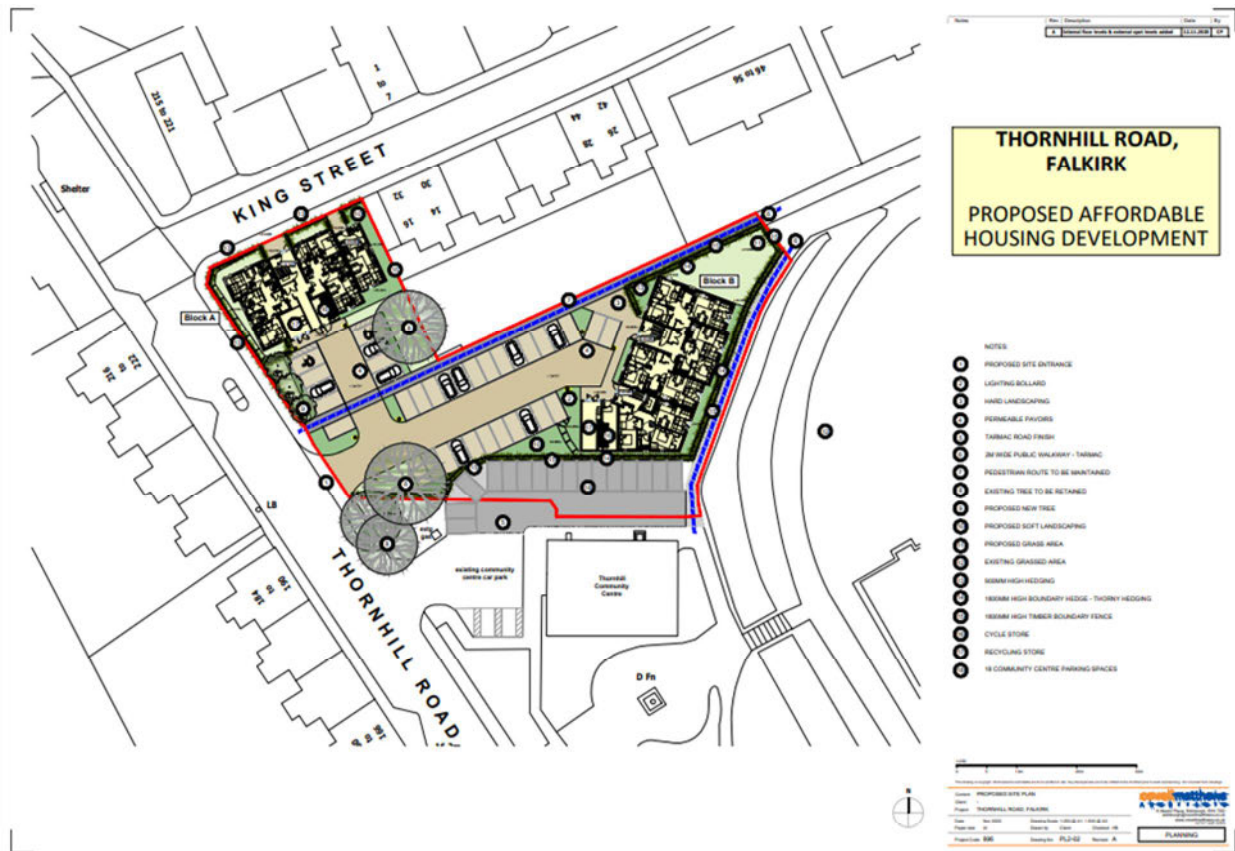
Thornhill Road itself is a busy road. There is a traffic island immediately opposite the bus stop at the site. Defined parking has been formed opposite the site in order to ensure the main carriageways are kept clear.

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 <sup>2</sup> 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.



## 5.0 Housing Association Requirement

Below is an extract of a document obtained from the Community Investment Team of Link Group Housing Association who have their own *Community Insight Tool* which highlights car ownership levels within target development sites. This indicates that private car ownership is LOW around the environs of the site. Indeed, around the development site 38.3% of households have no car at all.

