

**TCP/11/16(506) – 17/01339/FLL – Erection of a dwellinghouse on land 40 metres north of The Stables, Main Street, Almondbank**

## **INDEX**

- (a) Papers submitted by the Applicant (***Pages 9-46***)
- (b) Decision Notice (***Pages 49-50***)
  - Report of Handling (***Pages 35-45***)
  - Reference Documents (***Pages 22-34 and 51-52***)
- (c) Representations (***Pages 53-100***)



**TCP/11/16(506) – 17/01339/FLL – Erection of a dwellinghouse on land 40 metres north of The Stables, Main Street, Almondbank**

**PAPERS SUBMITTED  
BY THE  
APPLICANT**



## NOTICE OF REVIEW

UNDER SECTION 43A(8) OF THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED) IN  
RESPECT OF DECISIONS ON LOCAL DEVELOPMENTS

THE TOWN AND COUNTRY PLANNING (SCHEMES OF DELEGATION AND LOCAL REVIEW PROCEDURE)  
(SCOTLAND) REGULATIONS 2013

THE TOWN AND COUNTRY PLANNING (APPEALS) (SCOTLAND) REGULATIONS 2008

**IMPORTANT: Please read and follow the guidance notes provided when completing this form.**  
**Failure to supply all the relevant information could invalidate your notice of review.**

Use **BLOCK CAPITALS** if completing in manuscript

### Applicant(s)

Name

Address

Postcode

Contact Telephone 1

Contact Telephone 2

Fax No

E-mail\*

### Agent (if any)

Name

Address

Postcode

Contact Telephone 1

Contact Telephone 2

Fax No

E-mail\*

Mark this box to confirm all contact should be  
through this representative: ☒

\* Do you agree to correspondence regarding your review being sent by e-mail?

Yes ☒ No ☐

Planning authority

Planning authority's application reference number

Site address

Description of proposed  
development

Date of application

Date of decision (if any)

**Note.** This notice must be served on the planning authority within three months of the date of the decision notice or from the date of expiry of the period allowed for determining the application.

**Nature of application**

1. Application for planning permission (including householder application) ☒
2. Application for planning permission in principle ☐
3. Further application (including development that has not yet commenced and where a time limit has been imposed; renewal of planning permission; and/or modification, variation or removal of a planning condition) ☐
4. Application for approval of matters specified in conditions ☐

**Reasons for seeking review**

1. Refusal of application by appointed officer ☒
2. Failure by appointed officer to determine the application within the period allowed for determination of the application ☐
3. Conditions imposed on consent by appointed officer ☐

**Review procedure**

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may tick more than one box if you wish the review to be conducted by a combination of procedures.

1. Further written submissions ☐
2. One or more hearing sessions ☒
3. Site inspection ☒
4. Assessment of review documents only, with no further procedure ☐

If you have marked box 1 or 2, please explain here which of the matters (as set out in your statement below) you believe ought to be subject of that procedure, and why you consider further submissions or a hearing are necessary:

The reason for refusal relates to access only. There is clearly a difference of opinion between the respective parties, although the facts are the same. This difference of opinion needs to be aired orally and robustly tested in order to fully understand what the actual issue is.

**Site inspection**

In the event that the Local Review Body decides to inspect the review site, in your opinion:

- |  | Yes                                 | No                                  |
|--|-------------------------------------|-------------------------------------|
| 1. Can the site be viewed entirely from public land?                                 | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2. Is it possible for the site to be accessed safely, and without barriers to entry? | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

If there are reasons why you think the Local Review Body would be unable to undertake an unaccompanied site inspection, please explain here:

None.

**Statement**

You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. Note: you may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

If the Local Review Body issues a notice requesting further information from any other person or body, you will have a period of 14 days in which to comment on any additional matter which has been raised by that person or body.

State here the reasons for your notice of review and all matters you wish to raise. If necessary, this can be continued or provided in full in a separate document. You may also submit additional documentation with this form.

The physical land use principle of developing a dwellinghouse on the site is not an issue. There is also no issue with the design and layout of the proposed dwelling, or water and drainage arrangements. The reason for refusal relates solely to transport/access issues.

The separate statement and associated appendices attached to this form prepared by ECS Transport Planning, specifically address these issues as articulated in the Council's reason for refusal.

Have you raised any matters which were not before the appointed officer at the time the determination on your application was made?

Yes ☒ No ☐

If yes, you should explain in the box below, why you are raising new material, why it was not raised with the appointed officer before your application was determined and why you consider it should now be considered in your review.

At the time the planning application was formally submitted to Perth and Kinross Council for consideration, the applicant's Transportation Consultants produced documentation including a Speed Survey and Road Safety Audit that suggested the required setback distance from the edge of the public road to accommodate the required visibility splay was less than 2.4m. In the Transportation Officer's consultation response, there is a suggestion of a required set back distance of 2.4m to accommodate the required visibility splay. The applicant and his consultants were never given the opportunity of addressing this particular comment prior to the application being refused under delegated powers by the Planning Officer. In summary, the reason why this issue is being raised now is that the applicant was never given the opportunity to address it as part of the application, prior to the decision being made.

**List of documents and evidence**

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review.

- 17-19-02B – Plans and Elevations
- 17-19-04A – Proposed Site Plan
- 17015-002 Rev B – Layout
- Existing Junction Visibility Splay
- Supporting documentation from ECS Transport Ltd including a Speed Survey and Road Safety Audit.
- Planning Officer's Report of Handling
- Appeal Statement and Appendices from ECS Transport Planning.

Note. The planning authority will make a copy of the notice of review, the review documents and any notice of the procedure of the review available for inspection at an office of the planning authority until such time as the review is determined. It may also be available on the planning authority website.

**Checklist**

Please mark the appropriate boxes to confirm you have provided all supporting documents and evidence relevant to your review:

- ☒ Full completion of all parts of this form
- ☒ Statement of your reasons for requiring a review
- ☒ All documents, materials and evidence which you intend to rely on (e.g. plans and drawings or other documents) which are now the subject of this review.

Note. Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice from that earlier consent.

**Declaration**

I the applicant/~~agent~~ ~~[delete as appropriate]~~ hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents.

Signed



Date

06.12.17



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# PROPOSED DWELLING ON LAND BETWEEN WOODEND COTTAGE AND THE STABLES, MAIN STREET, ALMONDBANK PLANNING APPLICATION REFERENCE NO: 17/01339/FLL

## 1.0 Introduction

- 1.1 ECS Transport Planning (ECS) were commissioned by Mr John Jenkins, the applicant, to consider vehicular access to a plot for a single dwelling off a private road which links to Main Street, Almondbank.
- 1.2 As part of the planning application's supporting information, ECS provided a statement detailing a review of the existing access junction with Main Street and a plan demonstrating an appropriate visibility splay that could be achieved. This supporting information is included in **Appendix A** attached.
- 1.3 The planning application was refused by Perth & Kinross Council (P&KC) under delegated powers with transportation issues/access detailed as the only reason for refusal. Neither ECS or the applicant's agent Farningham Planning Ltd were contacted by P&KC in advance of the refusal decision to request further information to try and address the concerns of officers. This statement considers the transportation reason for refusal and provides comment on the applicant's behalf.

## 2.0 Background

- 2.1 The proposed plot is located adjacent to a private road which connects with Main Street some 90m to the south of the bridge over the River Almond. From pre-application discussions with P&KC, it was understood that the private road was not a concern in itself, but that the access junction with Main Street needed to be considered in detail.
- 2.2 An independent survey company was commissioned to undertake a speed survey on Main Street adjacent to the junction to determine actual vehicle speeds. The survey identified that the northbound and southbound 85%ile speeds were 25mph and 25.7mph respectively.
- 2.3 P&KC use the SCOTS National Roads Development Guide for road design criteria. SCOTS utilises the visibility splay criteria from the National Policy document 'Designing Streets' which indicates a 'Y' distance of 33m for a 25mph road. In addition, Designing Streets indicates that an 'X' distance of 2m is appropriate for lightly trafficked routes which was considered to be consistent with the private road.
- 2.4 On the basis of the above survey information and relevant guidance, a plan demonstrating that the required visibility splay could be achieved was lodged with the Council in support of the planning application. See **Appendix A**.
- 2.5 It is understood that a stone pillar was previously located on the corner of the private road which impeded visibility to the left on exit. If this pillar was relocated within the identified visibility splay, it would be reasonable to expect P&KC to prevent reinstatement of the pillar under the powers granted to them within the Roads (Scotland) Act 1984, as it would obstruct the splay of an existing junction which is required to maintain road safety for existing users of the road.

2.6 P&KC refused the application detailing the following reason for refusal:

*"1 The proposal will intensify the use of an existing sub standard access and junction which has poor geometry and poor visibility onto the public road and as such the proposed development would result in pedestrian and traffic safety issues contrary to Policy TA1B of the Perth and Kinross Local Development Plan which seeks to ensure the safety of all users."*

2.7 As the reason for refusal is solely transport related, it is considered that the justification for the refusal has been taken from the consultation response provided by P&KC Transportation which states the following:

*"I note that this site has a history of planning applications that have all been refused due to the substandard private road which serves several properties and the poor geometry of the access junction which has severely restricted visibility."*

*Whilst I note the information supplied by the applicant's transport consultants, the road is subject to a 30mph speed limit and as such the visibility requirements would be 2.4m x 43.0m, which cannot be achieved at this location. Even allowing for the lower speeds of 25mph and 25.7mph indicated in the speed survey provided by the applicant's transport consultants, I am not satisfied that the minimum visibility splay as recommended by the applicant's transport consultants of 2m x 33m would be achievable or desirable at this location. Certainly, I would expect the set-back distance (X distance) to be 2.4m at this location.*

*Therefore for the reasons stated above, I recommend REFUSAL of this application on the grounds of pedestrian and traffic safety."*

**3.0 Response to Reason for Refusal**

3.1 At no time was the access road to the proposed plot raised as a concern by P&KC which is why the supporting information does not comment on the route. As stated in Paragraph 1.3 above, following submission of the application, there was no request for additional information or concerns raised regarding the access road.

3.2 The access road has been deemed suitable for residential access by P&KC given the existing properties which take access from the route. The minor increase in traffic associated with a single plot (5 vehicle movements in a 24hr period as taken from the TRICS database) will not result in a material adverse impact on existing residents who utilise the route and, as such, it is not considered that the access route is a valid reason to withhold support for the proposed dwelling.

3.3 The Officer states that the poor geometry of the access junction is a concern. P&KC rely on the SCOTS National Roads Development Guide and Designing Streets policy when considering infrastructure associated with planning applications.

3.4 Within the 'Junction Types and Arrangement' section of Designing Streets, it states that various junction forms should be considered rather than conventional junction types. A 'Y junction' is clearly listed as an appropriate junction form and the diagram specifically details a junction with an acute angled minor arm similar to the junction under consideration. Given the junction is currently in operation; there is no recorded accident history as evidenced by the submitted Road Safety Audit; and, the layout conforms with current policy, it is not considered that the geometry of the junction is a valid reason for refusal.

3.5 With respect to junction visibility, it is accepted standard practice that the visibility is based on measured 85<sup>th</sup>ile speeds, if this information is available. Clearly, this can result in a greater or lesser visibility requirement based on the results.

- 3.6 The submitted Speed Survey undertaken by an independent survey company over a 7 day period provides a robust assessment of vehicle speeds. As previously stated, the vehicle speeds resulted in the need for a Y distance of 33m.

- 3.7 Designing Streets states the following on X distance:

*“A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.”*

- 3.8 Given the very small traffic volumes and that traffic approaching the junction from the minor arm will be travelling at a very low speed due to the geometry, it was considered that the junction was an ideal location to employ a 2m X distance.

- 3.9 Clearly, the Officer does not agree with the above approach and has requested that a 2.4m X distance be provided. ECS drawing 17015\_002 Rev B contained within **Appendix B** attached, highlights that an X distance of 2.4m can be achieved at the junction and that the required splay is currently available.

- 3.10 As the X distance of 2.4m can be provided, it is considered that all of the points raised by P&KC Transportation have been satisfactorily addressed as per the requirements of current guidance, policies and the Roads (Scotland) Act 1984. On the basis of the above, it is considered that the sole reason for refusal is not valid.

- 3.11 Furthermore, the applicant commissioned Wyllie Lodge Road Safety Consultants to undertake an independent review of the access junction and whether it would be appropriate to accommodate the proposed additional dwelling. The conclusion of the safety review indicated that the junction in its current form, could satisfactorily accommodate the proposed dwelling but suggested that the vegetation be managed. As the junction is existing, the vegetation should be managed in any event.

- 3.12 It must be stressed that the additional information referred to above would have been supplied to P&KC if Council Officers had made the applicant's agent aware that further information was required or that there were concerns with transport related matters.

#### **4.0 Conclusions**

- 4.1 P&KC has refused the application for a single dwelling based on transportation concerns associated with the access from Main Street. The existing access has visibility splays consistent with the required guidance and currently accommodates residential traffic with no record of accidents.

- 4.2 The development proposals represent a minimal increase in traffic which can be safely accommodated by the existing road layout.



Head of Planning,  
Perth & Kinross Council,  
Pullar House,  
35 Kinnoull St,  
Perth,  
PH1 5GD.

Direct Tel:  
Direct Email:

Our Ref: 17015\_001  
Your Ref:

Date: 21<sup>st</sup> June 2017

**(Email Only)**

Dear Sirs,

**PROPOSED DWELLING, LAND BETWEEN WOODEND COTTAGE AND THE STABLES, MAIN STREET, ALMONDBANK**

ECS Transport Planning (ECS) has been commissioned by Mr John Jenkins to consider access to a plot for a single dwelling from a private road which links to Main Street, Almondbank.

The plot is located adjacent to a private road which connects with Main Street some 90m to the south of the bridge over the River Almond. From previous discussions with Perth and Kinross Council (P&KC) we understand that the private road is not a concern but the access junction with Main Street should be considered in detail.

ECS commissioned Transurveys, an independent survey company, to undertake a speed survey of Main Street adjacent to the private access road junction. The survey identified that the northbound and southbound 85<sup>th</sup>ile speeds were 25mph and 25.7mph, respectively. The speed survey is enclosed for review.

P&KC refer to the SCOTS National Roads Development Guide for road design criteria. SCOTS utilises the visibility splay criteria from the National Policy document 'Designing Streets' which indicates a 'Y' distance of 33m for a 25mph road. In addition, Designing Streets indicates that an 'X' distance of 2m is appropriate for lightly trafficked routes which we consider is consistent with the private road.

ECS drawing 17015\_001 is enclosed which highlights the required visibility splay and demonstrates that it has very little impact on land outwith the carriageway. From our site visit it would appear that the required visibility splay is currently available, therefore, the access junction is appropriate for the minor increase in traffic associated with a single house.

We understand that a stone pillar was previously located on the corner of the private road which could impede visibility to the left on exit. If this pillar was located within the identified visibility splay we would expect P&KC to prevent reinstatement of the pillar under the powers granted to them within the Roads (Scotland) Act 1984 as it would obstruct the splay of an existing junction which is required to maintain road safety for existing users of the road.

Based on the visibility splay available at present, the speed of vehicles on Main Street and the minor increase in traffic associated with the proposed development, we do not consider there is any transportation reason to withhold support for the development.

Yours Sincerely,



**Michael Summers**  
Director

Encls



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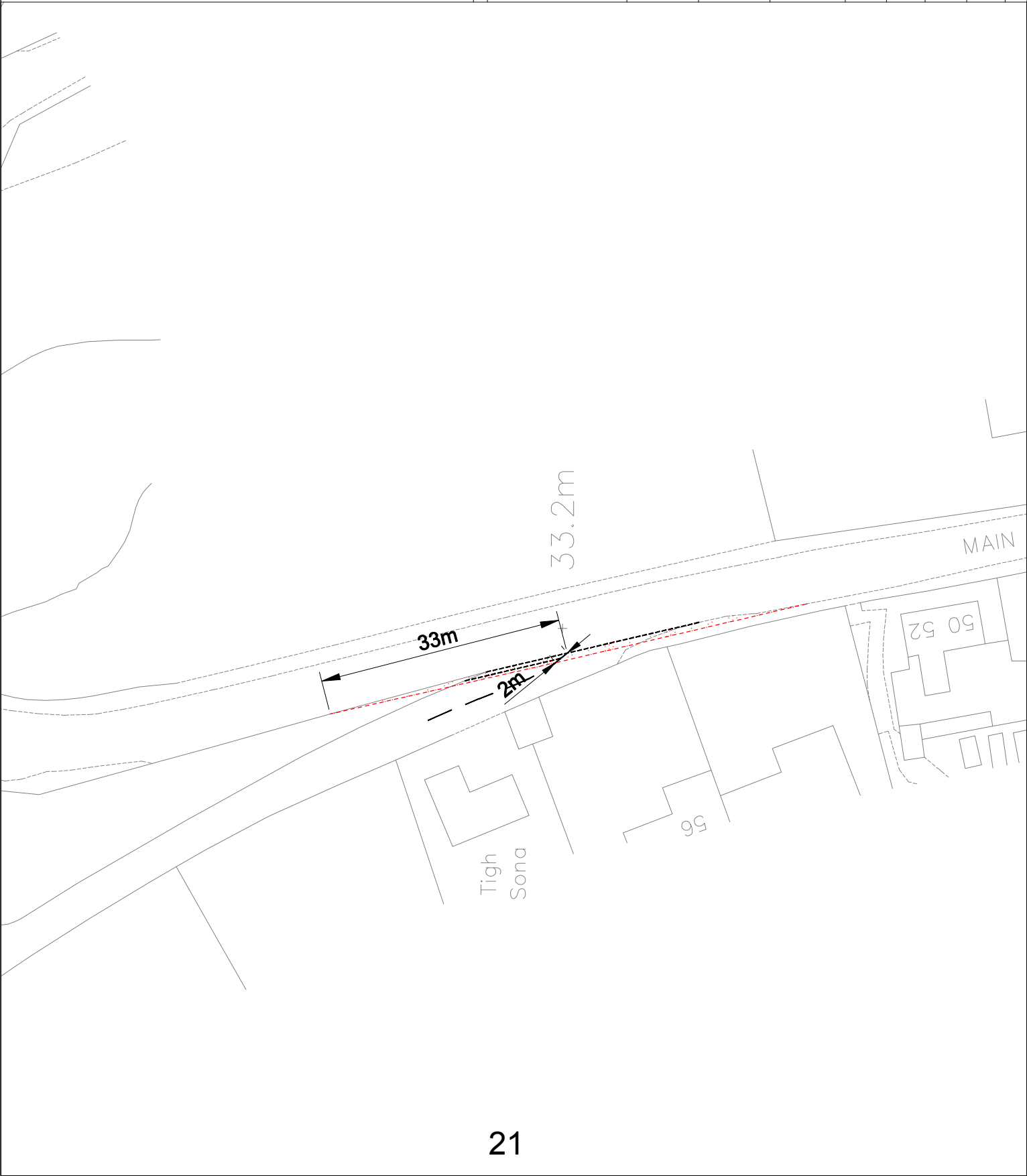
Key



2m x 33m Junction Visibility

Notes

1. Road markings are not currently present on street and have only been shown to demonstrate accurate visibility splays.
2. The X visibility distance has been measured at an angle along the centreline of the carriageway as the vehicles will not be positioned at right angles at the gateway line.



