

**John Morris**

---

**Subject:**

FW: P/20/0251/FUL

## Development Services

## Memo

**To:** **David Paterson**  
**Planning and Transportation**

**From:** Grahame Crawford  
Roads and Design (Roads Development)

**Date:** 21 January, 2021

**Enquiries:** 4733

**Fax:** 4850

**Our Ref:** 210121-GC

**Your Ref:** P/20/0530/FUL

<b>Development</b>	<b>Erection of 23 Flatted Dwellings</b>
<b>Location</b>	<b>Land To The West Of 14 King Street, Thornhill Road, Falkirk,</b>
<b>Grid Ref</b>	<b>Easting 289361 Northing 680602</b>

I refer to your consultation received on the 20 January 2021 concerning the above Planning Application and would make the following comment:

1. This site sits on the corner of Thornhill Road and King Street. Thornhill road is the main access road for large vehicles entering the service yards of the nearby Central Retail Park and as such have been set up, signed and marked to create a free moving road for large vehicles.
2. From my first involvement in 2018, when this area was proposed as a housing development, I have been at a loss as to how the car park and footpaths of a functioning community centre and part of a local public park with Active sports facilities can suddenly become a proposed housing development site, leaving the community centre and park sport facilities short of the required parking provision for the uses.
3. Accident statistics for personal injury accidents in the 10 year period up to December 2020 show that there have been 3 PIA's on Thornhill Road within 50m of the development site, all involving pedestrians crossing the road at this location. I suspect from the text of the PIA reports, the issue being parked vehicles shielding pedestrians from the view of moving vehicles.
4. From a road development perspective, the community centre, football pitches and the nearby running club require the level of parking provided in the existing community centre car park and the adhoc parking around the Falkirk Victoria Harriers premises. I also note the increased activity around the newly refurbished Sir John De Graeme Fountain, visitors using the cars parks. It would be contrary to good road safety practice, in view of the status of Thornhill

Road, to reduce the existing parking provision as it will only serve to exacerbate an already oversubscribed on street parking provision in the surrounding public adopted roads, potentially leading to an increase in road incidents and obstruction for large vehicles accessing and exiting the retail park.

5. The presented development site layout is much the same as that presented in 2018 and again it is short of parking provision. It shows 35 off street parking spaces when the development should be providing 37. The development should also be providing 6 visitor parking spaces, there are none provided. Again, this will only serve exacerbate an already oversubscribed on street parking provision in the surrounding public adopted roads, potentially leading to an increase in road incidents and obstruction for large vehicles accessing and exiting the retail park.
6. With respect to the comments from transport planning. I was aware from previous discussions with them, that the park would form part of the green route from Grahamston Station and the town centre, through the retail park, Victoria Park, the old and new college sites and the Gateway to the Helix. The desire route from the retail park being through Queen Street to the junction with Thornhill Road then across the junction crossing points to the park. I appreciate that the path near to King Street has been widened, however, I do not see it as a desire route from the town centre and keeping the 3m. path would make the new development parking even less viable in terms of being able to provide the required level of parking.

The proposed development does not meet the current standards in terms of the off street parking provision, the proposed development causes a reduction of parking facilities for the community centre and Victoria Park, all of which are likely to put increased pressure on the already oversubscribed, surrounding on street parking. Add to this the accident statistics for Thornhill Road in the vicinity of the new development and the status of Thornhill Road in terms of its large vehicle use, I would have to conclude that it would not be in the best interests of road safety to allow this development to proceed on the present layout.

---

\*\*\*\*\*

The information contained in this e-mail is confidential and is intended only for the named recipient(s). If you are not the intended recipient, you must not copy, distribute or take any action or reliance on it. If you have received this e-mail in error, please notify the sender. Any unauthorised disclosure of the information contained in this e-mail is strictly prohibited.

The views and opinions expressed in this e-mail are the senders own and do not necessarily represent the views and opinions of Falkirk Council.

\*\*\*\*\*