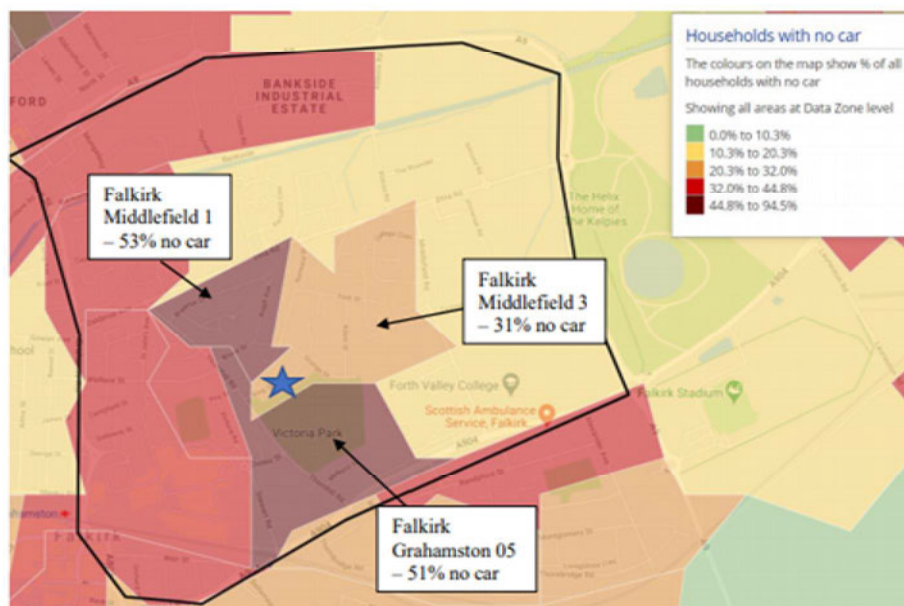
### Households with no car

Shows the proportion of households who do not have a car or van. Figures are based on responses to the 2011 Census car ownership question which asks information on the number of cars or vans owned, or available for use, by one or more members of a household. It includes company cars and vans available for private use. The count of cars or vans in an area is based on details for private households only. Cars or vans used by residents of communal establishments are not counted.

**Date:** 2011

**How often updated:** 10 yearly (published November 2013)

**Source:** Census 2011



	No cars	4+ cars
<b>National Comparator</b>		
Scotland average	30.5	1.3
<b>Local Authority (Based on all Link group of companies stock in LA area)</b>		
Falkirk	30.7	0.8
<b>Local Authority (All LA population)</b>		
Falkirk All Population	25.2	1.5
<b>New build developments</b>		
King Street and surrounds	38.3	0.4

This suggests that Falkirk Council policy as set out earlier within this Parking Statement is correct.