DATE	AMENDMENTS	DRAWN	CHK	APP
ECS Transport Planning Ltd Centrum Office 38 Queen Street Glasgow G1 3DX				
Telephone: 0844 443 0934 Email: info@ecstransport.co.uk				

Client  
**MR JOHN JENKINS**

Project  
**ALMONDBANK**

Title  
**EXISTING JUNCTION  
VISIBILITY SPLAY**

Team	Drawn	Checked	Approved
-	SS	MS	MS
Scale @ A3		Date	
1:500		14.06.2017	
Project No.	Drawing No.		Rev
17015	17015_001		-
Purpose of Issue			
<input type="checkbox"/> Preliminary <input type="checkbox"/> For Tender <input type="checkbox"/> For Construction			
<input checked="" type="checkbox"/> For Information <input type="checkbox"/> For Approval <input type="checkbox"/> As Built			

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**Key**

2.4m x 33m Junction Visibility

**Notes**

1. Road markings are not currently present on street and have only been shown to demonstrate accurate visibility splays.

2. The X visibility distance has been measured at an angle along the centreline of the carriageway as the vehicles will not be positioned at right angles at the gateway line.

B	25.08.17	PLAYS AMENDED	SS	MS	MS
A	16.08.17	SCALE BAR INCLUDED	SS	MS	MS
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

ECS

TRANSPORT PLANNING LIMITED

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Client

MR JOHN JENKINS

Project

ALMONDBANK

Title

EXISTING JUNCTION  
VISIBILITY SPLAY

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3

1:500

Date

14.06.2017

Project No.

17015

Drawing No.

17015\_002

Rev

B

Purpose of Issue

☐ Preliminary

☐ For Tender

☐ For Construction

☒ For Information

☐ For Approval

☐ As Built

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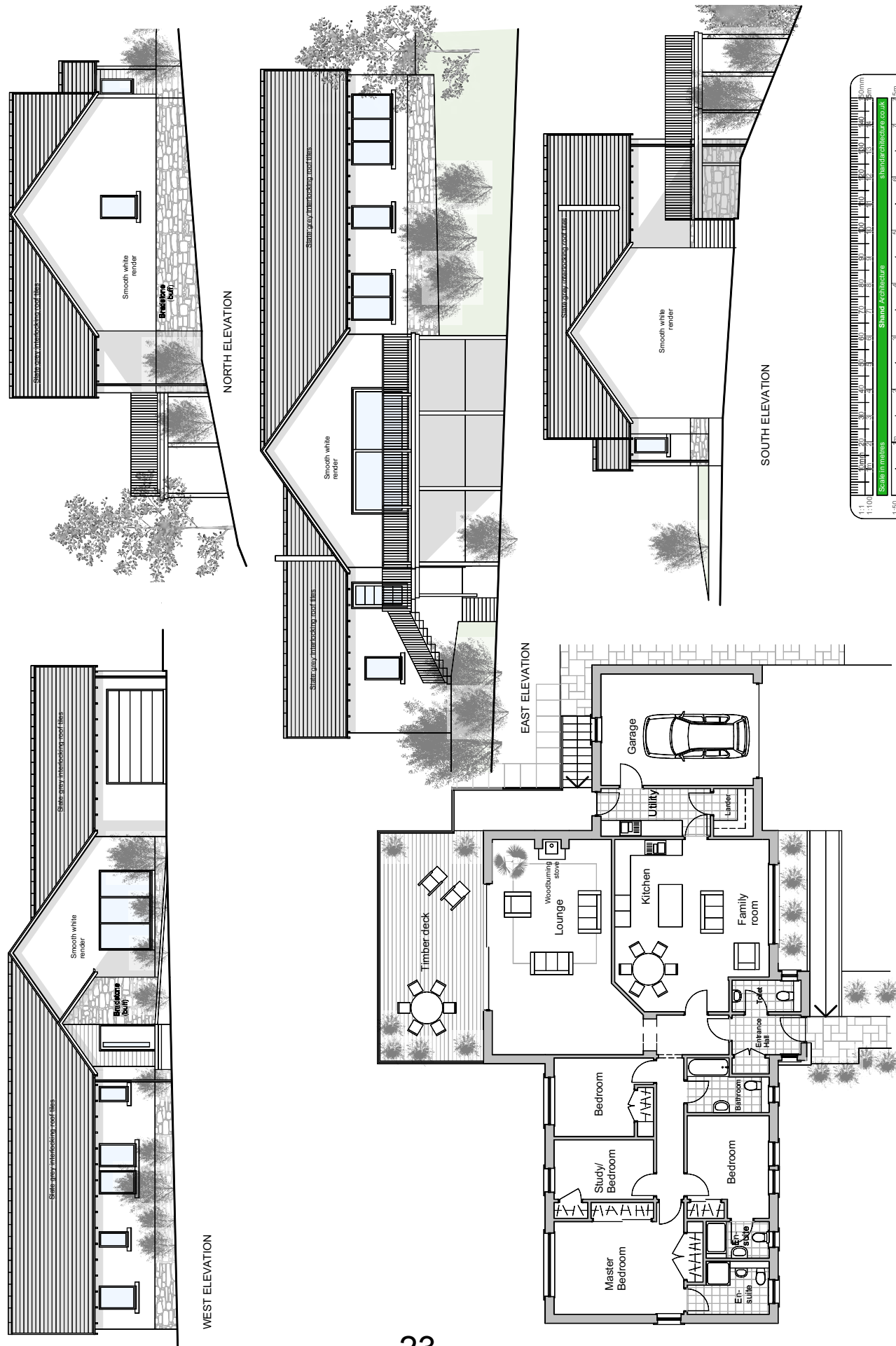
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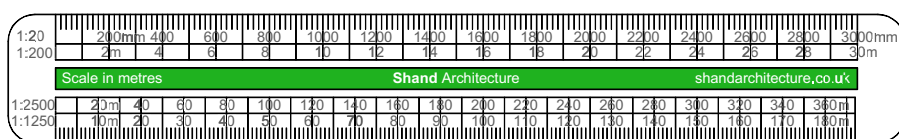
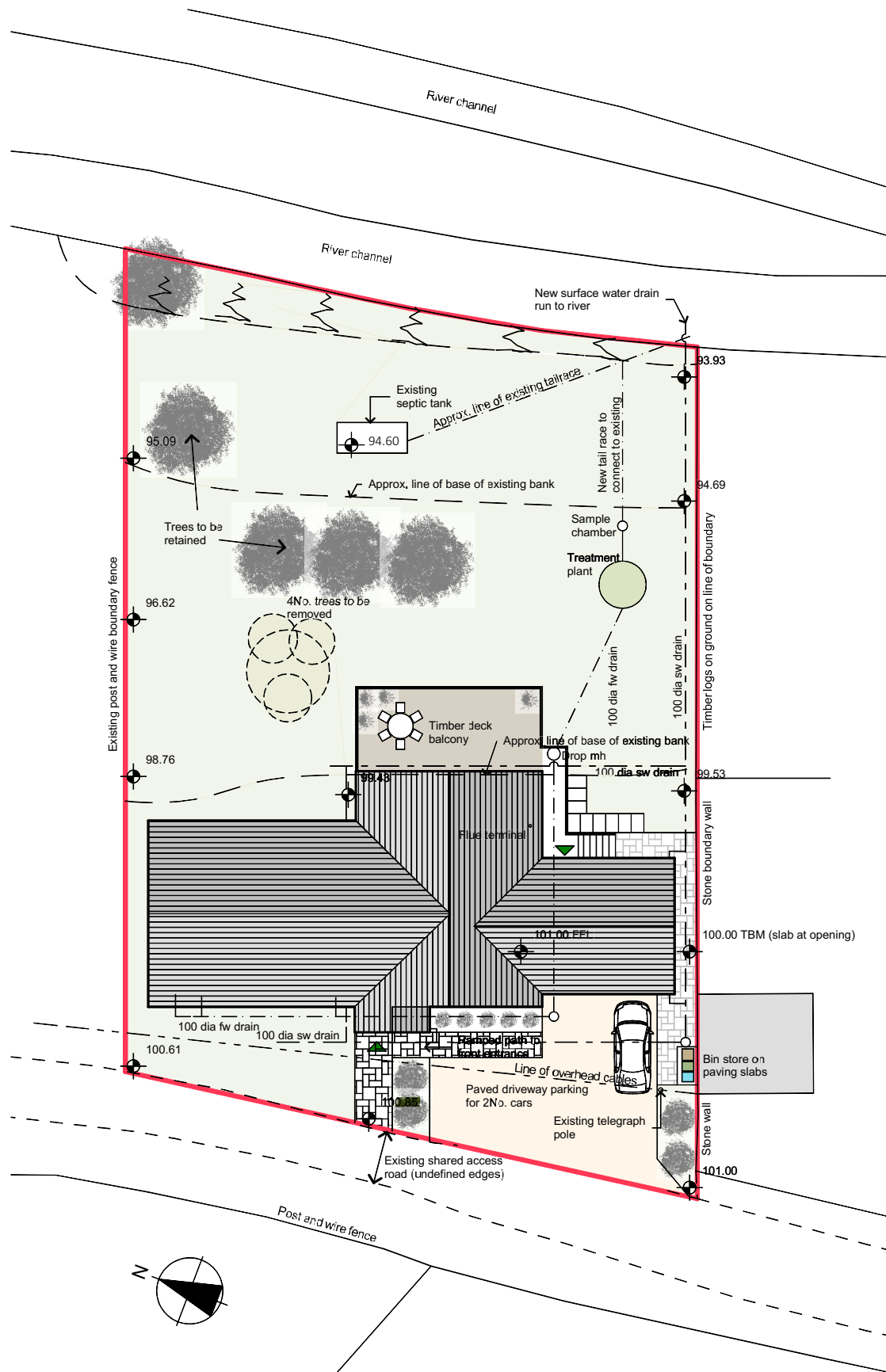


Project No.	17-19
Title	PLANS AND ELEVATIONS
Project	Proposed House at Redcliff, Almondsbank, Perth
Scale	1:100
Date	14/07/2017
Stage	Planning

Revisions	Notes
A	dd/mm/yyyy
B	27/7/2017
C	Layout amended
D	Minor revisions
E	
Studio One, Crook of Devon, Kinross KY13 0UL Tel: 01577-840 202 shand@shandarchitecture.co.uk www.shandarchitecture.co.uk	



GROUND FLOOR PLAN



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	Chartered Architect	Project	Drg. Title	Date	14/07/2017	Scale	1:200	Drg. No.  17-19-04				
	Shand Architecture	Proposed House at Redcliff, Almondbank, Perth	PROPOSED SITE PLAN (A3)	Stage	Planning							
	Revision			A	B	C	D		E	F	G	H



# TRAFFIC SURVEY REPORT

**ALMONDBANK, PERTHSHIRE**

**TRANSURVEYS LIMITED**

BLUE SQUARE OFFICES, 272 BATH STRET, GLASGOW, G2 4JR

TRAFFIC SURVEY REPORT

QUALITY MANAGEMENT

CLIENT ECS Transport Planning Limited  
PROJECT Almondbank, Perthshire ATC  
REFERENCE TS-17-028  
REVISION 001

Revision	Date	Prepared by	Signed	Checked by	Signed
001	05/05/2017	Neil Dempsey		Neil Dempsey	

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## SURVEYED NETWORK

1. Main Street, south / west of River Almond Bridge (Automatic Traffic Counter)





## **ATC LINK & SPEED SURVEYS**

TRAFFIC SURVEY REPORT

**A10 CLASSIFIED LINK 1 SPEED SURVEY**

**Project:** Almondbank, Perthshire  
**Client:** ECS Transport Planning Limited.  
**Job No.** TS-17-028  
**Site 1:** Main Street, southwest of River Almond Bridge.  
**Movement:** Northbound

Time	Total	Vehicle Classifications			Speed Categories															Speed									
		1 LIGHT	2 MEDIUM	3 HEAVY	0-5mph	5-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-55mph	55-60mph	60-65mph	65-70mph	70-75mph	75-80mph	80-85mph	85-90mph	90-95mph	95-100mph	Mean	85th/ile	Minimum	Maximum	
		Date: 21 April 2017																											
00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
02:00	03:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	19.9	25.8	25.8
03:00	04:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	22.2	24.2	24.2
04:00	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	19.5	21.5
05:00	06:00	6	4	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	19.7	24.8
06:00	07:00	20	19	1	0	0	0	1	3	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	13.1	27.1	27.1
07:00	08:00	69	60	9	0	0	0	2	13	46	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.4	32.5	32.5
08:00	09:00	71	67	4	0	0	0	4	21	34	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	25.3	31.7	31.7
09:00	10:00	37	30	7	0	0	0	5	8	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.0	24.8	31.1	31.1
10:00	11:00	33	25	8	0	0	0	2	5	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	23.0	33.4	33.4
11:00	12:00	41	33	8	0	0	0	1	12	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.2	35.0	35.0
12:00	13:00	107	94	13	0	0	0	16	62	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.0	26.0	32.0	32.0
13:00	14:00	93	87	6	1	0	1	2	7	32	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.0	25.3	33.0	33.0
14:00	15:00	67	62	5	0	0	0	3	10	40	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	26.6	32.5	32.5
15:00	16:00	46	41	5	0	0	0	0	13	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	23.9	30.2	30.2
16:00	17:00	40	36	1	0	0	0	0	10	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	24.8	31.1	31.1
17:00	18:00	36	28	8	0	0	0	2	11	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	24.8	34.4	34.4
18:00	19:00	26	28	1	0	0	0	0	3	7	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	23.5	32.0	32.0
19:00	20:00	29	27	2	0	0	0	0	9	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	24.4	32.1	32.1
20:00	21:00	17	15	2	0	0	0	2	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	21.9	33.8	33.8
21:00	22:00	12	12	0	0	0	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	24.2	36.9	36.9
22:00	23:00	16	9	1	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	11.9	27.8
23:00	00:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	17.1	25.1
00:00	01:00	629	533	75	1	6	3	24	142	373	81	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.8	33.0	33.0
01:00	02:00	629	528	80	1	6	3	28	162	419	88	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.8	33.0	33.0
02:00	03:00	722	639	82	1	6	3	29	166	427	90	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.8	33.0	33.0
03:00	04:00	733	647	85	1	6	3	29	169	432	93	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.8	33.0	33.0
Date: 22 April 2017																													
00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
01:00	02:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.0	-	18.0	18.9
02:00	03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	24.4	24.4
03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
04:00	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	19.5	19.5
05:00	06:00	2	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	19.1	21.5
06:00	07:00	11	8	3	0	0	0	0	2	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.3	27.5	27.5
07:00	08:00	17	15	2	0	0	0	0	3	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.9	33.0	33.0
08:00	09:00	36	32	4	0	0	0	2	12	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.4	30.8	30.8
09:00	10:00	43	41	2	0	0	0	2	14	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.2	30.3	30.3
10:00	11:00	46	43	3	0	0	0	2	7	23	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	25.9	33.8	33.8
11:00	12:00	36	32	4	0	0	0	0	13	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.7	30.8	30.8
12:00	13:00	31	29	2	0	0	0	0	9	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.7	30.8	30.8
13:00	14:00	40	39	1	0	0	0	1	0	8	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	24.6	34.4	34.4
14:00	15:00	35	33	2	0	0	0	2	9	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	24.8	33.5	33.5
15:00	16:00	28	25	3	0	0	0	0	5	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	23.9	35.6	35.6
16:00	17:00	30	29	1	0	0	0	0	1	9	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.6	33.7	33.7
17:00	18:00	27	24	3	0	0	0	0	7	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	24.4	35.0	35.0
18:00	19:00	20	25	24	1	0	0	0	5	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	23.9	35.9	35.9
19:00	20:00	16	14	2	0	0	0	0	2	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.5	34.5	34.5
20:00	21:00	13	12	1	0	0	0	0	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.5	38.3	38.3
21:00	22:00	10	9	1	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	16.3	23.1
22:00	23:00	4	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0</							

