

DRAFT PROPOSED RESPONSE BY KILLEARN COMMUNITY COUNCIL TO PLANNING APPLICATION 16/00784/FUL. ERECTION OF RESIDENTIAL DEVELOPMENT, ACCESS AND LANDSCAPING AT LAND BETWEEN GARTNESS ROAD AND BLAIRESSAN HOUSE, STATION ROAD, KILLEARN.

It has long since been decided and accepted that a residential development may take place at land below Blaressan House Killearn.

This response deals with the detailed application noted above.

1. The application is comprehensive and has considered all aspects of the environment including landscaping, fencing, habitat, trees, all public utilities and ground conditions, ( for bearing capacity, porosity, contamination and levels).

2. The Planning procedures have been adhered to inclusive of all consultation.

3. The application defines a maintenance schedule to be adopted on completion of all works and the developers, Mactaggart and Mickel have previously stated their operational details to avoid mud and general nuisance throughout the construction and will appoint a liaison official to deal with any matters affecting the community.

4. Killearn Community Council acknowledges the co-operation with Stirling Council Roads Department in avoiding the inclusion of a roundabout in Station Road to minimise the impact of the development.

5. Killearn Community Council has concluded however that there are aspects of the development which require further attention before approval should be granted and in listing these we have restricted our views to purely non technical planning issues and have not for example commented on a one pipe drainage system which we find at odds with modern practice since we are confident that Scottish Water and The Environmental Protection Agency will adequately deal with this;-

a) We consider that substantial landscaping should be continued around the SUDS pond and along the Eastern and North Eastern boundaries of the site extending to and possibly beyond Blaressan House (subject to discussion with the owner).

b) To ensure as far as possible that the development will not be extended, gardens or alternative should be extended to block dead leg road ends within the site.

c) Although stated as an objective by the developer that details and character of surrounding buildings and villages would be incorporated to ensure the character of the surrounding conservation area was maintained, the houses appear to be of standard type common to any or other developments and do not form any sort of uniqueness as promised and as such are disappointing and do not enhance the environment at this important location. It is understood that within the village there are many variations to estates but given the location perhaps elevational treatment could be enhanced.

di) The area of most concern to the Community Council is road safety. We would like to have more information on the site access, and although acknowledging this will meet all Roads criteria it is unclear if the access road is also to be a pedestrian crossing point on Station Road, in addition to the

crossing point shown further up Station Road. We would also like more information, including drawings, showing the exact nature of the crossing points.

dii) By far the area of most concern from a safety aspect is the provision within the Transport Statement where the only proposals for pedestrians are to walk up Station Road to the designed crossing and then walk on the pavement in Station Road and Balfron Road to the school and village centre. It should be noted that at present pedestrians often have to move onto the road when going to Balfron Road to pass parked vehicles.

Having lived in the village, and having talked to a number of residents, we know that many families and dog walkers are likely to walk down Station Road to Endrick Road to access Killearn Park, the childrens' playpark and the football field, then onwards to Killearn Glen or to the School. Under the present proposals, this would mean that those exiting the development and wishing to walk on a pavement will have to cross Station Road three times ( ie from the development, then at the junction with Gartness Road and again at the junction with Endrick Road ). To avoid this they would have to walk on the grass verges or on the road which would be unsafe.

In terms of the Government white paper 'The Future of Transport' a Network for 2030 (exec summary para 6 )the objective is to make walking and cycling a real alternative for local trips improving safety and reducing accidents and embracing safety for pedestrians. Using the busy main roads does not accomplish this.

The National Walking Strategy is to encourage walking and for children to have safer routes to school whilst Stirling's Structure Plan sets the objective to make our villages safer and to encourage safe walking routes. Via main traffic routes does not achieve this. The route to the school via Station Road to Balfron Road is too dangerous to allow children to cycle to school, whereas older children might be able to cycle most of the way to school if their parents accompanied them across Station Road and down Endrick Road.

The Community Council notes the proposal contains a continuous pavement to school and village centre but the fundamental issue remains that this is unlikely to be the only route required by pedestrians and suggests that continuous footpaths should be provided in both directions from the site access on Station Road as far as Endrick Road.

A privately commissioned report (copy enclosed) supports the issues raised above and we therefore request reconsideration of the these as identified in points 5a) to d).

Killearn Community Council hopes our response is seen as constructive in your determination.

Jim Ptolomey for Killearn Community Council.