

**From:**tp eplanning  
**Sent:**26 Apr 2018 10:00:43 +0100  
**To:**adtm1dmbscorr;Collins, Kevin;brown, kevin;MacKenzie, Roddy  
**Subject:**P/18/0151/PPP - Parkhall Farms

Kevin  
We enclose TPU's response to the above application

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## **Development Services**

## **Memo**

**To:** Kevin Brown – Planning Officer

**From:** Transport Planning Unit

**Date:** 25<sup>th</sup> April 2015

**Enquiries:** 4819 **Fax:** 4914

**Our Ref:** TP10/31/KMS

**Your Ref:**

**Application No:** P/18/0151/PPP

**Proposal:** Development of Land for Residential Use with Associated Access

**Application Type:** Planning Permission in Principle

**Location:** Land to the North of 41 Kings Seat Place, Glendevon Drive  
Maddiston

**Applicant:**

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I refer to your consultation in connection with the above application.

The applicant has applied for planning permission in principle to develop an area of land, at the north eastern end of Glendevon Drive, for residential use along with an “associated access” which would appear to connect Glendevon Drive to Nicolton Road. There is no supporting information attached to the application indicating the content of the proposed development; therefore without this information and an appropriate transport assessment / statement it is not possible for us to comment on the impact of the proposal on the surrounding road network.

We would, however, make the following comments regarding any future development within the Parkhall Farm area:

1. Site History

A planning application 05/1182/FUL was granted permission for the erection of 239 dwellinghouses, formation of a roundabout / distributor road and site for a school. The site was to be accessed from a roundabout on the B805 via a road constructed to distributor road standard in order to future proof for any further development which may be proposed in the future within the Parkhall Farm area. It was Transport Planning’s opinion that such an arrangement was suitable to serve up to the 239 units proposed and the school; even though our guidelines, at the time, indicated that no more than 200 units should be permitted off a single access.

However since then, and against our advice, various modifications to the house types on the site has resulting in permission being granted for the construction of about 272 units to be built; as well as the primary school.

## 2. Future Access Strategy

It has always been the Transport Planning Unit's view that for any further development to take place within the Parkhall Farm site a second primary access would be required which would serve as an extension to the existing Glendevon Drive distributor road. In order to ease the distribution of the traffic from the site onto the surrounding road network this second primary access should be formed on the A801 with a distributor / primary road from it to tie in with the existing Glendevon Drive. The requirement for this second access has now been agreed as part of the Maddiston East Development Framework (November 2016).

The applicant's possible proposal to form a second access out onto Nicolton Road would not be acceptable for the following reasons:

- a) Nicolton Road is a narrow rural road and we are not satisfied that it can be upgraded to a suitable standard in order to operate as a secondary access point into the proposed development.
- b) The Maddiston East Development Framework (November 2016) states that the access to Nicolton Road should only be formed as an emergency access and therefore not to be used for daily use.

## 3. Public Transport

Without improvements to the existing bus services which presently operate along the B805; some parts of the proposed site will be out with the maximum of 400m which is permitted for dwellings to be from an existing bus stop. In order to overcome this it would be necessary for bus services to be diverted into the site; which we do not consider to be feasible until the distributor road is completed through to the A801.

I trust you will find these comments of use. However, if you wish to discuss any of the above issues in more detail, please do not hesitate to contact me.

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.

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