Time	Total	Vehicle Classifications			Speed Categories																Speed									
		1 LIGHT	2 MEDIUM	3 HEAVY	0-5 mph	5-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-55mph	55-60mph	60-65mph	65-70mph	70-75mph	75-80mph	80-85mph	85-90mph	90-95mph	95-100mph	Mean	80th%ile	Minimum	Maximum		
08:00	10:00	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	24.6	14.4	258	
10:00	11:00	34	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	25.3	12.3	271	
11:00	12:00	37	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	25.3	15.5	298	
12:00	13:00	33	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	23.5	13.2	254	
13:00	14:00	35	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	24.6	15.5	293	
14:00	15:00	29	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	25.1	12.9	284	
15:00	16:00	36	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	23.7	11.2	289	
16:00	17:00	31	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	25.5	7.6	273	
17:00	18:00	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	23.9	16.7	271	
18:00	19:00	17	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	24.4	14.1	265	
19:00	20:00	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	27.5	15.0	296	
20:00	21:00	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	-	14.6	237	
21:00	22:00	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	-	15.8	260	
22:00	23:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206	-	17.0	227	
23:00	00:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206	-	20.2	211	
07:00-19:00					313	299	14	0	2	13	72	189	46	0	0	0	0	0	0	0	0	0	0	0	0	0	216	24.8	7.6	283
06:00-22:00					344	326	18	0	2	14	77	199	52	0	0	0	0	0	0	0	0	0	0	0	0	0	216	24.8	7.6	283
06:00-05:00					349	330	19	0	2	14	78	203	52	0	0	0	0	0	0	0	0	0	0	0	0	0	216	24.8	7.6	283
05:00-04:00					358	339	19	0	2	14	80	208	54	0	0	0	0	0	0	0	0	0	0	0	0	0	217	24.8	7.6	283
Date: 24 April 2017																														
00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
02:00	03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	-	20.1	201	
03:00	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	-	21.3	213	
04:00	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	-	20.8	208	
05:00	06:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	-	17.2	264	
06:00	07:00	26	22	4	0	0	0	1	8	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	206	23.3	7.4	305	
07:00	08:00	75	67	8	0	0	0	1	4	16	45	8	1	0	0	0	0	0	0	0	0	0	0	0	0	216	24.4	9.3	307	
08:00	09:00	65	61	4	0	0	0	1	11	41	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	25.1	14.3	286	
09:00	10:00	45	43	2	0	0	0	2	16	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	23.7	12.1	276	
10:00	11:00	33	25	8	0	0	0	0	1	14	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	209	23.9	14.8	285	
11:00	12:00	40	31	8	1	0	0	0	3	15	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	203	23.5	11.8	299	
12:00	13:00	40	32	8	0	0	0	0	1	14	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	208	23.7	11.8	281	
13:00	14:00	26	19	6	1	0	0	0	0	9	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	229	26.8	15.9	300	
14:00	15:00	35	31	4	0	0	0	0	0	14	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	237	24.8	15.8	897	
15:00	16:00	80	75	5	0	0	0	0	0	19	42	15	2	0	0	0	0	0	0	0	0	0	0	0	0	221	25.1	7.1	305	
16:00	17:00	90	81	9	0	0	0	2	5	14	56	13	0	0	0	0	0	0	0	0	0	0	0	0	0	215	24.8	6.4	281	
17:00	18:00	60	56	3	1	0	0	0	2	5	41	11	1	0	0	0	0	0	0	0	0	0	0	0	0	228	25.9	14.5	304	
18:00	19:00	40	37	3	0	0	0	0	1	20	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	245	26.8	14.8	310	
19:00	20:00	32	26	6	0	0	0	0	2	7	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	218	25.1	14.2	271	
20:00	21:00	11	9	2	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	23.5	15.9	279	
21:00	22:00	9	7	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	-	13.4	247	
22:00	23:00	3	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	-	14.4	264	
23:00	00:00	2	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	-	17.1	277	
07:00-19:00					629	558	68	3	0	4	21	140	353	105	5	0	0	0	0	0	0	0	0	0	0	0	220	25.1	6.4	897
06:00-22:00					707	622	82	3	0	5	26	160	395	114	6	0	0	0	0	0	0	0	0	0	0	0	219	25.1	6.4	897
06:00-05:00					712	625	84	3	0	5	27	162	395	116	6	0	0	0	0	0	0	0	0	0	0	0	219	25.1	6.4	897
05:00-04:00					721	633	85	3	0	5	27	165	400	117	6	0	0	0	0	0	0	0	0	0	0	0	219	25.1	6.4	897
Date: 25 April 2017																														
00:00	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	-	17.4	174	
01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
02:00	03:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241	-	19.4	313	
03:00	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	-	21.6	216	
04:00	05:00	1	1	0	0	0	0	0	0	0	0	0	0																	



Time	Total	Vehicle Classifications			Speed Categories															Speed										
		1 LIGHT	2 MEDIUM	3 HEAVY	0-5 mph	5-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-55mph	55-60mph	60-65mph	65-70mph	70-75mph	75-80mph	80-85mph	85-90mph	90-95mph	95-100mph	Mean	80thile	Minimum	Maximum		
Date: 26 April 2017																														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	26.8	26.8	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
04:00	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.0	-	17.4	28.7	
05:00	4	3	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	25.4	26.4	
06:00	4	3	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	23.7	14.7	26.5	
07:00	28	25	3	0	0	0	0	3	15	42	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.4	12.9	27.2	
08:00	67	61	6	0	0	0	1	16	40	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	25.5	13.5	30.1	
09:00	76	69	7	0	0	0	1	12	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	23.9	12.5	28.6	
10:00	11000	12000	35	26	9	0	0	2	4	9	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.7	10.0	26.9	
11:00	52	38	14	0	0	0	6	12	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	23.5	9.6	28.1	
12:00	13000	13000	34	32	9	1	0	8	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.2	13.4	27.8	
13:00	14000	14000	36	27	9	0	0	2	7	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.5	11.6	27.6	
14:00	15000	15000	30	63	7	0	0	0	4	10	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.8	14.6	27.9	
15:00	16000	16000	65	78	7	0	0	5	4	17	44	12	2	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.1	11.2	28.9	
16:00	17000	17000	85	78	7	0	0	2	10	35	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.1	6.1	33.6	
17:00	18000	18000	63	60	3	0	0	0	2	10	21	19	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	25.9	13.4	33.9	
18:00	19000	19000	53	52	0	0	0	0	2	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.6	10.6	26.9	
19:00	20000	38	17	1	0	0	0	2	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.6	9.6	26.9	
20:00	21000	15	14	1	0	0	0	1	3	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	23.5	9.4	27.7	
21:00	22000	15	13	2	0	0	0	2	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	23.3	13.4	24.4	
22:00	23000	7	6	1	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	13.3	23.4	
23:00	24000	2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.0	-	15.3	22.9	
00:00-01:00	664	578	78	1	0	7	9	135	385	111	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.1	6.1	33.6	
01:00-02:00	646	564	88	1	0	8	38	137	465	117	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.1	6.1	33.6	
02:00-03:00	742	645	88	1	0	8	41	139	411	117	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25.1	6.1	33.6	
03:00-04:00	745	658	89	1	0	8	41	161	412	121	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25.1	6.1	33.6	
Date: 27 April 2017																														
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	23.6	23.6	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	23.5	23.5	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	23.5	23.5	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	23.5	23.5	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	23.5	23.5	
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	23.5	23.5	
06:00	0	4	3	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	21.8	24.7	
07:00	28	25	1	0	0	0	1	10	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	14.9	25.9	
08:00	78	71	7	0	0	0	3	16	46	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	23.5	15.0	27.2	
09:00	81	75	6	0	0	0	0	19	52	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.1	14.5	29.0	
10:00	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	24.6	15.5	29.9	
11:00	32	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.3	11.2	26.4	
12:00	11	10	1	0	0	0	0	3	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	23.5	12.5	27.3	
13:00	11000	11000	42	37	5	0	0	1	9	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	24.6	9.2	29.2
14:00	12000	43	37	6	0	2	6	11	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.0	25.1	11.6	27.7	
15:00	13000	37	28	8	1	0	0	2	6	22	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.4	11.4	28.9	
16:00	14000	51	39	12	0	0	2	15	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.8	10.4	31.7	
17:00	15000	15000	31	24	7	0	0	10	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	25.5	12.9	30.0	
18:00	16000	16000	89	77	12	0	0	4	13	56	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	25.1	16.2	30.9	
19:00	17000	77	71	5	1	0	0	0	11	49	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	25.9	7.9	33.0	
20:00	18000	19000	36	36	0	0	0	1	4	7	50	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	25.9	7.9	33.0
21:00	19000	20000	36	36	0	0	0	4	6	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.4	11.2	26.5
22:00	20000	32	30	2	0	0	0	2	5	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	23.9	13.9	26.4
23:00	21000	11	10	1	0	0	0	0	3	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	23.9	15.5	30.1
00:00	22000	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							

**A10 CLASSIFIED LINK 1 SPEED SURVEY**

**Project:** Almondbank, Perthshire  
**Client:** ECS Transport Planning Limited.  
**Job No.** TS-17-028  
**Site 1:** Main Street, southwest of River Almond Bridge.  
**Movement:** Southbound

Time	Vehicle Classifications			Speed Categories															Speed									
	1 LIGHT	2 MEDIUM	3 HEAVY	0-5 mph	5-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-55mph	55-60mph	60-65mph	65-70mph	70-75mph	75-80mph	80-85mph	85-90mph	90-95mph	95-100mph	Mean	85th/ile	Minimum	Maximum	
Date: 21 April 2017																												
00:00	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	-	22.2	222
01:00	02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242	-	24.2	242
02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	-	20.8	266
03:00	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	-	17.7	247
04:00	05:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	26.5	13.4	305
05:00	06:00	4	2	2	0	0	0	4	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	28.4	14.2	297
06:00	07:00	69	56	3	0	0	1	3	37	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	225	28.4	17.5	287
07:00	08:00	80	77	3	0	0	1	9	47	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	28.6	16.6	271
08:00	09:00	40	32	8	0	0	2	4	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	28.2	13.4	306
09:00	10:00	28	26	2	0	0	0	6	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	28.8	15.2	288
10:00	11:00	36	27	8	1	0	0	10	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	28.2	16.6	271
11:00	12:00	24	16	6	2	0	0	4	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	230	28.8	15.2	288
12:00	13:00	58	50	8	0	0	0	6	43	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	232	28.7	17.6	297
13:00	14:00	33	28	5	0	0	0	2	7	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	232	28.7	17.6	297
14:00	15:00	40	36	4	0	0	0	5	23	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	28.3	18.7	342
15:00	16:00	48	43	6	0	0	0	6	33	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	232	28.2	16.8	307
16:00	17:00	68	60	8	0	0	0	7	43	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	232	28.2	16.8	307
17:00	18:00	68	60	8	0	0	0	7	43	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	232	28.6	14.0	298
18:00	19:00	63	61	2	0	0	0	3	35	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	28.1	15.2	280
19:00	20:00	35	31	4	0	0	0	7	29	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	28.3	14.5	280
20:00	21:00	24	23	1	0	0	0	3	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223	28.8	15.9	280
21:00	22:00	17	16	1	0	0	0	4	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	226	28.1	15.2	273
22:00	23:00	12	11	1	0	0	0	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223	28.2	15.8	285
23:00	00:00	12	11	1	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	28.7	11.8	342
01:00	02:00	64	48	3	0	0	0	19	67	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	230	28.7	11.8	342
02:00	03:00	69	64	72	3	0	0	34	44	163	6	0	0	0	0	0	0	0	0	0	0	0	0	0	230	28.7	11.8	342
03:00	04:00	723	646	74	3	0	0	12	89	469	167	6	0	0	0	0	0	0	0	0	0	0	0	0	230	28.7	11.8	342
04:00	05:00	720	680	77	3	0	0	12	91	453	168	6	0	0	0	0	0	0	0	0	0	0	0	0	230	28.7	11.8	342
Date: 22 April 2017																												
00:00	01:00	4	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	243	-	22.3	263
01:00	02:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	-	21.7	243
02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
05:00	06:00	3	2	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
06:00	07:00	9	6	3	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247	-	24.4	255
07:00	08:00	11	8	3	0	0	0	8	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206	-	14.7	243
08:00	09:00	17	13	4	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223	25.9	15.8	282
09:00	10:00	15	14	1	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	24.2	20.1	263
10:00	11:00	25	22	3	0	0	0	3	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	28.6	16.5	278
11:00	12:00	24	22	2	0	0	0	4	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	25.3	18.9	270
12:00	13:00	42	40	2	0	0	0	28	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	28.2	16.4	288
13:00	14:00	30	29	1	0	0	0	3	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	234	28.2	17.7	303
14:00	15:00	46	42	4	0	0	0	27	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233	28.7	16.0	286
15:00	16:00	30	28	2	0	0	0	2	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	24.8	14.5	281
16:00	17:00	50	49	1	0	0	0	3	34	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	234	28.3	16.3	304
17:00	18:00	46	44	2	0	0	0	6	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	28.4	15.2	280
18:00	19:00	34	32	2	0	0	0	4	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	28.9	17.4	281
19:00	20:00	17	16	1	0	0	0	2	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233	28.2	15.4	278
20:00	21:00	10	9	1	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	-	16.9	253
21:00	22:00	12	11	1	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	28.1	17.2	289
22:00	23:00	12	11	1	0	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	22.1	17.3	260
01:00	02:00	7	6	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	-	18.2	272
02:00	03:00	370	343	27	0	0	0	1	234	87	2	0	0	0	0	0	0	0	0	0	0	0						

Time		Vehicle Classifications			Speed Categories																		Speed						
		1 LIGHT	2 MEDIUM	3 HEAVY	0-5 mph	5-10 mph	10-15 mph	15-20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	85-90 mph	90-95 mph	95-100 mph	Mean	80thile	Minimum	Maximum	
09:00	10:00	12	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	237	189	241
10:00	11:00	23	21	0	0	0	0	4	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	262	171	275
11:00	12:00	25	20	0	0	0	0	2	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	261	180	269
12:00	13:00	29	28	1	0	0	1	8	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	271	144	283
13:00	14:00	35	35	0	0	0	0	6	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	244	165	269
14:00	15:00	24	22	2	0	0	0	5	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	244	170	278
15:00	16:00	31	30	1	0	0	0	4	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	235	184	300
16:00	17:00	43	41	2	0	0	0	5	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	265	160	307
17:00	18:00	40	39	1	0	0	2	1	28	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	257	133	289
18:00	19:00	19	18	1	0	0	0	1	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	237	144	245
19:00	20:00	16	15	1	0	0	0	1	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	282	148	296
20:00	21:00	12	10	2	0	0	0	1	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	268	132	297
21:00	22:00	10	9	1	0	0	0	1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	-	145	254
22:00	23:00	8	8	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229	-	201	265
23:00	00:00	4	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	-	201	269
07:00-19:00	297	284	13	0	0	0	4	44	198	52	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	253	133	307
06:00-22:00	337	320	17	0	0	0	7	50	217	62	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	253	132	307
06:00-05:00	349	332	17	0	0	0	7	51	224	66	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	253	132	307
05:00-05:00	358	341	17	0	0	0	7	51	221	68	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	253	132	307
Date: 24 April 2017																													
00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
03:00	04:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267	-	267	267
04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
05:00	06:00	4	3	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	-	171	263
06:00	07:00	62	56	6	0	0	3	43	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	257	6.7	340
07:00	08:00	88	85	3	0	0	6	47	32	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	264	150	288
08:00	09:00	37	35	2	0	0	0	5	23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	253	18.1	295
09:00	10:00	31	27	4	0	0	0	6	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	226	244	16.5	296
10:00	11:00	39	28	10	1	0	0	3	7	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	246	12.9	290
11:00	12:00	30	21	9	0	0	2	8	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	246	11.7	278
12:00	13:00	39	32	6	1	0	0	1	8	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	246	14.1	284
13:00	14:00	42	35	7	0	0	1	4	27	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229	251	14.8	307
14:00	15:00	36	33	3	0	0	0	0	5	16	13	1	0	0	0	0	0	0	0	0	0	1	0	0	0	254	264	17.3	897
15:00	16:00	51	44	7	0	0	0	13	26	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	255	16.2	348
16:00	17:00	65	56	9	0	0	0	0	9	40	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	234	255	16.9	322
17:00	18:00	66	58	8	0	0	0	0	6	47	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	255	16.9	348
18:00	19:00	41	39	2	0	0	0	0	6	25	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	262	17.8	280
19:00	20:00	32	28	4	0	0	0	0	6	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	262	16.4	285
20:00	21:00	25	23	2	0	0	0	0	5	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	255	17.0	273
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06:00-22:00	704	618	84	2	0	1	8	98	428	160	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	257	6.7	887
06:00-05:00	719	631	86	2	0	1	10	100	434	165	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	257	6.7	887
05:00-05:00	724	635	87	2	0	1	10	101	435	168	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	257	6.7	887
Date: 25 April 2017																													
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01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
02:00	03:00	2	0	2	0	0	0	1																					



## REPORT OF HANDLING

### DELEGATED REPORT

Ref No	17/01339/FLL	
Ward No	P5- Strathtay	
Due Determination Date	17.10.2017	
Case Officer	John Williamson	
Report Issued by		Date
Countersigned by		Date

**PROPOSAL:** Erection of a dwellinghouse

**LOCATION:** Land 40 Metres North Of The Stables Main Street  
Almondbank

#### **SUMMARY:**

This report recommends **refusal** of the application as the development is considered to be contrary to the relevant provisions of the Development Plan and there are no material considerations apparent which justify setting aside the Development Plan.

