

TCP/11/16(449)

Planning Application – 16/01124/FLL – Erection of a coffee shop/takeaway and associated works on Land 65 metres North of The Triangle, Perth

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TCP/11/16(449)

Planning Application – 16/01124/FLL – Erection of a coffee shop/takeaway and associated works on Land 65 metres North of The Triangle, Perth

**PAPERS SUBMITTED
BY THE
APPLICANT**



Pullar House 35 Kinnoull Street Perth PH1 5GD Tel: 01738 475300 Fax: 01738 475310 Email: onlineapps@pkc.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100032596-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	Graham + Sibbald		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Kerri	Building Name:	
Last Name: *	McGuire	Building Number:	18
Telephone Number: *	0141 567 5371	Address 1 (Street): *	Newton Place
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Glasgow
Fax Number:		Country: *	Scotland
		Postcode: *	G3 7PY
Email Address: *	kerri.mcguire@g-s.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:

You must enter a Building Name or Number, or both: *

Other Title:

Building Name:

c/o Graham + Sibbald

First Name: *

Building Number:

18

Last Name: *

Address 1
(Street): *

Newton Place

Company/Organisation

Go Americano Ltd

Address 2:

Telephone Number: *

Town/City: *

Glasgow

Extension Number:

Country: *

Scotland

Mobile Number:

Postcode: *

G3 7PY

Fax Number:

Email Address: *

Site Address Details

Planning Authority:

Perth and Kinross Council

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

Land 65 Metres North of The Triangle Perth Inveralmond Roundabout Dunkeld Road Perth PH1 3EE

Northing

Easting

Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

Erection of a coffee shop/takeaway and associated works

Type of Application

What type of application did you submit to the planning authority? *

- ☒ Application for planning permission (including householder application but excluding application to work minerals).
- ☐ Application for planning permission in principle.
- ☐ Further application.
- ☐ Application for approval of matters specified in conditions.

What does your review relate to? *

- ☒ Refusal Notice.
- ☐ Grant of permission with Conditions imposed.
- ☐ No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Please refer to enclosed Statement of Review

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 the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

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. You can attach these documents electronically later in the process: * (Max 500 characters)

Please refer to enclosed List of Review Documents

Application Details

Please provide details of the application and decision.

What is the application reference number? *

16/01124/FLL

What date was the application submitted to the planning authority? *

22/06/2016

What date was the decision issued by the planning authority? *

01/09/2016

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.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

☐ Yes ☒ No

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

Please select a further procedure *

Holding one or more hearing sessions on specific matters

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

The reason for refusal states that the proposal is contrary to Policy ED1 of the Perth and Kinross Local Development Plan 2014. As detailed in the Statement of Review, it is considered that this proposal does accord with the principles of this policy. Furthermore there are other material considerations to support this proposal. The appellant requests a hearing session to discuss the policy assessment and material considerations

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

Can the site be clearly seen from a road or public land? *

☒ Yes ☐ No

Is it possible for the site to be accessed safely and without barriers to entry? *

☒ Yes ☐ No

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. *

☒ Yes ☐ No

Have you provided the date and reference number of the application which is the subject of this review? *

☒ Yes ☐ No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

☒ Yes ☐ No ☐ N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

☒ Yes ☐ No

Note: 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. 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.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

☒ Yes ☐ No

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 (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Miss Kerri McGuire

Declaration Date: 30/11/2016

**Notice of Review Against Refusal of Planning Application for the
Erection of a Starbucks Drive-Thru on Land at The Triangle,
Inveralmond Roundabout, Perth**



Image taken from Google Streetview

Statement of Review

Prepared on behalf of Go Americano Ltd

November 2016

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Executive Summary

This Statement of Review is submitted in support of a Notice of Review to Perth and Kinross Council's Local Review Body in relation to the refusal of a planning application for the erection of a coffee shop/takeaway and associated works at land 65 metres north of The Triangle, Inveralmond Roundabout, Perth. This Statement of Review is submitted on behalf of Go Americano Ltd. If approved, the coffee shop/takeaway would operate as a franchise of Starbucks.

The application was refused on the grounds that it was considered to be contrary to Policy ED1. The Planning Officer also determined that no detailed marketing evidence for car sale use had been provided by the applicant and that the proposal would not be a catalyst for future development as there are similar existing uses in the area.

It is considered that there are planning material considerations that were detailed in the application submission to support the granting of planning consent for this proposal.

Planning Precedent

There is clear planning precedent set for this type of use on land allocated for employment use. In July 2014 Greene King submitted a planning application for the proposed erection of a restaurant and pub with associated staff accommodation, coffee drive thru, car parking, landscaping and servicing on land 70 metres North West of Earn House, Lamberkine Drive, Perth.

The application site was located in an area allocated for Employment Use in the Perth and Kinross Local Development Plan and was therefore also subject to Policy ED1A: Employment and Mixed Use Areas.

The Planning Officer for this application recommended the proposal for approval and considered that it would generate employment opportunities and contribute to the future development of the surrounding business park. However, this application was refused at Committee. The applicant appealed this decision to the Scottish Ministers and the Reporter agreed with the Planning Officer's assessment and approved the application.

The Reporter concluded that whilst the proposed development was contrary to Policy ED1A, the benefit of the marketability of the rest of the site, the employment benefits and the economic benefits outweighed the harm which would result from development contrary to Policy ED1A on this site. The granting of this application at appeal sets a precedent for such uses on land allocated for employment use. Both the Planning Officer and Reporter considered that the employment and economic benefits outweighed the fact that the proposal was contrary to Policy ED1A: Employment and Mixed Use areas. The same principles apply to Go Americano's application that is the subject of this Review.

Economic Benefits

The proposed development represents a major investment in this part of Perth and will also create employment opportunities. The proposal will create in the region of 20 to 25 new jobs with a 60 – 40% split between full time and part time positions. On a pro rata basis, the proposed Starbucks drive thru will employ more than car garages per acre.

The investment in this site is in the region of £1 million. The proposal therefore provides significant direct economic benefits. The proposal will also create indirect economic benefits in terms of increasing footfall to the surrounding businesses and in particular the car show rooms. The proposal will also retain expenditure within Perthshire from passing tourist traffic heading north.

The market evidence submitted with the application and letter of support provided by CKD Galbraith (the marketing agent for the site) demonstrate that having the Starbucks brand associated with this site has attracted car showroom operators to the remainder of the site. The site has been marketed since 2012 and prior to Go Americano securing terms in 2015, there had been no interest in this site from car showroom operators. Following Go Americano's interest in the site and the promotion of the Starbucks brand, two car showroom operators have secured terms and the site is now fully let.

Policy Position

In May 2016, the Scottish Government produced draft advice on Net Economic Benefit and Planning. This detailed that economic benefits such as job creation should be taken into consideration when making planning decisions. This Scottish Government advice highlights that weighting should be given to economic benefits when assessing applications.

The site subject to this Review is identified as part of a larger employment land allocation (E1) in the Perth and Kinross Local Development Plan 2014. The proposed drive thru coffee shop is an employment generating use and will create in the region of 20 – 25 jobs. Furthermore, this proposed development and the Starbucks branding has been instrumental in bringing forward the rest of this allocated site for development and the remainder of the site is now let to two car showroom operators. The site subject to this Review extends to circa 1 acre and would not be of a sufficient scale to accommodate a car showroom operator.

1. Introduction and Background to Proposal

- 1.1 This Statement of Review is submitted in support of a Notice of Review to Perth and Kinross Council's Local Review Body in relation to the refusal of a planning application for the erection of a coffee shop/takeaway and associated works at land 65 metres north of The Triangle, Inveralmond Roundabout, Perth.
- 1.2 This planning application was submitted to Perth and Kinross Council on the 22nd June 2016 by Go Americano Ltd and was validated on the 6th July 2016.
- 1.3 The application received no objections from the public or neighbouring businesses. Perth and Kinross Council's Regulatory Service and Transport Planning Teams had no objections to the proposal. Transport Scotland also did not have any concerns.
- 1.4 SEPA and Perth and Kinross Council's Flood Prevention Team initially objected to the proposal. On the provision of further information and clarification, both these objections were removed.
- 1.5 The application was refused planning consent on the 1st September 2016. A copy of the decision notice is enclosed as Review Document 28. The application was refused on the following single reason for refusal:

"The proposal is contrary to Policy ED1 of the Perth and Kinross Local Development Plan 2014 as the proposed use does not comply with the uses identified for this site in allocation E1 (high amenity employment uses and car sales). The justification for departure from this policy is not considered sufficient. No detailed marketing evidence for car sales use has been provided with the application and the proposed use is not considered to act as a catalyst for future development in the area given the presence of similar existing uses in the surrounding area."

- 1.6 This Statement of Review sets out the planning justification in support of this Notice of Review and demonstrates that this application should be approved at Review.

2. Planning Justification in Support of Review

- 2.1 It is considered that there are planning policy grounds and material considerations that support the granting of this application. Section 3 of this Statement will address the planning policy grounds specifically set out in the reason for refusal. This section of the Statement details the relevant material considerations in support of the proposed development. These material considerations were clearly set out in the planning application submission (Review Documents 2, 3, 24, 25 and 26).

Planning Precedent

- 2.2 It is considered that an important precedent arises from the recent granting of a similar type of application proposal at Broxden Business Park. This sets a precedent that supports such uses on land allocated for employment use.
- 2.3 In August 2015 an appeal by Greene King against a planning decision by Perth and Kinross Council to refuse a very similar planning application was upheld by a Scottish Government Reporter.
- 2.4 In July 2014 Greene King submitted a planning application for the proposed erection of a restaurant and pub with associated staff accommodation, coffee drive thru, car parking, landscaping and servicing on land 70 metres North West of Earn House, Lamberkine Drive, Perth.
- 2.5 The application site was located in an area allocated for Employment Use in the Perth and Kinross Local Development Plan and was therefore also subject to Policy ED1A: Employment and Mixed Use Areas.
- 2.6 The Planning Officers Committee Report recommended that application for approval, stating that:

Whilst the development does not comply entirely with Policy ED1A (Employment Areas) of the Perth and Kinross Council Local Development Plan 2014 it will generate employment opportunities both during construction and operation and will likely contribute to the further development of the surrounding business park and contribute to sustainable economic growth in line with the requirements of government policy and guidance. Furthermore the proposal is considered to meet the main criteria outlined in Policy ED1A and complies with other relevant policies contained within the Development Plan. On that basis the application is recommended for approval subject to conditions.

- 2.7 Despite the Officer's recommendation for approval, the application was refused at Committee as it was considered contrary to Policy ED1A: Employment and Mixed Use Areas.

- 2.8 The Broxden site had been marketed for Class 4 use for some time but had received very little interest from potential occupiers for this use. The applicants had stated that whilst the application was contrary to Policy ED1A Employment and Mixed Use Areas in so much as it proposed a retail use on land allocated for employment use, the economic benefit of the development outweighed the loss of employment land.
- 2.9 In the Appeal Decision Notice (Review Document 3), the Reporter stated that the number of jobs created by the proposal and the benefits to the local economy of the proposal could be matched or exceeded by Class 4 development on the site. However, the Reporter also stated that assessments of the Perth office market submitted in support of the application showed a very pessimistic picture in respect of the likelihood of a Class 4 development taking place at the site.
- 2.10 The Reporter also stated that that the proposed development on the site was likely to strengthen the chance of the other vacant plots on the site being developed for Class 4 use if the site was made more attractive to occupiers. They also considered that the development was like to act as a catalyst for future development on the site.
- 2.11 The Reporter concluded that whilst the proposed development was contrary to Policy ED1A: Employment and Mixed Use areas of The Perth and Kinross Local Development Plan (2014), the benefit of the marketability of the rest of the site, the employment benefits and the economic benefits outweighed the harm which would result from development contrary to Policy ED1A: Employment and Mixed Use areas on this site.
- 2.12 It is considered that the outcome of the appeal for the proposal at Broxden Business Park is directly relevant for the proposed Starbucks Drive Thru at Inveralmond, and has set a favourable precedent to support this Review.
- 2.13 The proposed Starbucks drive thru will generate employment opportunities and will provide economic benefits similar to the approved development at Broxden Business Park. The proposal will attract passing trade to this part of Perth, to the benefit of the surrounding businesses.
- 2.14 The proposal has already acted as a catalyst in securing car showroom occupiers for the remainder of this allocated site and the site is now fully let. The site subject to this Review extends to approximately 1 acre and would not be of a suitable scale to accommodate a car showroom use.

Economic Benefits

- 2.15 The proposed development represents a major investment in this part of Perth and will also create employment opportunities. The proposal will create in the region of 20 to 25 new jobs with a 60 – 40% split between full time and part time positions. On a pro rata basis, the proposed Starbucks drive thru will employ more than car showrooms per acre.
- 2.16 The investment in this site is in the region of £1 million. The proposal therefore provides significant direct economic benefits. The proposal will also create indirect economic benefits in terms of increasing footfall to the surrounding businesses and in particular the car showrooms. The proposal will also retain expenditure within Perthshire from passing tourist traffic heading north.
- 2.17 The proposal is for a high quality development that will improve the attractiveness of Inveralmond. This will provide passing trade with a reason to stop in this part of Perth. It will also encourage employees in the area to utilise local facilities. The applicant would be more than happy to promote Perthshire's many historical and cultural attractions within the coffee shop/drive thru.
- 2.18 The proposed development and Starbucks branding has already acted as a catalyst to bring forward the rest of this vacant land for employment generating uses. The site as a whole was previously marketed as a non-serviced development opportunity approximately 8 years ago. The site was on the market for a couple of years with no interest expressed. The services were subsequently installed at the site and the site was re-launched on the market in September 2013.
- 2.19 The site has been on the market for almost three years and to date no development has been delivered at the site and as yet no other planning applications have come forward. As detailed above, Go Americano Ltd were the first occupier to secure terms for this site in September 2015 (some two years after the site was relaunched to the market). The Starbucks brand at this location has acted as a catalyst to unlock the economic benefits and deliver employment uses at this location by bringing a global brand to this part of Perth and increasing passing trade.
- 2.20 Since Go Americano Ltd secured terms on the site, Pendragon Motor Company subsequently agreed terms in late 2015 for 2.47 acres of this site. Arnold Clark has recently secured the remaining 5.55 acres of land. Since Go Americano Ltd progressed with their initial planning application at the end of 2015, the remainder of the site has been let to car showroom occupiers. The site subject to this review only extends to 1.02 acres and now that the remainder of the site is let, this would not be of sufficient size to accommodate a car showroom or office development.

- 2.21 A letter of support for the application was provided by CKD Galbraith (Review Document 24). This confirmed that the proposed Starbucks has been a significant draw to the two other potential occupiers for the site. Having a Starbucks in close proximity is seen as a great benefit in terms of attracting business and increasing footfall.
- 2.22 A letter of support was also provided by Arnold Clark (Review Document 25). This detailed that Starbucks would be an ideal use adjacent to a car showroom as it would increase footfall and visitors to the site which would assist in potentially increasing business levels for the car showroom. Arnold Clark has subsequently confirmed that they will employ 80 staff initially at this site and this will be increased to around 120 staff over a 12 month period. They will also bring approximately 100 customers to the site daily and will be seeking to grow this to 150 customers a day within 12-18 months. The location of a Starbucks adjacent to these car showrooms will help attract trade to this part of Perth, to the benefit of these businesses. Starbucks will also provide a facility for employees based at this location.
- 2.23 The evolution of the coffee shop culture has ingrained these uses within our society. They are complementary to all types of businesses and not just in high street locations. They act as social hubs, provide facilities for residential and employees as well as attracting passing trade.
- 2.24 The applicant already operates an existing successful Starbucks in Perth High Street and they are committed to investing in Perth. Starbucks is a global brand, however the applicant is very much community focused. They make it their mission to get involved in the local communities at all their stores. This is what differentiates Starbucks from their competition. Having the recognised Starbucks brand on their CV assists employees with future employment opportunities.
- 2.25 Go Americano is a progressive business which offers great employment opportunities and career development. They offer a comprehensive training and development programme that can lead to long term careers in the hospitality industry. They already have a working relationship with the local Job Centre to provide employment opportunities and training for the unemployed.
- 2.26 The applicant has been a member of the Perthshire Chamber of Commerce since the opening of their store on the High Street in April 2014.

National Planning Policy Guidance

- 2.27 In May 2016, the Scottish Government published Draft Advice on Net Economic Benefit and Planning. The publication of this draft advice demonstrates the importance of considering the economic benefits of a proposal in making planning decisions.
- 2.28 The aim of this advice is to help developers and planning authorities capture in a meaningful way the contribution of development proposals on the economy and to take these into account when making planning decisions.
- 2.29 Paragraph 4 of this draft guidance details that net economic impact of a development, including the number of jobs created should be one of the factors taken into a count in the planning decision making process.
- 2.30 The proposed development represents a significant investment in the area (in the region of £1 million) and will bring a long term vacant development site into economic use. The proposal will also create construction jobs in the short term and 20 – 25 jobs once the drive thru coffee shop is operational. In addition, Starbucks has been a catalyst for attracting other economic generating businesses to this part of Perth.

3. Planning Policy Assessment of Reason for Refusal

- 3.1 The decision notice for the application only cites one reason for refusal. The application was refused on the grounds that the Planning Officer considered the proposal to be contrary to Policy ED1 of the Perth and Kinross Local Development Plan 2014, as the proposed use does not comply with the uses identified for this site in allocation E1.
- 3.2 The specific site allocation details for E1 are show in the table below

Employment Sites			
Ref	Location	Size	Uses
E1	The Triangle Dunkeld Road	6.8 ha	High amenity employment uses or for car sales
This site will be subject to the Transport Scotland Strategic Transport Projects Review proposals.			
Site Specific Developer Requirements ⇒ Design of any proposals required to be of a sufficiently high standard for this prominent site. ⇒ Flood Risk Assessment required which will define the developable area of the site.			

- 3.3 The site is allocated for high amenity employment use or for car sales. The policy allocation offers no further definition on 'high amenity employment use' or restrictions on the type of uses acceptable at this location. The proposed drive thru coffee shop will be an employment generating use creating in the region of 20 - 25 new jobs (of which 60% will be full time). As this is an employment generating use, it accords with the principles of this allocation.
- 3.4 In addition, this proposed development has been instrumental in attracting car showroom uses to site E1. This land as a whole has been marketed since 2013 with little interest. Go Americao Ltd was the first occupier to secure terms (in September 2015) and the interest from Starbucks franchise has been instrumental in securing occupiers for the rest of this allocated employment land. As this site subject to this Review only takes up a small area of the Employment Land allocation, there is sufficient land available for car showroom and office use. The proposal is complementary to the existing and proposed uses in this area.
- 3.5 The proposed development site extends to approximately 1 acre. The remainder of the E1 allocation will be developed for car showroom use. This 1 acre site would not be of a suitable scale to attract a car sales operator.
- 3.6 Furthermore, a planning precedent has been set within Perth and Kinross which supports such uses on land allocated for employment use through the determination of the appeal for the proposed restaurant and pub with associated staff accommodation and coffee drive thru at Broxden Business Park.
- 3.7 Policy ED1A Employment and Mixed Use Areas states that:

“Areas identified for employment uses should be retained for such uses. Within these areas any proposed development must be compatible with surrounding land uses. In addition all the following criteria will be applied to development proposals in these areas (individual sites may also have specific requirements):

- a) Proposals should not detract from the amenity of adjoining, especially residential, areas.*
- b) The local road network should be suitable for the traffic generated by the proposals.*
- c) There should be good walking, cycling and public transport links to new employment generating uses.*
- d) Proposals for retail uses in employment areas will not generally be acceptable unless they are ancillary to an acceptable use on the site.*
- e) Proposals for waste management facilities can be considered to be acceptable subject to detailed site specific considerations.*
- f) Proposals should not result in adverse impacts, either individually or in combination, on the integrity of any European designated site.”*

3.8 Each of the above policy criteria for ED1A is assessed in turn to demonstrate that this proposal does accord with the principles of this policy:

- a) The application site is situated sufficiently far away from any existing or proposed residential developments. There will be no noisy external operations at the site and the noise generated by traffic at the site which will be mainly from diverted trips rather than generated trips, will be insignificant compared with that produced by the adjoining A9. The proposal will therefore not detract from the amenity of the adjoining areas. The Council’s Regulatory Services department did not raise any concerns with this development.
- b) By virtue of its proximity to the A9 and the relatively limited new trip traffic generation (most trips will be diverted trips rather than newly generated trips), it is considered that the proposed development will not have a detrimental impact on the local road network. It should be noted that the Council’s Transport Planning Team and Transport Scotland did not raise any objections to this application.
- c) The development site can also be easily accessed by various active and sustainable transport methods including cycling, walking and public transport by utilising existing infrastructure in the area.
- d) This proposal is not for retail use. The application subject to this Review is for a bespoke coffee shop and drive thru. Such a use would be complementary and beneficial to the existing businesses at this location.
- e) The proposed development incorporates facilities for storage and collection of waste and recycling. Once operational, Starbucks will undertake regular litter patrols. This is

their standard business practise to ensure that site remains free from dropped litter at all times.

- f) There are no European designated sites in the vicinity of Inveralmond. The proposed development will not result in any adverse impact on the integrity of any European designated sites.

- 3.9 It has been demonstrated above that the proposal is an employment generating use that is compatible with the existing uses in this area. The proposal has unlocked the employment potential of the rest of the E1 allocation. It is therefore considered that the proposal accords with the principles of policy ED1A.
- 3.10 The reason for refusal in the decision notice also states that no detailed marketing evidence for car sales use has been provided. A Planning and Marketing Supporting Statement was submitted with the application (Review Document 2). Furthermore a letter of support was provided by CKD Galbraith as the marketing agent for the site (Review Document 24). Arnold Clark has recently secured terms on part of the land allocated under E1. They also provided a letter of support for this proposal.
- 3.11 The reason for refusal also states that there is already similar existing uses in the surrounding area. The Report of Handling (Review Document 27) states that *"there are substantial existing similar facilities available with the Maltings restaurant, the M+S café, the Tiso café and a takeaway hot drink facility within the BP garage all available nearby."*
- 3.12 The facilities available within M&S, Tiso and the BP garage are ancillary to their primary business. This proposal is for a specialist well known coffee shop brand. This provides a unique offer to this part of Perth. This proposal provides an accessible and dedicated coffee shop for Perthshire residents as well as motorists to stop off in Perth while journeying north and south. The proposal provided sufficient car parking spaces as well as coach parking to encourage passing trade to stop at this location. It also provides a unique drive-thru element for motorists' convenience that is not offered within the surrounding uses.

4. Summary and Conclusions

- 4.1 This Statement of Review is submitted in support of the Notice of Review against the refusal of a planning application for the erection of a coffee shop/takeaway and associated works at land 65 metres north of The Triangle, Perth (application reference 16/01124/FLL).
- 4.2 This Statement has demonstrated that the proposal is for an employment generating use that accords with the principles planning policy.
- 4.3 In addition there are a number of material considerations which support the granting of this application. The relevant planning material considerations are as follows:
- The proposal will create direct economic benefits through the creation of 20 – 25 jobs. The proposal represents a £1 million investment in this part of Perth.
 - The proposal will also create indirect economic benefits in terms of attracting passing trade, which will assist existing and future businesses at this location.
 - The draw of the Starbucks brand has already acted as a catalyst and has attracted two car showroom operators to the remainder of the land available at this location. The site had been on the market 2 years prior to Go Americano securing terms. During this time the marketing agent received no interest from car showroom operators or high amenity employment uses. Arnold Clark has specifically stated that having a Starbucks adjacent to their showroom would be of direct benefit to their business through the increase in footfall.
 - The Scottish Government has recently produced draft advice that details that the economic benefits of a proposal should be taken into consideration when making planning decisions.
 - A planning precedent has been set to support such uses on land allocated for employment use through the consent granted for a restaurant and pub with associated staff accommodation and coffee drive thru at Broxden Business Park, Lamberkine Drive. The Reporter for this appeal considered that such a use would make the site more attractive to other occupiers and would act as a catalyst for other development. The Report concluded that the economic benefits of the development outweighed that the proposal was contrary to Policy ED1A: Employment and Mixed Use.
- 4.4 For any further information in relation to this Review, please contact Kerri McGuire, Associate in the Planning and Development Team of Graham + Sibbald on 0141 567 5371 or kerri.mcguire@g-s.co.uk.

PERTH AND KINROSS COUNCIL

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Pullar House
35 Kinnoull Street
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Date 01.09.2016

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT

Application Number: **16/01124/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 6th July 2016 for permission for **Erection of a coffee shop/takeaway and associated works Land 65 Metres North Of The Triangle Perth** for the reasons undernoted.

Development Quality Manager

Reasons for Refusal

1. The proposal is contrary to Policy ED1 of the Perth and Kinross Local Development Plan 2014 as the proposed use does not comply with the uses identified for this site in allocation E1 (high amenity employment uses and car sales). The justification for departure from this policy is not considered sufficient. No detailed marketing evidence for car sales use has been provided with the application and the proposed use is not considered to act as a catalyst for future development in the area given the presence of similar existing uses in the surrounding area.

Justification

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

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

Plan Reference

16/01124/15

16/01124/16

16/01124/1

16/01124/2

16/01124/3

16/01124/4

16/01124/5

16/01124/8

16/01124/9

16/01124/10

16/01124/12

16/01124/13

REPORT OF HANDLING

DELEGATED REPORT

Ref No	16/01124/FLL	
Ward No	N11- Perth City North	
Due Determination Date	05.09.2016	
Case Officer	John Williamson	
Report Issued by		Date
Countersigned by		Date

PROPOSAL: Erection of a coffee shop/takeaway and associated works

LOCATION: Land 65 Metres North Of The Triangle Perth

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: 14 July 2016

SITE PHOTOGRAPHS





BACKGROUND AND DESCRIPTION OF PROPOSAL

Full planning consent is sought for the erection of a coffee shop/takeaway and associated works at a site known as The Triangle immediately adjacent to Inveralmond Roundabout in Perth. The application site is a small part of a larger site allocated for employment use in the Perth and Kinross Local Development Plan (LDP). The application site lies to the north east of the Inveralmond Roundabout. The site is bound by the A9 to the west and by the Perth - Inverness railway to the east. To the south is an existing Honda car sales garage and to the north is vacant land. The site itself is currently vacant but with infrastructure including a road having been installed. The site is proposed to be access via a road to the south east linked to the Dunkeld Road by a roundabout.

The proposals seeks consent to erect a Starbucks drive thru coffee shop. The building is proposed to 108sqm with a serving area, internal seating and drive thru serving area. The proposal also includes 48 car parking spaces, 3 disabled parking spaces, 6 bicycle parking spaces and 2 coach parking spaces. Separate applications are proposed for signage relating to the development.

SITE HISTORY

15/02199/FLL Erection of a coffee shop/takeaway and associated works 5
April 2016 Application Withdrawn

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 ED1A - Employment and Mixed Use Areas

Areas identified for employment uses should be retained for such uses and any proposed development must be compatible with surrounding land uses and all six of the policy criteria, in particular retailing is not generally acceptable unless ancillary to the main use.

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 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.

OTHER POLICIES

None

CONSULTATION RESPONSES**INTERNAL**

Contributions Officer – contribution required (detail in appraisal)

Environmental Health – conditions recommended relating to noise

Local Flood Prevention Authority – objection withdrawn relating to flood risk, conditions recommended relating to drainage design

Transport Planning – no objection – condition recommended

Forward Planning – objection (detail in appraisal)

EXTERNAL

Scottish Environment Protection Agency – initial objection now withdrawn following receipt of amended FRA

Scottish Water – no response within statutory period

Transport Scotland – conditions recommended

REPRESENTATIONS

None received

ADDITIONAL STATEMENTS RECEIVED:

Environment Statement	Not Required
Screening Opinion	Not Required
Environmental Impact Assessment	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	Not Required

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

As outlined above the application site is designated for employment uses in the LDP. The allocation in the plan refers to the site as The Triangle and area E1 and states that the site is allocated for high amenity employment uses or for car sales. The allocation also states that a Flood Risk Assessment will be required with all proposals and requires any design to be of a high standard given how prominent the site is. The submission includes a planning statement outlining the applicants view on the proposal relating to planning policy. The statement indicates that a total of 22 new jobs will be created both during and after construction and suggests that the proposal will encourage linked trips to surrounding businesses/retail areas.

Policy ED1A is the principle policy to consider in this instance and states that areas identified for employment uses shall be retained for those uses. Within these areas any proposed development must be compatible with surrounding land uses. It also outlines a series of criteria which are applicable. These relate to the amenity of the area, impact on the local road network, good walking, cycling and public transport links, not allowing retail uses and ensuring waste management is adequately catered for. Other relevant policy considerations are outlined in the policy section above and will be considered in more detail in the paragraphs below.

Principle

In principle it is my view that this proposal is contrary to Policy ED1A of the LDP as the intentions for this site are to provide high amenity uses or further car sales, the proposed Class 3 coffee shop does not fall into either of these categories. The other key policy consideration when considering the principle of this proposal is Policy ED1, which states that areas identified for employment uses (which includes this application site) should be retained for such uses. E1 is a serviced, development ready employment site and forms an important part of the limited supply of serviced employment land. It is however acknowledged that there is a balance to be struck between waiting longer for an end use that meets the terms of Policy ED1 and attracting alternative uses that bring economic development.

Some precedence has been set by the Reporter's decision to uphold the appeal for erection of a restaurant and pub within an employment site at Broxden Business park. The Reporter in this instance stated that assessments of the Perth office market showed a very pessimistic picture in respect of the likelihood of a Class 4 office development taking place at the site. The reporter considered that development was likely to act as a catalyst for future development, and make it more attractive to occupiers, and that it would help with marketability. However in the case of this particular proposal

there are substantial existing similar facilities available with the Maltings restaurant, the M+S café, the Tiso café, and a takeaway hot drink facility within the BP garage all available nearby. The proposal is considered unlikely to be a catalyst in these circumstances. The applicant's agent states that the other coffee facilities are only ancillary to other uses rather than dedicated uses as is proposed here. Whilst that may be the case these facilities do offer a similar facility in the local area regardless of them being ancillary. I do not give any weight to the agent's assertion that the brand Starbucks would act as a significant draw to the area for other potential occupiers. This application is being assessed as a coffee shop facility in land use planning terms and not the brand of Starbucks.

The agent also asserts that the new coffee shop facility will increase footfall in the area and has indicated that the proposed coffee shop has been instrumental in attracting interest in the remaining undeveloped parts of the E1 allocation. The agent has supplied correspondence from car sales operators who indicate that a Starbucks adjacent to their site would be of benefit to them in terms of increased footfall. There is no clear evidence provided that the proposal for a Starbucks has resulted in increased demand for this employment land and conversely the fact that two car sales operators have come forward for other parts of the E1 zoning indicates that there is already a clear demand for this type of use in this area, regardless of the Starbucks proposal.

There is no doubt that a development of this nature will have some economic benefit with resultant investment and creation of jobs but I am not convinced that this is the appropriate site for a use of this nature for the reasons outlined above.

The precedence set by the Broxden appeal decision is limited as this proposed site offers opportunity to the car sales market and other employment uses as well as office uses and the applicant acknowledges that 3 acres of the site is under offer for car retail indicating demand for this use.

