

Morris, John

From: MacKenzie, Roddy
Sent: 26 March 2013 10:24
To: adtm1dmbcorr
Cc: Steedman, Russell
Subject: P-13-0169-PPP Grahamsdyke Street

Development Services

Memo

To: **Kevin Brown, Planning Officer**
Planning and Transportation (Development Control)

From: Roddy Mackenzie, Roads Development

Date: 26 Mar 2013 **Enquiries:** 4908

Our Ref: RMK/ **Your Ref:** P/13/0169/PPP

Proposal : **Sub-Division of Garden & Erection of Dwellinghouse**
Location : **225 Grahamsdyke Street, Laurieston, Falkirk, FK2 9LT.**
Enquiry : **P/13/0169/PPP**

I refer to your consultation notice received on 21 Mar 2013 regarding the above enquiry.

The proposal would result in a new dwelling being formed in the back garden of the above site. The existing site is served by two existing dropped kerb footway crossings which access the site on the corner of the junction between Grahamsdyke Street and Dundas Road and on Dundas Road itself. There are at least two existing car parking spaces at the front of the existing site and these will be required for the existing dwelling. Although these spaces access on to a junction and the arrangement is not ideal, they will need to be retained.

The proposed new site is to be accessed off Dundas Street by a dropped kerb footway crossing and is shown to have two properly sized car parking spaces which would be acceptable. The existing dropped kerb at this location shall be removed and reinstated to standard footway construction.

With the above in mind I would say that the proposal is generally acceptable from a roads point of view, although I would ask that the following conditions be attached to any consent granted:-

1. Access to the new driveway on Dundas Street shall be by means of a 6m wide dropped kerb footway crossing formed in accordance with the "Design Guidelines and Construction Standard for Roads in the Falkirk Council Area".
2. The existing dropped kerb footway crossing at the proposed site on Dundas Street shall be removed and reinstated with standard footway construction. The existing access protection marking on the carriageway shall also be removed.
3. The driveway shall be formed with a maximum gradient of 10% and such that no surface water is discharged or loose material is carried onto the public road.
4. Any access gates shall open in an inwards direction only.

5. There shall be no obstruction to visibility above 1m in height above carriageway level within 2.5m of the carriageway edge along the site frontage to the public road.
6. To enhance visibility at the entry to the existing dwellings driveway, the full length of the boundary fence to the north should be lowered to 1m in height or lower.

Regards

RMK

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