**DATE OF SITE VISIT:** 24 August 2017

#### **SITE PHOTOGRAPHS**





## **BACKGROUND AND DESCRIPTION OF PROPOSAL**

The application site is located at the northern end of the Almondbank, a small village which is located to the west of Perth. The site is adjacent to the west bank of the River Almond and slopes down towards the river. The site is sandwiched between two existing residential properties named 'Woodend' to the north and 'The Stables' to the south. The site is approx. 38m in its depth (east to west) and 31m in its width (north to south) and is accessed via a private access. The proposal seeks detailed planning consent for the erection of a detached single storey, three bedroom dwellinghouse. The finishing materials include concrete roof tiles, bradstone and smooth white render. Planning permission in principle was refused on this site in 2013 (13/00910/IPL) due to inadequate access arrangements. A similar planning application (12/01962/IPL) was withdrawn earlier in 2013 after advice from the Council regarding flooding and access issues, which needed to be addressed before the application could be fully considered. In addition to this an earlier 2003 planning application was refused consent on the grounds of inadequate access arrangements and subsequently dismissed on appeal by the Scottish Government.

Following the above an application for the erection of a dwelling was refused in 2015 (15/00524/FLL) as the proposal was considered to intensify the use of an existing substandard access and junction which has poor geometry and visibility onto the public road which would result in pedestrian and traffic safety concerns. This application was also refused on grounds of the lack of a public drainage connection within a settlement.

This submission includes survey information of the proposed junction which has examined speeds northbound and southbound next to the access. The submission also seeks to demonstrate that appropriate visibility from the junction can be achieved.

## **SITE HISTORY**

03/00108/OUT Erection of a dwellinghouse and garage (in outline) on 25 March 2003 Application Refused

12/01962/IPL Erection of a dwellinghouse (in principle) 8 January 2013 Application Withdrawn

13/00910/IPL Erection of a dwellinghouse (in principle) 12 July 2013 Application Refused

15/00524/FLL Erection of a dwellinghouse 11 June 2015 Application Refused

## **PRE-APPLICATION CONSULTATION**

Pre application Reference: None

## **NATIONAL POLICY AND GUIDANCE**

The Scottish Government expresses its planning policies through The National Planning Framework, the Scottish Planning Policy (SPP), Planning Advice Notes (PAN), Creating Places, Designing Streets, National Roads Development Guide and a series of Circulars.

## **DEVELOPMENT PLAN**

The Development Plan for the area comprises the TAYplan Strategic Development Plan 2012-2032 and the Perth and Kinross Local Development Plan 2014.

### **TAYplan Strategic Development Plan 2012 – 2032 - Approved June 2012**

Whilst there are no specific policies or strategies directly relevant to this proposal the overall vision of the Tay Plan should be noted. The vision states *“By 2032 the TAYplan region will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice, where more people choose to live, work and visit and where businesses choose to invest and create jobs.”*

### **Perth and Kinross Local Development Plan 2014 – Adopted February 2014**

The Local Development Plan is the most recent statement of Council policy and is augmented by Supplementary Guidance.

The principal policies are, in summary:

#### **Policy PM1A - Placemaking**

Development must contribute positively to the quality of the surrounding built and natural environment, respecting the character and amenity of the place. All development should be planned and designed with reference to climate change mitigation and adaption.

### **Policy PM1B - Placemaking**

All proposals should meet all eight of the placemaking criteria.

### **Policy RD1 - Residential Areas**

In identified areas, residential amenity will be protected and, where possible, improved. Small areas of private and public open space will be retained where they are of recreational or amenity value. Changes of use away from ancillary uses such as local shops will be resisted unless supported by market evidence that the existing use is non-viable. Proposals will be encouraged where they satisfy the criteria set out and are compatible with the amenity and character of an area.

### **Policy PM3 - Infrastructure Contributions**

Where new developments (either alone or cumulatively) exacerbate a current or generate a need for additional infrastructure provision or community facilities, planning permission will only be granted where contributions which are reasonably related to the scale and nature of the proposed development are secured.

### **Policy TA1B - Transport Standards and Accessibility Requirements**

Development proposals that involve significant travel generation should be well served by all modes of transport (in particular walking, cycling and public transport), provide safe access and appropriate car parking. Supplementary Guidance will set out when a travel plan and transport assessment is required.

### **Policy EP2 - New Development and Flooding**

There is a general presumption against proposals for built development or land raising on a functional flood plain and in areas where there is a significant probability of flooding from any source, or where the proposal would increase the probability of flooding elsewhere. Built development should avoid areas at significant risk from landslip, coastal erosion and storm surges. Development should comply with the criteria set out in the policy.

### **Policy EP3B - Water, Environment and Drainage**

Foul drainage from all developments within and close to settlement envelopes that have public sewerage systems will require connection to the public sewer. A private system will only be considered as a temporary measure or where there is little or no public sewerage system and it does not have an adverse effect on the natural and built environment, surrounding uses and the amenity of the area.

## **OTHER POLICIES**

### **Developer Contributions and Affordable Housing Supplementary Guidance**



## CONSULTATION RESPONSES

### INTERNAL

Transport Planning – objection due to concerns with poor visibility and safety of junction

Contributions Officer – contribution towards transport infrastructure required

Local Flood Prevention Authority – no objection subject to condition

Environmental Health – no objection subject to condition

### EXTERNAL

Scottish Water – capacity available for drainage connection but subject to separate application

## REPRESENTATIONS

The following points were raised in the 4 representation(s) received:

- Traffic and Road Safety
- Residential Amenity
- Neighbour notification
- Drainage
- Flood risk
- History
- Impact on trees

All of the above matters are addressed within the appraisal section below.

### ADDITIONAL STATEMENTS RECEIVED:

Environmental Impact Assessment (EIA)	Not Required
Screening Opinion	Not Required
EIA Report	Not Required
Appropriate Assessment	Not Required
Design Statement or Design and Access Statement	Not Required

Report on Impact or Potential Impact eg Flood Risk Assessment	Traffic Survey and Statement submitted
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## **APPRAISAL**

Sections 25 and 37 (2) of the Town and Country Planning (Scotland) Act 1997 require that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for the area comprises the approved TAYplan 2012 and the adopted Perth and Kinross Local Development Plan 2014.

The determining issues in this case are whether; the proposal complies with development plan policy; or if there are any other material considerations which justify a departure from policy.

### **Policy Appraisal**

The application site is located within the identified settlement of Almondbank, Pitcairngreen and Cromwell Park. Policy RD1 applies which states that infill residential development will be accepted subject to the proposal relating successfully to the amenity and character of the area. To this end, the key test of the acceptability of this proposal is whether or not the proposal will have an adverse impact on the character, density or amenity of the area.

In terms of the impact on the character or density of the area, I consider the proposal to be entirely in keeping with both. The general character of the area is residential so there are no issues regarding compatibility with existing land uses, and in physical terms, the site is perfectly capable of accommodating a family size dwelling whilst not compromising the amenity of either of either the future occupiers or neighbouring properties.

### **Visual Impact**

The scale, proportions and materials of the dwellinghouse in relation to the neighbouring dwellings are considered to be appropriate and the size of the house is also considered to be appropriate in relation to the plot size. As such the proposal is considered to relate successfully to the visual amenity of the area.

### **Access**

As outlined above previous applications for residential development on this site have been refused due to the inadequacy of the access to the site and this was the case for the recent refusal in 2015. The proposal will take vehicular access from an existing sub-standard private access which already serves a number of residential properties, with limited passing opportunities and turning facilities. In addition to this, there has been an ongoing issue in relation to a stone pillar at the access point with the public road which severely restricts visibility to the left as a vehicle leaves the private access and enters the public road. This pillar is not within the control of the applicant but

has recently been removed. I received correspondence during consideration of the previous application and within letters of representation on this application which indicates that the removal of the pillar was carried out by a third party and was not authorised by the party who owns the land. It was indicated that the intention was to re-build the pillar in its original location. Two years later it was noted on my site visit that this pillar had not been re-instated.

The pillar was located on inner apex of the junction point with the public road and restricted visibility to an extent that requires vehicles to protrude onto the public road in order that drivers can obtain a clear view of traffic coming from the north. Whilst the pillar has currently been removed the visibility of the road to the north remains difficult given the apex of the junction onto the public road and my colleagues in Transport Planning have maintained their objection to the proposal on grounds of inadequate access. Furthermore any traffic requiring to turn left out of the junction would have to do so on what is effectively a hairpin bend, potentially requiring them to cross onto the opposite side of the road to complete the manoeuvre. Any traffic serving this proposal would therefore exacerbate existing issues associated with the sub-standard private access and junction to the detriment of other road users. I therefore consider the proposal to be contrary to Policy TA1B of the Local Development Plan which seeks to ensure adequate road safety for a development. This proposal would increase use of the sub-standard access/junction, which would increase the risk to road and pedestrian safety.

Whilst I note that the pillar on the junction has currently been removed, the visibility from the junction and its geometry is still considered to be substandard and my understanding is that this pillar is due to be re-erected in the same location in the near future. Therefore regardless of the presence of this pillar I remain concerned regarding the inadequacy of the access in terms of road safety. Transport Planning have also stated that the road is subject to a 30mph speed limit and as such the visibility requirements would be 2.4m x 43.0m. Visibility splays require to be considered on a worst case scenario. The survey information presented in the submission states that lower speeds of 25mph and 25.7mph are apparent which the applicant's consultant has stated would require a minimum visibility splay of 2m x 33m. Transport Planning have stated that they would seek a minimum set back distance of 2.4m at this location which cannot be achieved at this location.

Furthermore it is also noted that the submitted survey was undertaken between 21st April 2017 and 27th April 2017 when the C407 Lochty Road was closed restricting access to and from the A85 trunk road due to ongoing flood protection measures being undertaken. Traffic and Network Management at PKC have confirmed that the road was closed between 30th March 2017 and 3rd August 2017. This would therefore have limited the number of vehicles on the road as the main route into Perth from Almondbank was restricted. I therefore have doubts as to the outcome of this survey and the associated traffic figures presented within and do not consider them to reflect normal traffic movements in this area.

## **Flooding**

It was noted from my site visit that the proposed house sits well above the River Almond and that the topography of the site helps to negate any flood risk at the site. The Council's Flood Prevention Officer has offered no objection on flood risk grounds but has commented that no land raising should occur within the 1 in 200 year flood level and indicated that whilst there is no specific requirement for SUDS for a single dwelling, surface water discharges should be restricted to greenfield run off rate, particularly given the sites location upstream of a flood protection scheme. They have recommended a condition in this regard.

## **Drainage**

The application form indicates that the house is to connect to a private drainage system. As the site is located within a settlement Policy EP3B dictates that the site should connect the public drainage network. However it also states that where a public system is not available a private connection may be acceptable. The submission indicates that there is no public connection available at this site and that neighbouring properties are served by private drainage systems. In this instance given the lack of a connection in the immediate vicinity and private system could be accepted.

## **Contaminated Land**

Environmental Health have recommended that a watching brief during development would be necessary to establish whether any ground contamination is found on site.

## **Residential Amenity**

I am satisfied that the layout of the house and position of windows will not result in any significant impact on residential amenity. There is a window proposed to serve a bedroom on the north elevation and no windows on the south elevation. The window on the north elevation could be addressed through provision of an appropriate boundary treatment and does not raise any concerns. The height and scale of the house and its position on the plot is not considered to result in any concerns relating to overshadowing of neighbouring property. As such I have no concerns with the proposal in relation to the impact on residential amenity.

Environmental Health have recommended a condition relating to the proposed stove.

## **Developer Contributions**

There are not considered to be any capacity concerns at the Pitcairn Primary School and therefore no education contribution is required in this instance. The Council Transport Infrastructure Developer Contributions Supplementary

Guidance requires a financial contribution towards the cost of delivering the transport infrastructure improvements which are required for the release of all development sites in and around Perth. In this instance the site falls within the area which requires a contribution and this equates to £3,549 which requires to be paid upfront to allow any planning consent to be granted.

### **Trees**

There are trees located on the application site, some of which are proposed for felling. The trees proposed to be felled are not considered to contribute significantly to the visual amenity of the area and the surrounding area is well established with mature woodland planting as such I am satisfied with the level of felling proposed. It is recommended that should any consent be granted that a condition be added which requires all retained trees to be protected in accordance with BS 5837:2012 Trees in Relation to Design, Demolition and Construction.

### **Septic Tank of Neighbour**

It is noted that a septic tank of a neighbour is located within the plot under consideration for which the neighbour has a right of access. This is not considered to be a planning matter and any legal right of access is a private civil matter between the parties involved.

### **Neighbour Notification**

A letter of representation raises concerns as to whether the neighbour notification has been undertaken correctly. Having reviewed this I can confirm the notification was carried out in accordance with the regulations.

### **Economic Impact**

The economic impact of the proposal is likely to be minimal and limited to the construction phase of the development.

### **Conclusion**

In conclusion, the application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. In this respect, the proposal is considered to be contrary to the adopted Local Development Plan 2014. I have taken account of material considerations and find none that would justify overriding the adopted Development Plan. On that basis the application is recommended for refusal.

### **APPLICATION PROCESSING TIME**

The recommendation for this application has been made within the statutory determination period.

## **LEGAL AGREEMENTS**

None required.

## **DIRECTION BY SCOTTISH MINISTERS**

None applicable to this proposal.

## **RECOMMENDATION**

**Refuse the application**

### **Reasons for Recommendation**

- 1 The proposal will intensify the use of an existing sub standard access and junction which has poor geometry and poor visibility onto the public road and as such the proposed development would result in pedestrian and traffic safety issues contrary to Policy TA1B of the Perth and Kinross Local Development Plan which seeks to ensure the safety of all users.

### **Justification**

The proposal is not in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan

### **Informatives**

**None**

### **Procedural Notes**

Not Applicable.

## **PLANS AND DOCUMENTS RELATING TO THIS DECISION**

17/01339/1

17/01339/2

17/01339/3

17/01339/4

17/01339/5

17/01339/6

**Date of Report**

19 September 2017





**TCP/11/16(506) – 17/01339/FLL – Erection of a dwellinghouse on land 40 metres north of The Stables, Main Street, Almondbank**

## **PLANNING DECISION NOTICE**

**REPORT OF HANDLING** *(included in applicant's submission, see pages 35-45)*

**REFERENCE DOCUMENTS** *(part included in applicant's submission, see pages 22-34)*



# PERTH AND KINROSS COUNCIL

Mr John Jenkins  
c/o Farningham Planning Ltd  
Alan Farningham  
The Bourse  
47 Timber Bush  
Leith  
Edinburgh  
UK  
EH6 6QH

Pullar House  
35 Kinnoull Street  
PERTH  
PH1 5GD

Date 21st September 2017

## TOWN AND COUNTRY PLANNING (SCOTLAND) ACT

Application Number: **17/01339/FLL**

I am directed by the Planning Authority under the Town and Country Planning (Scotland) Acts currently in force, to refuse your application registered on 18th August 2017 for permission for **Erection of a dwellinghouse** Land 40 Metres North Of The Stables Main Street Almondbank for the reasons undernoted.

Interim Head of Planning

### Reasons for Refusal

- 1 The proposal will intensify the use of an existing sub standard access and junction which has poor geometry and poor visibility onto the public road and as such the proposed development would result in pedestrian and traffic safety issues contrary to Policy TA1B of the Perth and Kinross Local Development Plan which seeks to ensure the safety of all users.