In summary with existing restaurant, café and takeaway facilities available locally this proposal is considered unlikely to act as a catalyst. Also with the site offering potential for a range of employment uses including car sales (and with a current car retail offer on part of E1), I consider this proposal for a sit in café and drive through to be contrary to policy ED1A, of the Local Development plan.

Design and Layout

The LDP allocation requires that the design be of high quality given the prominence of the site and this is generally reflected in Policy PM1A of the LDP. The proposal is to site the building at the western end of the site with the car parking on the eastern side. I consider this to be the most appropriate layout as the building will screen the car parking area from users of Inveralmond Roundabout. The application site sits below the roundabout and

is set back to a certain extent from the trunk road. As such its visual impact will be lessened. The building is proposed to be located approximately 20m from the roundabout and an area of existing planting is to be retained which will provide an element of screening to the development site. The building is proposed to have a larger mono pitched roof area together with a flat roof area which helps to break up its massing. The main elevation is proposed on the eastern side where the principle access into the building is proposed whereas the drive thru window is proposed on the western side of the building. The area is characterised by buildings with a functional design and I am satisfied that this relatively simple, yet contemporary design is appropriate for this prominent location. The finishing materials include a black/grey cladding and harling with anthracite coloured window frames. I consider the design and layout to be appropriate and in accordance with Policy PM1A and the design requirements of Policy ED1A of the LDP.

Residential Amenity

Policy ED1A requires proposals not to detract from the amenity of adjacent residential areas. Similarly Policy EP8 refers to noise pollution and states that there is a presumption against the siting of development which is likely to generate a high level of noise adjacent to noise sensitive land uses. Policy PM1A also requires development to respect the amenity of the place where development is proposed. The plant associated with a development of this nature may generate some degree of noise, however there are not any residential dwellings within the immediate vicinity of the site and furthermore there will be a relatively high background noise level due to the adjacent Inveralmond roundabout. As such I consider the proposal to be in accordance with the LDP. Environmental Health have offered no objection to the proposal.

Access and Parking

Policy TA1B of the LDP requires new development to be well served and easily accessible by all modes of transport. As outlined above the site is to be accessed utilising the existing roundabout to the south off Dunkeld Road. I am satisfied that the access is appropriate. Transport Planning have recommended a condition to ensure that the new access into the site is constructed in accordance with Council standards and that the existing barrier which is located next to the Honda garage is relocated to the north of the application site. It is noted that a letter of objection was received to the previous application from the Honda garage adjacent indicating that the northern end of the public road adjacent to the existing concrete barrier is used to park vehicles for adjacent businesses. This is a public road and if planning consent is granted would require to be open to allow traffic to access the new site and therefore these vehicles will require to be relocate within the respective sites. The level of car parking on the proposed site is considered to be appropriate to ensure that the development does not adversely affect the availability of parking in the immediate area. Transport Scotland have confirmed that they have no concerns with the proposal related to the trunk road network subject to a condition that no direct access to the trunk road for

vehicles or pedestrians is permitted. The proposal is therefore considered to be in accordance with Policy TA1B of the LDP.

Flood Risk

The site is contained within the 1 in 200 year flood risk area according to SEPA's 2015 flood maps and the LDP allocation states that a Flood Risk Assessment (FRA) for the site should accompany an application. Policy EP2 which relates to flood risk is therefore relevant to this proposal. This states that there is a general presumption against proposals for built development or land raising within a functional flood plain or areas where there is a significant probability of flooding from any source. Policy ED1A and EP2 Development and Flooding are key policies to the assessment of the principle of this proposal.

At Examination of the Perth and Kinross Local Development Plan Scottish Environment Protection Agency noted "A small watercourse flows along the southern boundary of the site and developers should be made aware of a potential flood risk from this. Historical records show that the site flooded in 1993. The developable area may be constrained by flood risk and a flood risk assessment needs to be carried out prior to submitting a planning application to inform the scale layout and form of development." The Reporter concluded "It has flooded in the past but the Scottish Environment Protection Agency (SEPA) does not object to its development provided that the developable area is defined by a flood risk assessment. Subject to such an assessment being added as a site-specific developer requirements, this is a logical location for employment uses." This resulted in the following being added as a site specific developer requirement "Flood Risk Assessment required which will define the developable area of the site."

In the recent Local Development Plan (LDP) review SEPA submitted comments to the Main Issues Report (MIR) and have sought the removal of the E1 allocation. This is based on the mistaken understanding of this site being greenfield, and relates to flood risk from the Rivers Tay and Almond.

The LDP developer requirement for a FRA to determine the developable areas of E1 relates to the need to assess the small watercourse which runs along the southern part of the site. This risk had not been assessed as part of the FRA submitted with this planning application originally, however a revised FRA has now been submitted which includes this information. SEPA and the Council's Flood Risk Officer have offered no objection to this.

With regard to the medium to high flood risk associated to the River Tay and Almond as flood defences to the appropriate standard are in place (as per SPP) and because the site lies within the built up area flood risk from these rivers should not affect this proposal. Recent planning applications on the E3 site which also lie within the functional flood plain but are protected by flood defence scheme have initially drawn objections from SEPA. These objections have been later withdrawn as they were due to misunderstanding over the status of land being greenfield rather than brownfield.

There was potential for a similar issue here. The E1 site already has the road, utilities and the footway servicing it in place and is considered to be brownfield land. the SPP glossary defines Brownfield land as:

Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused building and developed land within the settlement boundary where further intensification of use is considered acceptable.

SEPA have not objected on this basis. On the basis of the updated FRA and the lack of objection from SEPA and the Council's Flood Risk Officer the proposal is considered to comply with Policy EP2 of the LDP.

Drainage

A revised Drainage Impact Assessment has been submitted and the Council's Flood Risk Officer has indicated that the information is sufficient in principle but that the detailed design should be covered by condition.

Developer Contributions

Policy PM3 of the LDP refers to infrastructure contributions and states that contributions will be sought where the development is considered to generate additional impact on local infrastructure. In this instance the Council's Transport Infrastructure Development Contributions Supplementary Guidance applies which 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. This site is within the Perth Core Area and it falls under the 'Other non-residential' use category which seeks a contribution of £43 per m². The total required is there 180sqm x \$43 = £7740. The applicant's agent has confirmed that this will be paid upfront should consent be granted.

Anti-Social Behaviour/Litter

I appreciate that this type of use often results in local anxiety, mostly relating to anti-social behaviour, noise outside the premise and litter issues, however these matters do not normally fall within the controls of planning and are not considered to be valid material considerations. There is no certainty that the proposed use would give rise to such problems or alter the status quo significantly. In any case I consider Perth and Kinross Council and other appropriate bodies, such as the police, have separate statutory duties to investigate any such problems and to take appropriate action to control these issues where they are found to exist.

Lighting

No lighting of the site is indicated on the submitted layout plan and therefore details of this should be requested by condition to ensure it is appropriate to the context of the site.

Developer Contributions

The Developer Contributions Guidance is not applicable to this application and therefore no contributions are required in this instance.

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 comply with the approved TAYplan 2012 and 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

Reason for Recommendation

The proposal is contrary to Policy ED1 of the Perth and Kinross Local Development Plan 2014 as the proposed use does not comply with the uses identified for this site in allocation E1 (high amenity employment uses and car sales). The justification for departure from this policy is not considered sufficient. No detailed marketing evidence for car sales use has been provided with the application and the proposed use is not considered to act as

a catalyst for future development in the area given the presence of similar existing uses in the surrounding area.

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

16/01124/15

16/01124/16

16/01124/1

16/01124/2

16/01124/3

16/01124/4

16/01124/5

16/01124/8

16/01124/9

16/01124/10

16/01124/12

16/01124/13

Date of Report 10.08.2016

16/01/24/FLU



Pullar House 35 Kinnoull Street Perth PH1 5GD Tel: 01738 475300 Fax: 01738 475310 Email: onlineapps@pkc.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100016308-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

- ☒ Application for planning permission (including changes of use and surface mineral working).
- ☐ Application for planning permission in principle.
- ☐ Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- ☐ Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

erection of a drive thru coffee shop and associated parking, access and ancillary works

Is this a temporary permission? *

☐ Yes ☒ No

If a change of use is to be included in the proposal has it already taken place?
(Answer 'No' if there is no change of use.) *

☐ Yes ☒ No

Has the work already been started and/or completed? *

☒ No ☐ Yes - Started ☐ Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	Graham + Sibbald		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Kerri	Building Name:	
Last Name: *	McGuire	Building Number:	18
Telephone Number: *	0141 567 5371	Address 1 (Street): *	Newton Place
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Glasgow
Fax Number:		Country: *	Scotland
		Postcode: *	G3 7PY
Email Address: *	kerri.mcguire@g-s.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Mr	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *	JJ	Building Number:	
Last Name: *	O'Hara	Address 1 (Street): *	
Company/Organisation	Go Americano Ltd	Address 2:	
Telephone Number: *		Town/City: *	
Extension Number:		Country: *	
Mobile Number:		Postcode: *	
Fax Number:			
Email Address: *			

Site Address Details

Planning Authority:

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

Land at The Triangle, Inveralmond Roundabout, Perth

Northing

Easting

Pre-Application Discussion

Have you discussed your proposal with the planning authority? *

☒ Yes ☐ No

Pre-Application Discussion Details Cont.

In what format was the feedback given? *

☐ Meeting ☒ Telephone ☐ Letter ☐ Email

Please provide a description of the feedback you were given and the name of the officer who provided this feedback. If a processing agreement [note 1] is currently in place or if you are currently discussing a processing agreement with the planning authority, please provide details of this. (This will help the authority to deal with this application more efficiently.) * (max 500 characters)

Telephone discussion undertaken with Planning Officer in relation to resubmission of planning application.

Title:

Mr

Other title:

First Name:

John

Last Name:

Williamson

Correspondence Reference
Number:

Date (dd/mm/yyyy):

10/06/2016

Note 1. A Processing agreement involves setting out the key stages involved in determining a planning application, identifying what information is required and from whom and setting timescales for the delivery of various stages of the process.

Site Area

Please state the site area:

4135.00

Please state the measurement type used:

☐ Hectares (ha) ☒ Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

vacant development land

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? *

☒ Yes ☐ No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? *

☐ Yes ☒ No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?

0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *

48

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? *

☒ Yes ☐ No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? *

- ☒ Yes – connecting to public drainage network
☐ No – proposing to make private drainage arrangements
☐ Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? *
(e.g. SUDS arrangements) *

☒ Yes ☐ No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

- ☒ Yes
☐ No, using a private water supply
☐ No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? *

☒ Yes ☐ No ☐ Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? *

☐ Yes ☒ No ☐ Don't Know

Trees

Are there any trees on or adjacent to the application site? *

☐ Yes ☒ No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? *

☒ Yes ☐ No

If Yes or No, please provide further details: * (Max 500 characters)

Please refer to enclosed site plan showing proposed areas for the storage and collection of waste

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? *

☐ Yes ☒ No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? *

☒ Yes ☐ No

All Types of Non Housing Development – Proposed New Floorspace Details

For planning permission in principle applications, if you are unaware of the exact proposed floorspace dimensions please provide an estimate where necessary and provide a fuller explanation in the 'Don't Know' text box below.

Please state the use type and proposed floorspace (or number of rooms if you are proposing a hotel or residential institution): *

Class 3 Restaurant/cafe

Gross (proposed) floorspace (In square meters, sq.m) or number of new (additional) Rooms (If class 7, 8 or 8a): *

180

If Class 1, please give details of internal floorspace:

Net trading spaces:

Non-trading space:

Total:

If Class 'Not in a use class' or 'Don't know' is selected, please give more details: (Max 500 characters)

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013) *

☐ Yes ☒ No ☐ Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? *

☐ Yes ☒ No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C, Certificate D, Certificate E.

Are you/the applicant the sole owner of ALL the land? *

☐ Yes ☒ No

Is any of the land part of an agricultural holding? *

☐ Yes ☒ No

Are you able to identify and give appropriate notice to ALL the other owners? *

☒ Yes ☐ No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate B

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

I hereby certify that

(1) - No person other than myself/the applicant was an owner [Note 4] of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application;

or -

(1) - I have/The Applicant has served notice on every person other than myself/the applicant who, at the beginning of the period of 21 days ending with the date of the accompanying application was owner [Note 4] of any part of the land to which the application relates.

Name:

Address:

Balformo Enterprises, 3, Glenfinlas Street, Edinburgh, EH3 6AQ

Date of Service of Notice: *

22/06/2016

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding;

or -

(2) - The land or part of the land to which the application relates constitutes or forms part of an agricultural holding and I have/the applicant has served notice on every person other than myself/himself who, at the beginning of the period of 21 days ending with the date of the accompanying application was an agricultural tenant. These persons are:

Name:

Address:

Date of Service of Notice: *

Signed:

Kerri McGuire

On behalf of:

Go Americano Ltd

Date:

22/06/2016

☒ Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

b) If this is an application for planning permission or planning permission in principle where there is a crown interest in the land, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

☐ Yes ☐ No ☒ Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

☐ Yes ☐ No ☒ Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- ☒ Site Layout Plan or Block plan.
- ☒ Elevations.
- ☒ Floor plans.
- ☐ Cross sections.
- ☒ Roof plan.
- ☐ Master Plan/Framework Plan.
- ☐ Landscape plan.
- ☐ Photographs and/or photomontages.
- ☐ Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

A copy of an Environmental Statement. *

☐ Yes ☒ N/A

A Design Statement or Design and Access Statement. *

☐ Yes ☒ N/A

A Flood Risk Assessment. *

☒ Yes ☐ N/A

A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). *

☒ Yes ☐ N/A

Drainage/SUDS layout. *

☐ Yes ☒ N/A

A Transport Assessment or Travel Plan

☐ Yes ☒ N/A

Contaminated Land Assessment. *

☐ Yes ☒ N/A

Habitat Survey. *

☐ Yes ☒ N/A

A Processing Agreement. *

☐ Yes ☒ N/A

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Miss Kerri McGuire

Declaration Date: 22/06/2016

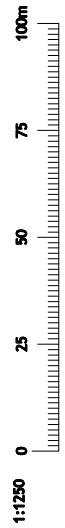
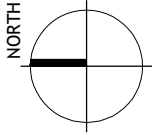
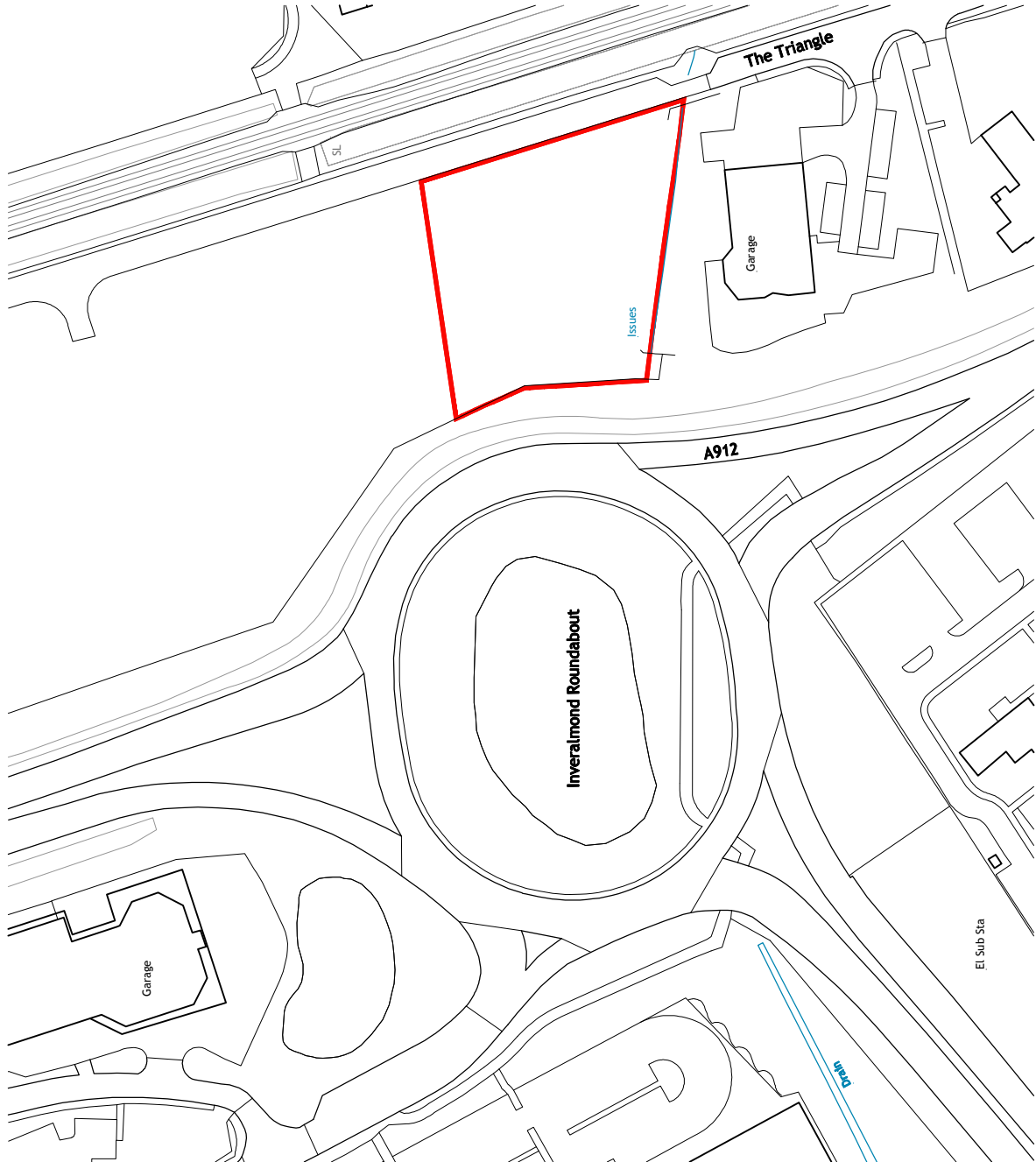
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 PJC
 PJC
 PJC

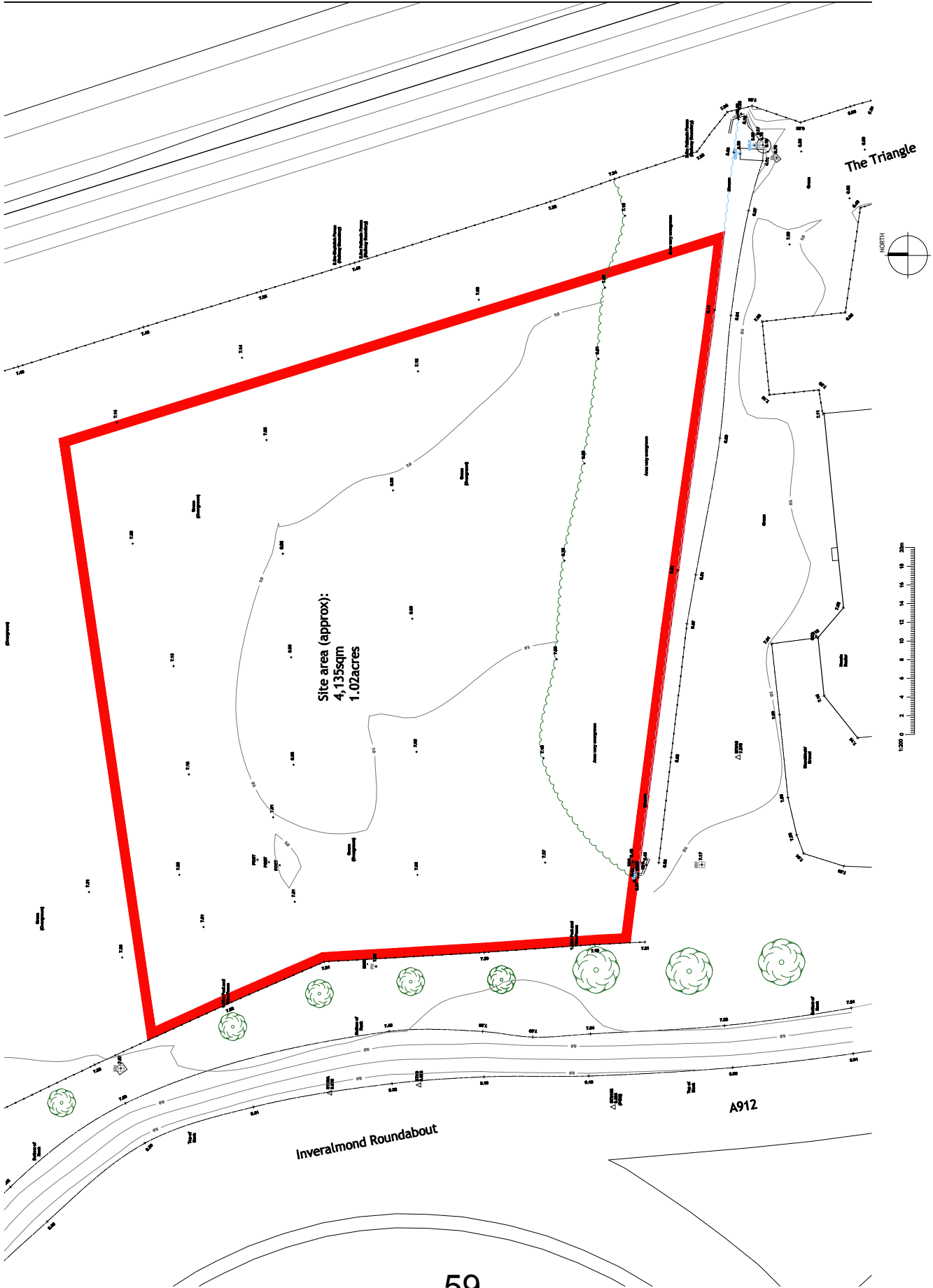


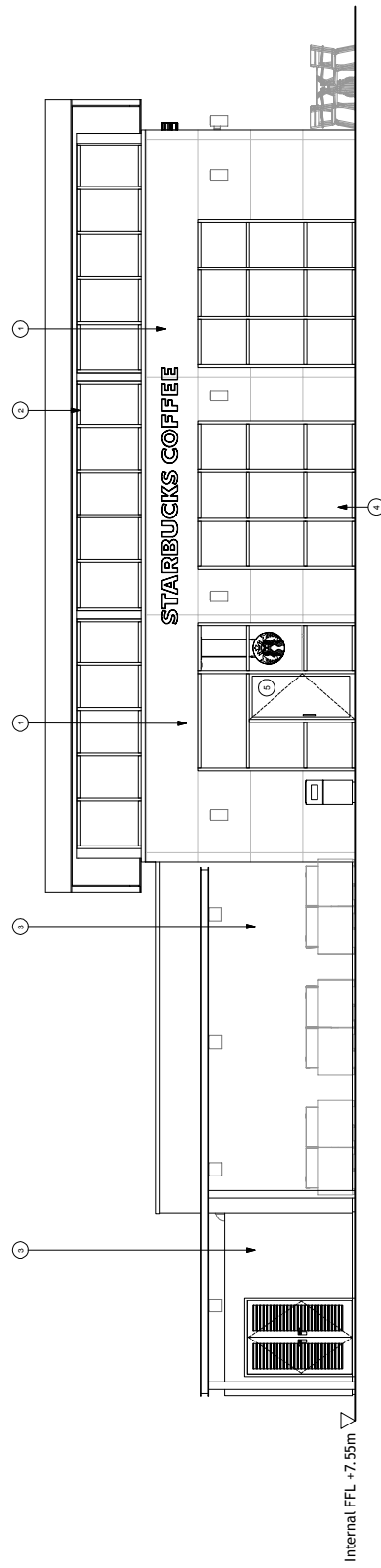
Client: **Go Americano**
 Project: **Proposed Drive-Thru
 Easter Inverlmond
 Inverlmond Roundabout
 Dunkeld Road, Perth**
 Drawing: **Site Location Plan**

job no	15-1233	drawing to	A(00)-01	rev	A
date	14/12/15	drawn by	PJC	checked by	SNJ
date of issue	14/12/15	approved by	PJC	building reg	O
contract	O	approved	O	building reg	O
contract	O	approved	O	building reg	O

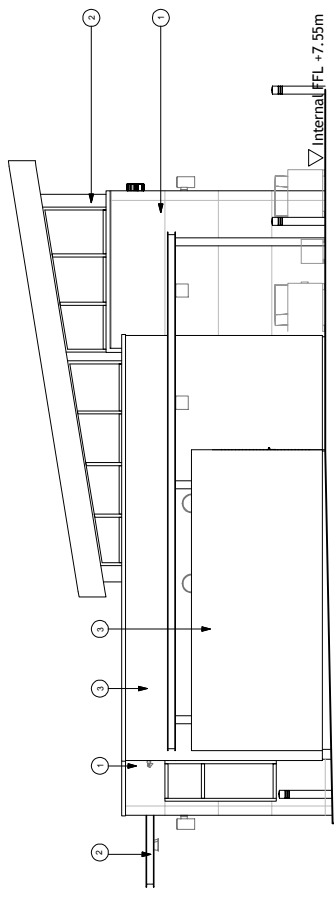
SNJ ARCHITECTS LTD
 OFFICE, 100 WEST GATE
 WEST YORKSHIRE, LEEDS
 LS1 3JL
 0113 243449 info@snjarchitects.co.uk www.snjarchitects.co.uk







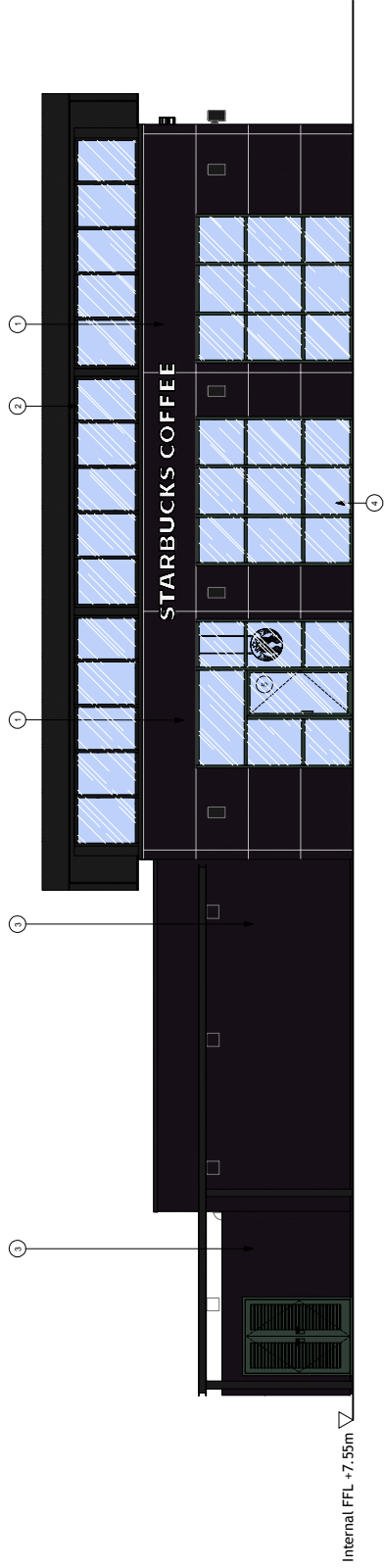
Front (East) Elevation



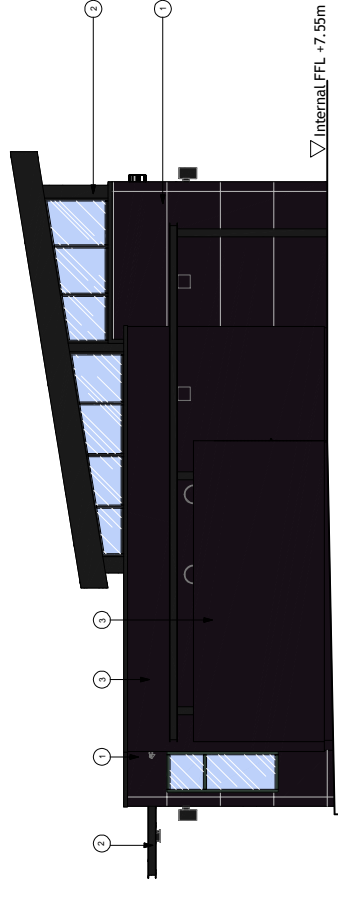
Side (South) Elevation

1. Kingspan KS1000 Optimo cladding panels, colour RAL 7021.
 2. Framework, flashings, parapet capping, high level glazing mullions - Matt Black.
 3. Render. colour black, to match cladding.
 4. Low level glazing mullions/frames - RAL 7016 (ANTHRACITE)
 5. Provide black acrylic wordmark (1300mm long)
- Internal FFL +7.55m





Front (East) Elevation



Side (South) Elevation

1. Kingspan KS1000 Optimo cladding panels, colour RAL 7021.

2. Framework, flashings, parapet capping, high level glazing mullions - Matt Black.

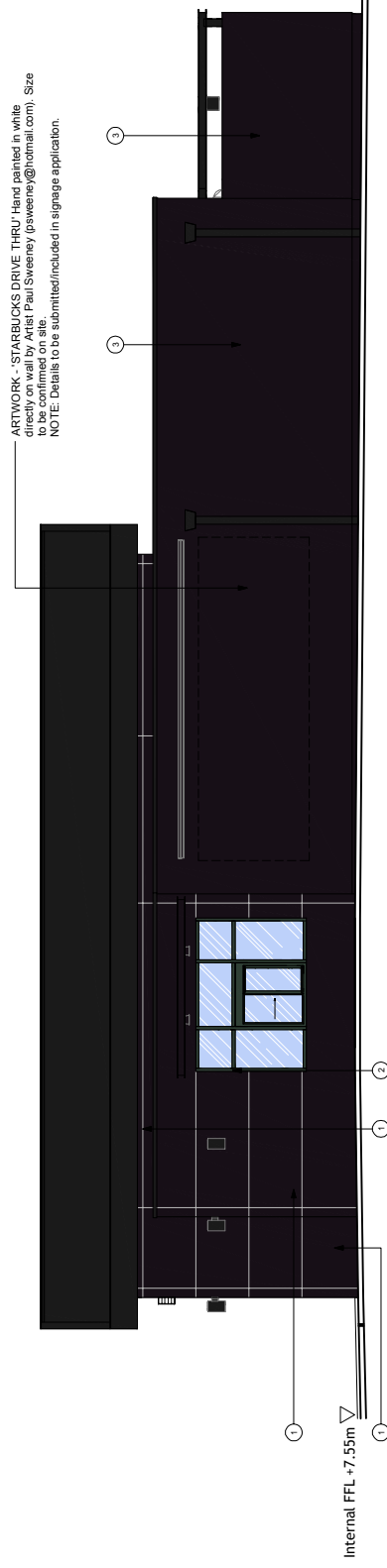
3. Render. colour black, to match cladding.