## 6.0 Sustainable Transport Considerations

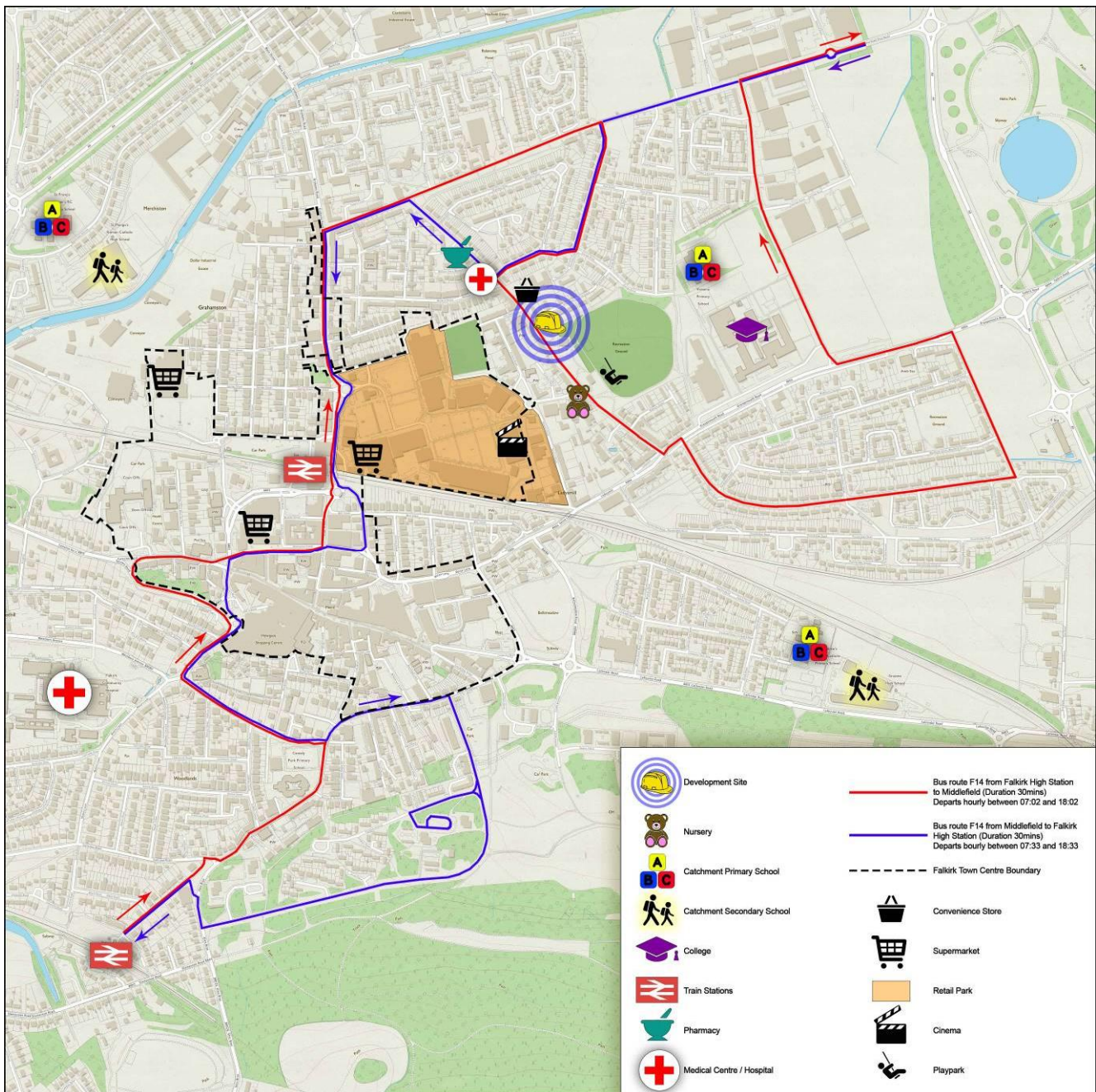
Sustainable transport considerations need to be factored into future decision making with regard to car ownership and car use.

With low car ownership figures demonstrated in the area, bus stops located immediately adjacent the site, Falkirk train station and amenities within walking distance, and 100% secure cycle stores provided within the development, this site is ideally located & equipped for promoting & prioritising active travel & sustainable modes of transport as outlined in Policy IR05 which places private car use at the bottom of the hierarchy:

### IR05 Travel Hierarchy and Transport Assessment

1. Development proposals should support a hierarchy of travel which maximises the extent to which its travel demands are met first through walking, then cycling, then public transport and finally through use of private cars.

The diagram below illustrates the range of amenities and public transport available within the developments local area:



## 7.0 Conclusion

The aim of this report has been to set out that the parking provision designed to serve this development is appropriate and in line with council policy, serves the actual needs of the users of the development itself, and as a top priority for us all, is mindful of the environment. This development achieves all of these considerations.

The proposed development provides affordable housing in close proximity to town centre amenities, retail and leisure facilities as well as key nodes of public transport and should be supported in terms of housing, transport and environmental policy.

We believe that the parking provision as indicated for the development is appropriate for this development type and location and is in line with Falkirk Council policy.

We therefore request that this proposal is supported.

**END**