### Justification

The proposal is not in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan

## Notes

The plans relating to this decision are listed below and are displayed on Perth and Kinross Council's website at [www.pkc.gov.uk](http://www.pkc.gov.uk) "Online Planning Applications" page

### Plan Reference

17/01339/1

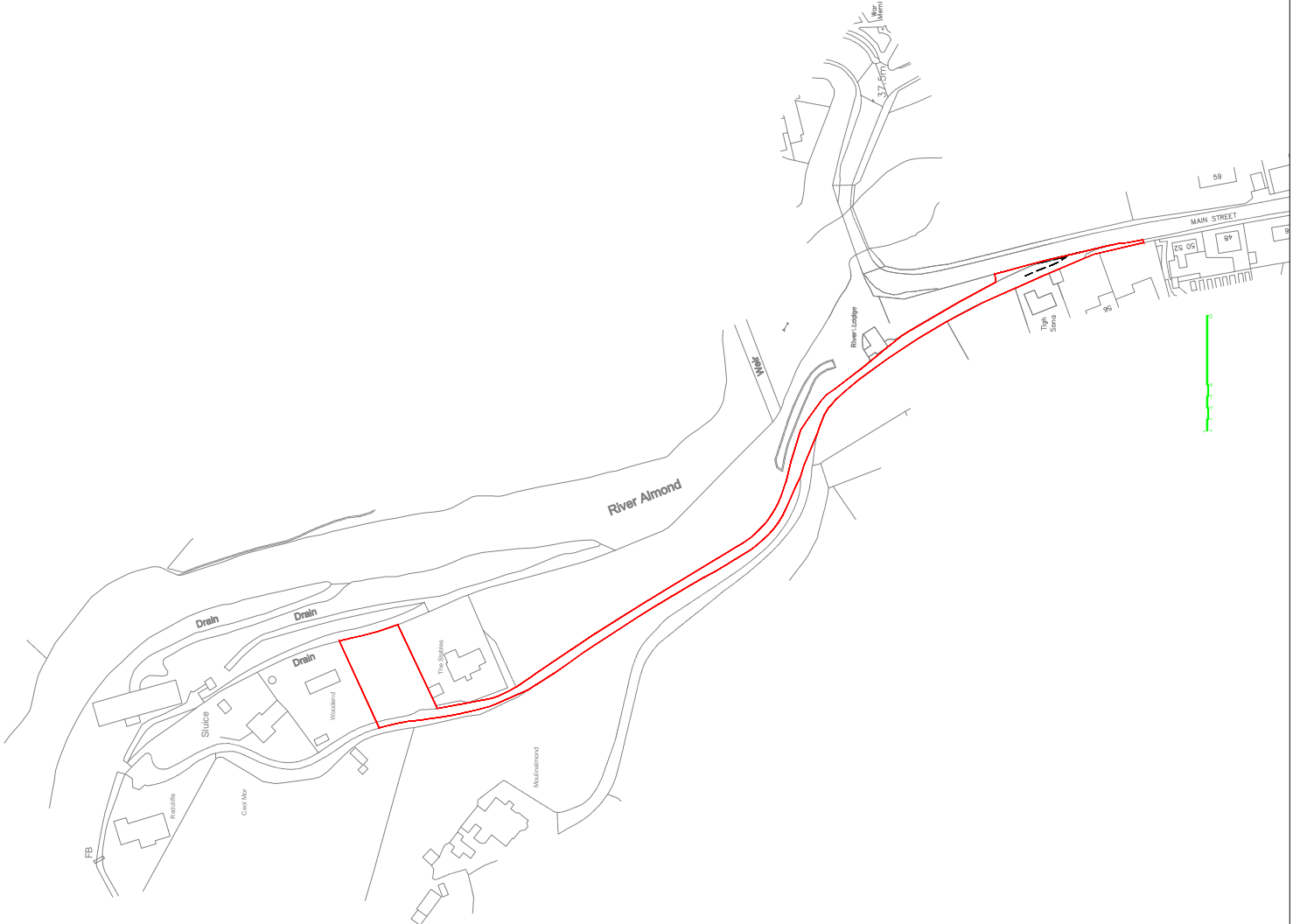
17/01339/2

17/01339/3

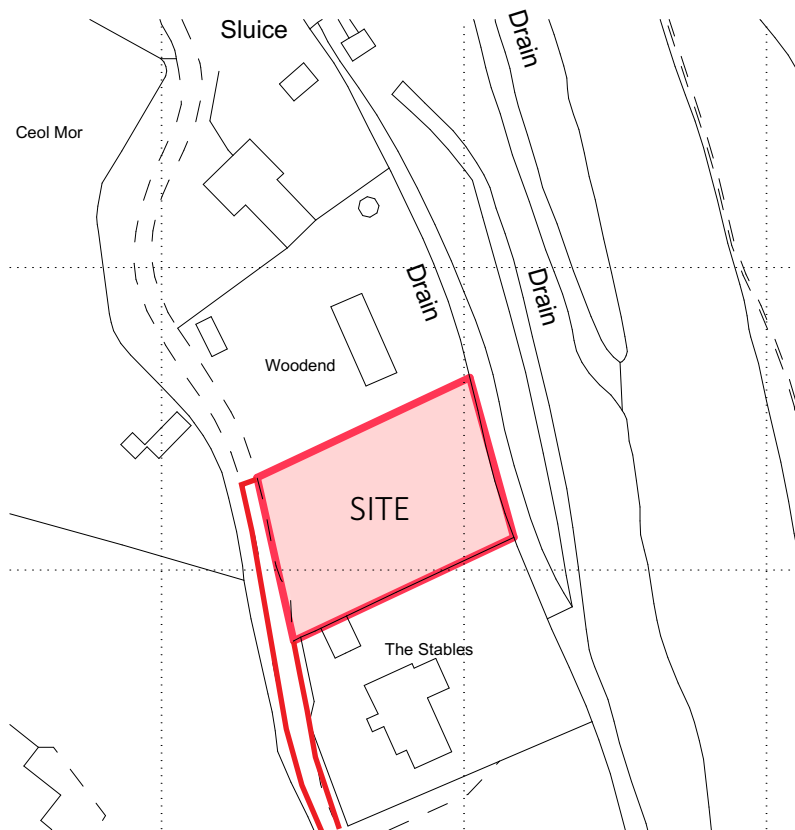
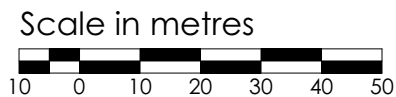
17/01339/4

17/01339/5

17/01339/6



REV	DATE	AMENDMENTS	DRAWN	CHECKED	APP
<b>ECS</b> TRANSPORT PLANNING LIMITED					
ECS Transport Planning Ltd Caledonian Offices 38, Queen Street Glasgow G1 3DX					
Telephone: 0141 462 0004 Fax: 0141 462 0005 Email: info@ecsplanning.co.uk					
Client <b>MR JOHN JENKINS</b>					
Project <b>ALMONDBANK</b>					
Title <b>RED LINE BOUNDARY</b>					
Team	Drawn	Checked	Approved		
-	SS	MS	MS		
Scale	1:1000 @ A1		Date	15.08.17	
Drawing No.	17015_003		Rev	-	
Purpose of Issue	<input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Tender <input type="checkbox"/> For Construction				
	<input type="checkbox"/> For Information <input type="checkbox"/> For Approval <input type="checkbox"/> As Built				
File Name	FILE_NAME				
© ECS Transport Planning Ltd. All rights reserved. This drawing is the property of ECS Transport Planning Ltd. It is not to be used for any other purpose without the written consent of ECS Transport Planning Ltd.					



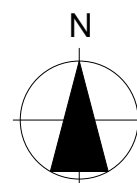
Location Plan



Area Plan



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**Shand Architecture**  
[www.shandarchitecture.co.uk](http://www.shandarchitecture.co.uk)  
Studio One, Crook of Devon, Kinross KY13 0UL  
E-mail :- [stuart@shandarchitect.co.uk](mailto:stuart@shandarchitect.co.uk)

Project  
Proposed House at Redcliff, Almondbank, Perth  
Drg. Title  
AREA AND LOCATION PLANS

Date  
14/7/2017  
Scale  
1:1250

Drg. No.  
**17-19-03**

**TCP/11/16(506) – 17/01339/FLL – Erection of a dwellinghouse on land 40 metres north of The Stables, Main Street, Almondbank**

## **REPRESENTATIONS**





## Comments to the Development Quality Manager on a Planning Application

<b>Planning Application ref.</b>	17/01339/FLL	<b>Comments provided by</b>	Euan McLaughlin
<b>Service/Section</b>	Strategy & Policy	<b>Contact Details</b>	<b>Development Negotiations Officer:</b> Euan McLaughlin [REDACTED]
<b>Description of Proposal</b>	Erection of a dwellinghouse		
<b>Address of site</b>	Land 40 Metres North Of The Stables, Main Street, Almondbank		
<b>Comments on the proposal</b>	<p><b>NB: Should the planning application be successful and such permission not be implemented within the time scale allowed and the applicant subsequently requests to renew the original permission a reassessment may be carried out in relation to the Council's policies and mitigation rates pertaining at the time.</b></p> <p>THE FOLLOWING REPORT, SHOULD THE APPLICATION BE SUCCESSFUL IN GAINING PLANNING APPROVAL, <u>MAY</u> FORM THE BASIS OF A SECTION 75 PLANNING AGREEMENT WHICH MUST BE AGREED AND SIGNED PRIOR TO THE COUNCIL ISSUING A PLANNING CONSENT NOTICE.</p> <p><b>Primary Education</b></p> <p>With reference to the above planning application the Council Developer Contributions Supplementary Guidance requires a financial contribution towards increased primary school capacity in areas where a primary school capacity constraint has been identified. A capacity constraint is defined as where a primary school is operating, or likely to be operating following completion of the proposed development and extant planning permissions, at or above 80% of total capacity.</p> <p>This proposal is within the catchment of Pitcairn Primary School.</p> <p>Education &amp; Children's Services have no capacity concerns in this catchment area at this time.</p> <p><b>Transport Infrastructure</b></p> <p>With reference to the above planning application the Council Transport Infrastructure Developer Contributions Supplementary Guidance requires a financial contribution towards the cost of delivering the transport infrastructure improvements which are required for the release of all development sites in and around Perth.</p>		
<b>Recommended planning condition(s)</b>	<p><b>Summary of Requirements</b></p> <p>Education: £0</p> <p>Transport Infrastructure: £3,549 (1 x £3,549)</p>		

	<p><b><u>Total: £3,549</u></b></p> <p><b>Phasing</b></p> <p>It is advised that payment of the contribution should be made up front of release of planning permission. The additional costs to the applicants and time for processing legal agreements for single dwelling applications is not considered to be cost effective to either the Council or applicant.</p> <p>The contribution may be secured by way of a Section 75 Agreement. Please be aware the applicant is liable for the Council's legal expense in addition to their own legal agreement option and the process may take months to complete.</p> <p>If a Section 75 Agreement is entered into the full contribution should be received 10 days after occupation.</p>
<p><b>Recommended informative(s) for applicant</b></p>	<p><b>Payment</b></p> <p><b>Before remitting funds the applicant should satisfy themselves that the payment of the Development Contributions is the only outstanding matter relating to the issuing of the Planning Decision Notice.</b></p> <p><b>Methods of Payment</b></p> <p>On no account should cash be remitted.</p> <p><b>Scheduled within a legal agreement</b></p> <p>This will normally take the course of a Section 75 Agreement where either there is a requirement for Affordable Housing on site which will necessitate a Section 75 Agreement being put in place and into which a Development Contribution payment schedule can be incorporated, and/or the amount of Development Contribution is such that an upfront payment may be considered prohibitive. The signed Agreement must be in place prior to the issuing of the Planning Decision Notice.</p> <p><b>NB:</b> The applicant is cautioned that the costs of preparing a Section 75 agreement from the applicant's own Legal Agents may in some instances be in excess of the total amount of contributions required. As well as their own legal agents fees, Applicants will be liable for payment of the Council's legal fees and outlays in connection with the preparation of the Section 75 Agreement. The applicant is therefore encouraged to contact their own Legal Agent who will liaise with the Council's Legal Service to advise on this issue.</p> <p><b>Other methods of payment</b></p> <p>Providing that there is no requirement to enter into a Section 75 Legal Agreement, eg: for the provision of Affordable Housing on or off site and or other Planning matters, as advised by the Planning Service the developer/applicant may opt to contribute the full amount prior to the release of the Planning Decision Notice.</p> <p><b>Remittance by Cheque</b></p> <p>The Planning Officer will be informed that payment has been made when a cheque is received. However this may require a period of 14 days from date</p>

	<p>of receipt before the Planning Officer will be informed that the Planning Decision Notice may be issued.</p> <p>Cheques should be addressed to 'Perth and Kinross Council' and forwarded with a covering letter to the following:  Perth and Kinross Council  Pullar House  35 Kinnoull Street  Perth  PH15GD</p> <p><b>Bank Transfers</b>  All Bank Transfers should use the following account details;  <b>Sort Code:</b> 834700  <b>Account Number:</b> 11571138</p> <p>Please quote the planning application reference.</p> <p><b>Direct Debit</b>  The Council operate an electronic direct debit system whereby payments may be made over the phone.  To make such a payment please call 01738 475300 in the first instance.  When calling please remember to have to hand:</p> <ul style="list-style-type: none"> <li>a) Your card details.</li> <li>b) Whether it is a Debit or Credit card.</li> <li>c) The full amount due.</li> <li>d) The planning application to which the payment relates.</li> <li>e) If you are the applicant or paying on behalf of the applicant.</li> <li>f) Your e-mail address so that a receipt may be issued directly.</li> </ul> <p><b>Transport Infrastructure</b>  For Transport infrastructure contributions please quote the following ledger code:  1-30-0060-0003-859136</p> <p><b>Indexation</b>  All contributions agreed through a Section 75 Legal Agreement will be linked to the RICS Building Cost Information Service building Index.</p> <p><b>Accounting Procedures</b>  Contributions from individual sites will be accountable through separate accounts and a public record will be kept to identify how each contribution is spent. Contributions will be recorded by the applicant's name, the site address and planning application reference number to ensure the individual commuted sums can be accounted for.</p>
<b>Date comments returned</b>	28 August 2017



## Comments to the Development Quality Manager on a Planning Application

<b>Planning Application ref.</b>	17/01339/fll	<b>Comments provided by</b>	Gavin Bissett
<b>Service/Section</b>	TES/Flooding	<b>Contact Details</b>	██████████ ████████████████████
<b>Description of Proposal</b>	Erection of a dwellinghouse		
<b>Address of site</b>	Land 40 Metres North Of The Stables Main Street Almondbank		
<b>Comments on the proposal</b>	<p>We have no objection to this development. We do have the following comments:</p> <ul style="list-style-type: none"> <li>• The SEPA flood hazard maps indicate there is some risk to the site during the 1 in 200 year flood event</li> <li>• This does not appear to impact the proposed location of the property</li> <li>• No land raising should take place on the site, within the 1 in 200 year flood level.</li> <li>• Whilst there is no requirement for SUDS from a single dwelling, surface water discharges should be restricted to greenfield run-off rate, particularly for a development upstream of a flood protection scheme.</li> </ul>		
<b>Recommended planning condition(s)</b>	<b>DR01</b> Storm water drainage from all paved surfaces, including the access, shall be disposed of by means of suitable Sustainable Urban Drainage Systems to meet the requirements of best management practices.		
<b>Recommended informative(s) for applicant</b>	PKC Flooding and Flood Risk Guidance Document (June 2014)		
<b>Date comments returned</b>	30.08.2017		



RECEIVED

- 5 SEP 2017

Woodend Cottage  
Almondbank  
Perth  
PH1 3NW

Perth & Kinross Council  
Planning & Development  
Pullar House  
35 Kinnoull Street  
Perth  
PH1 5GD



2nd September 2017

Your ref: 17/01339/FLL  
Our ref: IAG/Planning/1708.1

For the attention of the Development Manager

Dear Sirs

**Planning Application on Neighbouring Land**  
**Application Reference : 17/01339/FLL**

I refer to the Notification under the Town and country Planning (Development Management Procedure) (Scotland) Regulations 2013 received from your office, and wish to raise several objections regarding this proposed development :-

The situation with regards to this plot of land has not changed since my letters of 17th February 2003, 1st December 2012, 9th June 2013 and 4th May 2015 regarding the earlier unsuccessful applications for Planning Permission for Erection of a Dwelling House. These objections were as follows :-

1. Abstracts from my letter of 4th May 2015, ref IAG/Planning/1505

- Due to the width of the Unsurfaced Access Road, the majority of HGV's have to reverse out to the Main street in Almondbank. An entrance with particularly bad sight Lines. The volume and character of the traffic on Main street, Almondbank has increased significantly since 2003 thus exacerbating the entrance problems.
- My understanding is the SEPA have stated that no further Septic tanks will be allowed at Woodend and that no other connection can be made into existing Septic Tanks.
- Subsequent to the 2003 application, a Judgement was issued by the Reporter, Trevor A. Croft, from the Scottish Executive Development Department, Inquiry Reporters Unit, ref P/PPA/340/297, where paragraph 16 stated 'This decision is final, subject to the right of any aggrieved person to apply to the Court of session within 6 weeks of the date of this letter (8th December 2003).
- To the best of my knowledge, as no such application was made the refusal to grant Planning Permission 'in perpetuity' for the development still stands.



- The proposed house is extremely large in comparison to the site itself, being approximately 2 metres from each boundary fence and out of all proportion to the existing properties. As such, it will have an extremely detrimental effect on the light available to my house
- I understand that SEPA have many concerns regarding the discharge of effluent into the Lade and would only grant authorisation if they were satisfied that there was sufficient dilution in the Lade. The same rules would apply to discharges to rivers or to groundwater soakaways. Currently, both adjacent properties discharge into groundwater soakaways and in the case of Woodend Cottage this has worked satisfactorily for many, many decades. It is therefore, extremely unlikely that the sub-surface could cope with additional volumes of discharge. The Lade itself, runs dry for the majority of the year and therefore a direct outfall from a Septic Tank could be extremely detrimental.

2. Abstracts from my letter of 17th February 2003, ref IAG/PKC Plan 303:-

- The proposed development will seriously affect the light availability to my property.
- The condition of the Unsurfaced Access Road - this is clearly unsuitable for the prolonged heavy traffic that would be associated with any development in this area. Particularly as the turning circle at the end of the road is no longer available for general use.
- The current O/H electricity Supply to the existing five properties, including Moulinalmond House, is insufficient to cope with the load requirements of the existing properties, and the fact that it is supplied from an O/H Line would make access to the plot difficult and dangerous.
- The Cess Pit/Septic Tank for Woodend Cottage is situated in the above plot and we have access to it at all times for the purpose of maintenance.
- The water supply to Woodend Cottage and possibly the neighbouring house, Coel Mor, goes across the middle of the plot, but the line of the pipe is unknown.

In addition to all of the above, with regards to the condition of the Unsurfaced Private Access Road at the point just before the Woodend Private Road joins the Moulinalmond Private Road, there is a vertical drop of over 6 metres, then a further more gradual drop across 20 metres to the River Almond. The cliff face is gradually being eroded away by heavy rains and the vertical cliff face in some places is now less than 1.5 metres from the ill-defined road edge. Introducing heavy construction traffic along this road can only shorten the life of this road cutting off all vehicular access to the four properties beyond.