4. Low level glazing mullions/frames - RAL 7016 (ANTHRACITE)

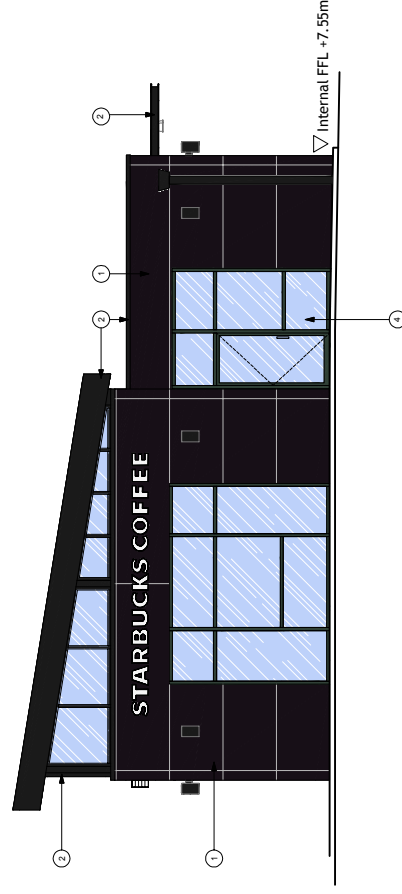
5. Provide black acrylic wordmark (1300mm long)

Internal FFL +7.55m





Rear (West) Elevation

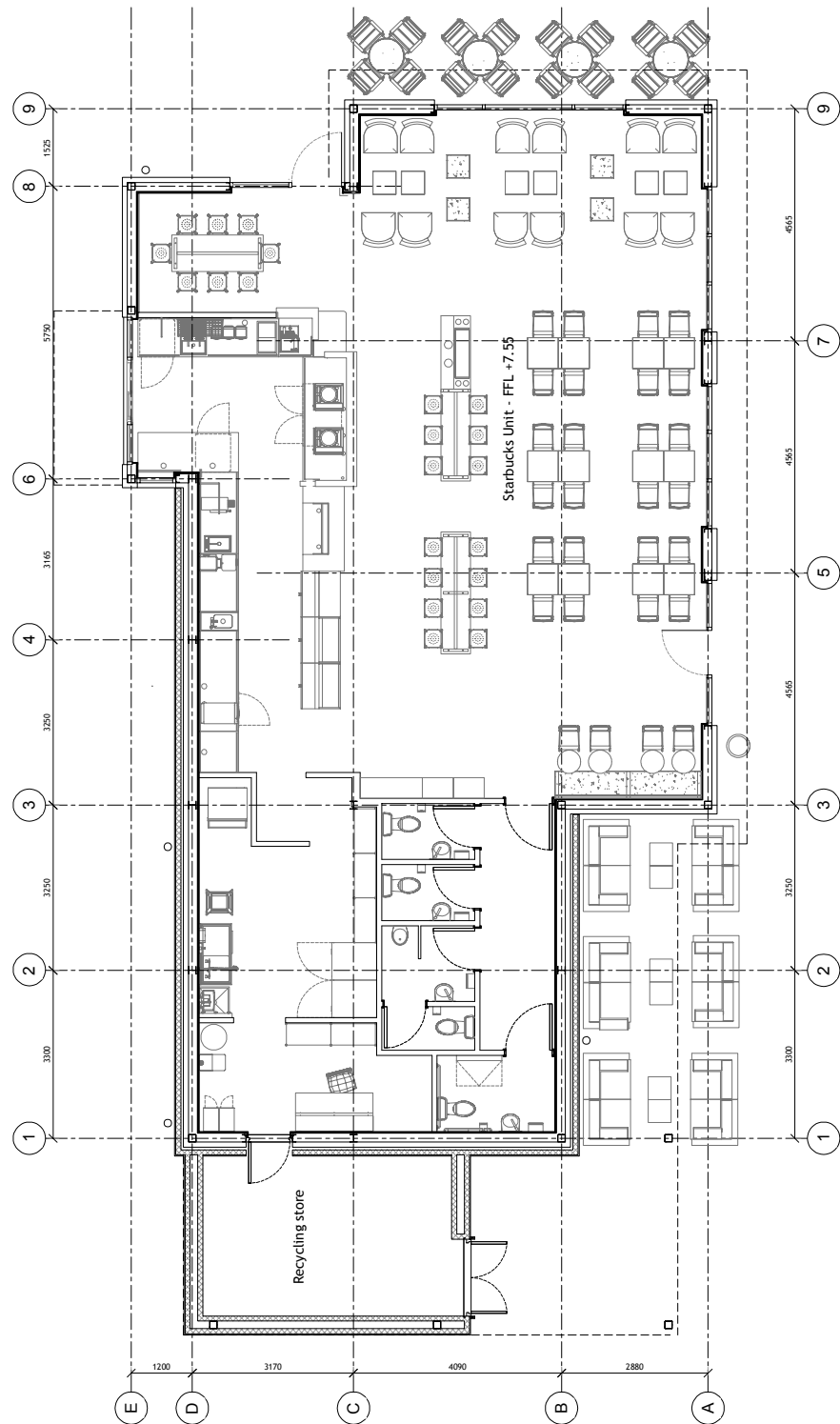


Side (North) Elevation

1. Kingspan KS1000 Optimo cladding panels, colour RAL 7021.
2. Framework, flashings, parapet capping, high level glazing Mullions - Matt Black.
3. Render. colour black, to match cladding.
4. Low level glazing Mullions/frames - RAL 7016 (ANTHRACITE)
5. Provide black acrylic wordmark (1300mm long)

Internal FFL +7.55m

[illegible]



B Do not scale units until at planning request
A Finished floor level added
 P.C. 16/02/16
 P.C. 08/02/16
 P.C. 08/02/16

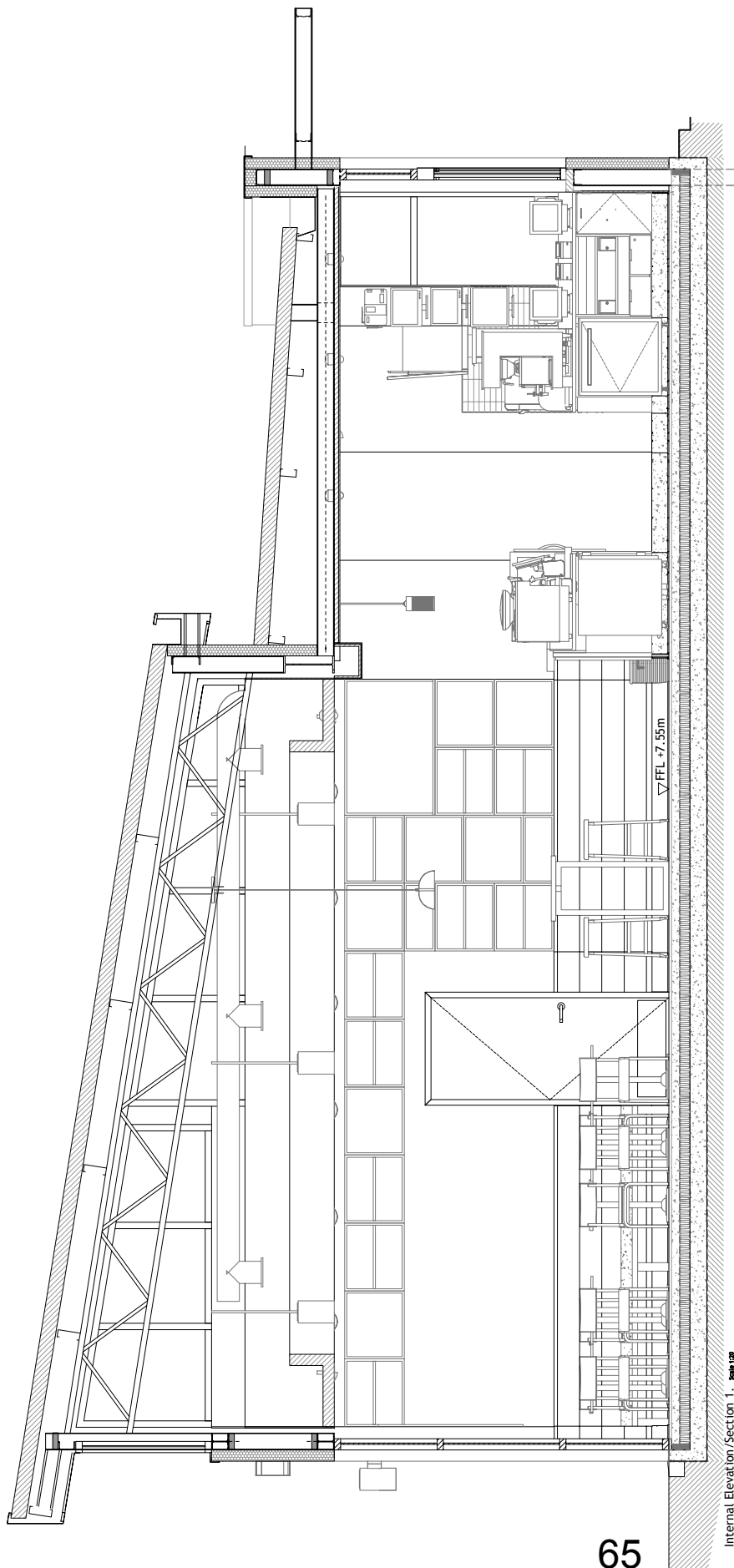


Go Americano
Proposed Starbucks
Easter Inverlound
Inverlound Roundabout
Dunkeld Road, Perth
Floor Plan
as Proposed

Client: SNJ ARCHITECTS LTD
 Project: OFFICE B, UNITY WORKS, WESTGATE
 Location: 100, WESTGATE ROAD, PERTH
 Date: 16/02/16
 Drawn by: PJC
 Checked by: SNJ
 Scale: 1:50 @ A1
 Date: 08/12/15
 Project No: A101-03
 Rev: B

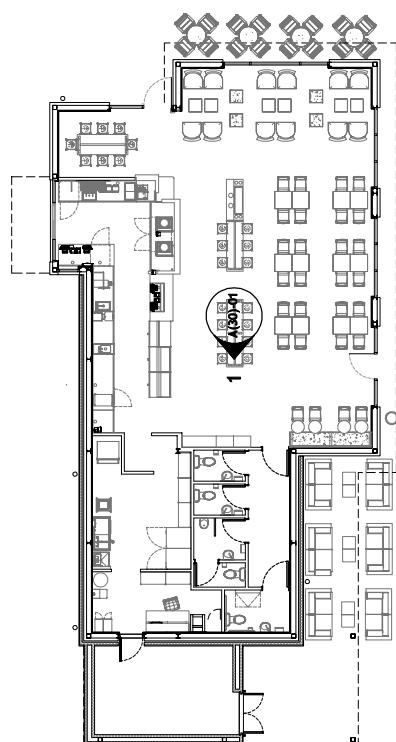
SNJ ARCHITECTS LTD
 OFFICE B, UNITY WORKS, WESTGATE
 100, WESTGATE ROAD, PERTH
 WA 6150
 T: 08 9442 1234
 F: 08 9442 1235
 E: info@snj.com.au
 W: www.snj.com.au





Internal Elevation/Section 1. Scale 1:20

1.20 0 0.2 0.4 0.6 0.8 1.0 1.2 1.4 1.6 1.8



Section location plan. Scale 1:5

A Do not scale notes without approval of planning request
 10/02/16
 10/02/16



CLIENT Go Americano	
PROJECT Proposed Starbucks Easter Inverlmond Inverlmond Roundabout Dunkeld Road, Perth	
DRAWING Internal Elevation/Section as Proposed 1	
DATE 15-12-13	DRAWING NO. A/30-01
DRAWN BY T.20@A1	CHECKED BY PJC
DATE 08/02/16	SCALE A
PROJECT NO. 10/02/16	
PROJECT NAME 10/02/16	
PROJECT ADDRESS 10/02/16	
PROJECT CONTACT 10/02/16	
PROJECT PHONE 10/02/16	
PROJECT EMAIL 10/02/16	
PROJECT WEBSITE 10/02/16	
PROJECT SOCIAL MEDIA 10/02/16	
PROJECT NOTES 10/02/16	
PROJECT STATUS 10/02/16	
PROJECT COMMENTS 10/02/16	
PROJECT APPROVALS 10/02/16	
PROJECT SIGNATURES 10/02/16	
PROJECT STAMP 10/02/16	
PROJECT LOGO 10/02/16	
PROJECT QR CODE 10/02/16	

Drainage Impact Assessment

For

Proposed Drive-Thru Development

At

Easter Inveralmond
Inveralmond Roundabout
Dunkeld Road
Perth
PH1 3DU

Beam Consulting
14 Bond Street
Wakefield
West Yorkshire
WF1 2QP

Ref: 124-06-DOC-002 B

Date: 27th May 2016

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2.2	PROPOSED DEVELOPMENT	2
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APPENDIX B - PROPOSED SITE DRAWINGS

APPENDIX C - DRAINAGE ASSESSMENT CALCULATIONS

APPENDIX D - BGS BOREHOLE RECORD INFORMATION

APPENDIX E - EXISTING DRAINAGE INFORMATION

REVISION RECORD

Revision	Description	Date	Prepared	Checked	Approved
-	First Issue	27.05.16	KA	KGP	KAN
A	First Issue	27.05.16	KA	KGP	KAN
B	Revised as per Planning consultation comments	19.08.16	KAN	KGP	KGP

1.0 INTRODUCTION

This Drainage Impact Assessment (DIA) has been prepared for the Proposed Drive-Thru development at Easter Inveralmond, Inveralmond Roundabout, Dunkeld Road, Perth PH1 3DU for Go Americano Ltd.

The Assessment has been undertaken in accordance with the requirements of the Scottish Planning Policy [sections 196 to 211 inclusive] (2014) and the Perth and Kinross Council Flood Risk And Flood Risk Assessments Developers Guidance Note On Flooding and Drainage (June 2014).

All comments and opinions contained in this Assessment, including any conclusions are based on information available to Beam Consulting Engineers during investigations prior to completion of the Assessment. Conclusions drawn by Beam Consulting Engineers may differ if the available information is subsequently found to be inaccurate, incomplete or misleading. Beam Consulting Engineers accept no responsibility should this prove to be the case, nor if additional information exists or becomes available in relation to this site.

Except as otherwise requested by the Client, Beam Consulting Engineers are not obliged and disclaim any obligation to update the Assessment for events outside Beam Consulting Engineers' direct control taking place after:

- i. The date on which the assessment was undertaken, and
- ii. The date on which the Assessment is issued.

Beam Consulting Engineers make no representation whatsoever in relation to the legal significance of findings reported or any legal matters referred to in the following Assessment.

This Assessment is a drainage impact assessment of issues associated with the noted site. The information presented and recommendations/conclusions stated are based on published statistical data and are for guidance only. The statements provide no guarantee against flooding of the site or elsewhere, nor as to the absolute accuracy of water levels, flow rates and associated probabilities referenced.

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2.0 BACKGROUND INFORMATION

The site is located off The Triangle, Easter Inveralmond, Inveralmond Roundabout, Dunkeld Road, Perth, PH1 3DU.

The site is located at National Grid reference 309813, 726191 and the developable area occupies approximately 4192m² (0.42ha).

2.1 EXISTING DEVELOPMENT

The site is currently undeveloped comprising grassed and scrub areas, and is generally flat.

The River Almond runs approximately 445m to the north of the site at its closest point. To the north/northeast of the site runs the River Tay which is approximately 610m from the site at its closest point.

The site is located next to an existing retail park with public surface and foul water drainage systems. A combined sewer runs to the north of the site. Along the southern site boundary runs an open watercourse which is connected to the surface water drainage system.

Based on available BGS Borehole information (Appendix D) site ground conditions are indicated to be clays approximately 1m deep with sands and gravels below.

From a policy perspective this site is being classified as brownfield land given the existing infrastructure which is in place as confirmed by PKC. The infrastructure application was granted under reference 09/00431/FUL. Key information available is enclosed in Appendix E.

PKC have confirmed that the surface water runoff should be calculated to greenfield standards as there are no hardstandings on site.

2.2 PROPOSED DEVELOPMENT

It is proposed to develop the site by constructing a single storey Drive Thru and associated car parking. The total proposed site impermeable area is 3058m².

For the proposed development layout see drawings included in Appendix B.

3.0 BASIC PRINCIPLES OF THE SCHEME

Surface water from the proposed development is to be positively drained and discharged into existing Scottish Water drainage system within the combined sewer to the north of the site.

Based on a greenfield run-off rate of 4.5 l/s/ha and 0.42 ha site area, the discharge rate is 1.9 l/s. This results in a very small and difficult to maintain flow control/orifice and therefore 5l/s discharge rate is to be used which is also minimum allowed flow based on Sewers for Scotland Act.

The proposed development surface water discharge is to be restricted to 5 l/s with 135 m³ on site attenuation based on 1 in 200 year rainfall M5-60 value of 14 and 20% climate change. The storage is to be long term including using an attenuation tank located within car parking/road areas of the development. SuDS including permeable paving are considered in section 4.0 of this report.

All surface water from roads and drives will pass through secondary treatment.

The final solution to be adopted will depend on further investigation and the development of the detailed design.

Indicative proposed development surface and foul water drainage system layout drawing is included in Appendix B.

For maintenance refer to section 8.0 of this report.

4.0 POINT OF DISCHARGE

The site under consideration is located on the perimeter of an existing retail park for which an existing drainage system is in place. An existing combined sewer runs to the north of the site it is proposed to make a single connection into this sewer between manhole 7202 and manhole 8201.

For flow rate and attenuation information refer to section 6.0 of this report.

Due to the site location, medium flood risk (refer to section 6.2 of this report), clay deposit ground conditions (refer to section 8 of this report) and financial viability, infiltration is not suitable for the proposed development as per the below table.

Infiltration	The use of soakaways is generally an ideal SUDS solution for developments. Permeability testing in accordance with BRE Digest 365 should be carried out and this information then used to determine the viability of the use of soakaways to deal with rainwater runoff. Soakaways can be used to deal with run-off both from buildings and paved areas. It should also be noted that soakaways can cause flooding to nearby basements and properties. Hence, the groundwater flow paths should be determined by a geotechnical investigation. Soakaways should be located in landscaped areas of the site. In accordance with Building Regulations soakaways are not to be located within 5m of any structure.
Infiltration continued	Soakaways must be designed to cope with a 1 in 30 year storm with an allowance for climate change and a factor of safety greater or equal to 2. It is possible that the road or other areas could, with the management of kerbs and levels, be designed to contribute to the additional storage capacity requirements for a 1 in 200 year storm. However if this is not possible then the soakaways would have to be designed for the 1 in 200 year event.
Permeable paving/discharge to soft landscape	The use of permeable surfacing for parking areas combined with discharge from paths onto adjacent soft areas are ideal for reducing run-off via drainage systems. Permeable paving can be used as an infiltration mechanism to discharge direct to the ground if the sub-strata is sufficiently permeable or alternatively can be used as on-site storage where used in conjunction with a flow restriction to attenuate flows into existing drainage systems.

Ponds or wetlands	Ponds or wetlands can be used in conjunction with restricted discharge outlets to control the maximum rate of discharge from a site. However, the health and safety risks associated with ponds and wetlands may make them inappropriate without incorporating significant control measures into the scheme design.
Swales	Swales are similar to wetlands except they are designed to empty when not required to balance flows; similar comments apply as above.
French drains	French drains can be located in landscaped areas of the site. See the notes on soakaways. It is also possible to use French drain construction lined with an impermeable barrier as a storage facility.

5.0 PEAK FLOW RATE & VOLUME CONTROL

5.1 FLOW RATE AND ATTENUATION

The existing 4192m² site is currently undeveloped with grassed and scrub areas. It is proposed to develop the site by constructing a single storey Drive Thru and associated car parking (Appendix B).

The total proposed impermeable area is 3058m². Based on 3058 m² impermeable area, 1 in 200 year rainfall plus 20% climate change and 5 l/s flow restriction required on site attenuation is 135m³.

For design calculations refer to Appendix C.

5.2 FLOOD RISK

The site is located within the medium likelihood of flooding Zone - area with medium Probability of flooding from rivers and the sea. The site has a significant flood risk but as proposed development is classified as less vulnerable it is considered to be at a suitable location for the development.

The overall site levels are to be similar to existing adjacent developments with proposed development floor level at 7.54m.

The site benefits of flood defences.

The Flood Risk Assessment prepared by Beam Consulting Engineers Ltd with reference 124-02-DOC001 is submitted within the application which takes account of this Drainage Impact Assessment.

For design calculations refer to Appendix C.

6.0 CONSTRUCTION DESIGN ELEMENTS

The proposed development surface and foul water systems are to be discharged into the existing combined public sewer which runs to the north of the site it is proposed to make a single connection into this sewer between manhole 7202 and manhole 8201.

Construction method statements are to be prepared and submitted by the contractor prior to construction commences.

7.0 WATER QUALITY TREATMENT

The site is located within the medium likelihood of flooding Zone - area with medium Probability of flooding from rivers and the sea.

The area of the site is known to be clay deposits in the upper levels below ground over sands and gravels.

All discharged surface water will pass through a secondary treatment process and flow control.

For allowable discharge rates refer to section 5.0 of this report.

8.0 FUNCTIONALITY OF THE DESIGN

The proposed development drainage system will comprise uPVC drains up to 225mm diameter, plastic and concrete manholes, and attenuation system, tank or similar approved with flow control. All drainage system elements are to have minimum 60 year design life.

The development land is being bought by Go Americano Ltd. Go Americano Ltd's estates team will ensure the development is appropriately maintained. In particular, an attenuation tank and flow control maintenance regime is to be prepared and implemented.

9.0 RECOMMENDATION

It is recommended that the Flood Risk Assessment for this site takes full account of the Drainage Impact Assessment.

APPENDIX A - SITE LOCATION

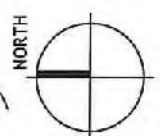
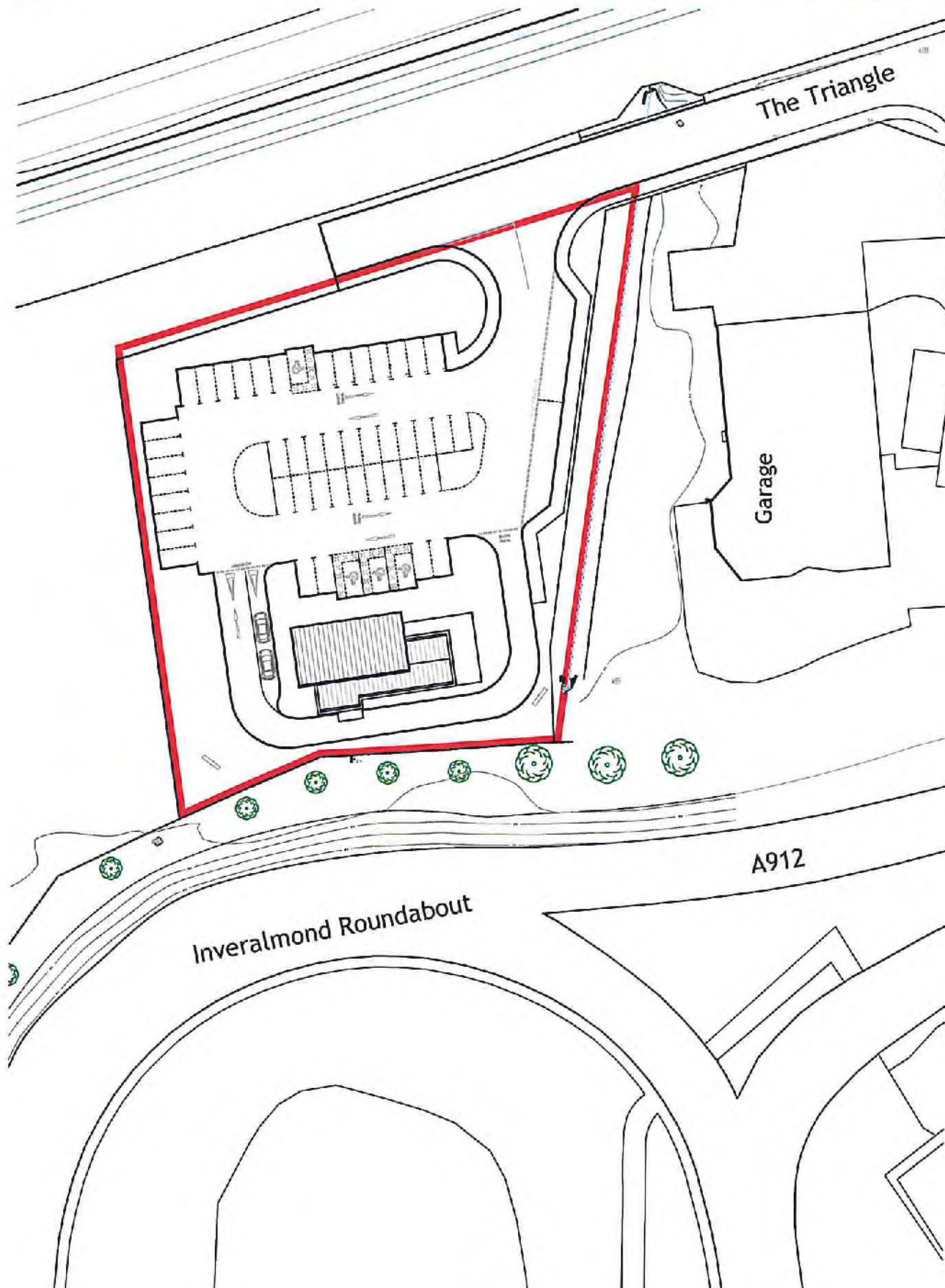
APPENDIX B - PROPOSED SITE DRAWINGS



Go Americano
 Proposed Drive-Thru
 Easter Inveralmond
 Inveralmond Roundabout
 Dunkeld Road, Perth
 Site Block Plan
 as Proposed

15-1233	10/11/11	10/11/11	10/11/11
15-1233	10/11/11	10/11/11	10/11/11
15-1233	10/11/11	10/11/11	10/11/11
15-1233	10/11/11	10/11/11	10/11/11

SNJ ARCHITECTS LTD
 OFFICE 3, UNITY WORKS, WESTGATE
 WAKEFIELD, WEST YORKSHIRE, WF1 1QW
 01924 414444 www.snjarchitects.co.uk



Schedule of Accommodation.
 Standard Starbucks drive thru.
 1937sq/180sqm G/A
 48 parking spaces (inc. 3 disabled)
 provided.
 6 cycle spaces and 3 powered wheel spaces
 to be provided to hard landscaped areas.
 2no. coach parking spaces provided.

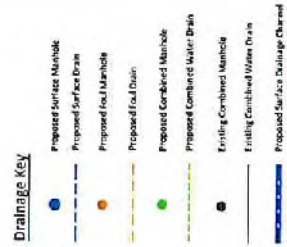
1. Drive thru Starbucks drive thru.
 2. Level about
 3. 1:100 scale



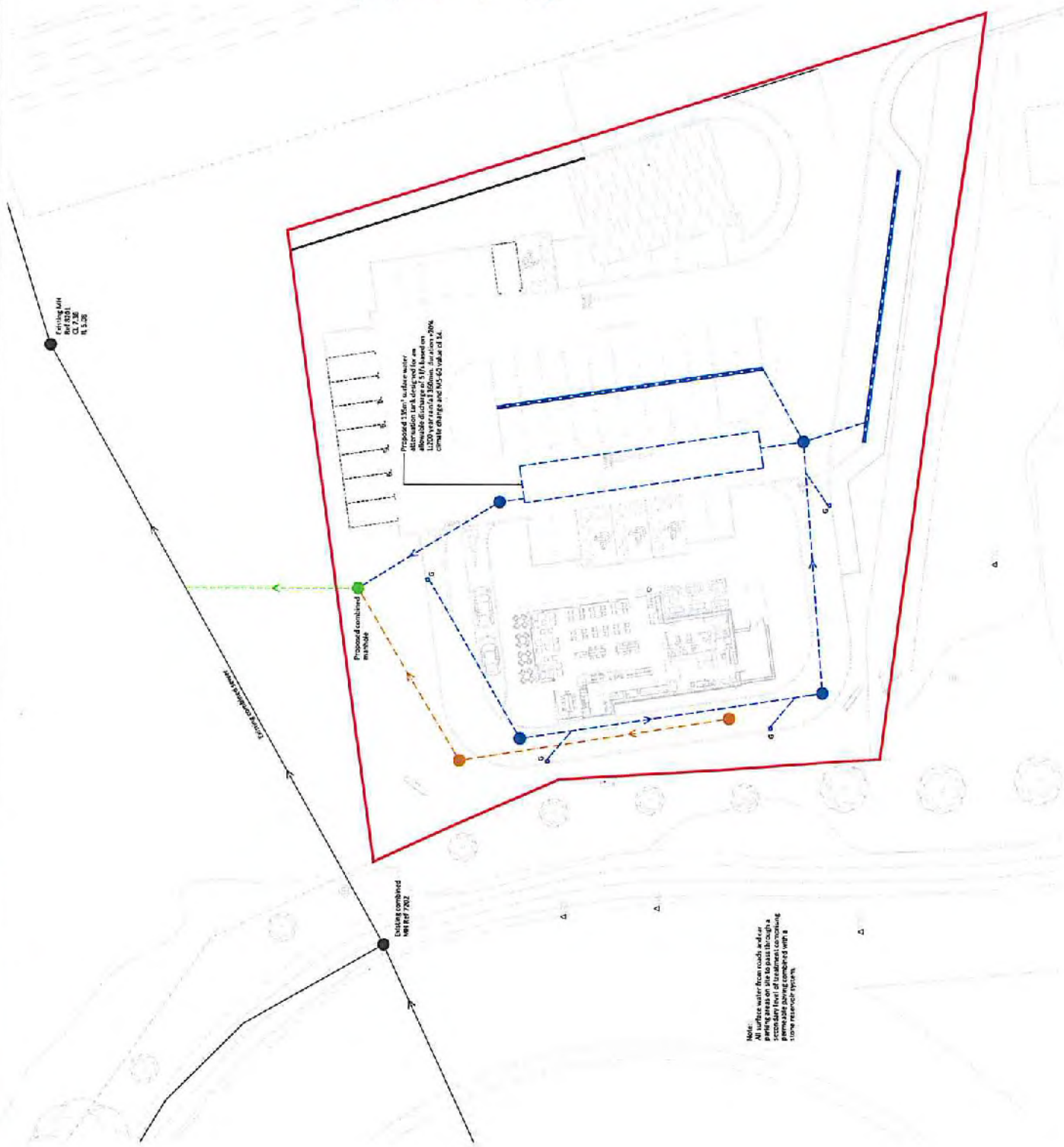
Go Americano
 Proposed Starbucks
 Easter Inveralmond
 Inveralmond Roundabout
 Dunkeld Road, Perth
 Site Plan
 as Proposed

15-1213 4/19/22
 15200GAI 04/02/16
 SNJ
 SNJ ARCHITECTS LTD
 1000 WEST YORKSHIRE, W1 10W





Note:
Estimating charges based on Scottish
Water's records Q9/DW-WGA735
17/05/2016



Note:
All surface water from roads and car parking areas on site to pass through a secondary level of treatment consisting permeable paving combined with a stone reservoir system.

