

Planning

From: [REDACTED]
Sent: 21 June 2026 21:53
To: Planning
Subject: Formal Objection TP/ED/26/0104

Dear Planning Officer,

I wish to formally OBJECT to the planning application TP/ED/26/0104.

This representation relates specifically to the Traffic and Transport response dated 8 June 2026 and should be read alongside my previous representation submitted on 29 April 2026.

Traffic Survey Dates and Data Reliability

The Traffic and Transport response confirms acceptance of the dates used for the traffic surveys. However, the validity of the data remains a significant concern.

The baseline traffic turning counts and queue length surveys were undertaken on Tuesday 22 April 2025, the day immediately following Easter Monday. Automatic traffic counts also commenced on that date and continued over a seven-day period. During this survey period, pupils in S4/5/6 were on study leave for two of the survey days.

As a result, the survey period was not representative of normal traffic conditions associated with school operation. The data therefore cannot be considered robust and appears inconsistent with Transport Scotland assessment guidance, which requires surveys to be undertaken during representative periods.

Given that the Transport Assessment relies upon this baseline data, the reliability of its conclusions is fundamentally undermined. The traffic assessment should be updated using representative survey data before any determination is made.

Absence of Sensitivity Testing

No sensitivity testing appears to have been undertaken as part of the Transport Assessment.

Sensitivity testing is a standard element of transport assessment methodology and is intended to evaluate how network performance may change under varying assumptions and traffic conditions. The absence of such testing materially weakens the conclusions of the assessment and fails to demonstrate that the surrounding road network can safely accommodate the proposed development under less favourable conditions.

Inconsistent information

The Transport Assessment suggests that the proposed Academy site is intended to encourage parents and carers to use the designated drop-off area within the school car park. However, this

position appears to contradict the identified need for traffic calming and mitigation measures within the Middlemuir Road area. Concerns regarding traffic impacts in this area were reportedly raised during the public exhibition process, yet these concerns do not appear to have been adequately addressed in the assessment.

The surrounding road network differs significantly from that of the existing school site. Streets in the Middlemuir area are narrower, and many residential driveways are offset, creating additional constraints and potential road safety concerns.

The TA states that approximately 268 vehicles will arrive at and depart from the site during peak periods. However, it also indicates that around 175 vehicles are expected to drop off pupils within the Middlemuir area rather than on the school campus. This directly contradicts the assertion that the new Academy site is designed to encourage on-site drop offs. Based on these figures, only 93 vehicles would utilise the school's designated drop off facilities.

Furthermore, the TA states that the Middlemuir area can accommodate a proportion of school related drop offs. This again appears inconsistent with earlier statements promoting on-site drop off provision and raises concerns regarding the displacement of traffic into surrounding residential streets.

These conclusions appear to conflict with the objectives of LDP2 Policy 12 and are also inconsistent with the principles set out in Designing Places and Designing Streets Policies, which seek to prioritise road safety, minimise adverse impacts on residential amenity, and ensure that developments are supported by appropriate transport infrastructure.

Public footpath through the site

Figure 20 illustrates a public pedestrian route passing directly through the school grounds and adjacent to the main school entrance. Accepting a layout that allows unrestricted public access through the site in such close proximity to the school's main entrance raises significant concerns regarding the safety and security of pupils and staff. This arrangement does not appear to represent best practice in school design and should not be considered acceptable without a clear justification and robust mitigation measures.

Conflicting Distance Measurements

The documentation contains conflicting information regarding the distance between the existing Academy and the proposed site. Section 17.1.3 of the Transport Assessment states -

"Under the proposals, a new school would be constructed on a site at Whitegates Park, approximately 650 metres to the east."

However, the Statutory Consultation Boards dated 13 June 2025 stated -

"Distance to existing school: 1.2 kilometres."

The Transport Assessment does not assess the distance between the current Lenzie Academy and the proposed **main** school entrance. Instead, it appears to reference a shorter measurement that does not reflect the actual walking distance that pupils, parents and staff would experience.

This presents a misleading picture of accessibility and should be clarified within a revised assessment.

Conclusion

For the reasons outlined above, I do not believe that the Transport Assessment, provides a robust or reliable basis upon which to determine this application.

The Traffic and Transport response fails to address the underlying robustness of the data.

The traffic surveys were undertaken during a period that was not representative of normal school operation, no sensitivity testing has been carried out, and there are significant inconsistencies within the assessment regarding traffic generation, drop off arrangements, site accessibility and pedestrian safety.

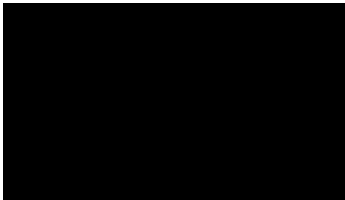
The Transport Assessment should therefore be revised and resurveyed in accordance with relevant guidance before the application is considered further.

More broadly, the planning application continues to conflict with a range of local and national planning policies and guidance.

Based on the representations currently available on the Planning Portal, there is substantial public opposition to the proposal. Taken together with the policy conflicts and unresolved transport concerns, I believe that planning permission should be refused.

Please can you confirm receipt of this email

Kind regards



Sent from Outlook for Mac