The Pillar which is mentioned in the ECS Traffic Survey, which was at the end of the Drive until it was removed by Vandals is to the best of my knowledge still the subject of a Criminal Investigation by the Police and will be re-erected and will therefore continue to exacerbate the access' sight lines'. The sight line to the Lochty side of the junction is in many instances masked by up to five parked vehicles immediately adjacent to the junction



I would also point out that the ECS Survey as carried out between the 21st and 27th April 2017, is not representative of the normal traffic volumes through the village, as the road through Lochty was closed for 18 weeks from March to August 2017 to through traffic as a result of the Flood Prevention Works. This meant that in addition to the lack of any normal and commuting traffic to and from the A85 there were no heavy vehicles to and from Cromwell Park and elsewhere using the road

Therefore, in view of the above, I wish to register my objection to Planning Application, ref 17/01339/FLL for the Erection of a Dwelling House as described in the Notification dated 22nd August 2017.

Please do not hesitate to contact me should you wish to clarify any of my concerns as stated above.

Your sincerely

A large black rectangular redaction box covers the signature area. Above the box, there is a faint green horizontal line and a small handwritten mark that appears to be the number '0'.

Iain A Grant, FCIHT, BSc (Civil Eng)



HOWARD A DUTHIE  
CEOL MOR, WOODEND  
ALMONDBANK, PH13NW

04/09/2017

DEVELOPMENT QUALITY MANAGER  
PERTH AND KINROSS COUNCIL  
35 KINNOULL STREET, PERTH, PH1 5GD  
YOUR REFERENCE 17/01339/FLL

***ERECTION OF DWELLING HOUSE BETWEEN WOODEND COTTAGE AND THE  
STABLES, MAIN STREET, ALMONDBANK***

For the attention of the Development Manager.

Dear Sir,

I would like once again to object to the proposed development of the land adjoining 'The Stables' [REDACTED] 'Woodend Cottage' [REDACTED] 'Moulinalmond' [REDACTED] and 'Redcliffe' [REDACTED] at Woodend, Almondbank. My own property adjoins Woodend Cottage and Redcliffe to the north, and I am in fact the only property owner in the community who does not actually share a boundary with the land in question but any concerns raised by the neighbours mentioned above would apply equally to me. I would like to emphasise the following factors:

1. History:

Planning permission for this plot of ground was sought by the then owner in 2003, and was turned down by the Council. The case then went to appeal at the Scottish Office, where it was turned down with no further right of appeal - Reference P/PPA/340/297 dated 8 Dec 2003.

When the same owner again applied in 2013 the application was first withdrawn, then re-submitted, and finally again rejected.

In 2015, the land changed hands and the new owner made a further application which was once more refused. The final jurisdiction read as follows: "*The proposal is not in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan*".

In all of this time there has been no material change to the fundamental circumstances and to the grounds for continued refusal, which I set out below, with reference to the current application (August 2017)



## 2. Notification of neighbours:

As noted above, my own property does not directly abut the ground in question and I would not therefore expect to have been directly notified of this application. However, there seems no logical reason to include on the notification list a number of properties on Almondbank Main St whilst omitting particularly Mr Rankin (who owns the private road in question) and Mr House (also owner of adjoining land). It appears that the Planning Authorities are focussing only on public areas and are either unaware of or taking no interest in what is the crux of the matter to those who would be affected by the proposals. This central issue is elaborated on below (paras 3 & 4).

## 3. Access:

*"The proposal will intensify the use of an existing sub standard access and junction which has poor geometry and poor visibility onto the public road and as such the proposed development would result in pedestrian and traffic safety issues contrary to Policy TA1B of the Perth and Kinross Local Development Plan which seeks to ensure the safety of all users. (Quote from 2015 Reasons for Refusal)*

Here is the detailed explanation of the above, again quoted directly from the 2015 refusal:

*"As outlined above previous applications for residential development on this site have been refused due to the inadequacy of the access to the site. The proposal will take vehicular access from an existing sub-standard private access which already serves a number of residential properties, with limited passing opportunities and turning facilities. In addition to this, there has been an ongoing issue in relation to a stone pillar at the access point with the public road which severely restricts visibility to the left as a vehicle leaves the private access and enters the public road. This pillar is not within the control of the applicant but has recently been removed and I have received correspondence which indicates that the removal of the pillar was carried out by a third party and was not authorised by the party who owns the land. It is indicated that the intention is to re-build the pillar in its original location but that has yet to happen.*

*The pillar was located on inner apex of the junction point with the public road and restricts visibility to an extent that requires vehicles to protrude onto the public road in order that drivers can obtain a clear view of traffic coming from the north. Whilst the pillar has currently been removed the visibility of the road to the north remains difficult given the apex of the junction onto the public road and my colleagues in Transport Planning have maintained their objection to the proposal on grounds of inadequate access. Furthermore any traffic requiring to turn left out of the junction would have to do so on what is effectively a hairpin bend, potentially requiring them to cross onto the opposite side of the road to complete the manoeuvre. Any traffic serving this proposal would therefore exacerbate existing issues associated with the sub-standard private access and junction to the detriment of other road users. I therefore consider the proposal to be contrary to Policy TA1B of the Local Development Plan which seeks to ensure adequate road safety for a development. This proposal would increase*



*use of the sub-standard access/junction, which would increase the risk to road and pedestrian safety. Whilst I note that the pillar on the junction has currently been removed, the visibility from the junction and its geometry is still considered to be substandard and my understanding is that this pillar is due to be re-erected in the same location in the near future. Therefore regardless of the presence of this pillar I remain concerned regarding the inadequacy of the access in terms of road safety”.*

(and from another part of the same document):

*“The agent was also provided with information regarding my concerns relating to the poor access arrangements and the likelihood of refusal. Despite repeated reminders the application was not withdrawn and therefore I have progressed to a refusal.”*

The current application includes a supporting letter from ECS Transport, which clearly conflicts with the above and appears to run counter to PKC advice. Furthermore, the survey conducted by ECS took place during the period when Almondbank Main St was closed to traffic at Lochty (because of flood defence works) and therefore does not give a true reflection of traffic conditions in the area.

Please note also that the stone pillar in question was pulled down by persons unknown in an act of vandalism and criminal damage on June 12, 2014; the matter was reported to Police Scotland (crime reference no 14485/14) and investigated by them but, to my knowledge the case is still open. I understand that the land which is the subject of this application changed hands at some time in the 2 months prior to the pillar being vandalised and I find it hard to convince myself that there is no link between these two events; in any case this planning application surely cannot receive fair attention in the light of such an ongoing criminal investigation. I believe that the pillar is the property of Mr House of Moulinalmond and presumably the question of its re-instatement would be a matter for him to decide – the present situation is not the status quo but an aberration occasioned by a crime.

#### 4. The access road:

The access road is privately owned by Mr Rankin (of Redcliffe), and all Woodend residents are obliged to contribute to its upkeep. There is a right of access for all residents and the condition of the road is of major concern to the small community which depends on it. Once again I must underline the glaringly obvious and very real possibility of catastrophic landfall on the east (river) side of the road at the point where it branches right from the (surfaced) Moulinalmond drive. It would only need a cursory inspection by a Council official to ascertain that this road could not stand any increase whatsoever in traffic, let alone the kind of regular and sustained wear it would certainly receive from construction and delivery lorries. I have repeatedly raised this point on previous occasions but it seems to have fallen on deaf ears; I would like to know now whether there has been any inspection connected to the current application. The building of a house as envisaged by the present applicant would entail constant and dramatically increased use by large and heavy commercial vehicles over the intended period of construction, yet there is no mention in this application of the consequences of possible damage on whatever scale, or of any compensation in the likely event of such damage; nor has any consideration



apparently been given to the parking of such vehicles in the area of the site for loading/unloading etc. It is a single track road for its entire length, apart from one passing place close to the Moulinalmond fork and, taking into account the proximity of the western elevation of the proposed house to the road, the likelihood of possibly lengthy blockages seems very high. Any significant damage to the road could effectively leave the residents completely cut off, with no means of exit.

I note also the following from the 2015 refusal document (under the heading Developer Contributions):

*"The Council Transport Infrastructure Developer Contributions Supplementary Guidance requires a financial contribution towards the cost of delivering the transport infrastructure improvements which are required for the release of all development sites in and around Perth. In this instance the site falls within the area which requires a contribution and this equates to £3,549 which requires to be paid upfront to allow any planning consent to be granted."*

I would be interested to know if, in a case such as this, contributions would be directed specifically towards the transport infrastructure directly affected (i.e. the Woodend road).

#### 5. Drainage:

*"The proposal is contrary to Policy EP3B of the Perth and Kinross Local Development Plan which requires all proposals within settlement envelopes to connect to the public sewerage system. The proposal is to connect to a private system." (Quote from 2015 Reasons for Refusal)*

#### **Policy EP3B - Water, Environment and Drainage**

*"Foul drainage from all developments within and close to settlement envelopes that have public sewerage systems will require connection to the public sewer. A private system will only be considered as a temporary measure or where there is little or no public sewerage system and it does not have an adverse effect on the natural and built environment, surrounding uses and the amenity of the area." (Quote from 2015 Reasons for Refusal)*

*"The application form indicates that the house is to connect to a private drainage system. As the site is located within a settlement Policy EP3B dictates that the site should connect the public drainage network. However it also states that where a public system is not available a private connection may be acceptable. The response from Scottish Water appears to suggest that there is scope to connect the house to the public drainage system and therefore the proposal for a private system is therefore contrary to Policy EP3B." (Quote from 2015 Reasons for Refusal)*

With regard to all of the above, I am not aware of any change since 2015 which might lead to a reversal of the refusal made at that time.

Yours faithfully,

Howard A. Duthie

## Comments to the Development Quality Manager on a Planning Application

<b>Planning Application ref.</b>	17/01339/FLL	<b>Comments provided by</b>	Tony Maric Transport Planning Officer
<b>Service/Section</b>	Transport Planning	<b>Contact Details</b>	██████████ ████████████████████
<b>Description of Proposal</b>	Erection of a dwellinghouse		
<b>Address of site</b>	Land 40 Metres North Of The Stables Main Street Almondbank		
<b>Comments on the proposal</b>	<p>I note that this site has a history of planning applications that have all been refused due to the substandard private road which serves several properties and the poor geometry of the access junction which has severely restricted visibility.</p> <p>Whilst I note the information supplied by the applicant's transport consultants, the road is subject to a 30mph speed limit and as such the visibility requirements would be 2.4m x 43.0m, which cannot be achieved at this location. Even allowing for the lower speeds of 25mph and 25.7mph indicated in the speed survey provided by the applicant's transport consultants, I am not satisfied that the minimum visibility splay as recommended by the applicant's transport consultants of 2m x 33m would be achievable or desirable at this location. Certainly, I would expect the set-back distance (X distance) to be 2.4m at this location.</p> <p>Therefore for the reasons stated above, I recommend REFUSAL of this application on the grounds of pedestrian and traffic safety.</p>		
<b>Recommended planning condition(s)</b>			
<b>Recommended informative(s) for applicant</b>			
<b>Date comments returned</b>	04 September 2017		





# Memorandum

To Development Quality Manager

From Regulatory Services Manager

Your ref 17/01339/FLL

Our ref LRE

Date 6 September 2017

Tel No [REDACTED]

The Environment Service

Pullar House, 35 Kinnoull Street, Perth PH1 5GD

## **Consultation on an Application for Planning Permission**

**PK17/01339/FLL RE: Erection of a dwellinghouse land 40 metres North of The Stables Main Street Almondbank for Mr John Jenkins.**

I refer to your letter dated 30 August 2017 in connection with the above application and have the following comments to make.

**Environmental Health** (assessment date –06/09/17)

### **Recommendation**

**I have no objection in principle to the application but recommend that the under noted condition be included on any given consent.**

### **Comments**

This Service made comment with regards to contaminated land, memo dated 29 April 2015, for refused application 15/00524/FLL for the erection of a dwelling.

This application is also for the erection a dwelling house at an infill site between two existing residential properties.

The plans submitted with this application indicates that the applicant proposes to install a wood burning stove within the lounge area of the dwelling house.

The agent confirmed in an email dated 6 September 2017 that the proposed stove will have a nominal heat output 5kW heat output min/max 3.5-6.5kW.

### **Air Quality**

The Environment Act 1995 places a duty on local authorities to review and assess air quality within their area. Technical Guidance LAQM.TG (16) which accompanies this act advises that biomass boilers within the range of 50kW to 20MW should be assessed in terms of nitrogen dioxide and particulate matter. The pollution emissions of concern from biomass are particulate matter (PM<sub>10</sub>/PM<sub>2.5</sub>) and nitrogen oxides (NO<sub>x</sub>).

As the proposed stove to be installed is well below the range to be assessed I have no adverse comments to make with regards to local air quality.

### **Nuisance**

This Service has seen an increase in nuisance complaints with regards to smoke and smoke odour due to the installation of biomass appliances. Nuisance conditions can come about due to poor installation and maintenance of the appliance and also inadequate dispersion of

emissions due to the inappropriate location and height of flue with regards to surrounding buildings.

The flue exhaust for the stove is through the roof, however the plans indicates that the flue is below the roof ridge of the tallest part of the building. This could at times cause down wash conditions, due to smoke /odour not dispersing adequately.

There is one letter of representation at the time of writing this memorandum raising issues with regards to road access and drainage.

### **Condition**

**EH50** The stove shall only operate on fuel prescribed and stored in accordance with the manufacturer's instructions. The stove and flue and any constituent parts shall be maintained and serviced in accordance with the manufacturer's instructions. No changes to the biomass specifications shall take place without the prior written agreement of the Council as Planning Authority



Tracy McManamon

From: Syd house [REDACTED]  
Sent: 07 September 2017 22:31  
To: Development Management - Generic Email Account  
Subject: Planning Application 17/01339/FLL dated 22/8/17

ENTERED IN COMPUTER

8 SEP 2017

Dear Sir/Madam,

***Planning Application 17/01339/FLL dated 22/8/17 for the erection of a dwelling house at Redcliff, Woodend, Almondbank***

I have been informed by my neighbours that the above planning application has been submitted. We wish to object to this latest planning application.

For some reason I and my wife, who own land immediately adjacent to and bordering the plot at Redcliff and whose house at Moulinalmond is some 50 metres hence, were not notified nor do we appear on the list of neighbours notified (yet some residents of main street, Almondbank, more than 200 metres away have been formally notified which does seem perverse). I would therefore query the competence of the application in failing to follow this rather straightforward procedure correctly. We have additional interests as we also own the *solum* of the entrance road from the main public road up to the road junction to the houses at Woodend (which we also use to access our field at Woodend). Finally, we own the land at the road-end on which a large Victorian stone pillar was located. This stone pillar was pulled down in an act of criminal vandalism in June 2015, shortly before purchase of the property at Redcliff by the current owner and applicant. This pulling down of the pillar was subject to a criminal investigation by the police though no-one was ever charged with the crime. It remains our intention to reinstate the pillar in the near future.

There have been several applications to build a house at Redcliff over the years (NB we were always formally notified of each previous application). We have objected to each of these on the same grounds each time viz:

- The road junction where the private road meets the main public road has been consistently stated by PKC roads officials as to be not safe to accommodate further traffic. There does not appear to be a substantial change to the previous circumstances to change that assessment and the applicant's agents' assertions otherwise are not competent in our opinion.
- It remains our intention to reinstate the road pillar so the situation at the entrance has not changed. I have read the comments of the applicants agent and find it difficult to understand the logic stated there which is that the Council should prevent us re-instating a stone pillar which was pulled down by a criminal act. To acknowledge such an act as changing the circumstances would be to reward a criminal act.
- The location of the proposed house is extremely close to our grounds and policy woodlands where there are a number of very large and historic specimen trees. Whilst we always seek to discharge our responsibilities towards our neighbours re tree safety,



a house immediately adjacent to our ground would immediately impact on the *relative* safety of trees which currently do not represent a hazard to existing householders at Woodend. We have had no discussions with the applicant on this.

- The private road from the junction of our road down to Woodend, and which we have a right of access to our field at Woodend, is fragile and unlikely to accommodate further significant heavy traffic without a significant improvement to its status. I see no mention of this in the application and any adverse impact on this road would impact on our ability to access and utilise our field.

Re this current application, I must point out that the traffic survey was conducted during a period when the main road through Almondbank from the A85 was *closed* to all traffic to help facilitate the substantial flood prevention scheme currently being established in the village. I would strongly point out that this survey is simply not representative of the 'normal' traffic flow through Almondbank Main Street once the public road is fully open and it is disingenuous to have submitted such a survey purporting to represent 'normal' traffic flow.

In summary, we believe the situation at Redcliff has not changed and that the reasons for previous refusals remains. We also assert that the current application has failed to properly inform us as neighbours and as required and has also failed to address those reasons given for previous refusals. We wish to register our objection on the same basis as our objections to previous applications and as outlined above.