Plan
Scale 1:1000

APPENDIX C - DRAINAGE ASSESSMENT CALCULATIONS

Project Title: Drive-Thru Restaurant, Inveralmond, Perth

Project No: 124-06

Prepared By: KAN

Date: 16/8/2016

Checked By: KGP

Date: 18/8/2016

SURFACE WATER ATTENUATION FOR 200 YEAR RAINFALL RETURN PERIOD

DESIGN DATA

Site location =	Perth
M5-60 rainfall ratio (mm) =	14
60min rainfall ratio to 2 day rainfalls of 5 year return period, r =	0.35
Impemeable area (m ²) =	3058
Total site area (m ²) =	4192
Proposed discharge rate (l/s) =	5
Allowance for Climate Change (%) =	20

CALCULATIONS RESULTS

Required storage volume (m³) = 135.00

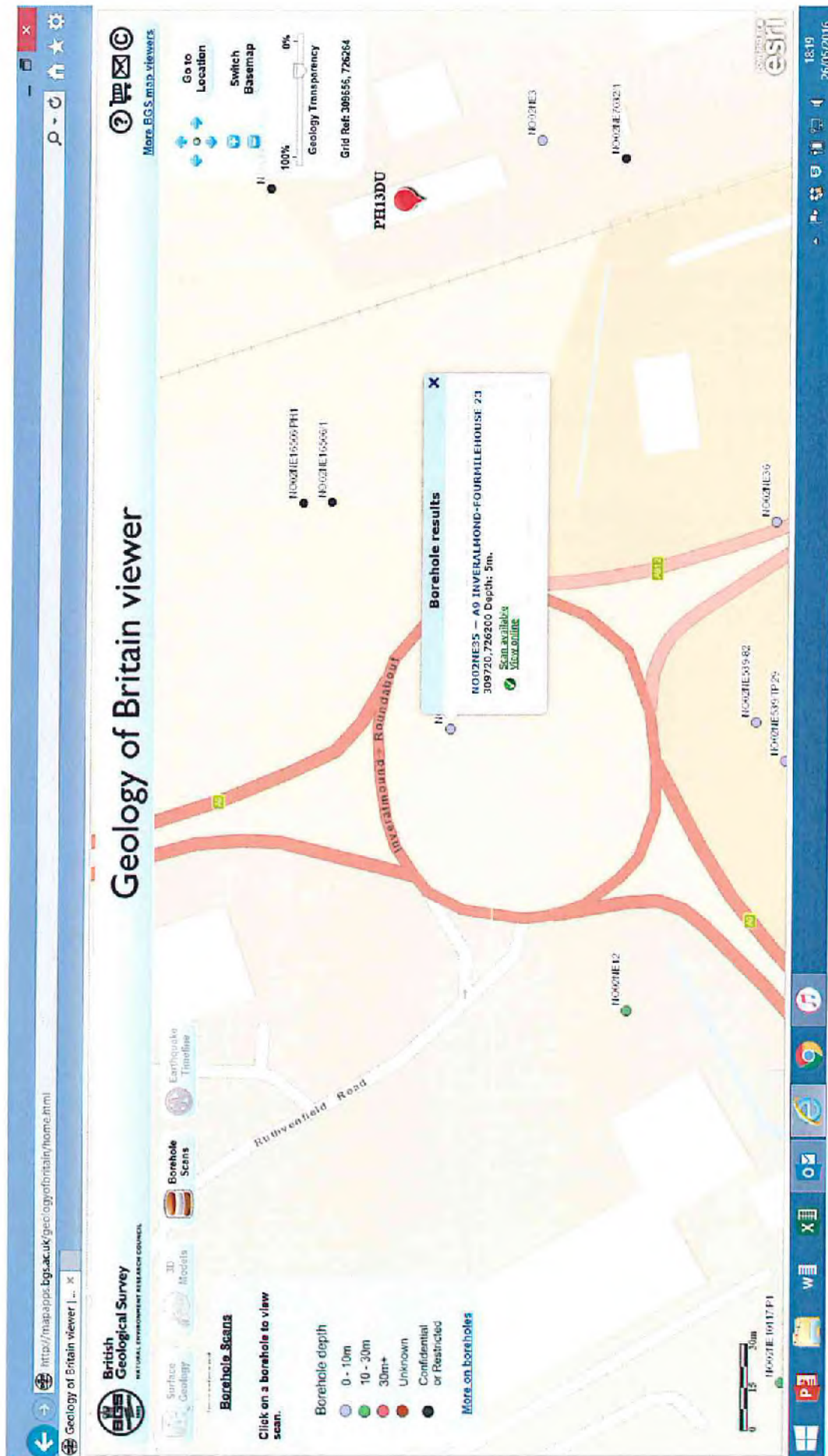
DETAILED CALCULATIONS

Duration, D	15	30	60	120	240	360	600	1440	2880
Z1	0.55	0.70	1.00	1.38	1.70	2.00	2.40	3.50	4.60
M5-D	7.7	9.8	14.0	19.3	23.8	28.0	33.6	49.0	64.4
Z2	2.53	2.54	2.50	2.40	2.32	2.25	2.17	2.04	1.92
M100-D	19.48	24.89	35.00	46.37	55.22	63.00	72.91	99.96	123.65
i (mm/hr)	77.92	49.78	35.00	23.18	13.80	10.50	7.29	4.17	2.58
i + Climate Change %	93.51	59.74	42.00	27.82	16.56	12.60	8.75	5.00	3.09
Area (m ²)	3058	3058	3058	3058	3058	3058	3058	3058	3058
Qp (l/s)	79.49	50.79	35.71	23.65	14.08	10.71	7.44	4.25	2.63
Qe (l/s)	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Balancing Q	74.49	45.79	30.71	18.65	9.08	5.71	2.44	-0.75	-2.37
Storage volume (m ³)	67.04	82.42	110.54	134.29	130.78	123.37	87.77	-64.89	-409.90

DESIGN NOTES

1. Surface water storage design is in accordance with the Wallingford Procedure - Design and Analysis of Urban Drainage. Volume 1 Principles, Methods and Practice. Volume 4 - Modified Rational Method.

APPENDIX D - BGS BOREHOLE RECORD INFORMATION





**British
Geological Survey**

NATURAL ENVIRONMENT RESEARCH COUNCIL

BGS ID: 785405 : BGS Reference: NO02NE35

British National Grid (27700) : 309720,726200

[Report an issue with this borehole](#)

<<

< Prev

Page 2 of 3



Next >

>>



31 Borehole N°19. NO 02 NE/31

V. dense, c-f. gravel + cobbles.

2.75 2.75

From topsoil, grey-lw, lower clayey silt
+ plays of f. sil. some thin layers with clay
in sandy of medium sil.

22.26 25.01

32 Borehole N°20 NO 02 NE/32

Gravel as above.

3.36 3.36

From topsoil lower clayey silt etc.

26.83 30.19

33 Borehole N°21 NO 02 NE/33

Gravel

2.59 2.59

clayey silt etc.

7.48 10.07

34 Borehole N°22 NO 02 NE/34

Gravel etc.

2.49 2.49

From topsoil, grey-lw, lower

interbedded clayey silt & silty clay.

2.70 5.19

35 Borehole N°23 NO 02 NE/35

Gravelly loessoid.

0.61 0.61

Gravel

4.58 5.19

36 Borehole N°24 NO 02 NE/36

Gravelly topsoil

0.61 0.61

Gravel.

3.66 4.27

37 Borehole N°25 NO 02 NE/37

Gravelly loessoid.

0.61 0.61

Gravel.

5.49 6.40

38 Borehole N°26 NO 02 NE/38

Topsoil.

0.31 0.31

Gravel

2.13 2.44

clayey silt etc.

18.91 21.35

Silty clay

8.24 29.59

Clay.

7.62 37.21



**British
Geological Survey**

NATURAL ENVIRONMENT RESEARCH COUNCIL

BGS ID: 785405 : BGS Reference: NO02NE35

British National Grid (27700) : 309720,726200

[Report an issue with this borehole](#)

<< < Prev Page 1 of 3 Next > >>

CONTINUED		THICK.	DEPTH.
<u>Borehole 22</u>			
Gravel etc	NO 02 NE / 34	2 49	2 49
Firm to soft, grey brown laminated interbedded clayey silt/silty clay		2 70	5 19
<u>Borehole No 23</u>			
Gravelly topsoil	NO 02 NE / 35	0 61	0 61
Gravel		4 58	5 19
<u>Borehole No 24</u>			
Gravelly topsoil	NO 02 NE / 36	0 61	0 61
Gravel		3 66	4 27
<u>Borehole No 25</u>			
Gravelly topsoil	NO 02 NE / 37	0 61	0 61
Gravel		5 49	6 10
<u>Borehole No 26</u>			
Topsoil	NO 02 NE / 38	0 31	0 31
Gravel		2 13	2 44
Clayey silt etc		18 91	21 35
Silty clay		8 24	29 59
Boulder clay		7 62	37 21
<u>Borehole No 27</u>			
Topsoil	NO 02 NE / 39	0 61	0 61
Gravel		3 05	3 66
Clayey silt		18 30	21 96
Silty clay		10 78	32 74
Boulder clay		7 75	40 49
<u>Borehole No 28</u>			
Gravel	NO 02 NE / 40	2 75	2 75
Clayey silt		19 82	22 57
Silty clay		8 23	30 81
Boulder clay		6 10	36 91



**British
Geological Survey**

NATURAL ENVIRONMENT RESEARCH COUNCIL

BGS ID: 785373 : BGS Reference: NO02NE3
British National Grid (27700) : 309925,726165

[Report an issue with this borehole](#)

Page 1 of 1

H—No. of Blow from Standard Penetration Test				C—Cone Cohesion (lb/sq ft)				V _s —Shear Velocity (ft/sec)				Wt.—Bulk Density (pcf)				M—Moisture Content				
1—Open Shoe				Sp.G.—Specific Gravity				V _d —Undrained Shear Strength (lb/s foot)				V _r —Remoulded Shear Strength (lb/s foot)								
L—Liquid Limit																				
Soil Description	Thickness of Layer	Depth	Level	Samples				N Value		Vane Test Results		Laboratory Test Results								Sp.G.
				Type	No.	Depth	Diam.	S	C	Vu	Vr	C	φ	γ	M	LL	PL			
TOPSOIL	1'6"	1'8"																		
Soft, brown, very sandy CLAY	2'3"	3'11"		D	1	3'11"		3												
				B	2	4'5"		23												
				P	1	6'11"		33												
				P	2	9'9"		40												
Coarse to fine SAND and coarse to fine GRAVEL	8'1"	12'0"																		

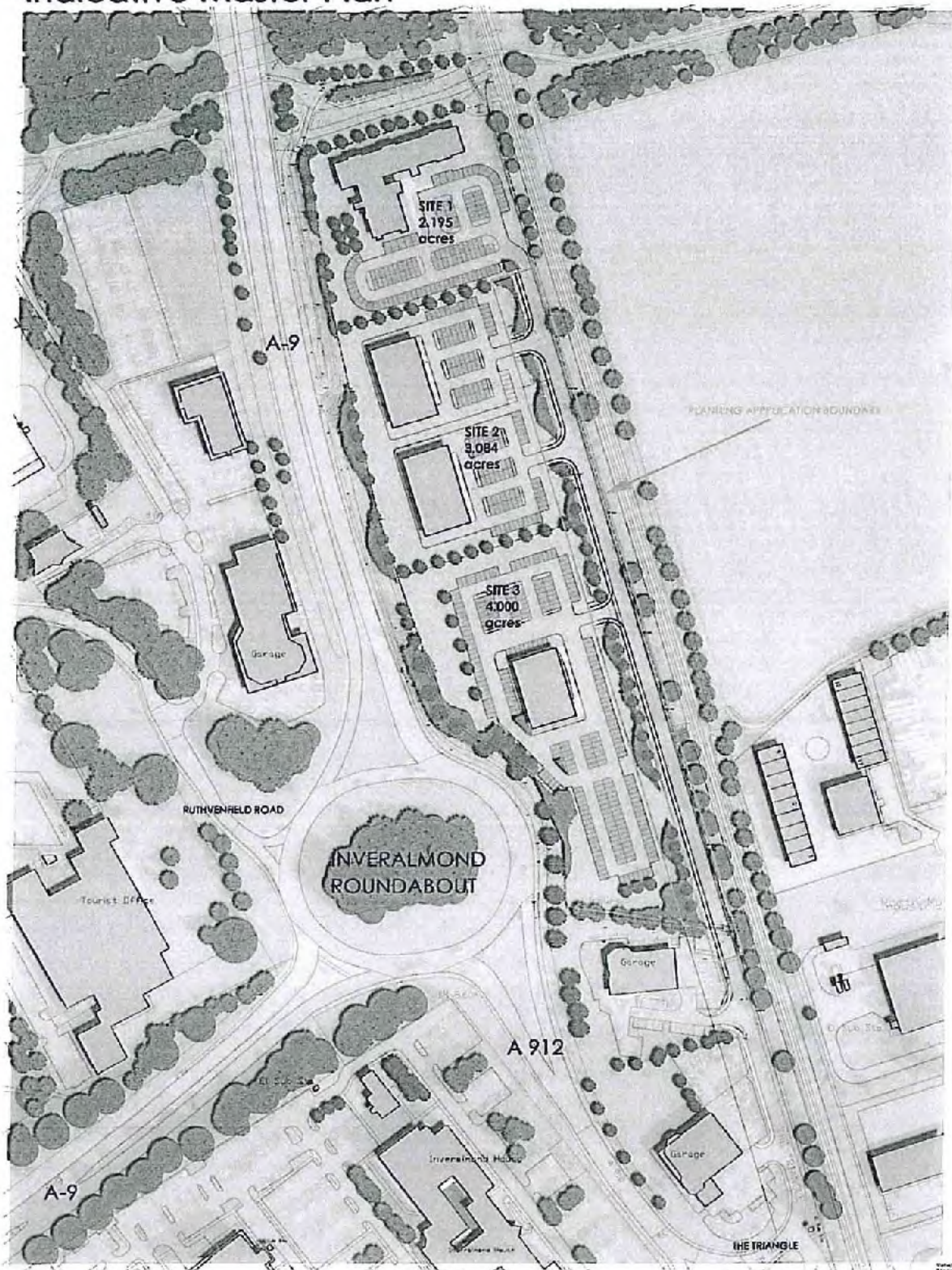
NO. 02 N 3

APPENDIX E - EXISTING DRAINAGE INFORMATION

INVERALMOND EAST

Indicative Master Plan

NOTES:
1. THIS DRAFT PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT IS NOT TO BE USED FOR ANY DECISIONS OR ACTIONS.
2. THE DRAFT PLAN IS SUBJECT TO CHANGE WITHOUT NOTICE.
3. THE DRAFT PLAN IS NOT TO BE USED FOR ANY DECISIONS OR ACTIONS.



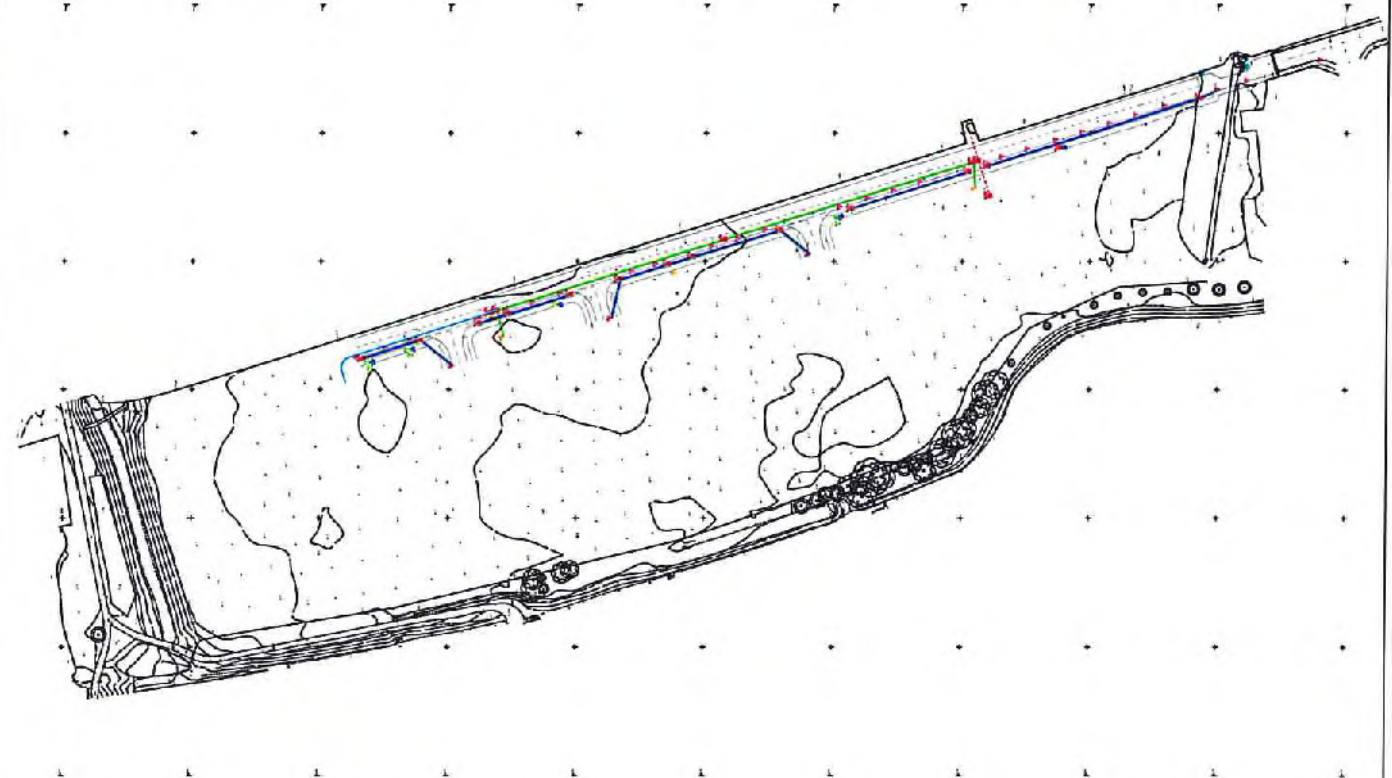
NOTE: This plan indicates the Planning Application Boundary. The proposals shown outwith the boundary are for illustrative purposes only.



MILL
DESIGN
ARCHITECTS
LTD

21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200



ROCK GUITY	STOP VALVE	INSTRUCTION COVER	FLUID HYDRANT	EXTINGUISH COVER
MAN-HOLE COVER	MOCKING EYE			

Rev	Date	By	Description
A	1.1.12.13	FB	Revised main model

Client:

Project :
INVERALMOND
EAST PERTH

Drawing Title :

INVERALMOND
AS-BUILT DRAINAGE

Drawing Number :	Scale :
CL750-101-A	1:1000 @ A1
Drawn By :	Date :
AG	19/07/13

**I & H BROWN**

CITY, ENGINEERING SPECIALTIES SERVICE DEVELOPMENT

70 B2B II GUNTERLO ROAD, PATTINAM PET, TAMIL NADU
 Tel: 04720 337175 Fax: 04720 337175 enginfo@b2b.co.in

19. I am not disclosing this information for a monetary or other material benefit.

Head of Development Control
Perth & Kinross Council
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Our ref: CEJH/KJH/N9/00/93

12 March, 2009

RECEIVED

16 MAR 2009

Dear Sirs

APPLICANT: BALFORMO ENTERPRISES LTD
SITE: INVERALMOND EAST, INVERALMOND, PERTH
PROPOSED DEVELOPMENT: CONSTRUCTION OF ACCESS ROAD
AND UTILITY SERVICE INFRASTRUCTURE,

INTRODUCTION

In our capacity of agent to the landowner and applicant, CKD Galbraith have been instructed to prepare and submit the enclosed planning application for roads and service infrastructure in preparation for future commercial development of land identified as 'Inveralmond East' which comprises undeveloped land adjacent to the Inveralmond Roundabout, Perth.

The proposed development is clearly illustrated on the plans accompanying this application, however, it may be briefly described as comprising an extension northward of the adopted public road known as The Triangle. In addition, the application also provides for extension of utility infrastructure to serve future development within the site.

This planning application is submitted in 'detail' and the following information is provided to illustrate the general nature of the proposed development including servicing and access arrangements. We would advise that pre-application discussions have been undertaken with officers Perth & Kinross Council to review the proposals covered by this application.

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D. A. G. Reid
J. D. Stormonth-Darling

RESIDENT AGENTS

Ardverikie and Islay

12 March 2009

THE SITE

The site to which the accompanying planning application relates has been marketed as 'Inveralmond East' and comprises a broadly rectangular and flat area of approximately 10.00 acres (4.05 Ha), located to the immediate east of the A9 Trunk Road, north east of the Inveralmond roundabout, as illustrated on the enclosed plans. The site was formerly agricultural land and has been laid down to rough grazing for some years.

This application provides for the proposed roadway and adjacent service infrastructure to serve the wider site and accordingly the application area under consideration extends to 2.22 acres (0.90 Ha) and comprises a narrow strip of land adjacent to the eastern boundary of the site. The application site is located adjacent to the main Inverness railway line and whilst landscaping proposals are put forward within the indicative masterplan provided, these will be augmented in due course as detailed proposals for the Inveralmond East site are progressed.

The site is identified in the adopted 1998 Perth & Kinross local plan as zoned for business and industrial use. The site was further identified within the currently discontinued draft 2005 Perth & Kinross Central Area Local Plan as high amenity employment land suitable for motor dealership use.

The existing service road hammerhead at the Triangle has been confirmed as adopted and will tie into the proposal, in accordance with the previously intimated wishes of Perth & Kinross Council in terms of developing an access into this land area.

Whilst this application deals with the proposed service road and utility infrastructure only, it is recognised that there is a relationship between this application and the ultimate use of the wider site. Accordingly an indicative site master plan/layout plan showing possible configurations of buildings, car parking and landscaping in the wider site is provided, for information only at this stage.

12 March 2009

IDENTIFIED DEMAND

It is noted that there is a considerable constraint within Inveralmond Industrial Estate in terms of provision of suitable development land and this proposal will lead to provision of significant further employment land to service the strong demand which has been evident in recent years in and around Perth.

We note that this issue has been specifically identified in a recent report undertaken by Messrs. Ryden on behalf of the Council. Whilst the applicant has obvious concerns as a consequence of the current economic climate, considerable resource and cost have been incurred in clarifying potential constraints to development of this significant landholding. Accordingly, we would hope that the Council would be supportive of the potential opportunity which this application seeks to provide.

ACCESS

The proposed access road is designed as a continuation of the existing road at the Triangle with a full width of 7.30 metres, together with a 2.00 metre pedestrian footpath and service strip. Road widths, radii, geometry and gradients are all fully compliant with current guidelines and street lighting ducting has been included within technical drawings for Road Construction Consent application, in order to facilitate the necessary lighting stanchions and infrastructure to allow the road to be adopted in due course.

A series of hammerheads are shown which will provide individual site accesses and a further access can be taken from the northern end of the proposed carriageway, providing flexibility in terms of subsequent occupation of the site. Hammerheads will be a minimum depth of 15.00m to allow for turning of the largest vehicles which will access the site. In addition to the pedestrian pavement there will be a service strip which will lie to the east of the carriageway, providing a location for service utilities/ducting, foul and surface drainage networks and necessary road gullies/culverts.

12 March 2009

LANDSCAPING

As illustrated on the enclosed plans, the immediate proposals show landscaping in terms of shrubbery and tree planting to the western edge of the proposed carriageway, as part of wider and more encompassing landscaping works which will be developed and brought forward in accordance with detailed applications for the wider site in due course. It is appreciated that this infrastructure application is being put forward to provide access and services for a prominent site in a gateway location within Perth; therefore environmental and visual considerations in terms of these development proposals will be important. Accordingly, landscaping will be required to form a key component of any subsequent occupier proposals, in a bid to provide an attractive and welcoming outlook for members of the public entering/exiting Perth via the A9.

SERVICES

Water Supply

At the time of submission of this application discussions are ongoing with Scottish Water concerning mains water supply from the adopted main to the south, which is understood to lie beneath the public road at the Triangle. It is anticipated that this supply will be extended northwards alongside the proposed service road within the service strip, providing the ability to 'tee' off as necessary.

Drainage Provision

Foul drainage for the site is proposed by means of connection to an existing sewer main which bisects the site, passing under a railway bridge on the eastern boundary and running into North Muirton Industrial Estate. A new sewer main will be installed adjacent to the proposed carriageway in order that each potential occupier site can be connected to what will become adopted Scottish Water network infrastructure in due course. Discussions with Scottish Water are ongoing, with a view to clarifying the technical details of such connections and it is not anticipated that any particular technical impediment exists. Scottish Water have confirmed that capacity exists to serve the site.

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Electricity

A main supply of electricity is available to service the site and underground infrastructure and ground mounted substations will be constructed adjacent to the proposed carriageway, linking into existing transmission infrastructure to the south/south east of the site, adjacent to the Inveralmond roundabout.

Surface Water/SUDS

Porosity testing has been carried out across the entire site and the results of such testing have been found to be extremely good, with infiltration rates being very high. Accordingly, it is anticipated that individual sites will deal with SUDS provisions arising within their own site boundaries, by means of appropriate soakaway infrastructure and porous hard landscaping.

Road gully drainage will be dealt with by means of connection to the existing adopted surface water drainage network adjacent to the site and discussions with Scottish Water are ongoing in this respect. It is not anticipated that there will be any technical difficulty in terms of this connection. Scottish Water have confirmed that capacity exists to allow such connections to proceed.

Flood Risk

Detailed discussions have been undertaken with the Perth & Kinross Flood Risk Officer. It is understood that the site falls within the flood protected zone south of the River Almond flood bank. Accordingly we are advised that there is no risk of flooding and consequently no impediment to development arises from a flood risk point of view. As above, any possible instance of flood risk intensification arising as a result of development proposals will be addressed by means of suitable run-off attenuation works within site boundaries.

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GEO-ENVIRONMENTAL ISSUES

The site has been the subject of initial geo-environmental assessment and no impediments to development have been identified. The land is greenfield former agricultural grazing land and hence the likelihood of contamination arising is viewed to be extremely remote.

Ground conditions are found to be excellent and it is not thought that anything other than normal load bearing foundation design will be required to develop the site. Further geo-environmental assessment will be conducted in the course of progression of detailed occupier proposals and due cognisance will be taken of any particular findings.

PLANNING POLICY COMPLIANCE

In referring to the adopted Perth Central Area Local Plan it is noted that the land in question is allocated for business use. The proposals are submitted with a view to bringing forward detailed business occupier's proposals in due course.

Detailed discussions have been undertaken with Perth & Kinross Council Development Control with respect to the proposed means of progressing development of this site. It has been agreed that this application for provision of road and service infrastructure is an entirely appropriate means of progressing matters, with a view to obtaining a competitive price for provision of such infrastructure, and thereby creating serviced plots for occupation, which would be further progressed by means of individual occupiers' detailed proposals.

INDICATIVE MASTERPLAN

The masterplan has been produced to provide guidance as to how the new infrastructure may permit the site to be developed.

It is anticipated that any buildings proposed in due course will vary in massing and form in such a way that an identity and visual interest will be created, responding to the site and its surroundings to produce a

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complimentary development. A common style and theme of material selection and building form will be encouraged to present a unifying appearance.

Car parking provision will be designed to comply with all statutory requirements and the guidance contained within SPPG17.

SUSTAINABILITY

Individual developments will be encouraged to address sustainability and where possible pursue exemplar BREEAM rating in accordance with government targets for new commercial development. Buildings on site will be required to achieve high levels of performance in compliance with modern statutory building regulation. Any particular biodiversity and ecology benefits identified as possible will be encouraged, with reference to landscaping proposals.

CONCLUSION

We trust this application is acceptable to Perth & Kinross Council and look forward to progressing matters in due course. Should it be deemed that further information would be helpful in determining this application we will be happy to submit this.

We have prepared the technical drawings necessary to apply for Road Construction Consent and it is the intention, on receipt of a planning application reference, to submit applications for Road Construction Consent and for technical connection to Scottish Water foul and surface drainage networks.

We trust the above is in order and look forward to discussing any issues that arise in the process of determining this application.

CKD Galbraith LLP
11.02.2009

Planning Application for the Erection of a Starbucks Drive-Thru on Land at The Triangle, Inveralmond Roundabout, Perth



Image taken from Google Streetview

Planning and Marketing Supporting Statement

Prepared on behalf of Go Americano Ltd

June 2016

Contents

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2. Description of Proposed Development	5
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1. Introduction

- 1.1 This Planning and Marketing Supporting Statement has been prepared by Graham + Sibbald, on behalf of Go Americano Ltd (the applicant). This Statement is submitted in support of the planning application for the erection of a drive thru coffee shop and associated parking, access and ancillary works at land at The Triangle, Inveralmond Roundabout, Perth. The proposed drive thru coffee shop will operate as a franchise of Starbucks and will bring a new offer to the City. Go Americano Ltd will operate the proposed facility. They are a locally owned company with a proven track record of investment and local job creation in Perth, Dundee, Glasgow and Edinburgh.
- 1.2 An application for a proposed drive thru coffee shop at this location was previously submitted by the applicant in December 2015 (application reference: 15/02199/FLL). This application was subsequently withdrawn on the 5th April 2016 due to a request from the Planning Officer for a Flood Risk Assessment to be undertaken and further market evidence to be provided.
- 1.3 A Flood Risk Assessment has been undertaken and has been submitted in support of this application. This report provided the additional market evidence requested. The application is now in a position to resubmit this application for a proposed drive thru coffee shop.
- 1.4 The application site comprises a small part of a larger area of land allocated for Employment use in the Perth and Kinross Local Development Plan (2014).
- 1.5 The application site extends to approximately 1.02 acres and lies to the north east of the Inveralmond roundabout, approximately 2 miles north of Perth City Centre. The site is bound by the A9 on the west and an area known as The Triangle to the east with the Perth-Inverness railway line beyond this. The larger site is bounded to the north by the River Almond and to the south by West End Motor Group Honda. The site is currently vacant and being actively marketed by CKD Galbraith as a development opportunity site.
- 1.6 The surrounding areas comprises a mix of land uses. To the south there is predominately car showrooms, office accommodation, Perth services and a Travelodge and restaurant. To the east of the site there is a variety of retail units including a Tiso, Marks and Spencer and Aldi and the long established Inveralmond Industrial Estate beyond. To the north of the site there are agricultural fields with large industrial units beyond the railway to the east.
- 1.7 The proposal site is accessed via a road to the south east of the site linked to Dunkeld Road by a roundabout to the west.
- 1.8 This report provides a description of the proposed development and also assesses the proposal against planning policy requirements. The report sets out details of the current office market in Perth

and demonstrates that this proposal will not impact on the employment land supply within the City and will have a positive economic impact.

1.9 The report contains the following sections:

- Section 2: Development Proposal
- Section 3: Planning Background
- Section 4: Planning Policy Position
- Section 5: Assessment of Market Requirements
- Section 6: Material Considerations
- Section 7: Summary and Conclusions

2. Description of Proposed Development

- 2.1. As detailed above, this application is for the erection of a drive thru coffee shop that will be operated by Go Americano Ltd as a franchise of Starbucks.
- 2.2. The development will consist of a 1937 sqft (108 sqm) single storey purpose built unit, with internal seating, serving area and a drive thru serving area. The development will also include parking spaces for 48 cars, including 3 disabled parking spaces, 6 bicycle parking spaces, 3 powered wheel spaces and 2 coach parking spaces.
- 2.3. Pedestrian and vehicular access to the site will be taken off of The Triangle at the South east corner of the application site via a new access point.
- 2.4. Starbucks totem signs are also proposed at the site and will be applied for under a separate application.

3. Planning Background

- 3.1 In December 1999 MacDonald Estates LLP submitted an outline planning application in relation to this site the proposed erection of a hotel with conference facilities, four motor dealerships and Class 4 office development with associated access, parking, service/storage areas and landscaping (application reference: 99/01921/OUT). The application was withdrawn on the 30th August 2000 prior to determination.
- 3.2 No further applications have been submitted for the proposed development of this site since 2000. This site has remained as a vacant development opportunity for some time with no development proposals being brought forward.

4. Planning Policy Position

- 4.1 This section of the report details the national and local planning policy position in relation to the proposed development on the site.

National Planning Policy

- 4.2 Scottish Planning Policy (SPP) (June 2014) identifies that one of the core values of the planning system is to play a role in *'facilitating sustainable economic growth, particularly the creation of new jobs and the strengthening of economic capacity and resilience within communities'*.
- 4.3 SPP introduces a presumption in favour of development that contributes to sustainable development. Paragraph 28 states that *"the planning system should support economically, environmental and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term"*.
- 4.4 Paragraph 29 details that planning decisions should give due weighting to net economic benefits of a proposal.

Draft Advice on Net Economic Benefit and Planning

- 4.5 In May 2016, the Scottish Government published draft advice on net economic benefit and planning. The publication of this draft advice demonstrates the importance of considering the economic benefits of a proposal in making planning decisions.
- 4.6 The aim of this advice is to help developers and planning authorities capture in a meaningful way the contribution of development proposals on the economy and to take these into account when making planning decisions.
- 4.7 Paragraph 4 of this draft guidance details that net economic impact of a development, including the number of jobs created should be one of the factors taken into a count in the planning decision making process.
- 4.8 The proposed development represents a significant investment in the area and will bring a long term vacant development site into economic use. The proposal will also create construction jobs in the short term and 22 jobs once the drive thru coffee shop is operational.
- 4.9 The proposal therefore accords with the principles of SPP which supports sustainable economic development.

TAYPlan (June 2012)

- 4.10 TAYPlan (2012) seeks to locate the majority of the region's development within the boundaries of Principal Settlements to improve accessibility to jobs and services, reduce resource consumption and minimise the requirement for travel by private car.
- 4.11 Policy 1: Location Priorities, prioritises land release within Principal Settlements in Perth and Kinross, as identified in TAYPlan, ahead of land elsewhere and is integral to ensuring that the majority of growth is concentrated there. The Plan advocates the development of land within Principal Settlements ahead of land outwith them.
- 4.12 The application site is within Tier 1 – Perth Core Area, the Council's preferred location for the majority of the region's development. Policy 1 provides a sequential approach to development in which 'Land within Principal Settlements' is the preferred location for development. The application site is in line with this sequential approach.
- 4.13 Policy 2 of TAYPlan provides a number of criteria which should be met in order to deliver high quality development and places. These criteria include: :
- A. Ensure that climate change resilience is built into the natural and built environments through:
 - Presumption against development in areas vulnerable to coastal erosion, flood risk and rising sea levels; including the undeveloped coast. To ensure flood risk is not exacerbated, mitigation and management measures; such as those envisaged by Scottish Planning Policy, should be promoted;
 - reducing surface run-off including through use of sustainable drainage systems;
 - protecting and utilising the water and carbon storage capacity of soils, such as peatlands, and woodland/other vegetation; and,
 - Identifying, retaining and enhancing existing green infrastructure and spaces whilst making the best use of their multiple roles.
 - B. Integrate new development with existing community infrastructure and work with other delivery bodies to integrate, concentrate and co-locate additional new infrastructure to optimise its coverage and capability.
 - C. Ensure the integration of transport and land use to: reduce the need to travel and improve accessibility by foot, cycle and public transport; make the best use of existing infrastructure to achieve a walkable environment combining different land uses with green space; and support land use and transport development by transport assessments and travel plans where appropriate, including necessary on and offsite infrastructure.
 - D. Ensure that waste management solutions are incorporated into development to allow users/occupants to contribute to the aims of the Scottish Government's Zero Waste Plan.

- E. Ensure that high resource efficiency is incorporated within development through the orientation and design of buildings, the choice of materials and the use of low and zero carbon energy generating technologies to reduce carbon emissions and energy consumption to meet the Scottish Government's standards.
- F. Ensure that the arrangement, layout, design, density and mix of development and its connections are the result of understanding, incorporating and enhancing present natural and historic assets, the multiple roles of infrastructure and networks and local design context, and meet the requirements of Scottish Government's Designing Places and Designing Streets and provide additional green infrastructure where necessary.

- 4.14 The application site is not identified within any of the TAYPlan Strategic Development Areas (Policy 4), which identifies significant areas of land for employment, and other, uses. In accordance with the vision and objectives of TAYPlan and Policy 1 the proposed development is located within Tier 1 – Perth Core Area where new development is directed.
- 4.15 In relation to Policy 2, the proposed development incorporates SUDs and will be accessible by a range of sustainable and active transport methods, in addition to the car. The site will encourage linked trips to and from the existing businesses and therefore integrates with the secondary land uses.

Perth and Kinross Local Development Plan (February 2014).

- 4.16 The Perth and Kinross Local Development was formally Adopted in February 2014. The site is specifically identified as an Employment Site (Site Reference E1) in the Local Development Plan. The policy requirements for this site is detailed in the table below.

Employment Sites			
Ref	Location	Size	Uses
E1	The Triangle Dunkeld Road	6.8 ha	High amenity employment uses or for car sales
This site will be subject to the Transport Scotland Strategic Transport Projects Review proposals.			
Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Design of any proposals required to be of a sufficiently high standard for this prominent site. ⇒ Flood Risk Assessment required which will define the developable area of the site. 			

- 4.17 The proposed drive thru coffee shop will be an employment generating use and will also serve the surrounding businesses as well as passing tourist trade. The drawings submitted with the application demonstrate that a high standard of design is proposed. In accordance with the policy requirements, a Flood Risk Assessment has been undertaken and submitted in support of the application.
- 4.18 The site is located within a wider employment area and therefore Policy ED1A Employment and Mixed Use Areas will be applicable. This policy states that:

“Areas identified for employment uses should be retained for such uses. Within these areas any proposed development must be compatible with surrounding land uses. In addition all the following criteria will be applied to development proposals in these areas (individual sites may also have specific requirements):

- a) Proposals should not detract from the amenity of adjoining, especially residential, areas.*
- b) The local road network should be suitable for the traffic generated by the proposals.*
- c) There should be good walking, cycling and public transport links to new employment generating uses.*
- d) Proposals for retail uses in employment areas will not generally be acceptable unless they are ancillary to an acceptable use on the site.*
- e) Proposals for waste management facilities can be considered to be acceptable subject to detailed site specific considerations.*
- f) Proposals should not result in adverse impacts, either individually or in combination, on the integrity of any European designated site.”*

4.19 When considering the criteria set out in Policy ED1A Employment and Mixed Use Areas, it is considered that the proposal conforms to criteria A as the proposal will not detract from the amenity of adjoining development. The application site is situated sufficiently far away from any existing or proposed residential developments. There will be no noisy external operations at the site and the noise generated by traffic at the site which will be mainly from diverted trips rather than generated trips, will be insignificant compared with that produced by the adjoining A9.

4.20 By virtue of its proximity to the A9 and the relatively limited new trip traffic generation (most trips will be diverted trips rather than newly generated trips), it is considered that the proposed development will not have a detrimental impact on the local road network and therefore conforms to section B of Policy ED1A. The existing road system is considered to have sufficient capacity to absorb the generated traffic with ease. It is also considered that the proposal conforms to section C of Policy ED1A Employment and Mixed Use Areas as the development site can also be easily accessed by various active and sustainable transport methods including cycling, walking and public transport by utilising existing infrastructure in the area.

4.21 In accordance with section E of Policy ED1A Employment and Mixed Use Areas, the proposed development will incorporate facilities for storage of refuse and recycling and allow for its collection on site. Starbucks also operate regular litter patrols of their sites as a standard business practise to ensure that sites remains free from dropped litter at all times. It is considered that the proposed development will compliment and be ancillary to the existing surrounding land uses at Inveralmond. The development will provide a convenient service for use by people employed in the immediate surrounding area and for visitors to the existing retail premises. The site will also provide a convenient refreshment service for tourists and commuters using the A9 to access the Highlands or the Central Belt region.

- 4.22 In accordance with Section F of Policy ED1A Employment and Mixed Use Areas, there are no European designated sites in the vicinity of Inveralmond. The proposed development will not result in any adverse impact on the integrity of any European designated sites, either individually or in combination.
- 4.23 The proposal offers a sit in café area as well as drive thru services. The proposal is for Class 3 food and drink use. The proposal is compatible with the surrounding employment land uses and will provide facilities for employees in this area. The proposal is also employment generating and will create 22 jobs. The proposed drive thru only takes up a small proportion of the wider employment allocation, ensuring that there is sufficient land for future employment related development.
- 4.24 In accordance with Policy PM1: Placemaking the development has been designed and sited in such a way that it provides a positive contribution to the character and appearance of the surrounding area. The design of the development will respect the overall amenity of the surrounding employment and retail uses. By virtue of the developments size (1.02 acres), Policy PM2: Design Statements does not apply to this application.
- 4.25 In accordance with Policy EP2: New Development and Flooding, a Flood Risk Assessment has been undertaken by Beam Consulting and submitted in support of this application. This demonstrates that there are existing flood defences in the area and that the site is a suitable location for the proposed development.
- 4.26 The proposal is considered to accord with Policy EP3: Water Environment and Drainage as the development will not result in the deterioration of any local water environments. Foul drainage will discharge to the public sewer and the design will incorporate Sustainable Urban Drainage Systems (SUDS) to mitigate against surface water.
- 4.27 As discussed above in relation to Policy ED1A Employment and Mixed Use Areas, it is not considered that the proposed will generate any significant levels of noise in the locality of existing or proposed noise sensitive land uses, in accordance with Policy EP8: Noise Pollution. Site activity will predominantly occur within the premises, there will be no loud internal music and no external music played at the site. There is an existing high background noise level due to the proximity of the A9. It is therefore considered that the development will not create any noise pollution above that already experienced in the area.
- 4.28 The development site is well served and highly accessible by a wide range of transport methods, including active and sustainable transport, in accordance with Policy TA1B: Transport Standards and Accessibility Requirements. The proposal site is situated in an area that is well served by public transport and is well connected by existing footpaths. The proposal provides secure cycle parking facilities as well as parking for large coach parties.
- 4.29 It has been demonstrated above that the proposed development accords with national, regional and local planning policy.

5. Assessment of Market Requirements

Perth Office Market Commentary

- 5.1 Keith Scobbie, Partner in Charge of Graham + Sibbald's Perth office has provided the below commentary on the office market within Perth.
- 5.2 Graham + Sibbald's Perth office is long established and deals with a wide variety of commercial matters. They are one of the leading commercial letting agents in this area.
- 5.3 It is considered that the proposed drive thru coffee shop at Inveralmond would complement the existing commercial uses in this area and would also help attract other complementary employment uses to the presently vacant land. The remaining land currently being marketed has been available for some time. The well documented Credit Crunch, resultant impact on the economy and property market generally, has to date prevented any interest leading to a successful outcome.
- 5.4 There is currently well in excess of 100,000 sq ft of office floorspace available within Perth. For some time now the office market has been extremely sluggish and there has been a lack of demand for quality new build space.
- 5.5 An example of this is a speculative development at Whitefriars Crescent/Business Park on the Western Periphery of the City Centre. Graham + Sibbald has been involved in the project for some 5 years. The property (10,000 sq ft in total) was completed 2 years ago and to date remains only 25% let. This despite offering flexible rental packages/attractive terms.
- 5.6 It is recognised that there are other cafés in the vicinity (e.g. within Tiso). However, the proposal will provide a unique concept in that it will provide facilities for the surrounding employers and also provide a drive thru option for passing trade and tourists. The proposal would complement the existing uses and is anticipated that this would be welcomed openly by the existing businesses,
- 5.7 The proposal will also act as a catalyst to assist in attracting occupiers to the remainder of this land currently being actively marketed.
- 5.8 The Perth commercial market has been significantly affected by the economic recession and the current proposal will help to generate new development on this vacant development site.

Marketing of the Site

- 5.9 The site at Easter Inveralmond is currently being marketed by CKD Galbraith. The site was previously marketed as a non-serviced development opportunity approximately 8 years ago. The site was on the market for a couple of years with no interest expressed. The services were subsequently installed at

the site and the site was re-launched on the market in September 2013. The total site area being marketed is 12.34 acres (5 hectares).

- 5.10 The site has been on the market for almost three years and to date no development has been delivered at the site and as yet no other planning applications have come forward.
- 5.11 CKD Galbraith has confirmed that approximately 1 acre of land is under offer for drive thru coffee use (the subject of this application). An additional 3 acres is under offer to a car retailer.
- 5.12 This means that more than half of the site still remains available.

Employment Land Supply

- 5.13 Paragraph 5.1.7 of The Perth and Kinross Local Development Plan states that a 5 year employment land supply for the Perth Area equates to roughly 70 Hectares for the period leading up to 2024. It also states that the majority of this requirement will come through the development of Strategic Development Areas as identified in TAYPlan. It should be noted that the proposal site is not identified as a Strategic Development Area in the plan.
- 5.14 Paragraph 5.1.7 also states that additional sites in Perth and the Core Settlement have been identified to provide a degree of increased flexibility and a greater level of choice to developers. The allocations are not relied upon to ensure a 5 year supply of employment land. It should also be noted that paragraph 5.1.8 of the LDP states that 70 Hectares of employment land is considered to be more than adequate for the required 5 year supply.
- 5.15 The application site forms part of a larger employment land allocation (Site Reference E1). However, the application does not cover the full 6.8 Hectare allocation. The application site extends to only approximately 0.4 Hectares (1.02 Acre). There is therefore sufficient land within this allocated site to accommodate future employment developments. It is considered that the development of this site for a drive thru coffee shop would have only a very negligible effect (0.01%) on the overall five year supply of Employment Land.
- 5.16 The Perth commercial market has been extremely slow for some time. There is a surplus of vacant commercial floorspace, of both poor and high quality, in the city centre and the peripheral areas. Many have been vacant for some time. There is also available consented business land at Broxden roundabout (adjacent to Bellway Homes development). This is currently being actively marketed by Bidwells.
- 5.17 The proposed use would ensure the occupation of a vacant development site in a prominent location at the Gateway to the Highlands. The proposal would create a number of employment opportunities adding to the mix of employment uses – hotel, restaurant, retail, offices, workshops and distribution already present in the wider area. This development also has the potential to act as a catalyst for future occupants of the remaining area of the allocation. The introduction of a Starbucks drive thru will

introduce a new offer to the City and encourage passing tourists to stop at this location and retain spending within Perth.

- 5.18 The proposed development will make a positive contribution to the job market in the immediate area. Once completed, the proposal will employ a total of 22 members of staff, 8 full time and 14 part time, directly. The proposal will also generate indirect employment opportunities to help the general operation of the drive-thru (e.g. maintenance and suppliers etc.) Further temporary jobs will also be generated during the construction phase of the development, which will require both skilled and unskilled workers.
- 5.19 The car showroom market at this part of Perth is at saturation point with the majority of firms already present in this area. The small size of the application site will have a negligible impact on employment land supply. It has also been demonstrated above that the proposal will bring economic benefits in terms of bringing this site into economic use, generating investment in the area and creating employment opportunities.

6. Material Considerations

- 6.1 It is considered that an important precedent arises from the very recent granting of a similar type of application proposal at Broxden Business Park. This decision is a material consideration in the determination of this application.
- 6.2 In August 2015 an appeal by Greene King against a planning decision by Perth and Kinross Council to refuse a very similar planning application was upheld by a Scottish Government Reporter.
- 6.3 The planning application was submitted in July 2014 and proposed the erection of a restaurant and pub with associated staff accommodation, coffee drive thru, car parking, landscaping and servicing on land 70 metres North West of Earn House, Lamberkine Drive, Perth.
- 6.4 The application site was located in an area allocated for Employment Use in the Perth and Kinross Local Development Plan and was therefore also subject to Policy ED1A: Employment and Mixed Use Areas.
- 6.5 The Planning Officers Committee Report recommended that application for approval, stating that:

Whilst the development does not comply entirely with Policy ED1A (Employment Areas) of the Perth and Kinross Council Local Development Plan 2014 it will generate employment opportunities both during construction and operation and will likely contribute to the further development of the surrounding business park and contribute to sustainable economic growth in line with the requirements of government policy and guidance. Furthermore the proposal is considered to meet the main criteria outlined in Policy ED1A and complies with other relevant policies contained within the Development Plan. On that basis the application is recommended for approval subject to conditions.

- 6.6 Despite the Officer's recommendation for approval, the application was refused at Committee as it was considered contrary to Policy ED1A: Employment and Mixed Use Areas.
- 6.7 As with the current planning application site the Broxden site had been marketed for class 4 use for some time but had had very little interest from potential occupiers for this use. The applicants had stated that whilst the application was contrary to Policy ED1A Employment and Mixed Use Areas in so much as it proposed a retail use on land allocated for employment use, the economic benefit of the development outweighed the loss of employment land.
- 6.8 In the Appeal Decision Notice (Appendix 1) the Reporter stated that the number of jobs created by the proposal and the benefits to the local economy of the proposal could be matched or exceeded by Class 4 development on the site. However, the Reporter also stated that assessments of the Perth office market submitted in support of the application showed a very pessimistic picture in respect of the likelihood of a Class 4 development taking place at the site.
- 6.9 The Reporter also stated that that the proposed development on the site was likely to strengthen the chance of the other vacant plots on the site being developed for Class 4 use if the site was made more

attractive to occupiers. They also considered that the development was like to act as a catalyst for future development on the site.

- 6.10 The Reporter concluded that whilst the proposed development was contrary to Policy ED1A: Employment and Mixed Use areas of The Perth and Kinross Local Development Plan (2014), the benefit of the marketability of the rest of the site, the employment benefits and the economic benefits outweighed the harm which would result from development contrary to Policy ED1A: Employment and Mixed Use areas on this site.
- 6.11 It is considered that the outcome of the appeal for the proposal at Broxden Business Park is directly relevant for the proposed Starbucks Drive Thru at Inveralmond, and has set a favourable precedent for the application.
- 6.12 The proposed Starbucks drive thru will generate employment opportunities for the local area, is likely to contribute to further development of the surrounding area and will provide economic benefits similarly to the approved development at Broxden Business Park.

7. Summary and Conclusion

- 7.1 The proposed development is located in an area of land that has been allocated for employment use in the Adopted Perth and Kinross Local Development Plan (2014). Although the site has been actively marketed for some time, no development proposal has been delivered at this location.
- 7.2 Whilst the proposal will result in the theoretical loss of allocated employment land, the loss is considered to be minimal (0.4 Ha.) and will have a negligible impact in the context of the five year employment land supply for the Perth Area.
- 7.3 The proposal will provide an ancillary facility for existing adjacent land uses and is likely to attract existing commuters and tourists using the A9 to access The Highlands or the Central Belt region as its main client base. The development is also likely to act as a catalyst for future development on the remainder of the allocated site. A Starbucks drive thru will bring a new offer to the City.
- 7.4 The proposal will make a positive contribution to the local area by creating direct and indirect job opportunities during the construction phase and during operation of the drive-thru Starbucks. It is also considered that the development will have a positive impact on the local economy.
- 7.5 The proposal will be highly accessible by sustainable and active methods of transport including cycling, walking and public transport by using existing and proposed infrastructure.
- 7.6 The similar and recently approved at appeal development at Broxden Business Park for the erection of restaurant and pub with associated staff accommodation, coffee drive thru, car parking and landscaping has set a favourable precedent for development of this kind on land allocated for Employment Use.
- 7.7 For the reasons set out above it is considered that proposed development is acceptable in the context of the Perth and Kinross Local Development Plan (2014) and should be granted planning permission.
- 7.8 For any further information in relation to this application please contact Kerri McGuire, Associate in the Planning and Development Team of Graham + Sibbald on 0141 567 5371 or kerri.mcguire@g-s.co.uk.

Appendix 1: Copy of Appeal Decision Notice PPA-340-2092

Appeal Decision Notice

T: 01324 696 400
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E: dpea@scotland.gsi.gov.uk



Decision by Don Rankin, a Reporter appointed by the Scottish Ministers

- Planning appeal reference: PPA-340-2092
- Site address: Land 70 metres North West of Earn House, Lamberkine Drive, Perth, PH1 1RA
- Appeal by Greene King against the decision by Perth and Kinross Council
- Application for planning permission dated 30 July 2014 refused by notice dated 23 December 2014
- The development proposed: Erection of a restaurant and pub with associated staff accommodation, coffee drive thru, car parking, landscaping and servicing
- Application drawings listed in schedule
- Date of site visit by Reporter: 16 April 2015

Date of appeal decision: 24 August 2015

Background

In May 2015 I issued a notice of intention to allow this appeal and grant planning permission subject to the conditions listed below, following the signing and registering or recording of a planning obligation under section 75 of the Town and Country Planning (Scotland) Act 1997, or some suitable alternative arrangement, covering the matters listed in paragraph 15 below. The matters listed in that paragraph related to a payment towards the improvement of local infrastructure in compliance with Policy PM3 of the Perth and Kinross Council Local Development Plan 2014 (PKLDP). The council have now stated that this matter has been concluded by a direct payment and they are satisfied that the terms of the local plan policy have now been met. In consequence I am now in a position to issue a final decision on this appeal.

Decision

I allow the appeal and grant planning permission subject to the 14 conditions listed in the schedule at the end of this decision notice. Attention is also drawn to the three advisory notes below the schedule of conditions.

Reasoning

1. I am required to determine this appeal in accordance with the development plan, unless material considerations indicate otherwise. Having regard to the provisions of the development plan the main issues in this appeal are: (1) Whether the proposal would be contrary to Policy ED1A of the PKLDP with respect to loss of employment land; and (2) whether other material considerations warrant the grant or refusal of planning permission.



2. I note that the Council's refusal notice makes reference to the loss of residential amenity but that the council now state that this aspect of the proposal was entered in error and wish to restrict their objection to the harm which may arise from any loss of employment land, as covered by the PKLDP policy noted above.
3. The appeal site forms part of a larger site which has been in development by the council for a number of years with the intention of creating a high end business park mainly for class 4 office development. There are several such users located on other parts of the business park. There is Class 4 office development at Earn House which abuts the appeal site to the east. Broxden Dental Centre, which is not class 4 office use but does provide a community resource for the area, occupies a part of the business park to the north of the appeal site and is separated from it by vacant land. The business park has been in development for about 20 years and has the bones of an access road network already in place. A number of significantly sized vacant sites other than plot 3, the appeal site, remain to be developed. The appeal site has previously attracted development interest for a class 4 office use and in 2008 was granted planning permission for such a development. This has not been implemented.
4. Relevant planning policy is the National Planning Framework (NPF), Scottish Planning Policy (SPP), TAYplan (2012) and the PKLDP. The NPF, SPP and TAYplan are all supportive of sustainable economic growth. The PKLDP allocates the site for employment uses. It was allocated for employment use in the previous plan and has been carried over into the new local development plan for employment use. This is a clear recognition of the longer term development of the appeal site as part of a business park. The PKLDP was adopted in February 2014, has been subject to recent examination, and is therefore very current. Policy ED1A of that plan seeks to retain employment in areas allocated for the purpose. It also applies a number of criteria (a-f) to safeguard residential environment, ensure road network capacity and sustainable transport options, adequate waste management and the protection of European designated sites and retail must be genuinely ancillary to the main employment use.
5. The proposed pub/restaurant, drive thru coffee shop and associated parking on the scale envisaged could not in my view be regarded as ancillary to the primary intended function of the business park as defined in the PKLDP. It would occupy 0.65ha, all of one of the major development plots remaining on the business park. Its utilisation as a pub/restaurant would be a loss to the overall employment land available to meet the land supply requirements of the recently adopted local plan. I note the appellant's assertion that this would represent less than 1% of that allocated land supply, which is in any case regarded in the plan as adequate, and would not impinge on any of the plan's Special Development Areas. It would however be a significant loss to a recognised existing business park which is in the course of development, fully serviced and attached to the local and strategic road network. In that context I consider the proposal to be contrary to policy ED1A of the PKLDP.
6. SPP seeks to promote a growing sustainable economy and to ensure flexibility to respond to changing economic circumstances giving due weight to opportunities for economic growth. An important material consideration is therefore the extent to which the economic growth and local jobs created by the proposal, in the context of a depressed market for Class 4 office development would outweigh the policy of the PKLDP. In this context I note the assessment of the submitted economic impact statement, the beneficial

economic impact accruing from the construction phase of development and the 48 full time equivalent jobs (33 FTE pub/restaurant and 15 FTE in the coffee shop) created by a nationally recognised mainstream employer. Whilst this would provide for a number of skilled jobs such as chefs and restaurant management most are likely to be minimum wage or part time employment. These benefits to the local economy accruing from permanent employment, construction and additionality of employment in the wider servicing economy could however be matched or exceeded by Class 4 office development as originally envisaged for the office park.

7. Consideration must therefore be given to the likelihood of such an office development taking place. The council have been actively marketing the development site for many years. Despite having had planning permission since 2008 for Class 4 office development this has not happened. Following the property market recession starting in 2008 there have been very few proposals to develop the remaining plots on the business park and even fewer for Class 4 office development.

8. I particularly note the submitted office market assessment by Graham and Sibbald outlining difficulties in marketing the undeveloped sites at Broxden Business Park and the lack of demand for existing space available on the market. I note also the comment on current lettings by Bidwells and the record of inquiries by Jones Lang LaSalle which highlight the surplus of office space in Perth, the trend for take up in the city centre, and the lack of supporting facilities at the Broxden Business Park. These market assessments were not before the Council Committee when making its decision though they form part of the appeal submissions. They present a pessimistic picture with respect to marketing plot 3 or indeed the remainder of the park for offices at this time. It also highlights the advantages for marketing the remaining plots which may accrue from the establishment of the type of pub/restaurant and drive thru coffee shop proposed by the appellant. This pessimistic view of the prospects for the park without the development currently proposed is mirrored by the conclusions of the Development Quality Manager in the Report of Handling submitted to the Development Control Committee on 10 December 2014.

9. The council note the current possibility of an office development on plots 5 and 6a of the vacant portion of the business park and speculate that there is yet a real possibility of the remaining sites including plot 3 being developed for Class 4 offices or industry. As a result of this the council contend that the appeal proposal is premature and that as the PKLDP allocation was confirmed in the adoption of that plan little over a year ago a greater opportunity should be afforded for the further marketing of the site for Class 4 office development. These further proposals are however, at this stage, only speculation and not concluded. The evidence from the submitted market assessments would suggest that the prospects for these proposals for plots 5 and 6a would be strengthened if the business park location were to be more attractive to occupiers. The nearby catering facilities at the Broxden Service Area, the McDonalds and the Harvester Restaurant, or the nearby Garden Centre are difficult to reach on foot, cater for passing trade on the A9T and are not readily useable by business tenants, employees or visitors to the business park. Their presence to date has not improved the prospects for developing Class 4 office based business on either plot 3 or the remaining vacant parts of the business park. The proposed development of a pub/restaurant and drive thru coffee shop could well achieve that improvement in perception for prospective tenants of any speculative office development on plots 5 and 6a.

10. With regard to the economic benefits which will result from job creation from the appeal proposal and the probable benefit to the marketability of the remainder of the business park for its intended use as a Class 4 business park I conclude that, on balance, these benefits outweigh the harm which result from development contrary to policy ED1A of the PKLDP.

11. Regarding other matters raised the council have not objected to any impact on residential amenity although this has been raised by local residents. The development is on the other side of Lamberkine Drive from the nearest houses on Coldstream Avenue and these are protected by both distance and a landscape belt. Given the levels of background noise from the adjacent trunk road network it is unlikely that any increased noise arising from greater usage of Lamberkine Drive or the activities on site, assuming a planning condition to control early morning Sunday deliveries, would be of sufficient magnitude to be a problem. The Council's Environmental Health Service has no objections on this account.

12. Transport Scotland do not object subject to safeguards against direct access from the A9T. The Council's Transport Planners have no objections with regard to highway capacity, servicing, parking or access to sustainable modes of transport. I see no reason to disagree with these transport and access findings.

13. Council Officers have negotiated what appears to be a satisfactory design solution for the proposed building which complies with the council's design standards. I therefore conclude that the design is satisfactory.

14. Matters relating to noise and anti-social behaviour can be dealt with under other legislation. Competition with other providers of catering and restaurant services locally is not a material planning consideration.

15. Policy PM3 of the PKLDP seeks infrastructure contributions from developments which have a significant impact on the local infrastructure. The calculated contribution towards transport infrastructure for land within the Perth Core Area is £43/m² which results in a required contribution of £44,505 to be secured by means of a Sec75 Planning Obligation between the appellant and the council or such other means as may be acceptable in fulfilling this obligation.

16. I therefore conclude, for the reasons set out above, that while the proposed development does not accord overall with the relevant provisions of the development plan, granting planning permission is still justified by the economic benefit accruing to the local area and the future development of the business park occasioned by that increased economic activity. I have considered all the other matters raised, but there are none which would lead me to alter my conclusions.

Don Rankin

Reporter

Conditions

- 1 The proposed development must be carried out in accordance with the approved drawings and documents, unless otherwise provided for by conditions imposed on the planning consent. (Reason - To ensure that the development is carried out in accordance with the plans approved.)
- 2 The development shall be undertaken in strict accordance with the recommendations contained within Chapter 6 of the Extended Phase 1, Habitat Survey (drwg ref: 14/01356/12), to the satisfaction of the Council as Planning Authority (Reason -In order to protect bio diversity interests on the site.)
- 3 Prior to the commencement of any development protective tree fencing, in accordance with BS 5837:2012 Trees in Relation to Design, Demolition and Construction, shall be erected to ensure all trees, both within and immediately adjacent to the development site are protected during construction operations. The fencing shall remain in place for the duration of construction works and shall only be removed upon completion of all works.
(Reason - In the interests of visual amenity; to ensure a satisfactory standard of local environmental quality.)
- 4 No part of the development shall be occupied until a Travel Plan (TP), aimed to encourage more sustainable means of travel, has been submitted and approved in writing by the Council. The TP will have particular regard to provision for walking, cycling and public transport access to and within the site and will identify the measures to be provided, the system of management, monitoring, review, reporting and the duration of the plan.
(Reason - To ensure an adequate travel plan is provided and to encourage the use of sustainable modes of transport.)
- 5 Development should not begin until a scheme to deal with the contamination on the site has been submitted to and approved in writing by the Council as Planning Authority. The scheme shall contain proposals to deal with the contamination to include:
 - I. the nature, extent and type(s) of contamination on the site
 - II. measures to treat/remove contamination to ensure the site is fit for the use proposed
 - III. measures to deal with contamination during construction works
 - IV. condition of the site on completion of decontamination measures.