Yours faithfully

Syd & Katie House

Moulinalmond

Almondbank

PH1 3NW

7<sup>th</sup> September 2017

Perth & Kinross Council  
Pullar House  
35 Kinnoull Street  
Perth  
PH1 5GD



Development Operations  
The Bridge  
Buchanan Gate Business Park  
Cumbernauld Road  
Stepps  
Glasgow  
G33 6FB

Development Operations  
Freephone Number - 0800 3890379  
E-Mail - DevelopmentOperations@scottishwater.co.uk  
www.scottishwater.co.uk

Dear Sir/Madam

**SITE: PH1 Perth Main Street Land 40 Metres Nth Of Stable**  
**PLANNING REF: 17/01339/FLL**  
**OUR REF: 749771**  
**PROPOSAL: Erection of a dwellinghouse**

**Please quote our reference in all future correspondence**

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

**Water**

- There is currently sufficient capacity in the **Turret** Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

**The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.**

**Surface Water**

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not normally accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

#### **General notes:**

- **Scottish Water asset plans can be obtained from our appointed asset plan providers:**

**Site Investigation Services (UK) Ltd**

**Tel: 0333 123 1223**

**Email: [sw@sisplan.co.uk](mailto:sw@sisplan.co.uk)**

**[www.sisplan.co.uk](http://www.sisplan.co.uk)**

- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.
- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.
- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.
- **Please find all of our application forms on our website at the following link <https://www.scottishwater.co.uk/business/connections/connecting-your-property/new-development-process-and-applications-forms>**

#### **Next Steps:**

- **Single Property/Less than 10 dwellings**

**For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example**

rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

- **10 or more domestic dwellings:**

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

- **Non Domestic/Commercial Property:**

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at [www.scotlandontap.gov.uk](http://www.scotlandontap.gov.uk)

- **Trade Effluent Discharge from Non Dom Property:**

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email [TEQ@scottishwater.co.uk](mailto:TEQ@scottishwater.co.uk) using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/our-services/compliance/trade-effluent/trade-effluent-documents/trade-effluent-notice-form-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at [www.resourceefficientscotland.com](http://www.resourceefficientscotland.com)

If the applicant requires any further assistance or information, please contact our Development Operations Central Support Team on 0800 389 0379 or at [planningconsultations@scottishwater.co.uk](mailto:planningconsultations@scottishwater.co.uk).

Yours sincerely

**Lisa Lennox**

Development Operations Analyst

[Lisa.lennox2@scottishwater.co.uk](mailto:Lisa.lennox2@scottishwater.co.uk)



Mrs Chris Bain and Mr Gary Horne  
The Stables, Woodend,  
Almondbank  
Perth and Kinross  
PH1 3NW

11<sup>th</sup> September 2017

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997**

**PLANNING APPLICATION: 17/01339/FLL**

We wish to object to the above-mentioned planning application for the erection of a single dwelling house between Woodend Cottage and The Stables, Woodend, Almondbank, by John Jenkins of Reliable Building Services Limited, Glenrothes.

This land has been subject to three previous applications for planning permission, to which the most recent, we objected.

Due to the fact that there has been no material, environmental or policy changes which make this most recent application differ from the previous one, all of our previous reasons for objection, which were made on the 3<sup>rd</sup> May 2015, and are recorded by Perth and Kinross Council (PKC), still apply.

In particular, we believe our objections regarding 'Sewerage Arrangements' are compelling in that the proposals are contrary to the specific requirements of the Perth and Kinross Council Local Development Plan, adopted on 3<sup>rd</sup> of February 2014.

We would also like to make reference to the following matters:

**Road Safety and Amenity**

We have reviewed the letter and accompanying documentation from ECS, submitted by John Jenkins as part of his application, and we have the following observations:

**Planning Reference 1701339/FLL**

Planning application reference 1701339/FLL is for a single house which would take vehicular access from a private access which forms a junction with the Main Street. The applicant has included a letter from ECS Transport Planning Ltd dated 21<sup>st</sup> June 2017 which comments on vehicular access proposals and concludes that the existing access can sufficiently accommodate the proposed house. For a number of reasons the conclusion reached by ECS Transport Planning is wrong. The access does not conform to design standards so cannot be deemed to be sufficient. The inaccuracies in the ECS report are discussed below.

**Private Access**

The ECS letter dated 21<sup>st</sup> June 2017 describes the access which serves the plot as being a 'private road'. This terminology is wrong, and the implication is important. A 'Private Road' is one which is not on the List of Public Roads held by the Road Authority. The public, however, still have a right of passage over these roads and the owner(s) of a private road cannot restrict or prevent the public's right of passage over the road. In terms of the Roads (Scotland) Act 1984, a 'Private Road' therefore simply means 'Privately Maintained Road', and traffic laws still apply to them.

The access which serves the application site is not a private road. Instead it is a private access. It does not have a public right of passage, and indeed it may have been gated at one point as there



used to be a gatepost at the junction with Main Street. Council refuse lorries do not travel up the access, which is often a good indicator that an access is private, with no public right of access.

Given the private status of the access, the applicant would need to receive permission from the access owners to drive over it. This permission has not been granted, and no public right exists which would otherwise allow the applicant to use the private access.

Perth & Kinross Council (PKC) Road Design Standards are contained within the National Roads Development Guide (NRDG). For the private access to be promoted as a private road (giving it a public right of access), the NRDG confirms at Section 2.1.2 that an application for Roads Construction Consent (RCC) would need to be made to Perth & Kinross Council under Section 21 of the Roads (Scotland) Act 1984 by the access owners. Section 2.1.4 of the NRDG goes on to note that *'Construction Consent should only be granted where proposals for the layout and construction of the roads, structures, road drainage and lighting meet the guidance as detailed in this document and any variations permitted by the Local Authority'*. For the access to meet NRDG standards for a road, significant improvements would need to be made in terms of geometry and structure, at considerable cost. An RCC application has not been made, and will not be made, by the access owners. Hence the access will remain private, with no public right of passage, and no right of use by new residents. On this basis, the application site cannot be accessed by vehicle or on foot.

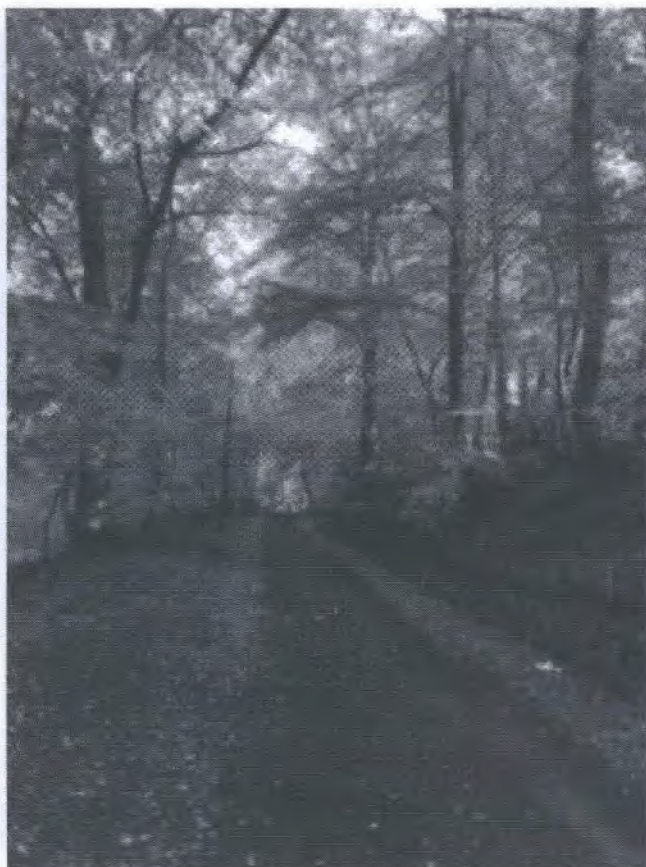
Furthermore, the NRDG comments at Section 2.1.4 that *'6 or more individual dwellings should normally be served by a 'road' which will require Construction Consent... Generally, 5 or fewer dwellings (more if a 'brownfield site', e.g. redeveloped farm steadings) will be served by a 'private access' which, as there is no right of public access, will not require Construction Consent and will not be available for adoption'*.

It is here that the distinction between a private access and a private road is important. PKC note that a private access may only serve up to 5 houses, and that more than 5 houses should be served by a road. The private access already serves 8 dwellings, which is a historical position. In accordance with Council standards, a private access cannot serve any more houses. A road would be required, but none is proposed.

#### Access Geometry

In the context of private accesses, the NRDG also comments within Section 2.1.4 that *'Such layouts should provide adequate turning facilities and a satisfactory junction with a public road'*. The ECS letter in support of the application focuses on available visibility at the junction formed between Main Street and the private access, though their commentary on visibility is flawed. ECS have not commented on the geometry of the private access, other than to note that it is not a concern. Photograph 1 below shows the nature of the private access, being unsurfaced and narrow with no passing opportunities. There is a steep drop on one side of the access. As a historical position, it gives access to 8 houses, but it is simply not suitable to accommodate any additional traffic.





**Photograph 1 – Existing Private Access**

The NRDG requires private accesses to form a satisfactory junction with a public road. The existing junction formed between Main Street and the private access cannot in any way be described as satisfactory. As a historical position, it serves 8 houses, but it does not meet with Council design standards and cannot safely accommodate any further traffic. Photograph 2 shows the existing junction.



**Photograph 2 – Existing Main Street / Private Access junction**



The private access meets Main Street at a very acute angle (12 degrees). In addition, there is a garage located immediately on the junction, and as can be seen from the photograph cars reverse out of the garage. Good design practice is for junctions to be formed at 90 degrees. This gives drivers exiting the minor road the best opportunity to see oncoming vehicles in both directions from their driver position. It also makes turning manoeuvres easier. The existing junction at a 12-degree angle makes visibility difficult for drivers exiting the private access. Photograph 3 below shows the driver view to the north when exiting the private access.



**Photograph 3 – View to the North When Exiting the Private Access onto Main Street**

The junction angle is so acute that a driver needs to look out of the nearside rear passenger window, which is far from satisfactory. Indeed, not all vehicles even allow such visibility to the nearside rear.

The NRDG comments at Section 3.1.1 that *'The functionality of a junction design should be demonstrated by swept path (or tracking) analysis based on the defined user needs appropriate to that junction. The swept path defines the minimum road space required to serve that junction's needs but is not considered necessarily the required kerb boundary line. It merely demonstrates the junction's ability to accommodate the intended traffic use'*. This clause identifies the needs to present swept path analysis as a means of showing that a junction is satisfactory for the traffic movements that it will support. The ECS letter in support of the application has not provided that evidence.

We have commissioned swept path analysis using Autotrack software (attached) which shows car movements using the junction. The enclosed drawing shows the swept path of a car, with movements to and from the north being particularly difficult. In order to exit the private access heading north, a car needs to swing completely over the southbound half of the Main Street



carriageway. Swept path analysis also shows that in order to enter the private access from the north a large car would need to make two cuts as they cannot do so in one movement without colliding with the garage shown in Photograph 2.

Swept path analysis shows that the junction cannot easily accommodate intended traffic movements, so the layout cannot be considered as satisfactory, which is a basic requirement. Whilst it is a historic junction with a historic right of use for the 8 houses that it serves, there is no justification for allowing an intensification of its use even by only one additional dwelling.

### Junction Visibility

The ECS letter written in support of the application refers to a visibility splay of 2m x 33m as being appropriate for the junction, and includes drawing number 17015\_001 which seeks to demonstrate that this visibility splay can be achieved. Both the visibility splay referenced and the drawing produced are flawed.

ECS have made reference to Designing Streets policy with respect to visibility requirements. They contend that a 2m 'X' distance is appropriate and accords with Designing Streets guidance. Designing Streets does make provision for applying a 2m 'X' distance, but only *'in some very lightly-trafficked and slow-speed situations'*. Page 34 of Designing Streets does also warn that *'but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the main arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered'*. Clearly there is considerable warning that use of a 2m 'X' distance to establish appropriate visibility will involve some vehicles protruding into the main road carriageway. Hence this should only be permitted in *'very lightly-trafficked'* scenarios. Whilst the private access does not generate a high volume of car movements over the course of a day, the traffic surveys commissioned by ECS show almost 1,500 two-way movements on Main Road on weekdays. This is a conservative estimate of daily traffic flow on Main Street because road closures at the time of the survey would have reduced flow on Main Street. Traffic flow of at least 1,500 vehicles per day cannot be considered as being *'very lightly-trafficked'*.

Given the context of the existing junction having poor geometry which causes difficulty for drivers to see oncoming vehicles and make manoeuvres, and features such as an adjacent garage, relaxing the 'X' distance to 2m in this circumstance would add further difficulty to drivers and would not be appropriate. Instead Designing Streets comments on page 34 that *'An 'X' distance of 2.4m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye'*. The available visibility for drivers exiting the private access should be considered from a 2.4m 'X' distance, and not the 2m 'X' distance erroneously used by ECS.

Drawing 17015\_001 prepared by ECS also wrongly represents the 2m x 33m visibility splay as a result of how the 2m 'X' distance has been measured. Normally the 'X' distance would be measured back from the major road channel at 90 degrees. In this case the existing junction has a very acute angle, to the extent that a car does not sit at 90 degrees when waiting to exit the private access. So, it is accepted that the 'X' distance measurement should realistically be angled. However, the ECS drawing does not accurately reflect the position of a driver when waiting to exit the private access, unless a significant proportion of the car was to protrude into the Main Street carriageway.

A drawing is enclosed which is based on a 2.4m x 33m visibility splay, measured from a more appropriate location on the private access, which reflects driver position. This is also demonstrated by Photograph 3. The drawing and photograph show that visibility to the north is hampered by a private wall. There used to be a pillar on the end of the wall which was vandalised, but if replaced it will further hinder available visibility. From a 2.4m 'X' distance drivers should be able to see the



whole carriageway for the entire 33m 'Y' distance, between a height range of 600mm to 2m above the carriageway channel. This visibility requirement cannot be achieved without crossing private land, and topography also restricts visibility in the vertical plane, as shown in Photograph 3. The applicant does not have control over private walls so cannot provide necessary improvements.

#### Summary

In summary, in addition to the comments made in our response to the previous application, in particular those referring to sewerage, there are a number of road related reasons why this application has to be refused. These are:

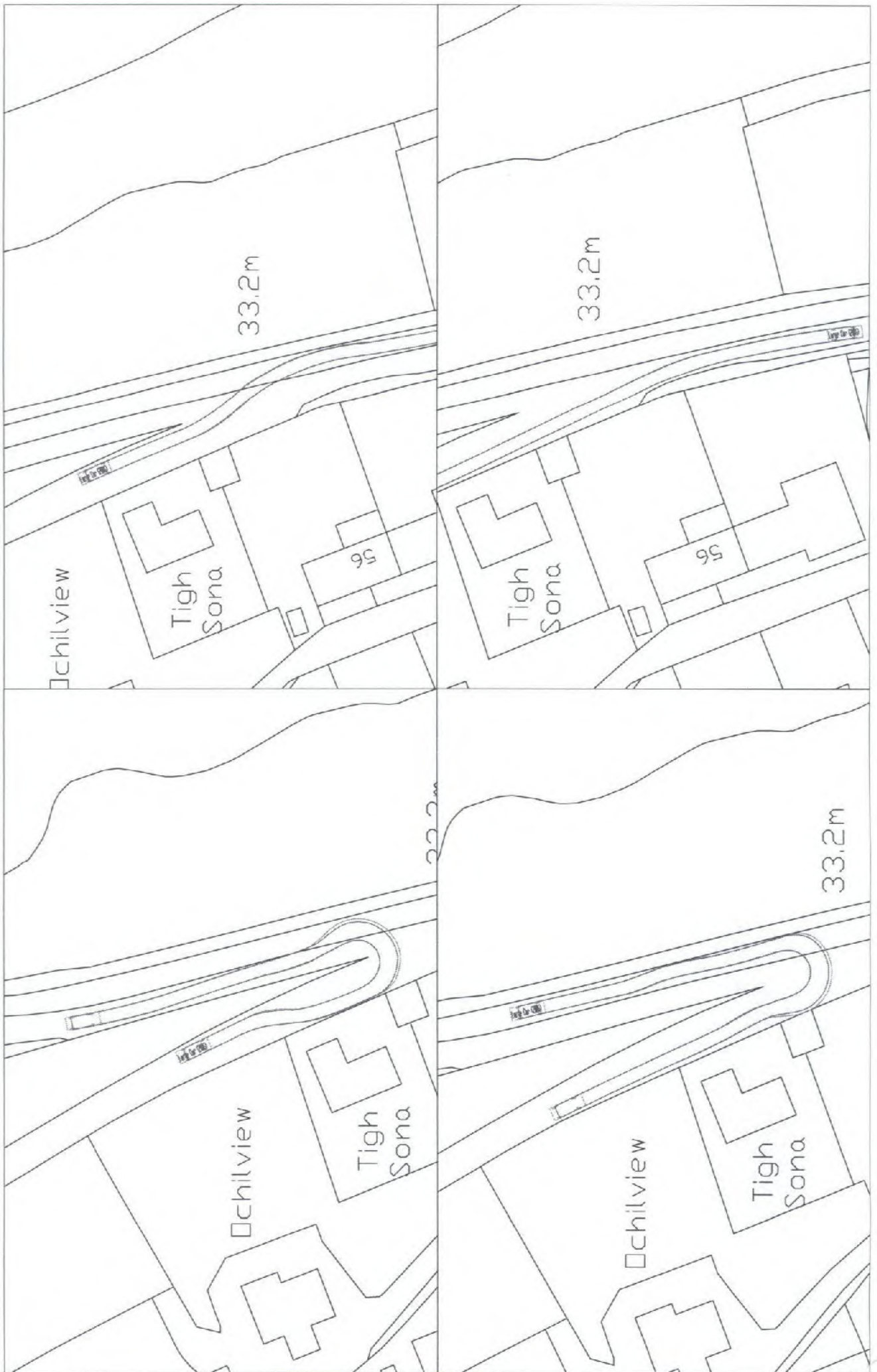
- The application site is served by a private access which already serves 8 houses. Council standards do not allow an additional house to be served by a private access. There is no proposal to make the private access a private road, and no support from the access owners for that.
- The private access does not have a public right of passage. The applicant has no right of use over private land, so the application site does not have vehicular or pedestrian access which is required for a new dwelling.
- The private access does not have appropriate geometry to accommodate intensified traffic use.
- The junction formed by Main Street and the existing private access is not 'satisfactory' as a junction, which is a basic requirement. Whilst it supports existing traffic movements as a historical situation, its use should not be intensified. Its geometry makes it difficult for cars to manoeuvre in one movement.
- The junction does not provide the required visibility in accordance with policy found within Designing Streets, so cannot safely accommodate additional traffic.