Prior to the completion or bringing into use of any part of the development the agreed measures to decontaminate the site shall be fully implemented as approved by the Council as Planning Authority. Validation that the scheme has been fully implemented must also be submitted to the Council as Planning Authority. (Reason - In order to deal with contaminated land on site.)
- 6 The dust control measures as outlined in Appendix 2 - Dust Control Measures During Construction of the Airshed report dated 24 September 2014 (drwg ref: 14/01356/17) shall be strictly adhered to during construction operations, to the satisfaction of the Council as Planning Authority. (Reason - In order to protect air quality.)
- 7 An effective ventilation system commensurate with the nature and scale of cooking to be undertaken shall be installed, operated and maintained, within the commercial areas,

such that cooking odours are not exhausted into or escape into any neighbouring dwellings. (Reason - In order to safeguard the residential amenity of the area.)

8 All plant or equipment including any ventilation system associated with operation of the commercial areas be so enclosed, attenuated and/or maintained such that any noise therefrom shall not exceed Noise Rating 35 between 0700 and 2300 hours daily, or Noise Rating 25 between 2300 and 0700 hours daily, within any neighbouring residential premises, with all windows slightly open, when measured and/ or calculated and plotted on a rating curve chart. (Reason - In order to safeguard the residential amenity of the area.)

9 The delivery of goods to the premises shall take place between 07.00hrs to 19.00hrs Mondays to Saturdays and 09.00hrs to 17.00hrs on a Sunday (Reason - In order to safeguard the residential amenity of the area.)

10 All external lighting to be installed shall be sufficiently screened and aligned so as to ensure that there is no direct illumination of neighbouring properties and does not illuminate any part of the adjacent trunk road network and that light spillage beyond the boundaries of the site is minimised to the satisfaction of the Council as Planning Authority (Reason - In order to safeguard the residential amenity of the area.)

11 There shall be no drainage connections to the trunk road drainage system. (Reason - To ensure the efficiency of the existing trunk road drainage network is not affected.)

12 Prior to the commencement of any development samples and or detailed manufacturer specifications of all proposed finishing materials shall be submitted for the written approval of the Planning Authority. The details, as approved, shall be implemented as part of the site development to the satisfaction of the Planning Authority. (Reason - In the interests of visual amenity; to ensure a satisfactory standard of local environmental quality).

13 The two staff accommodation apartments at first floor level within the public house/restaurant building, hereby approved, shall be occupied solely by individuals employed at the public house/restaurant building to the satisfaction of the Council as Planning Authority. (Reason - To control the occupancy of the apartments given their proximity to the commercial operations.)

14 Prior to the commencement of any development details of the location and design of a covered cycle parking facility for 12 cycles shall be submitted for the written approval of the Planning Authority. The cycle parking facility, as approved, shall be implemented and completed as part of the site development programme to the satisfaction of the Council as Planning Authority. (Reason - In order to provide adequate cycle parking facilities on site and to encourage sustainable modes of transport.)

Schedule of drawings

AL(0)003 Revision P8:	Proposed site plan
AL(0)004 Revision P2:	Proposed floor plans
AL(0)006 Revision P1:	Proposed roof plan and sections
AL(0)005 Revision P2:	Proposed elevations

Advisory notes

1. **The length of the permission:** This planning permission will lapse on the expiration of a period of three years from the date of this decision notice, unless the development has been started within that period (See section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended)).
2. **Notice of the start of development:** The person carrying out the development must give advance notice in writing to the planning authority of the date when it is intended to start. Failure to do so is a breach of planning control. It could result in the planning authority taking enforcement action (See sections 27A and 123(1) of the Town and Country Planning (Scotland) Act 1997 (as amended)).
3. **Notice of the completion of the development:** As soon as possible after it is finished, the person who completed the development must write to the planning authority to confirm the position (See section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended)).

Flood Risk Assessment

For

Proposed Drive-Thru Restaurant Development

At

Easter Inveralmond
Inveralmond Roundabout
Dunkeld Road
Perth
PH1 3DU

Beam Consulting
14 Bond Street
Wakefield
West Yorkshire
WF1 2QP

Ref: 124-06-DOC-001 B

Date: 27th May 2016

Flood Risk Assessment (FRA) Checklist

(SS-NFR-F-001 - Version 13 - Last updated 15/04/2015)

This document should be attached within the front cover of any flood risk assessments issued to Local Planning Authorities (LPA) in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist SEPA in reviewing FRAs, when consulted by LPAs. This document should not be a substitute for a FRA.

Development Proposal

Site Name

Grid Reference

Local Authority

Planning Reference number (if known)

Nature of the development

Size of the development site

Identified Flood Risk

Supporting Information

Have clear maps / plans been provided within the FRA (including topographic and flood inundation plans)?

Has a historic flood search been undertaken?

Is a formal flood prevention scheme present?

Current / historical site use

Hydrology

Area of catchment

Qmed estimate

Estimate of 200 year design flood flow

Estimation method(s) used *

Hydraulics

Hydraulic modelling method

If other please specify

Modelled reach length

Any structures within the modelled length?

Brief summary of sensitivity tests, and range: variation on flow (%)

variation on channel roughness

blockage of structure (range of % blocked)

boundary conditions:

(1) type

(2) does it influence water levels at the site?

Has model been calibrated (gauge data / flood records)?

Is the hydraulic model available to SEPA?

Design flood levels

Proposed Drive-Thru Restaurant Development, Inveralmond, Perth

Easting:

309813

Perth and Kinross Council

Northings: 726191

Commercial

If residential, state type:

0.42 Ha

Source:

Fluvial

Source name:

River Tay and River Almond

Yes

Yes

Yes

the site is currently scrub land

If known, state the standard of protection offered

Embankment & walls with pumps

4192 km²

m³/s

m³/s

Rainfall-runoff

If other (please specify methodology used):

If Pooled analysis have group details been included

Select from List

n/a

Software used:

Select from List

Select from List

Specify, if combination

%

%

Reference CIRIA culvert design guide R168, section 8.4

Upstream

Flow

Specify if other

Select from List

Select from List

Select from List

200 year

m AOD

200 year plus climate change

m AOD

Flood Risk Assessment (FRA) Checklist

(SS-NFR-F-001 - Version 13 - Last updated 15/04/2015)

Coastal

Estimate of 200 year design flood level

Estimation method(s) used

Allowance for climate change (m)

Allowance for wave action etc (m)

Overall design flood level

Development

Is any of the site within the functional floodplain? (refer to SPP para 255)

Is the site brownfield or greenfield

Freeboard on design water level (m)

Is the development for essential civil infrastructure or vulnerable groups?

Is safe / dry access and egress available?

If there is no dry access, what return period is dry access available?

If there is no dry access, what is the impact on the access routes?

Design levels

Mitigation

Can development be designed to avoid all areas at risk of flooding?

Is mitigation proposed?

If yes, is compensatory storage necessary?

Demonstration of compensatory storage on a "like for like" basis?

Should water resistant materials and forms of construction be used?

Comments

Any additional comments:

Approved by:
Organisation:

Date:

Note: Further details and guidance is provided in 'Technical Flood Risk Guidance for Stakeholders' which can be accessed here:-

[CLICK HERE](#)

* ReFH2 is now accepted by SEPA for flow estimates in Scotland. Any use of this method should be compared with other accepted methods.

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REVISION RECORD

Revision	Description	Date	Prepared	Checked	Approved
-	First Issue	27.05.2016	KA	KGP	KAN
A	First Issue	27.05.2016	KA	KGP	KAN
B	Revised as per Planning consultation comments	19.08.2016	KAN	KGP	KGP

EXECUTIVE SUMMARY

This Flood Risk Assessment (FRA) has been prepared for the Proposed Drive-Thru development at Easter Inveralmond, Inveralmond Roundabout, Dunkeld Road, Perth PH1 3DU.

Flood risk

The site is located within the medium likelihood of flooding Zone - area with medium Probability of flooding from rivers and the sea. The site has a significant flood risk but as the proposed development is classified as less vulnerable it is considered to be at a suitable location for the development.

The overall site levels are to be similar to existing adjacent developments with a proposed development floor level at 7.54m.

The site benefits of flood defences.

Surface water

Based on the assessment the most feasible option would be to discharge surface water into the existing combined sewer located to the north of the site

The proposed development surface water discharge is to be restricted to 5 l/s with 135 m³ on site attenuation based on 1 in 200 year rainfall M5-60 value of 14 and 20% climate change. This can be provided using an attenuation tank located within the car parking/road areas of the development. The 20% climate change allowance will ensure that the proposed development drainage system can cope with future predicted rainfall increase.

All surface water from roads and car parking areas on the site are to pass through a secondary level of treatment comprising permeable paving combined with a stone reservoir attenuation system.

The final solution to be adopted will depend on further investigation and the development of the detailed design.

Foul water

The proposed foul water drainage from the development should be discharged into the existing public foul water sewer to the north of the site.

The final solution to be adopted will depend on further investigation and development of the detailed design.

1.0 INTRODUCTION

This Flood Risk Assessment (FRA) has been prepared for the Proposed Drive-Thru development at Easter Inveralmond, Inveralmond Roundabout, Dunkeld Road, Perth PH1 3DU for SNJ Architects working on behalf of Go Americano.

The assessment has been undertaken in accordance with the requirements of the following:

- i. Scottish Planning Policy [sections 196 to 211 inclusive] (2014)
- ii. The Flood Risk Management (Scotland) Act 2009
- iii. Perth and Kinross Council Flood Risk And Flood Risk Assessments Developers Guidance Note On Flooding and Drainage (June 2014)

The Report is based on the following information:

- i. Site location
- ii. Current Clients' proposal
- iii. The Scottish Environment Protection Agency online Flood Maps which show indicative hydraulically modelled flooding from rivers or sea without defences - the natural flood plain area that could be affected in the event of flooding from rivers and the sea - based on Light Detection And Ranging (LIDAR) satellite digital terrain maps (DTMs).

All comments and opinions contained in this Assessment, including any conclusions are based on information available to Beam Consulting Engineers during investigations prior to completion of the Assessment. Conclusions drawn by Beam Consulting Engineers may differ if the available information is subsequently found to be inaccurate, incomplete or misleading. Beam Consulting Engineers accept no responsibility should this prove to be the case, nor if additional information exists or becomes available in relation to this site.

Except as otherwise requested by the Client, Beam Consulting Engineers are not obliged and disclaim any obligation to update the report for events outside Beam Consulting Engineers' direct control taking place after:

- i. The date on which the assessment was undertaken, and
- ii. The date on which the report is issued.

Beam Consulting Engineers make no representation whatsoever in relation to the legal significance of findings reported or any legal matters referred to in the following Assessment.

This document is a risk assessment of flooding issues associated with the noted site. The information presented and recommendations/conclusions stated are based on published statistical data and are for guidance only. The statements provide no guarantee against flooding of the site or elsewhere, nor as to the absolute accuracy of water levels, flow rates and associated probabilities referenced. This Report is the copyright of Beam Consulting Engineers Ltd. It cannot be used or reproduced without the express written authority of Beam Consulting Engineers Ltd and payment thereof.

2.0 BACKGROUND INFORMATION

The site is located off The Triangle, Easter Inveralmond, Inveralmond Roundabout, Dunkeld Road, Perth, PH1 3DU.

The site is located at National Grid reference 309813, 726191 and the developable area occupies approximately 4192m² (0.42ha).

2.1 EXISTING DEVELOPMENT

The site is currently undeveloped comprising of grassed and scrub areas.

The River Almond runs approximately 445m to the north of the site at its closest point. To the north/northeast of the site runs the River Tay which is approximately 610m from the site at its closest point.

The site is located next to an existing retail park with public surface and foul water drainage systems. A combined sewer runs to the north of the site. Along the southern site boundary runs an open watercourse which is connected to the surface water drainage system.

From a policy perspective this site is being classified as brownfield land given the existing infrastructure which is in place as confirmed by PKC. The infrastructure application was granted under reference 09/00431/FUL. Key information available is enclosed in Appendix H.

PKC have confirmed that the surface water runoff should be calculated to greenfield standards as there are no hardstandings on site.

2.2 PROPOSED DEVELOPMENT

It is proposed to develop the site by constructing a single storey Drive-Thru and associated car parking. The total proposed site impermeable area is 3058m².

For the proposed development layout see drawings included in Appendix B.

3.0 FLOOD RISK

3.1 RISK OF FLOODING OF DEVELOPMENT SITE

The flood risk and site drainage assessment is based on the following sources of information:

- i. The Scottish Environment Protection Agency online Flood Maps: The site is located within Flood Zone with medium likelihood - area with medium Probability of flooding from rivers and the sea - see Appendix C for Environment Agency flood map.
- ii. Consultation with Peter Dickson, Senior Engineer, Perth and Kinross Council (key notes from 23 May 2016 telephone conversation):
 - a. The site is located in an area with clay deposits and therefore infiltration is not an option.
 - b. Discharge is likely to be limited to 4.5l/s/Ha (greenfield run-off rate).
 - c. On a recent site within the area there was a pond on site for storage with a pumped discharge to the combined sewer.
 - d. If discharge is to be into the watercourse to the south of the site consent will be required from Scottish Environment Protection Agency.
- iii. Consultation with Russell Stewart, Engineer, Perth and Kinross Council (key notes from 25 May 2016 email):
 - a. In the first instance the likely allowable discharge from the site should be limited to the greenfield run-off rate.
- iv. Consultation with Debbie Trichton, Water Officer, Scottish Environment Protection Agency (key notes from 24 June 2016 telephone conversation):
 - b. The site is in the medium likelihood of flooding.
 - c. The preferred option would be to connect into the combined sewer to the north of the site.
 - d. A secondary level of treatment may be required for the site.
 - e. The site benefits of flood defences.
- v. Consultation with Alayne Finlay, Hydrologist (Flood Risk), Scottish Environment Protection Agency (key information from 31 July 2016 email):
 - a. Unfortunately we are unable to undertake site specific flood risk enquiries but can provide any flood information which will provide a first indication of potential flood risk.
 - b. Review of the SEPA Flood Map 200-year flood outline (i.e. the flood with a 0.5% chance of occurring in any single year) indicates that this area lies within this envelope and as such is potentially at medium to high risk of fluvial flooding. The confluence of the River Almond and River Tay lies within 700m of the Inveralmond roundabout and the flood risk in this area can be from either of these watercourses or a combination of high flows on both watercourses. There is also a small watercourse running immediately adjacent to the Honda garage which is culverted upstream and downstream of the site. This has not been included within the model for the SEPA Flood Map and as such the flood risk from this source is unknown.

- c. The area was impacted by flooding a number of times including in 1814, 1909, 1993 and January 2016. Following the flooding in 1993, a Flood Prevention Scheme was constructed for Perth. The scheme consists of 4km of embankments and walls from Inveralmond to Smeaton Bridge, sluice gates, raised ground levels, pipes, ponds and pumping stations. The proposed development site is located within the area of benefit for the scheme. The defences were designed to protect Perth from the highest recorded flood, which was the 1814 event. The defences are considered to have a standard of protection up to an estimated return period of 1 in 200-years. Perth & Kinross Council should be contacted for further details on the Flood Prevention Scheme in this area.
 - d. Although the site is protected by a formal Flood Prevention Scheme to the 1 in 200-year design standard, our position on development is dependent on the proposed site and previous uses. Should the site have been previously developed then the proposals for a café are likely to be acceptable although we would recommend that flood resilient and resistant construction is used within the design of the building. However, if the site has not previously been developed then any development would lead to an overall increase in the risk for the overall site, which is contrary to Scottish Planning Policy, and we would not be able to support such development.
- a. Consultation with Ruth Kerr, Customer Connections, Scottish Water (key notes from 16 August 2016 telephone conversation):
 - a. The minimum flows for the green field site is 5LPS as per the Sewers for Scotland Act
 - b. A Pre-Development form needs to be filled in and submitted to Scottish Water to confirm existing sewer capacity.
 - b. Previous Proposed Development Information
CKD Galbraith report dated 12 March 2009
 - a. Drainage Provision, page 4 (attached in Appendix H)

“Foul drainage for the site is proposed by means of connection to an existing sewer main which bisects the site, passing under a railway bridge on the eastern boundary and running into North Muirton Industrial Estate. A new sewer main will be installed adjacent to the proposed carriageway in order that each potential occupier site can be connected to that will become adopted Scottish Water network infrastructure in due course. Discussions with Scottish Water are ongoing, with a view to clarifying the technical details of such connections and it is not anticipated that any appticular technical impediment exists. Scottish Water have confirmed that capacity exists to serve the site.”

I&H As Built Drainage drawing C1750-101 and 107 (attached in Appendix H)
 - b. It appears that surface and foul water drainage has been installed in the road however no information is available if allowance has been made for future developments. It is understood that the system in the road has been designed only for runoff from the road.

3.2 JUSTIFICATION / SOURCES OF FLOODING AND FLOOD RISK

Sources of flooding	Flood risk
Streams and rivers Flooding that can take place from flows that are not contained within the channel due to high levels of rainfall in the catchment.	No flows or streams are present within the site. Along the southern boundary there is an open water course which connects to the surface water drainage system. Approximately 445m to the north of the site there is the River Almond and to the north / northeast there is the River Tay which lies approximately 610m at its closest point. The River Tay and River Almond are the major source of flooding to the area.
Coastal or estuarine Flooding that can occur from the sea due to a particularly high tide or surge, or combination of both.	The site is located approximately 610m from the River Tay at its closet point. The River Tay becomes tidal at Perth and flows to its mouth at the Firth Of Tay just south of Dundee. This is the major source of flooding to the area.
Groundwater Where the water table rises to such a height where flooding occurs. Most common in low-lying areas underlain by permeable ground (aquifers), usually due to extended periods of wet weather.	The site is located in an area that has a low risk of flooding from groundwater.
Sewers and highway drains Combined, foul or surface water sewers and highway drains that are temporarily over-loaded due to excessive rainfall or due to blockage.	The roads next to the site and adjacent developments have their own drainage systems in place. In the case of them being temporarily over-loaded due to excessive rainfall or due to blockage the water is collected within highways, car parks or grassed areas.
Surface water The net rainfall falling on a surface (on or off the site) which acts as runoff which has not infiltrated into the ground or entered into a drainage system.	The roads next to the site and adjacent developments have their own drainage systems in place. In excessive rainfall or due to blockage the water is collected within highways, car parks or grassed areas.
Infrastructure failure Canals, reservoirs, industrial processes, burst water mains, blocked sewers or failed pumping stations.	Surface water, Sewers and highway drains Comments above apply.

3.3 SEQUENTIAL AND EXCEPTION TEST

Based on latest available Technical Guidance the sequential and exception tests are applicable as the site is within a Flood Zone.

Possible Hazard	Comments/ Remediation
A. Development General Flood Risk Flooding caused by local sources - natural watercourses on or near to the site?	Along the southern boundary there is an open water course which connects to the surface water drainage system. Approximately 445m to the north of the site there is the River Almond and to the north / northeast there is the River Tay which lies approximately 610m at its closest point. The River Tay and River Almond are the major source of flooding to the area.
B. Development General Flood Risk Flooding caused by local sources - run-off from adjacent properties/ adjoining land	Adjoining properties have their own drainage systems in place. In the case of them being temporarily over-loaded due to excessive rainfall or due to blockage the water is collected within the highway.
C. Contribution to Flood Flows from Development Drainage Flooding caused to adjacent properties from surface run-off from hard-paved areas.	The proposed development is to be positively drained. Any site surface water runoff which has not infiltrated into the ground or entered into a drainage system will be temporary collected within the site car parking or grassed areas. No surface water from the site will run-off to the adjacent properties.
D. Contribution to Flood Flows from Development Flooding caused to 3rd party properties	The proposed development shall have its own drainage system in place. In excessive rainfall or due to blockage the water shall be collected within highway, car parking spaces or grassed areas.
E. Benefit of Site Development to the Wider Community over Flood Risk	The proposed development is to be positively drained. Any site surface water runoff which has not infiltrated into the ground or entered into a drainage system will be temporary collected within the site car parking or grassed areas. No surface water from the site will run-off to the adjacent properties.
F. Does an alternative site exist for the development?	The site is at a suitable location for the proposed development and it has sufficient space to accommodate it.

Possible Issue	Comments/ Remediation
G. Can the site be made safe?	<p>The proposed development shall consider and embody SUDS (Sustainable Urban Drainage Systems) principles if suitable. Any site surface water runoff shall be restricted and collected within an onsite attenuation tank prior to discharging into existing sewer.</p> <p>In excessive rainfall or due to blockage the water shall be collected within highway, car parking spaces or grassed areas.</p>

Based on the above the site has flood risk of medium likelihood but as proposed development is classified as less vulnerable it is considered to be at a suitable location for the development.

Flood resilient and resistant construction is to be used within the design of the building including.

4.0 DRAINAGE ASSESSMENT AND STRATEGY

4.1 SURFACE WATER DRAINAGE

The existing 4192m² site is currently undeveloped with grassed and scrub areas. It is proposed to develop the site by constructing a single storey Drive-Thru and associated car parking (see Appendix B).

The total proposed impermeable area is 3058m².

In compliance with SUDS (Sustainable Urban Drainage Systems) various surface water discharge methods and reducing the amount discharged to the water course/sewer have been considered as per the table below.

Infiltration	<p>The use of soakaways is generally an ideal SUDS solution for developments. Permeability testing in accordance with BRE Digest 365 should be carried out and this information then used to determine the viability of the use of soakaways to deal with rainwater runoff. Soakaways can be used to deal with run-off both from buildings and paved areas. It should also be noted that soakaways can cause flooding to nearby basements and properties. Hence, the groundwater flow paths should be determined by a geotechnical investigation. Soakaways should be located in landscaped areas of the site. In accordance with Building Regulations soakaways are not to be located within 5m of any structure.</p> <p>Soakaways must be designed to cope with a 1 in 30 year storm with an allowance for climate change and a factor of safety greater or equal to 2. It is possible that the road or other areas could, with the management of kerbs and levels, be designed to contribute to the additional storage capacity requirements for a 1 in 200 year storm. However if this is not possible then the soakaways would have to be designed for the 1 in 200 year event.</p>
Permeable paving/discharge to soft landscape	<p>The use of permeable surfacing for parking areas combined with discharge from paths onto adjacent soft areas are ideal for reducing run-off via drainage systems. Permeable paving can be used as an infiltration mechanism to discharge direct to the ground if the sub-strata is sufficiently permeable or alternatively can be used as on-site storage where used in conjunction with a flow restriction to attenuate flows into existing drainage systems.</p>
Ponds or wetlands	<p>Ponds or wetlands can be used in conjunction with restricted discharge outlets to control the maximum rate of discharge from a site. However, the health and safety risks associated with ponds and wetlands may make them inappropriate without incorporating significant control measures into the scheme design.</p>
Swales	<p>Swales are similar to wetlands except they are designed to empty when not required to balance flows; similar comments apply as above.</p>

French drains	French drains can be located in landscaped areas of the site. See the notes on soakaways. It is also possible to use French drain construction lined with an impermeable barrier as a storage facility.
Restricted flows combined with onsite storage	<p>If none of the above solutions are appropriate then the final drainage system may incorporate a flow restriction and on-site storage. This could be in the form of oversized pipes or tanks to attenuate the additional flows and then discharge into the existing surface water sewer system or into the water subject to consent and approvals.</p> <p>The underground storage system must be designed to accommodate the calculated flows for a 1 in 30 year return period together with an allowance for climate change. The road, with the management of kerbs and levels, can be designed to contribute to the storage capacity for a 1 in 200 year storm. Alternatively the underground storage system should be designed to accommodate the 1 in 200 year event.</p> <p>Options for on-site storage include:</p> <ul style="list-style-type: none"> a) Buried tanks b) Lined French drains c) Oversized pipes and manholes d) Paving with under paving storage <p>The choice of solution depends upon relative levels of surfacing, inlet and discharge points and forms part of the detailed drainage design.</p>

Due to the central location of the site in an area of clay deposits just below ground surface level, then infiltration and other similar SUDS systems stated above are not suitable for this site.

Therefore, based on the above assessment the most feasible option would be to discharge surface water into the existing combined sewer located to the north of the site.

Based on a greenfield run-off rate of 4.5 l/s/ha and 0.42 ha site area, the discharge rate is 1.9 l/s. This results in a very small and difficult to maintain flow control/orifice and therefore 5l/s discharge rate is to be used which is also minimum allowed flow based on Sewers for Scotland Act.

The proposed development surface water discharge is to be restricted to 5 l/s with 135 m³ on site attenuation based on 1 in 200 year rainfall M5-60 value of 14 and 20% climate change. This can be provided using a traditional attenuation system, tank or stone reservoir attenuation system located within the car parking/road areas of the development. The 20% climate change allowance will ensure that the proposed development drainage system can cope with future predicted rainfall increase.

All surface water from roads and car parking areas on the site shall pass through a secondary level of treatment such as permeable paving/porous asphalt.

The final solution to be adopted will depend on further investigation and the development of the detailed design. For the proposed drainage layout drawing see Appendix E.

4.2 FOUL WATER DRAINAGE

The proposed foul water drainage from the development should be discharged into the existing public foul water sewer to the north of the site.

The final solution to be adopted will depend on further investigation and development of the detailed design.

For the proposed drainage layout drawing see Appendix E.

5.0 RECOMMENDATIONS

Based on the Flood Risk Assessment recommendations are as follows:

Flood risk

The site is located within the medium likelihood of flooding Zone - area with medium Probability of flooding from rivers and the sea. The site has a significant flood risk but as proposed development is classified as less vulnerable it is considered to be at a suitable location for the development.

The overall site levels are to be similar to existing adjacent developments with proposed development floor level at 7.54m.

The site benefits of flood defences.

Surface water

Based on the assessment the most feasible option would be to discharge surface water into the existing combined sewer located to the north of the site

The proposed development surface water discharge is to be restricted to 5 l/s with 135 m³ on site attenuation based on 1 in 200 year rainfall M5-60 value of 14 and 20% climate change. This can be provided using an attenuation tank located within the car parking/road areas of the development. The 20% climate change allowance will ensure that the proposed development drainage system can cope with future predicted rainfall increase.

All surface water from roads and car parking areas on the site shall pass through a secondary level of treatment comprising permeable paving/porous asphalt combined with a stone reservoir attenuation system.

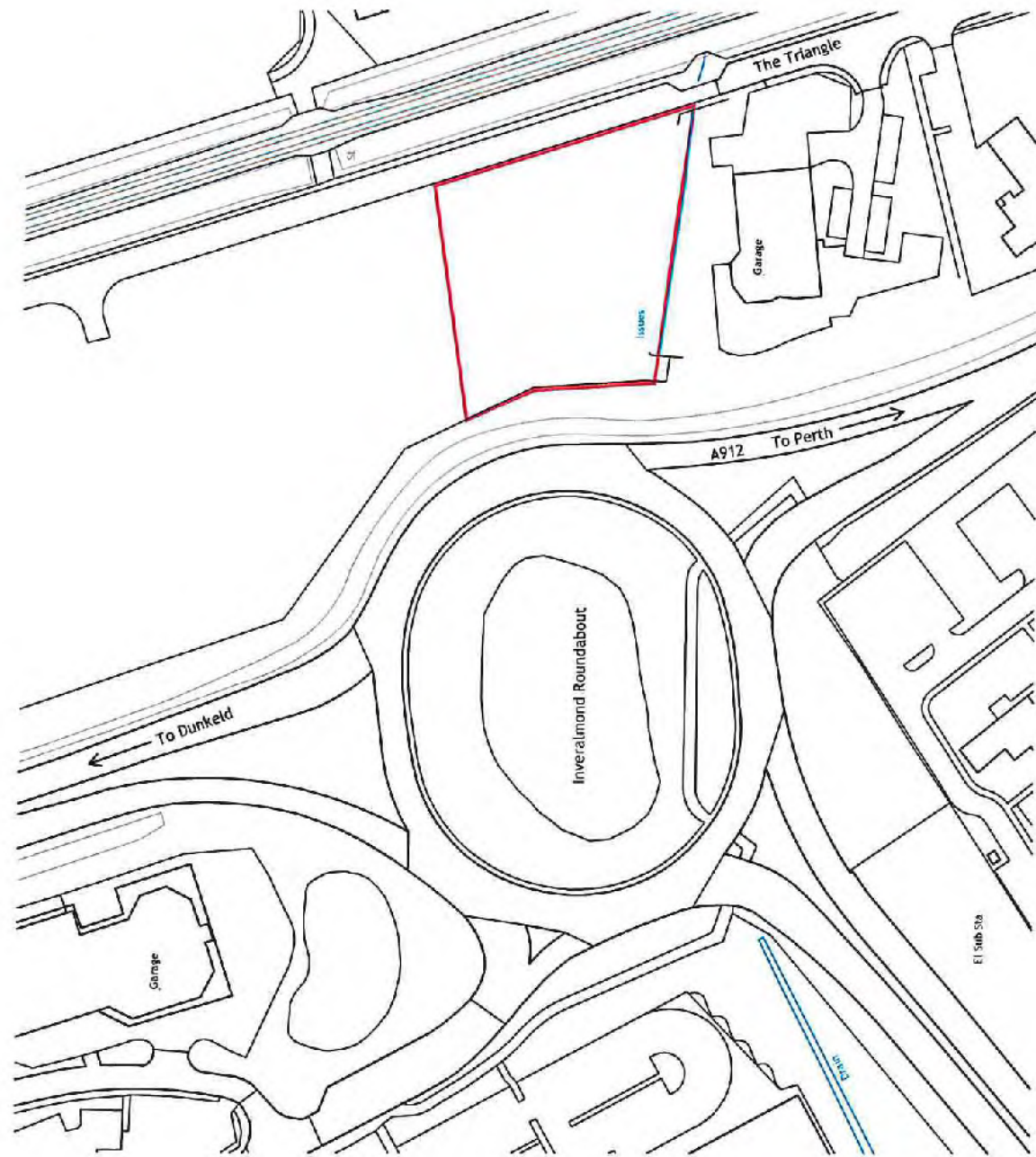
The final solution to be adopted will depend on further investigation and the development of the detailed design.

Foul water

The proposed foul water drainage from the development should be discharged into the existing public foul water sewer to the north of the site.

The final solution to be adopted will depend on further investigation and development of the detailed design.

APPENDIX A - SITE LOCATION AND EXISTING SITE DRAWINGS



A. Review and add note and/or planning square & P.C. - 14/12/15
 15/12/15
 1:1250
 15/12/15

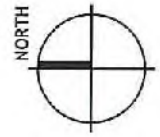


Go Americano

Proposed Drive-Thru
 Easter Inveralmond
 Inveralmond Roundabout
 Dunkeld Road, Perth
 Site Location Plan

Project	15-1233	Client	A
Scale	1:1250	Drawn by	PJC
Date	15/12/15	Reviewed by	SNJ
Author	PJC	Approved	SNJ
Client	Go Americano	Project	15-1233
Project	15-1233	Client	A

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APPENDIX B - PROPOSED SITE DRAWINGS



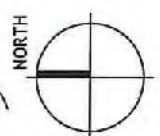
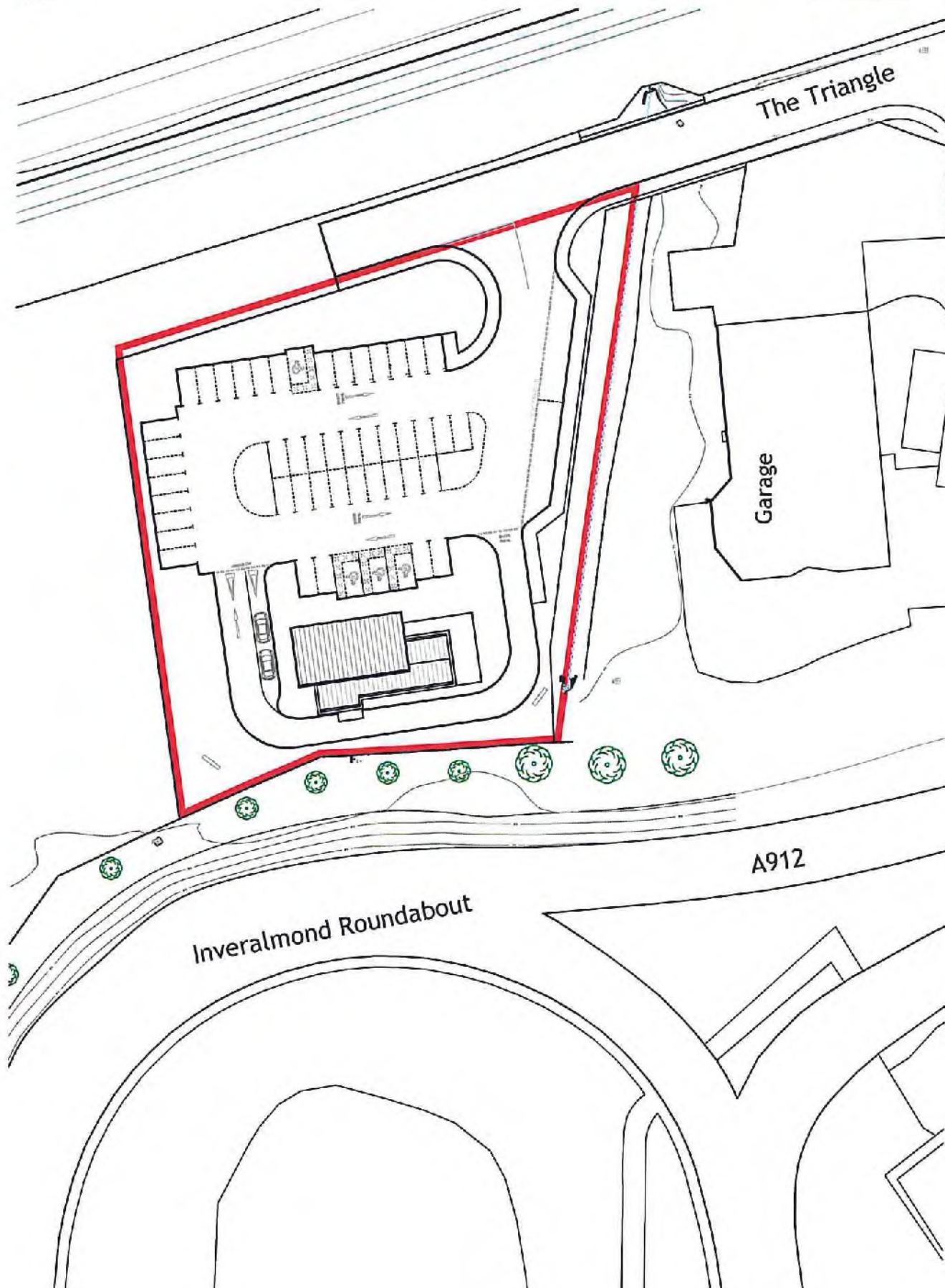
Go Americano

Proposed Drive-Thru
 Easter Inveralmond
 Inveralmond Roundabout
 Dunkeld Road, Perth

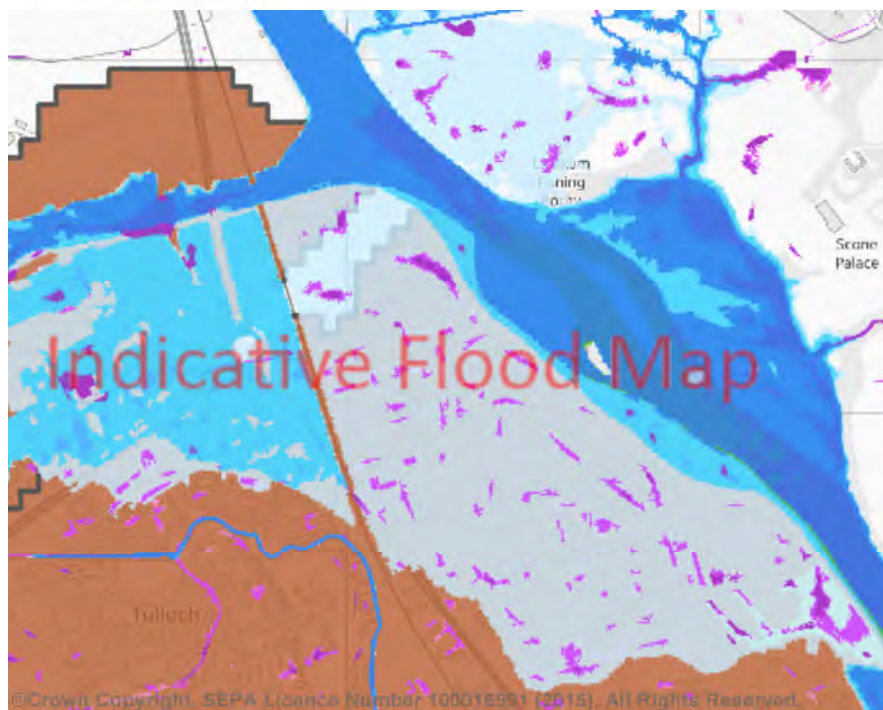
Site Block Plan
 as Proposed

Project	15-1233	Planning Ref	A/101-01	Rev	A
Scale	1:500	Scale	A3	Scale	1:500
Author	SNJ	Checker	SNJ	Checker	SNJ
Designer	SNJ	Designer	SNJ	Designer	SNJ
Project Manager	SNJ	Project Manager	SNJ	Project Manager	SNJ

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 WWW.SNJ-ARCHITECTS.CO.UK



APPENDIX C - SCOTTISH ENVIRONMENT PROTECTION AGENCY FLOOD MAPS



Map Legend

Areas that may flood - All Likelihood

River

- High
- Medium
- Low

Surface Water

- High
- Medium
- Low

Coastal

- High
- Medium
- Low

Potentially Vulnerable Areas

Disclaimer and Terms and Conditions

All intellectual property rights are owned by SEPA or its licensors. The maps cannot be used for commercial purposes, by value added resellers or for income generating purpose. A full list of terms and conditions is available from the [flood maps](#) or by contacting flooding@sepa.org.uk.

The maps are indicative and of a strategic nature. Whilst all reasonable effort has been made to ensure that the flood maps are accurate for their intended purpose, no warranty is given by SEPA in this regard. Within any modelling technique there is inherent uncertainty. SEPA has assessed the confidence it has in the maps and has shaded areas where data is not appropriate for use or where no data is available. It is inappropriate for these maps to be used to assess flood risk to an individual property.

Acknowledgements

The maps were developed using data from various sources. Full acknowledgement of data providers and participating parties is from the [flood maps](#).

Maps creation dates

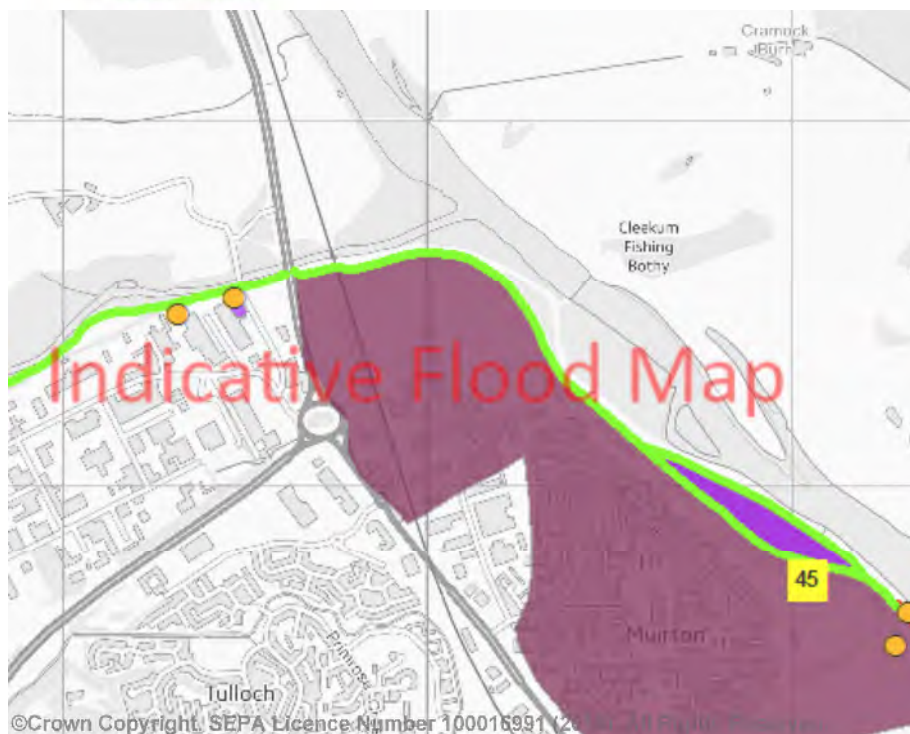
Created: January 2014 This supersedes the Indicative River and Coastal Flood Map (Scotland)

Updated: 3 March 2015

Updated: 2 December 2015

The flood maps reflect the knowledge and data that was available to be incorporated at the time of publication.

For further queries please contact flooding@sepa.org.uk



Map Legend

Flood Defences

- Defence Scheme
- Floodgate
- Pump
- Embankment
- Wall
- Culvert
- Storage Area
- Channel Improvement
- Area of Benefit

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Updated: 3 March 2015

Updated: 2 December 2015

The flood maps reflect the knowledge and data that was available to be incorporated at the time of publication.

For further queries please contact flooding@sepa.org.uk

APPENDIX D - DRAINAGE ASSESSMENT CALCULATIONS

Project Title: Drive-Thru Restaurant, Inveralmond, Perth

Project No: 124-06

Prepared By: KAN

Date: 16/8/2016

Checked By: KGP

Date: 18/8/2016

SURFACE WATER ATTENUATION FOR 200 YEAR RAINFALL RETURN PERIOD

DESIGN DATA

Site location =	Perth
M5-60 rainfall ratio (mm) =	14
60min rainfall ratio to 2 day rainfalls of 5 year return period, r =	0.35
Impemeable area (m ²) =	3058
Total site area (m ²) =	4192
Proposed discharge rate (l/s) =	5
Allowance for Climate Change (%) =	20

CALCULATIONS RESULTS

Required storage volume (m³) = 135.00

DETAILED CALCULATIONS

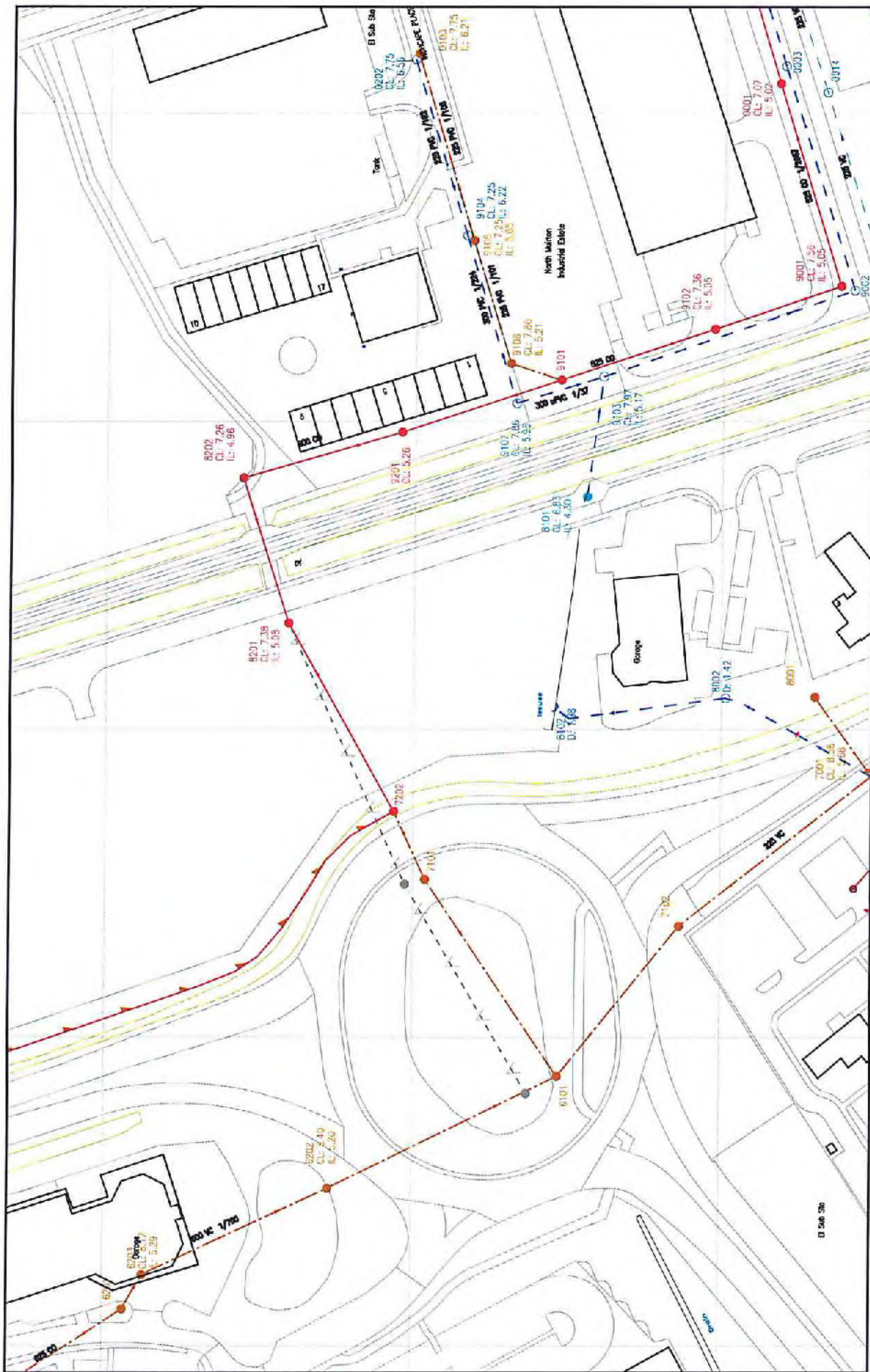
Duration, D	15	30	60	120	240	360	600	1440	2880
Z1	0.55	0.70	1.00	1.38	1.70	2.00	2.40	3.50	4.60
M5-D	7.7	9.8	14.0	19.3	23.8	28.0	33.6	49.0	64.4
Z2	2.53	2.54	2.50	2.40	2.32	2.25	2.17	2.04	1.92
M100-D	19.48	24.89	35.00	46.37	55.22	63.00	72.91	99.96	123.65
i (mm/hr)	77.92	49.78	35.00	23.18	13.80	10.50	7.29	4.17	2.58
i + Climate Change %	93.51	59.74	42.00	27.82	16.56	12.60	8.75	5.00	3.09
Area (m ²)	3058	3058	3058	3058	3058	3058	3058	3058	3058
Qp (l/s)	79.49	50.79	35.71	23.65	14.08	10.71	7.44	4.25	2.63
Qe (l/s)	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Balancing Q	74.49	45.79	30.71	18.65	9.08	5.71	2.44	-0.75	-2.37
Storage volume (m ³)	67.04	82.42	110.54	134.29	130.78	123.37	87.77	-64.89	-409.90


DESIGN NOTES

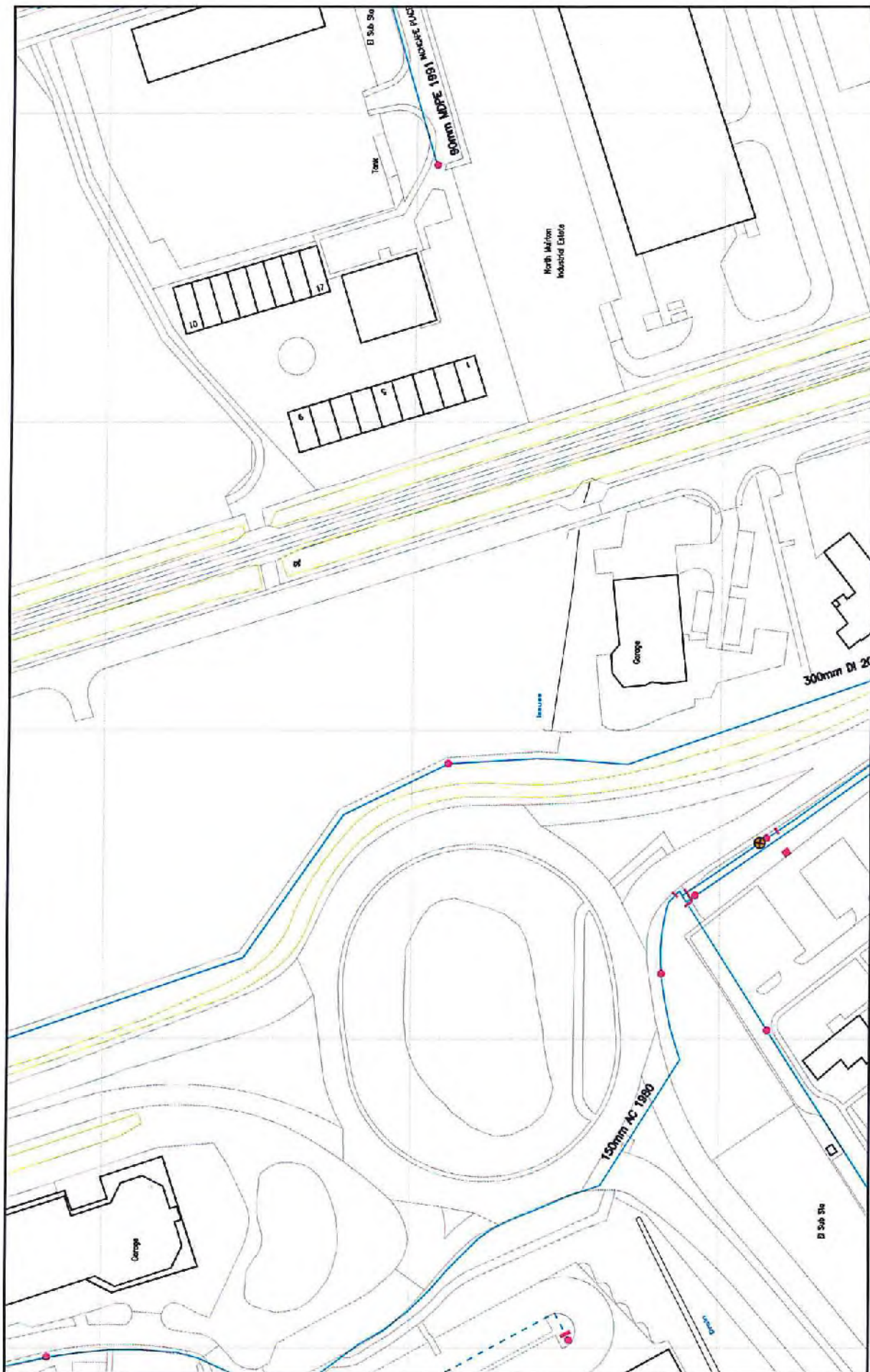
1. Surface water storage design is in accordance with the Wallingford Procedure - Design and Analysis of Urban Drainage. Volume 1 Principles, Methods and Practice. Volume 4 - Modified Rational Method.

APPENDIX E - PROPOSED DRAINAGE LAYOUT DRAWING

APPENDIX F - SCOTTISH WATER INFORMATION



 <p>Scottish Water Always working for you</p> <p>Coastal House, 8 Castle Drive, Dumfries, MT1 1BA Tel: 01846 601 8855</p>	<p>(c) Crown copyright and database rights 2016 Ordnance Survey 100023460. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form</p>
<p>OP/DHWGK735</p> <p>Wastewater Plan</p> <p>110 metres</p> <p>Scale: 1:1250</p>	<p>The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District Office.</p> <p>Date Plotted: 17/05/2016</p>



The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District Office.

Data Plotted: 17/05/2016

OP/DHWGK735

Water Plan



Scale: 1:1250

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APPENDIX G - CORRESPONDENCE

Krista Norden

From: Russell Stewart [REDACTED]
Sent: 25 May 2016 11:49
To: Katie Abbott
Subject: RE: Proposed Starbucks, Inveralmond, Perth

Hi Katie,

I have provided a link to our [Developers Guidance on Flooding and Drainage](#). This should provide a lot of the information you are after.

In terms of this site I would expect the discharge rate to be restricted to greenfield runoff rates. If the orifice size will be small and subject to blockage then a higher discharge rate would likely be approved. However, work on the basis of existing greenfield run off rates to begin with.

In terms of levels of treatment please refer this to SEPA.

Any queries just let me know.

Regards
Russell

Russell Stewart
Engineer (Flooding)
Structures and Flooding Team
The Environment Service
Perth & Kinross Council
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

From: Katie Abbott [REDACTED]
Sent: 23 May 2016 12:34
To: Russell Stewart
Subject: Proposed Starbucks, Inveralmond, Perth

Russell,

As discussed in our earlier telephone conversation please find attached a copy of the proposed site plan and location plan for the proposed Starbucks coffee shop.

The site address is:
Easter Inveralmond,
Inveralmond Roundabout,
Dunkeld Road,
Perth,
PH1 3DU

Ref: 309813, 726191

The site is located of the The Triangle adjacent to the car showroom.

The total site area is approximately 4200m2 with 3060m2 being impermeable area.

If you have any questions or require any additional information please do not hesitate to contact me.

Thank you

Regards

Kate

Katie Abbott
Senior Engineer
CEng MlstrutE



Beam Consulting
14 Bond Street
Wakefield
West Yorkshire
WF1 2QP

www.beamconsulting.co.uk

Beam Consulting Engineers Ltd, Registered in England and Wales No.7269218

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Requests to Perth & Kinross Council under the Freedom of

From: Finlay, Alayne [REDACTED]
Sent: 31 May 2016 14:34
To: Katie Abbott
Subject: Flood Risk Information for Easter Inveralmond, Inveralmond Roundabout, Dunkeld Field, Perth, PH1 3DU
Attachments: SEPA General Data Reuse Statement v3.1.pdf

Dear Ms Abbott

Flood Risk Information for Easter Inveralmond, Inveralmond Roundabout, Dunkeld Field, Perth, PH1 3DU

Further to your enquiry, I would comment that unfortunately we are unable to undertake site specific flood risk enquiries. However, I can provide any flood information we have which will provide a first indication of potential flood risk.

Review of the SEPA Flood Map 200-year flood outline (i.e. the flood with a 0.5% chance of occurring in any single year) indicates that this area lies within this envelope and as such is potentially at medium to high risk of fluvial flooding. The confluence of the River Almond and River Tay lies within 700m of the Inveralmond roundabout and the flood risk in this area can be from either of these watercourses or a combination of high flows on both watercourses. There is also a small watercourse running immediately adjacent to the Honda garage which is culverted upstream and downstream of the site. This has not been included within the model for the SEPA Flood Map and as such the flood risk from this source is unknown.

The area was impacted by flooding a number of times including in 1814, 1909, 1993 and January 2016. Following the flooding in 1993, a Flood Prevention Scheme was constructed for Perth. The scheme consists of 4km of embankments and walls from Inveralmond to Smeaton Bridge, sluice gates, raised ground levels, pipes, ponds and pumping stations. The proposed development site is located within the area of benefit for the scheme. The defences were designed to protect Perth from the highest recorded flood, which was the 1814 event. The defences are considered to have a standard of protection up to an estimated return period of 1 in 200-years. Perth & Kinross Council should be contacted for further details on the Flood Prevention Scheme in this area.

Although the site is protected by a formal Flood Prevention Scheme to the 1 in 200-year design standard, our position on development is dependent on the proposed site and previous uses. Should the site have been previously developed then the proposals for a café are likely to be acceptable although we would recommend that flood resilient and resistant construction is used within the design of the building. However, if the site has not previously been developed then any development would lead to an overall increase in the risk for the overall site, which is contrary to Scottish Planning Policy, and we would not be able to support such development.

I would also recommend that you contact the Roads Department of Perth & Kinross Council who, as Flood Prevention Authority, should be able to provide further information regarding flooding and flood alleviation in the area.

The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>

I hope this is of use.

Yours sincerely

Alayne Finlay
Hydrologist (Flood Risk)

The content of this email and any attachments may be confidential and are solely for the use of the intended recipients. If you have received this message by mistake, please contact the sender or email info@sepa.org.uk as soon as possible then delete the email.

From: John Williamson - TES [REDACTED]
Sent: 10 August 2016 22:03
To: Kerri McGuire <Kerri.McGuire@g-s.co.uk>
Subject: RE: Planning Application for Proposed coffee Shop/Takeaway, Inveralmond, Perth (16/01124/FLL)

Dear Kerri

This site is considered to be a brownfield given the existing infrastructure which is in place. You will also note that SEPA have objected to the application due to the lack of information contained within the FRA with particular reference to the watercourse on the southern boundary of the site. I was not intending to seek additional information on this as following my review of the consultation responses and my assessment, it is my intention to recommend this application for refusal as I consider it contrary to Policy ED1A and do not consider the information you have submitted to be sufficient to justify a departure from this policy. I do not share the view that the development of this site will act as a catalyst for development of the remaining employment land particularly given the presence of existing similar coffee shop type facilities in the immediate area. I also note that no marketing evidence for the site in terms of a car sales use has been presented. I was intending to issue this decision in the coming days. Can you please therefore provide me with a timescale for submission of your response to the existing consultation responses.

I thought it was important to make you aware of my view on this application rather than seeking more information relating to flood risk which will not alter my view on the principle of development of this nature on the site.

I look forward to hearing from you. In the meantime the clock has been stopped on the application to await submission of your response.

The infrastructure application was granted under reference 09/00431/FUL.

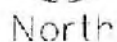
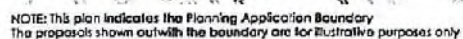
Kind Regards

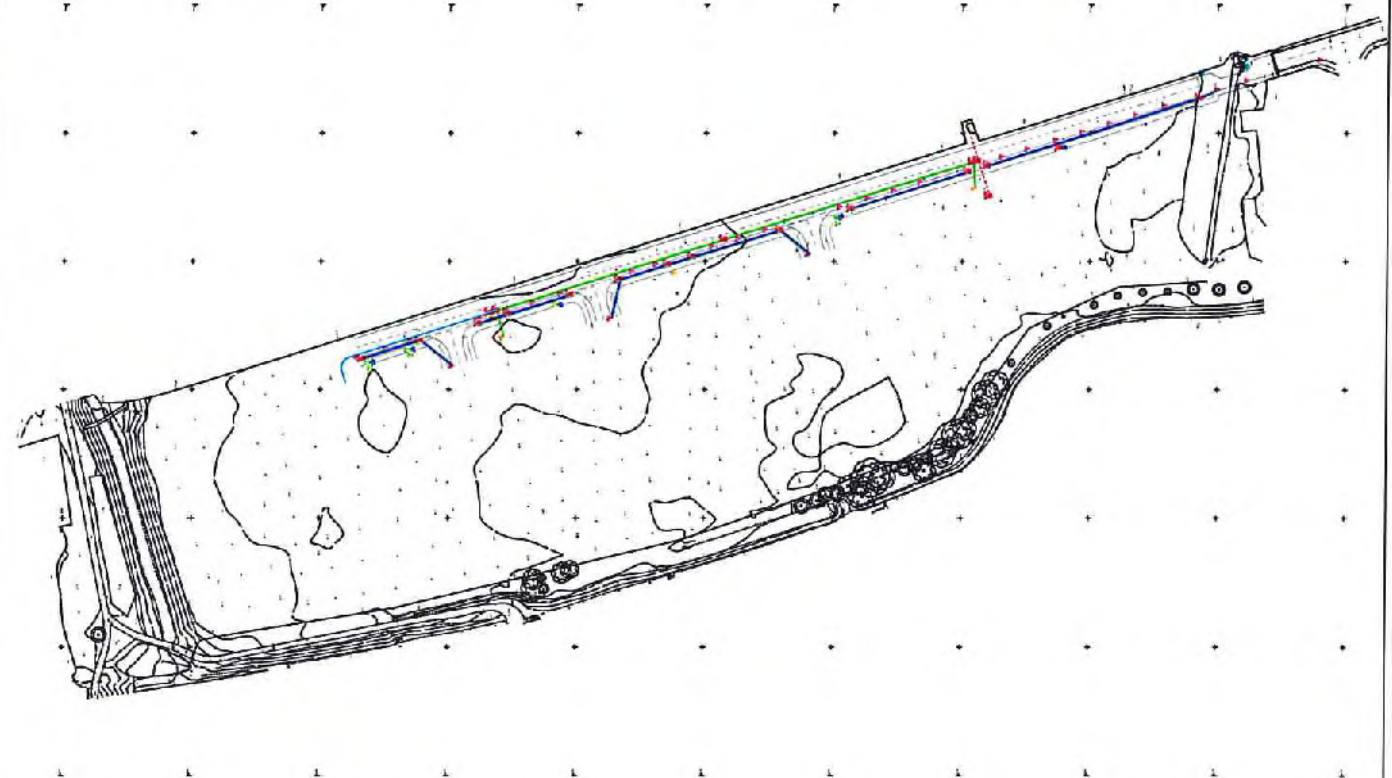
John Williamson
Planning Officer
Development Management
Perth and Kinross Council
Pullar House, 35 Kinnoull Street
Perth
PH1 5GD

[REDACTED]
[REDACTED]

APPENDIX H - EXISTING PREVIOUS DEVELOPMENT INFORMATION

NOTES
1. THIS DRAWING NOT TO BE SCALED, DIMENSIONS ONLY TO BE TAKEN
2. SHOULD ANY DISCREPANCIES BE FOUND WITH THIS DRAWING, PLEASE ADVISE THE
OFFICE
3. EXPIRATION OF THIS DRAWING IS FIXED BY MILL DESIGN LAW

[illegible]



ROCK GUARD	STOP VALVE	INSULATION COVER	EXHAUST COVER
MAN-HOLE COVER	ROOFING ETC	PIPE HYDRANT	

Rev	Date	By	Description
A	1.1.12.13	FB	Fixing main angled
INFORMATION			<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> CONSTRUCTION
TENDER			

Client:

Project :
INVERALMOND
EAST PERTH

Drawing Title :

INVERALMOND
AS-BUILT DRAINAGE

Drawing Number :	Scale :
CL750-101-A	1:1000 @ A1
Drawn By :	Date :
AG	19/07/13



I & H BROWN

CIVIL ENGINEERING ARCHITECTURE INTERIOR LANDSCAPE ARCHITECTURE
 70 BOW HILL COURT, D.C. 20002, PRINCE GEORGE, MD
 Tel: 301.738.0371 Fax: 301.738.4371 E-mail: info@bpcva.com

[illegible]

Head of Development Control
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EDINBURGH@CKDGALBRAITH.CO.UK
WWW.CKD GALBRAITH.CO.UK

Our ref: CEJH/KJH/N9/00/93

12 March, 2009

RECEIVED

16 MAR 2009

Dear Sirs

APPLICANT: BALFORMO ENTERPRISES LTD
SITE: INVERALMOND EAST, INVERALMOND, PERTH
PROPOSED DEVELOPMENT: CONSTRUCTION OF ACCESS ROAD
AND UTILITY SERVICE INFRASTRUCTURE,

INTRODUCTION

In our capacity of agent to the landowner and applicant, CKD Galbraith have been instructed to prepare and submit the enclosed planning application for roads and service infrastructure in preparation for future commercial development of land identified as 'Inveralmond East' which comprises undeveloped land adjacent to the Inveralmond Roundabout, Perth.