Your sincerely

Mrs Chris Bain & Mr Gary Horne









Woodend Cottage  
Almondbank  
Perth  
PH1 3NW

Perth & Kinross Council  
Perth & Kinross Local Review Body  
Council Building  
2 High Street  
PERTH  
PH1 5PH

5th January 2018

Your ref: TCP/11/16(506)  
Our ref: IAG/Planning/1801

For the attention of the Gillian Taylor, Clerk to the Local Review Body

Dear Sirs

**Town & Country Planning (Scotland) Act 1997**  
**The Town & Country Planning (Schemes of Delegation & Local Review Procedure)**  
**(Scotland) Regulations 2013**  
**Application Ref: 17/01339/FLL - Erection of a dwellinghouse on land 40 metres north**  
**of The Stables, Main Street, Almondbank - Mr J Jenkins**

I refer to your letter of 18th December 2017 relating to the above application and wish to raise several objections regarding this proposed development :-

The situation with regards to this plot of land has not changed since my letters of 17th February 2003, 1st December 2012, 9th June 2013, 4th May 2015 and most recently 2nd September 2017 regarding the earlier unsuccessful applications for Planning Permission for Erection of a Dwelling House. These objections were as follows :-

1. Abstracts from my letter of 17th February 2003, ref IAG/PKC Plan 303:-

- The proposed development will seriously affect the light availability to my property.
- The condition of the Unsurfaced Access Road - this is clearly unsuitable for the prolonged heavy traffic that would be associated with any development in this area. Particularly as the turning circle at the end of the road is no longer available for general use.
- The current O/H electricity Supply to the existing five properties, including Moulinalmond House, is insufficient to cope with the load requirements of the existing properties, and the fact that it is supplied from an O/H Line would make access to the plot difficult and dangerous.
- The Cess Pit/Septic Tank for Woodend Cottage is situated in the above plot and we have access to it at all times for the purpose of maintenance.
- The water supply to Woodend Cottage and possibly the neighbouring house, Coel Mor, goes across the middle of the plot, but the line of the pipe is unknown.

2. Abstracts from my letter of 4th May 2015, ref IAG/Planning/1505

- Due to the width of the Unsurfaced Access Road, the majority of HGV's have to reverse out to the Main street in Almondbank. An entrance with particularly bad sight Lines. The volume and character of the traffic on Main street, Almondbank has increased significantly since 2003 thus exacerbating the entrance problems.
- My understanding is the SEPA have stated that no further Septic tanks will be allowed at Woodend and that no other connection can be made into existing Septic Tanks.
- Subsequent to the 2003 application, a Judgement was issued by the Reporter, Trevor A. Croft, from the Scottish Executive Development Department, Inquiry Reporters Unit, ref P/PPA/340/297, where paragraph 16 stated 'This decision is final, subject to the right of any aggrieved person to apply to the Court of session within 6 weeks of the date of this letter (8th December 2003).
- To the best of my knowledge, as no such application was made the refusal to grant Planning Permission 'in perpetuity' for the development still stands.
- The proposed house is extremely large in comparison to the site itself, being approximately 2 metres from each boundary fence and out of all proportion to the existing properties. As such, it will have an extremely detrimental effect on the light available to my house
- I understand that SEPA have many concerns regarding the discharge of effluent into the Lade and would only grant authorisation if they were satisfied that there was sufficient dilation in the Lade. The same rules would apply to discharges to rivers or to groundwater soakaways. Currently, both adjacent properties discharge into groundwater soakaways and in the case of Woodend Cottage this has worked satisfactorily for many, many decades. it is therefore, extremely unlikely that the sub-surface could cope with additional volumes of discharge. The Lade itself, runs dry for the majority of the year and therefore a direct outfall from a Septic Tank could be extremely detrimental.

3. Abstracts from my letter of 2nd September 2017ref IAG/Planning/1708.1

- In addition to all of the above, with regards to the condition of the Unsurfaced Private Access Road at the point just before the Woodend Private Road joins the Moulinalmond Private Road, there is a vertical drop of over 6 metres, then a further more gradual drop across 20 metres to the River Almond. The cliff face is gradually being eroded away by heavy rains and the vertical cliff face in some places is now less than 1.5 metres from the ill-defined road edge. Introducing heavy construction traffic along this road can only shorten the life of this road cutting off all vehicular access to the four properties beyond.
- The Pillar which is mentioned in the ECS Traffic Survey, which was at the end of the Drive until it was removed by Vandals is to the best of my knowledge still the subject of a Criminal Investigation by the Police and will be re-erected and will therefore continue to exacerbate the access' sight lines'. The sight line to the Lochty side of the junction is in many instances masked by up to five parked vehicles immediately adjacent to the junction

- I would also point out that the ECS Survey as carried out between the 21st and 27th April 2017, is not representative of the normal traffic volumes through the village, as the road through Lochty was closed for 18 weeks from March to August 2017 to through traffic as a result of the Flood Prevention Works. This meant that in addition to the lack of any normal and commuting traffic to and from the A85 there were no heavy vehicles to and from Cromwell Park and elsewhere using the road

As there has been no change to any of the above reasons leading to my objection to the Application and that these objections have been substantiated by the latest and previous refusals of permission to Erect a Dwelling house on the land 40 metres North of the stables, Main Street, Allmondbank the latest reason on 21st September 2017 being :-

- The proposal will intensify the use of an existing sub standard access and junction which has poor geometry and poor visibility onto the public road and as such the proposed development would result in pedestrian and traffic safety issues contrary to Policy TA1B of the Perth and Kinross Local Development Plan which seeks to ensure the safety of all users.
- Justification - The proposal is not in accordance with the Development Plan and there are no material reasons which justify departing from the development Plan

Therefore, in view of the above, I wish to register my continued objection to Planning Application, ref 17/01339//FLL for the Erection of a Dwelling House as described in the Notification dated 22nd August 2017.

Please do not hesitate to contact me should you wish to clarify any of my concerns as stated above.

Your sincerely

Iain A Grant, FCIHT, BSc (Civil Eng)



17/01339/FLL

Mrs Chris Bain and Mr Gary Horne  
The Stables  
Woodend  
Almondbank  
PH1 3NW

7th January 2018

Dear Sir/Madam

**TOWN & COUNTRY PLANNING (SCOTLAND) ACT 1997**

**The Town & Country Planning (Schemes of Delegation & Local Review Procedure)  
(Scotland) Regulations 2013**

**Application Ref: 17/01339/FLL – Erection of a dwellinghouse on land 40 metres north of  
The Stables, Main Street, Almondbank – Mr. J Jenkins**

In response to your email dated 18th December 2018 (TCP/11/16(506)), we would like to reiterate our objection to the above planning application by the developer, John Jenkins of Reliable Building Services Limited, Glenrothes.

To our knowledge, the area of land referenced in this application has been subject to at least four previous unsuccessful dwelling house applications, dating back to 2003.

From our research, it would appear that there has been no material nor environmental change in terms of the factors which underpinned our previous objection to this application, nor has there been any alteration in relevant Perth & Kinross Council (PKC) policy, since the latest application was refused in November 2017. We therefore believe that the previous decision by PKC should be upheld.

Our objection to the application was made primarily on the basis of the following concerns:

- Sewerage Arrangements

We believe our objections regarding 'Sewerage Arrangements' are compelling in that the proposals are contrary to the specific requirements of the Perth and Kinross Council Local Development Plan, adopted on 3<sup>rd</sup> of February 2014.

- Site Access Suitability

The application site is served by private access (not a public nor private road). PKC Road Design Standards, contained within the National Roads Development Guide (NRDG), comments at Section 2.1.4 that '*6 or more individual dwellings should normally be served by a 'road' which would require Construction Consent...*'. As the private access in question already supports 8 individual dwellings (which is a historical position), the addition of a further dwelling would further contravene Council standards, which state that a private access may only serve up to 5 houses, and that more than 5 houses should be served by a road.

Furthermore, **Photograph 1** below shows the nature of the private access, being unsurfaced and narrow with no passing opportunities. There is a steep drop on one side of the access. As a historical position, it now gives access to 8 houses, but it is simply not suitable to accommodate any additional traffic. This would be particularly true of the heavy load/lift vehicles associated with modern builds.

**Photograph 1**



- Site Access Safety

In the context of private accesses, the NRDG also comments within section 2.1.4 that '*Such layouts should provide adequate turning facilities and a satisfactory junction with a public road.*' In our objection of 11th September 2017, we described in some detail why the existing junction formed between the Main Street and the private access cannot in any way be described as satisfactory. This detail can be summarised as follows:

- Private Access Junction Visibility

**Photograph 2** shows that the private access meets Main Street at a very acute angle (12 degrees). In addition, there is a garage located immediately on the junction, and as can be seen from the photograph cars reverse out of the garage. Good design practice is for junctions to be formed at 90 degrees. This gives drivers exiting the minor road the best opportunity to see oncoming vehicles in both directions from their driver position. It also makes turning manoeuvres easier. The existing junction at a 12-degree angle makes visibility difficult for drivers exiting the private access.

**Photograph 2**



**Photograph 3** below shows the driver view to the north when exiting the private access. The junction angle is so acute that a driver needs to look out of the nearside rear passenger window to see what traffic may be approaching from the north, which is far from satisfactory. Indeed, not all vehicles even allow such visibility to the nearside rear.

It should be noted that The ECS letter written in support of the application refers to a visibility splay of 2m x 33m as being appropriate for the junction, and includes drawing number

17015\_001 which seeks to demonstrate that this visibility splay can be achieved. Our objection, however, details how the visibility splay referenced and the drawing produced by ECS are flawed.

It is also perhaps pertinent to note that the unsatisfactory visibility available to drivers exiting the private access remains, despite the suspicious and unlawful removal of the two ton stone pillar at this junction - the removal of which occurred shortly before the first application by Mr Jenkins - and which was deemed an act of criminal vandalism during the subsequent police investigation. The base of the pillar can still be seen in **Photograph 2**.

**Photograph 3**



- Private Access Geometry

The NRDG comments at Section 3.1.1 that 'The functionality of a junction design should be demonstrated by swept path (or tracking) analysis based on the defined user needs appropriate to that junction. The swept path defines the minimum road space required to serve that junction's needs but is not considered necessarily the required kerb boundary line. It merely demonstrates the junction's ability to accommodate the intended traffic use'.

Our commissioned swept path analysis demonstrated that in order to exit the private access heading north, a car needs to swing completely over the southbound half of the Main Street carriageway. Swept path analysis also shows that in order to enter the private access from the north a large car would need to make two cuts as they cannot do so in one movement without colliding with the garage shown in Photograph 2.

The swept path analysis results combined with the documented unsatisfactory visibility of the junction between the private access and Main Street provide technical illustration of what has been common knowledge to those residing at Woodend, i.e. the unsatisfactory nature of this



junction in terms of public safety. For this reason, it is a junction that residents handle with great care and caution. To intensify traffic use of the private access, in this case by an additional three vehicles, as listed in this application, would serve to increase the likelihood associated with an unsafe occurrence taking place at this location and, thereby, increase the risk to public safety.

For these reasons, and others, our objection to this planning application remains unchanged.

Your sincerely,

Mrs Chris Bain & Mr Gary Horne



Ceol Mor  
Woodend  
Almondbank  
PH1 3NW  
9/01/2018

**Town & Country Planning (Scotland) Act 1997**  
**The Town & Country Planning (Schemes of Delegation & Local Review**  
**Procedure) (Scotland) Regulations 2013**  
**Application Ref: 17/01339/FLL – Erection of a dwellinghouse on land 40 metres**  
**north of The Stables, Main Street, Almondbank – Mr J Jenkins**

Dear Ms Taylor,

I have been looking back over previous documentation about this case and find that there have been five applications to build on this plot in the time that I have lived at Woodend. The first of these (in 2003) was refused in perpetuity by the Scottish Office Reporter when the applicant went to appeal and I therefore find it hard to understand why we are still rehearsing the same arguments when there has been no material change in circumstances since then. Indeed, there are now additional factors (e.g. the still-open criminal investigation into the destruction of the stone pillar at the junction of Main St with the Woodend private road, as well as the continuing deterioration of the road itself) which, in my view, add even more weight to previous objections.

When the 2003 appeal was turned down it was done on the basis of a full investigation carried out by planning specialists who presumably had appropriate training and expertise in these matters. My understanding of the present situation is that the case will be reviewed by a board whose members will not have comparable knowledge and whose examination and judgement may well therefore be of a more general nature.

I know that my neighbour Iain Grant has again responded at length about this, and presumably you already have my last submission, which goes into considerable detail on the subject and of course itself refers to submissions which I made in response to previous applications. I therefore do not propose to repeat any of the points which I have now raised on a number of occasions, but I would nevertheless expect your review to take proper account of everything that I (and other neighbours) have said over the past fifteen years.

It is hard to escape the impression that we are being subjected to a process of gradual wearing-down and that the system has now been subtly changed to a less rigorous model favouring developers who will eventually get their way by dint of pure persistence. In short, is the time not overdue for them to accept “no” for an answer?

I look forward to hearing the result of your deliberations.

Yours sincerely

Howard Duthie

[REDACTED]  
[REDACTED]  
[REDACTED]



## Almondbank – Local Review Body Ref TCP/11/16 (506) – Appellant’s Response to Third Party Representations

Most of the issues raised by the third party representations to the Local Review Body have previously been raised during the application process and, have been fully considered in the appellant’s main submission to the Local Review Body. In particular, issues raised in respect of drainage, potential impacts on adjoining residential amenity, loss of light, water and electricity supplies, have all been addressed and satisfied and, as such, do not form part of the Council’s reason for refusal which relates solely to pedestrian and traffic safety. The following therefore only provides comment on specific, additional traffic safety issues raised by the representations in order to clarify the appellant’s position on such matters.

### ***Standard of Access Road***

The standard of the access road was not raised as a concern by Perth & Kinross Council’s Roads Department (P&KC) during the numerous discussions on the detail of the proposal. Throughout the aforementioned discussions, the only issue raised was the standard of the junction with Main Street and, the ability to provide an appropriate visibility envelope.

The access road has safely and efficiently accommodated the traffic associated with the existing 8 houses and, the introduction of one additional house will not result in a material adverse impact on the operation or standard of the route. As indicated in the main submission to the Review Body, the traffic associated with a single dwelling is minor and can be safely accommodated at the junction with Main Street.

The access road is also of a sufficient width and standard to safely accommodate the minor increase in traffic associated with a single dwelling.

### ***HGV Access***

HGV turning manoeuvres will be accommodated within the curtilage of the dwellinghouse plot to ensure that these, and all other vehicle types, can safely access and egress the access road in a forward gear. The only time an HGV will be required to reverse out of the access road, will be if it meets a vehicle adjacent to Main Street. This will be a very rare occurrence when the dwelling is constructed. This potential conflict is the same for all of the dwellings that currently take access from the lane and, the addition of a single dwelling will not materially increase the potential for such conflict.

### ***Construction Traffic Impact***

During the construction phase, it would clearly be more likely that an HGV could meet traffic on the access road, as these vehicle types would be visiting the site much more frequently. To ensure that HGVs are not required to reverse on to Main Street, the appellant would be happy to accept a planning condition requiring the submission of a Construction Management Plan (CMP) to P&KC for approval, prior to the commencement of development. The conditioning of a CMP is standard practice and would require the appellant to satisfy P&KC that all reasonable care was being taken to minimise disruption to residents and ensure HGV access is controlled safely.

For example, measures could involve banksmen controlling cars on the access road to ensure that there is no conflict on the route which would require vehicles to reverse.

With respect to the impact of construction vehicles on the standard and condition of the access road, the appellant is willing to agree to a condition survey of the route pre and post construction which will ensure that any damage to the route is made good, following the construction of the dwelling.

### ***Number of Dwellings***

It is acknowledged that P&KC Guidelines indicate that access roads which serve 5 or more dwellings should 'normally' be served by a 'road' which requires roads construction consent. It is however evident that this is a guide and not a standard, as is proven by the number of dwellings currently located on the access road and, the plethora of many other similar examples throughout Scotland.

As previously indicated, the additional traffic associated with a single dwelling is extremely minor, and will not have a material adverse impact on the safe and efficient operation of the access road.

### ***Junction Visibility & Alignment***

As detailed in the main submission to the Review Body, the visibility splay detailed in the SCOTS National Roads Development Guide can be achieved at the junction. The visibility envelope is the only technical matter raised by P&KC in refusing the application and, it is clearly evident that the visibility splay can be achieved.

The alignment of the junction ensures that drivers approach the junction slowly and give all traffic movements proper consideration. This is advocated in Designing Streets. The use of irregular junction forms is encouraged in Designing Streets to ensure vehicle speeds are controlled naturally and drivers are not complacent. The junction layout is in keeping with current Scottish Government Policy and is not a road safety risk as confirmed by independent road safety auditors.