The proposed development is clearly illustrated on the plans accompanying this application, however, it may be briefly described as comprising an extension northward of the adopted public road known as The Triangle. In addition, the application also provides for extension of utility infrastructure to serve future development within the site.

This planning application is submitted in 'detail' and the following information is provided to illustrate the general nature of the proposed development including servicing and access arrangements. We would advise that pre-application discussions have been undertaken with officers Perth & Kinross Council to review the proposals covered by this application.

PARTNERS

C. B. Addison-Scott
W. H. Barbour
J. R. C. Bound
S. D. M. Brown
R. A. Cherry
J. M. P. Galbraith
Pamela H. K. Gray
J. C. E. Hodge
E. F. Holt
C. J. Innes
W. N. Jackson
T. J. Kirkwood
Pam J. Over
R. C. Rattray
M. J. G. Reid
I. J. Russell

ASSOCIATE FIRM

J. P. Kennedy
A. J. R. Macpherson

SENIOR ASSOCIATES

R. J. Higgins
G. S. Howitt
A. O. M. Jameson
S. C. Letch
A. J. McIntyre
R. M. Thompson
Sarah C. Tyson

ASSOCIATES

K. S. Bhatti
N. J. M. Cameron
M. A. K. Cassels
Emma J. Chalmers
R. T. Christie
Valerie M. L. Fleming
Caroline M. Leggat
D. J. Lindsay
J. Mackay
A. D. F. Mackenzie

CONSULTANTS

C. A. H. Gow
E. M. B. Larby
D. A. G. Reid
J. D. Stormonth-Darling

RESIDENT AGENTS

Ardverikie and Islay

12 March 2009

THE SITE

The site to which the accompanying planning application relates has been marketed as 'Inveralmond East' and comprises a broadly rectangular and flat area of approximately 10.00 acres (4.05 Ha), located to the immediate east of the A9 Trunk Road, north east of the Inveralmond roundabout, as illustrated on the enclosed plans. The site was formerly agricultural land and has been laid down to rough grazing for some years.

This application provides for the proposed roadway and adjacent service infrastructure to serve the wider site and accordingly the application area under consideration extends to 2.22 acres (0.90 Ha) and comprises a narrow strip of land adjacent to the eastern boundary of the site. The application site is located adjacent to the main Inverness railway line and whilst landscaping proposals are put forward within the indicative masterplan provided, these will be augmented in due course as detailed proposals for the Inveralmond East site are progressed.

The site is identified in the adopted 1998 Perth & Kinross local plan as zoned for business and industrial use. The site was further identified within the currently discontinued draft 2005 Perth & Kinross Central Area Local Plan as high amenity employment land suitable for motor dealership use.

The existing service road hammerhead at the Triangle has been confirmed as adopted and will tie into the proposal, in accordance with the previously intimated wishes of Perth & Kinross Council in terms of developing an access into this land area.

Whilst this application deals with the proposed service road and utility infrastructure only, it is recognised that there is a relationship between this application and the ultimate use of the wider site. Accordingly an indicative site master plan/layout plan showing possible configurations of buildings, car parking and landscaping in the wider site is provided, for information only at this stage.

12 March 2009

IDENTIFIED DEMAND

It is noted that there is a considerable constraint within Inveralmond Industrial Estate in terms of provision of suitable development land and this proposal will lead to provision of significant further employment land to service the strong demand which has been evident in recent years in and around Perth.

We note that this issue has been specifically identified in a recent report undertaken by Messrs. Ryden on behalf of the Council. Whilst the applicant has obvious concerns as a consequence of the current economic climate, considerable resource and cost have been incurred in clarifying potential constraints to development of this significant landholding. Accordingly, we would hope that the Council would be supportive of the potential opportunity which this application seeks to provide.

ACCESS

The proposed access road is designed as a continuation of the existing road at the Triangle with a full width of 7.30 metres, together with a 2.00 metre pedestrian footpath and service strip. Road widths, radii, geometry and gradients are all fully compliant with current guidelines and street lighting ducting has been included within technical drawings for Road Construction Consent application, in order to facilitate the necessary lighting stanchions and infrastructure to allow the road to be adopted in due course.

A series of hammerheads are shown which will provide individual site accesses and a further access can be taken from the northern end of the proposed carriageway, providing flexibility in terms of subsequent occupation of the site. Hammerheads will be a minimum depth of 15.00m to allow for turning of the largest vehicles which will access the site. In addition to the pedestrian pavement there will be a service strip which will lie to the east of the carriageway, providing a location for service utilities/ducting, foul and surface drainage networks and necessary road gullies/culverts.

12 March 2009

LANDSCAPING

As illustrated on the enclosed plans, the immediate proposals show landscaping in terms of shrubbery and tree planting to the western edge of the proposed carriageway, as part of wider and more encompassing landscaping works which will be developed and brought forward in accordance with detailed applications for the wider site in due course. It is appreciated that this infrastructure application is being put forward to provide access and services for a prominent site in a gateway location within Perth; therefore environmental and visual considerations in terms of these development proposals will be important. Accordingly, landscaping will be required to form a key component of any subsequent occupier proposals, in a bid to provide an attractive and welcoming outlook for members of the public entering/exiting Perth via the A9.

SERVICES

Water Supply

At the time of submission of this application discussions are ongoing with Scottish Water concerning mains water supply from the adopted main to the south, which is understood to lie beneath the public road at the Triangle. It is anticipated that this supply will be extended northwards alongside the proposed service road within the service strip, providing the ability to 'tee' off as necessary.

Drainage Provision

Foul drainage for the site is proposed by means of connection to an existing sewer main which bisects the site, passing under a railway bridge on the eastern boundary and running into North Muirton Industrial Estate. A new sewer main will be installed adjacent to the proposed carriageway in order that each potential occupier site can be connected to what will become adopted Scottish Water network infrastructure in due course. Discussions with Scottish Water are ongoing, with a view to clarifying the technical details of such connections and it is not anticipated that any particular technical impediment exists. Scottish Water have confirmed that capacity exists to serve the site.

12 March 2009

Electricity

A main supply of electricity is available to service the site and underground infrastructure and ground mounted substations will be constructed adjacent to the proposed carriageway, linking into existing transmission infrastructure to the south/south east of the site, adjacent to the Inveralmond roundabout.

Surface Water/SUDS

Porosity testing has been carried out across the entire site and the results of such testing have been found to be extremely good, with infiltration rates being very high. Accordingly, it is anticipated that individual sites will deal with SUDS provisions arising within their own site boundaries, by means of appropriate soakaway infrastructure and porous hard landscaping.

Road gully drainage will be dealt with by means of connection to the existing adopted surface water drainage network adjacent to the site and discussions with Scottish Water are ongoing in this respect. It is not anticipated that there will be any technical difficulty in terms of this connection. Scottish Water have confirmed that capacity exists to allow such connections to proceed.

Flood Risk

Detailed discussions have been undertaken with the Perth & Kinross Flood Risk Officer. It is understood that the site falls within the flood protected zone south of the River Almond flood bank. Accordingly we are advised that there is no risk of flooding and consequently no impediment to development arises from a flood risk point of view. As above, any possible instance of flood risk intensification arising as a result of development proposals will be addressed by means of suitable run-off attenuation works within site boundaries.

12 March 2009

GEO-ENVIRONMENTAL ISSUES

The site has been the subject of initial geo-environmental assessment and no impediments to development have been identified. The land is greenfield former agricultural grazing land and hence the likelihood of contamination arising is viewed to be extremely remote.

Ground conditions are found to be excellent and it is not thought that anything other than normal load bearing foundation design will be required to develop the site. Further geo-environmental assessment will be conducted in the course of progression of detailed occupier proposals and due cognisance will be taken of any particular findings.

PLANNING POLICY COMPLIANCE

In referring to the adopted Perth Central Area Local Plan it is noted that the land in question is allocated for business use. The proposals are submitted with a view to bringing forward detailed business occupier's proposals in due course.

Detailed discussions have been undertaken with Perth & Kinross Council Development Control with respect to the proposed means of progressing development of this site. It has been agreed that this application for provision of road and service infrastructure is an entirely appropriate means of progressing matters, with a view to obtaining a competitive price for provision of such infrastructure, and thereby creating serviced plots for occupation, which would be further progressed by means of individual occupiers' detailed proposals.

INDICATIVE MASTERPLAN

The masterplan has been produced to provide guidance as to how the new infrastructure may permit the site to be developed.

It is anticipated that any buildings proposed in due course will vary in massing and form in such a way that an identity and visual interest will be created, responding to the site and its surroundings to produce a

12 March 2009

complimentary development. A common style and theme of material selection and building form will be encouraged to present a unifying appearance.

Car parking provision will be designed to comply with all statutory requirements and the guidance contained within SPPG17.

SUSTAINABILITY

Individual developments will be encouraged to address sustainability and where possible pursue exemplar BREEAM rating in accordance with government targets for new commercial development. Buildings on site will be required to achieve high levels of performance in compliance with modern statutory building regulation. Any particular biodiversity and ecology benefits identified as possible will be encouraged, with reference to landscaping proposals.

CONCLUSION

We trust this application is acceptable to Perth & Kinross Council and look forward to progressing matters in due course. Should it be deemed that further information would be helpful in determining this application we will be happy to submit this.

We have prepared the technical drawings necessary to apply for Road Construction Consent and it is the intention, on receipt of a planning application reference, to submit applications for Road Construction Consent and for technical connection to Scottish Water foul and surface drainage networks.

We trust the above is in order and look forward to discussing any issues that arise in the process of determining this application.

CKD Galbraith LLP
11.02.2009

Development Management
Perth and Kinross Council
Pullar House
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F.A.O: John Williamson, Planning Officer

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For a full list of partners
visit our website.

www.g-s.co.uk

Our Ref: KMcG/2015/10/0045

Date: 22/08/2016

Dear John

Erection of a coffee shop/takeaway and associated works at Land 65 Metres North of the Triangle, Perth (Application Reference: 16/01124/FLL)

I refer to the above application and your email of the 10th August 2016 detailing that it is your intention to recommend this application for refusal as you consider the proposal to be contrary to Policy ED1A and do not consider the information submitted with this application sufficient to justify a departure from this policy.

This application was registered on the 6th July 2016 and there is still sufficient time remaining within the two month target determination of this application. We welcome the opportunity to respond to the consultations that have been submitted to date.

This application has received no public objections. In addition the Council's Regulatory Service and Transport Planning Officer have no objection to this application. Transport Scotland has also confirmed that they do not object to the proposal.

The applicant notes the developer contributions requirements detailed in the consultation response provided by the Development Negotiations Officer on the 29th July 2016. As these contribution levels are policy based, the applicant is willing to agree to these contribution levels, which would provide a contribution of £7,740 towards transport infrastructure in this area.

Flood Risk and Drainage Consultation Response

It is noted that SEPA originally objected to this application on the grounds that they require further information on the small watercourse at the site. Further discussions have been undertaken with SEPA and a copy of the topographical information in relation to this watercourse was submitted to SEPA on the 10th August 2016. On the 22nd August 2016 SEPA confirmed in writing to Perth and Kinross Council that they have withdrawn their objection.

The Council's Flooding and Forward Planning Team had also commended on the fact that this small watercourse was not included in the Flood Risk Assessment. We trust that this matter has now been resolved.

An updated Flood Risk Assessment has been submitted with this letter to include additional flooding information provided by SEPA after the submission of this application.

Perth and Kinross Council's Flooding Team provided a consultation response on the 26th July 2016. They have not expressly objected to the proposal. The Flooding Team has provided commentary in relation to the surface water drainage proposals and a revised Drainage Impact Assessment has been submitted with this letter. This details the consultation that has been undertaken with Scottish Water and includes a greenfield run off rate calculation. The revised Flood Risk Assessment demonstrates that no properties are flooding in the 1 in 200 year rainfall event.

Forward Planning Consultation Response

The Forward Planning Team provided a consultation response to this application on the 22nd July 2016. Again, the Forward Planning Team does not specifically state that they object to this application.

The Forward Planning Team has stated that the site is identified for employment use and that the site forms an important part of the limited supply of serviced employment land.

The Planning and Marketing Report submitted with this planning application demonstrated that this proposal would not impact on the supply of employment land within Perth. The site forms a small part of a wider employment land allocation and is complementary to such uses. This proposed Starbucks has been instrumental in attracting interest in the remaining undeveloped parts of the site.

The Forward Planning Team details that there is a balance to be struck between waiting longer for an end use that meets the terms of Policy ED1 and attractive alternative uses that bring economic development

CKD Galbraith has been marketing the wider economic site for a number of years. They have provided the enclosed email detailing that the proposed Starbucks has been a significant draw to the two other potential occupiers for the site. Having a Starbucks in close proximity is seen as a great benefit in terms of attracting business and increasing footfall.

Please also find enclosed an email from Arnold Clark, who is currently in negotiations in relation to the adjacent land. They have stated that Starbucks would be an ideal use adjacent to a car showroom as it would increase footfall and visitors to the site which would assist in potentially increasing business levels for the car showroom.

The proposed development represents a major investment in this part of Perth and will also create employment opportunities. The proposal will create in the region of 20 to 25 new jobs with a 60 – 40% split between full time and part time positions. The investment in this site is in the region of £1 million. The proposal therefore provides significant direct economic benefits. The proposal will also create indirect economic benefits in terms of increasing footfall to the surrounding businesses and in particular the car show rooms. The proposal will also retain expenditure within Perthshire from passing tourist traffic heading north.

The Forward Planning Team acknowledges that some precedence has been set by the Reporter's decision to uphold the appeal for erection of a restaurant and pub within an employment site at Broxden Business Park. The Forward Planning Team states that in this case there are substantial existing facilities available with the Maltings restaurant, the M&S Café, the Tiso café and a takeaway facility within the BP garage.

The facilities available within M&S, Tiso and the BP garage are ancillary to their primary business. This proposal is for a specialist well known coffee shop brand. This provides a unique offer to this part of Perth. This proposal provides an accessible and dedicated coffee shop for Perthshire residents as well as motorists to stop off in Perth while journeying north and south. The proposal provided sufficient car parking spaces as well as coach parking to encourage passing trade to stop at this location. It also provides a unique drive-thru element for motorists' convenience that is not offered within the surrounding uses.

The applicant would be more than happy to promote Perthshire's many historical and cultural attractions within the coffee shop/drive thru.

The proposal is for a high quality development that will improve the attractiveness of Inveralmond. This will provide passing trade with a reason to stop in this part of Perth. It will also encourage residents and employees in the area to utilise local facilities.

The applicant already operates an existing successful Starbucks in Perth High Street and they are committed to investing in Perth. Starbucks is a global brand, however the applicant is very much community focused. They make it their mission to get involved in the local communities at all their stores. This is what differentiates Starbucks from their competition.

The applicant has been a member of the Perthshire Chamber of Commerce since the opening of their store on the High Street in April 2014.

The Forward Planning Team considers that this proposal is unlikely to be a catalyst for future employment development. They also state that the precedence set by the Broxden appeal decision is limited as this site offers opportunity to the car sales market and other employment uses as well as office uses and the applicant acknowledges that 3 acres of the site is currently under offer for car retail indicating some demand for this use.

It has been demonstrated above that the proposed Starbucks has already acted as a catalyst in attracting investment and car showroom operators to this part of Perth. It is viewed that the proposed Starbucks will have a positive impact on the existing and future businesses in this area by increasing footfall.

The Forward Planning Team has said that the comparison to Broxden is limited as there are existing facilities in this area. We have detailed above that these facilities are ancillary to the main retail and petrol filling station purpose. Furthermore, there is a range of facilities available in close proximity to the site at Broxden as there is coffee facilities and a Subway within the Esso petrol filling station as well as a McDonalds and Harvester all available at Broxden services.

SEPA has now removed their objection and the comments in relation to flood risk and drainage have been addressed. It has been demonstrated above and in the application submission that the proposal will bring significant economic benefits to the area. The proposal has already acted as a catalyst in terms of attracting business to the remaining undeveloped part of the wider employment allocation. It is therefore considered that the proposal accords with the principles of the Local Development Plan and there are material considerations to support this application.

The applicant and I would welcome the opportunity to meet with yourself and your colleagues from the Policy Team to discuss this application further in advance of the determination of the application. We would be available to meet on Wednesday 24th or Thursday 25th August. Please can you confirm if this would be acceptable?

Should you have any queries in relation to the above and enclosed, please do not hesitate to contact me at the telephone number below.

Yours Sincerely,

Kerri McGuire
Associate
T: 0141 567 5371
E: kerri.mcguire@g-s.co.uk

Enc.

Kerri McGuire

From: Gavin Bissett
Sent: 31 August 2016 10:50
To: John Williamson - TES
Cc: TES Flooding Development Control - Generic Email Account
Subject: RE: FAO Alex Candlish Erection of a coffee shop/takeaway and associated works, The Triangle, Perth (16/01124/FLL) (PCS/147975)

Hi John,

I note SEPA's most recent response on this application and I am satisfied that the flood risk from the small watercourse has been considered. As such we would remove our concerns regarding flood risk from the small watercourse. I would further advise that flood resilient and resistant materials are used in construction of the development, as is stated in the revised FRA.

The surface water drainage seems fine, in principle, but we would still need to check the detailed design once this has been carried out. This could be covered by a condition. The relevant standard conditions would be DR00 and DC01.

I trust this is of help.

Kind regards,
Gavin

Gavin Bissett

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

From: John Williamson - TES
Sent: 23 August 2016 08:47
To: Gavin Bissett
Subject: FW: FAO Alex Candlish Erection of a coffee shop/takeaway and associated works, The Triangle, Perth (16/01124/FLL) (PCS/147975)

Dear Gavin

I refer to your consultation response dated 26 July 2016 regarding the above and enclose an amended Flood Risk Assessment and Drainage Impact Assessment received from the applicant's agent. I would appreciate any comments on these.

Thanks

Kind Regards

John Williamson
Planning Officer
Development Management
Perth and Kinross Council
Pullar House, 35 Kinnoull Street
Perth
PH1 5GD

[REDACTED]

[REDACTED]

Response On Development Affecting Trunk Roads and Special Roads

The Town and Country Planning (Scotland) Act 1997

**The Town and Country Planning (Development Management Procedure)
(Scotland) Regulations 2013 S.I.2013 No 155 (S.25)**

Town and Country Planning (Notification of Applications) (Scotland) Direction 2009

To Perth and Kinross Council Pullar House, 35 Kinnoull Street, Perth PH1 5GD	Council Reference:-	16/01124/FLL
	TS TRBO Reference:-	NE/127/2016

Application made by Go Americano Ltd per Graham + Sibbald, Kerri McGuire 18 Newton Place Glasgow Scotland G3 7PY and received by Transport Scotland on 08 July 2016 for planning permission for erection of a coffee shop/takeaway and associated works located at Land 65 Metres North Of The Triangle Perth affecting the A9 Trunk Road.

Director, Trunk Roads Network Management Advice

1. The Director does not propose to advise against the granting of permission ☐
2. The Director advises that planning permission be refused (see overleaf for reasons). ☐
3. The Director advises that the conditions shown overleaf be attached to any permission the council may give (see overleaf for reasons). ☒

To obtain permission to work within the trunk road boundary, contact the Route Manager through the general contact number below. The Operating Company has responsibility for co-ordination and supervision of works and after permission has been granted it is the developer's contractor's responsibility to liaise with the Operating Company during the construction period to ensure all necessary permissions are obtained.

TS Contact:-

Route Manager (A9)
0141 272 7100
Network South, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF
NORTH EAST
Bear House, Inveralmond Road, Inveralmond Industrial Estate, PERTH, PH1 3TW
01738 448600
NEplanningapplications@bearsotland.co.uk

Operating Company:-

Address:-

Telephone Number:-

e-mail address:-

CONDITIONS to be attached to any permission the council may give:-

1	There shall be no means of direct access to the trunk road either pedestrian or vehicular.
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REASON(S) for Conditions (numbered as above):-

1	To ensure that the movement of traffic and pedestrians is confined to the permitted means of access thereby lessening the danger to and interference with the free flow of traffic on the trunk road.
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Transport Scotland Response Date:- 15-Jul-2016

Transport Scotland Contact:- Fred Abercrombie

Transport Scotland Contact Details:-

Trunk Road and Bus Operations, Network Operations - Development Management
Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF
Telephone Number: 0141 272 7382
e-mail: development_management@transportscotland.gsi.gov.uk

NB - Planning etc. (Scotland) Act 2006

Planning Authorities are requested to provide Transport Scotland, Trunk Road and Bus Operations, Network Operations - Development Management with a copy of the decision notice, and notify Transport Scotland, Trunk Roads Network Management Directorate if the recommended advice is not accepted.

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	16/01124/FLL	Comments provided by	Katie Briggs
Service/Section	TES / Forward Planning	Contact Details	██████████ ████████████████████
Description of Proposal	Erection of a coffee shop/takeaway and associated works		
Address of site	Land 65 Metres North Of The Triangle Perth		
Comments on the proposal	<p>Perth and Kinross Local Development Plan adopted 2014 The site lies at the southern end of the E1 allocation</p> <p>The E1 allocation is identified for high amenity employment uses or for car sales.</p> <p>E1 states <i>"This site will be subject to the Transport Scotland Strategic Transport Projects Review proposals.</i></p> <p><i>Site Specific Developer Requirements</i> <i>Design of any proposals required to be of a sufficiently high standard for this prominent site.</i> <i>Flood Risk assessment required which will define the developable area of the site."</i></p> <p>Policy ED1A and EP2 Development and Flooding are key policies to the assessment of the principle of this proposal.</p> <p>Comments At Examination of the Perth and Kinross Local Development Plan Scottish Environment Protection Agency noted "A small watercourse flows along the southern boundary of the site and developers should be made aware of a potential flood risk from this. Historical records show that the site flooded in 1993. The developable area may be constrained by flood risk and a flood risk assessment needs to be carried out prior to submitting a planning application to inform the scale layout and form of development." The Reporter concluded "It has flooded in the past but the Scottish Environment Protection Agency (SEPA) does not object to its development provided that the developable area is defined by a flood risk assessment. Subject to such an assessment being added as a site-specific developer requirements, this is a logical location for employment uses." This resulted in the following being added as a site specific developer requirement "Flood Risk Assessment required which will define the developable area of the site."</p> <p>In the recent Local Development Plan (LDP) review SEPA submitted comments to the Main Issues Report (MIR) and have sought the removal of the E1 allocation. This is based on the mistaken understanding of this site being greenfield, and relates to flood risk from the Rivers Tay and Almond.</p> <p>The LDP developer requirement for a FRA to determine the developable areas of E1 relates to the need to assess the small watercourse which runs along the southern part of the site. This risk has not been assessed as part of the FRA submitted with this planning application, or informed the developable areas, or siting of the</p>		

proposal within E1. The proposal lacks the necessary flood risk information to assess its compatibility with this developer requirement.

With regard to the medium to high flood risk associated to the River Tay and Almond as flood defences to the appropriate standard are in place (as per SPP) and because the site lies within the built up area flood risk from these rivers should not affect this proposal. Recent planning applications on the E3 site which also lie within the functional flood plain but are protected by flood defence scheme have initially drawn objections from SEPA. These objections have been later withdrawn as they were due to misunderstanding over the status of land being greenfield rather than brownfield.

There is potential for a similar issue here. The E1 site already has the road, utilities and the footway servicing it in place and is considered to be brownfield land. the SPP glossary defines Brownfield land as:

Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused building and developed land within the settlement boundary where further intensification of use is considered acceptable.

If SEPA object based on the site being greenfield then there will be a need to clarify with them the brownfield nature of this site. In terms of assessing this proposal against the flood risk policies of the LDP and SPP it is considered that the test (in relation to flood risk from the River Tay and Almond where appropriate flood defences exist) is whether the land lies within the built up area not whether it is brownfield or greenfield. SPP states that areas which have medium to high risk of flooding may be suitable for “residential, institutional, commercial and industrial development within built-up areas provided flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood risk management plan”. The site lies between the railway line and the access road to the east and the A9 to the west, and lies within the settlement boundary. It is within the built up area. The wider E1 site can be supported for development under the LDP and SPP flood risk policies when taking account of the flood protection in relation to flood risk from the River Tay and Almond. However as stated earlier sufficient flood risk information has not been provided to consider flood risk in relation to the watercourse at the southern end of the site and how this may affect the developable area of this site.

The other key policy consideration when considering the principle of this proposal is Policy ED1, which states that areas identified for employment uses (which includes this application site) should be retained for such uses. E1 is a serviced, development ready employment site and forms an important part of the limited supply of serviced employment land. It is however acknowledged that there is a balance to be struck between waiting longer for an end use that meets the terms of Policy ED1 and attracting alternative uses that bring economic development.

Some precedence has been set by the Reporter’s decision to uphold the appeal for erection of a restaurant and pub within an employment site at Broxden business park. The Reporter in this instance stated that assessments of the Perth office market showed a very pessimistic picture in respect of the likelihood of a Class 4 office development taking place at the site. The reporter considered that development was likely to act as a catalyst for future development, and make it more attractive to occupiers, and that it would help with marketability. However in

	<p>the case of this particular proposal there are substantial existing facilities available with the Maltings restaurant, the M+S café, the Tiso café, and a takeaway hot drink facility within the BP garage all available nearby. The proposal is considered unlikely to be a catalyst in these circumstances. Also the precedence set by the Broxden appeal decision is limited as this site offers opportunity to the car sales market and other employment uses as well as office uses and the applicant acknowledges that 3 acres of the site is under offer for car retail indicating some demand for this use.</p> <p>In summary with existing restaurant, café and takeaway facilities available locally this proposal is considered unlikely to act as a catalyst. Also with the site offering potential for a range of employment uses including car sales (and with a current car retail offer on part of E1), I consider this proposal for a sit in café and drive through to be contrary to policy ED1A, of the Development plan. I also consider that this proposal does not address the LDP requirement to assess flooding from the small watercourse which flows along the southern boundary of the site and therefore consider it to be contrary to the LDP site requirement for a “flood risk assessment which will define the developable area of the site.”</p>
Recommended planning condition(s)	
Recommended informative(s) for applicant	
Date comments returned	22 July 2016

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	16/01124/FLL	Comments provided by	Gavin Bissett
Service/Section	TES/Flooding	Contact Details	██████████ ████████████████████
Description of Proposal	Erection of a coffee shop/takeaway and associated works		
Address of site	Land 65 Metres North Of The Triangle Perth for Go Americano Ltd		
Comments on the proposal	<p>We note the presence of a watercourse running along the southern boundary of the site. In line with the requirements of the LDP a flood risk assessment is required to define the developable area for the site. This watercourse has not been assessed in the FRA provided to define its potential risk at the site and this is required.</p> <p>With regards to the surface water drainage we note it is proposed to be discharged to the existing Scottish water system, whilst being limited to 4.5l/s with storage of 138m3 provided.</p> <ul style="list-style-type: none"> • Have Scottish Water confirmed that they are happy to accept the surface water from the site and there is capacity to do so? • Discharge is to be limited to 4.5 l/s but no greenfield run off rate calculations have been provided. This should be provided as discharge should be limited to greenfield run off rate in first instance, rather than the assumed 4.5l/s. • The developer will also need confirmation from Scottish Water as to what onward discharge rate they will accept into their network. • We note that storage provided is based on the 1 in 200 year critical event; however we would expect an assessment of the entire system to confirm that no properties are flooding in the 1 in 200 year rainfall event, and that emergency vehicular access is maintained. 		
Recommended planning condition(s)			
Recommended informative(s) for applicant	PKC Flooding and Flood Risk Guidance Document (June 2014)		
Date comments returned	26/07/2016		

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	16/01124/FLL	Comments provided by	Tony Maric Transport Planning Officer
Service/Section	Transport Planning	Contact Details	██████████ ████████████████████
Description of Proposal	Erection of a coffee shop/takeaway and associated works		
Address of site	Land 65 Metres North Of The Triangle Perth		
Comments on the proposal	Insofar as the roads matters are concerned, I do not object to this proposal provided the undernoted condition is attached in the interests of pedestrian and traffic safety.		
Recommended planning condition(s)	<ul style="list-style-type: none"> • Prior to the occupation or use of the approved development the vehicular access shall be formed in accordance with specification Type C, Fig 5.7 access detail to the satisfaction of the Planning Authority. 		
Recommended informative(s) for applicant	The applicant should be advised that in terms of Section 56 of the Roads (Scotland) Act 1984 he must obtain from the Council as Roads Authority consent to open an existing road or footway prior to the commencement of works. Advice on the disposal of surface water must be sought at the initial stages of design from Scottish Water and the Scottish Environmental Protection Agency.		
Date comments returned	26 July 2016		

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	16/01124/FLL	Comments provided by	Euan McLaughlin
Service/Section	Strategy & Policy	Contact Details	Development Negotiations Officer: Euan McLaughlin Tel: [REDACTED] Email: [REDACTED]
Description of Proposal	Erection of a coffee shop/takeaway and associated works		
Address of site	Land 65 Metres North Of The Triangle Perth for Go Americano Ltd		
Comments on the proposal	<p>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.</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>Transport Infrastructure</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> <p>This site is within the full contributions area. The Gross Internal Area of the proposal is 180m². The proposal falls under the Other non-residential use category of the Guidance and will calculated at £43 per m².</p>		
Recommended planning condition(s)	<p>Summary of Requirements</p> <p>Transport Infrastructure: £7,740 (180m² x £43)</p> <p><u>Total: £7,740</u></p> <p>Phasing</p> <p>It is advised that payment of the contribution should be made up front of release of planning permission. The additional cost to the applicants and time for processing legal agreements for applications of this scale 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</p>		

	<p>complete.</p> <p>If a Section 75 Agreement is entered into the full contribution should be received 10 days after completion.</p>
Recommended informative(s) for applicant	<p>Payment</p> <p>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.</p> <p>Methods of Payment</p> <p>On no account should cash be remitted.</p> <p>Scheduled within a legal agreement</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>NB: 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>Other methods of payment</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>Remittance by Cheque</p> <p>The Planning Officer will be informed that payment has been made when a cheque is received. However this will require a period of 14 days from date 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>Bank Transfers</p>

	<p>All Bank Transfers should use the following account details; Sort Code: 834700 Account Number: 11571138</p> <p>Transport Infrastructure For Transport infrastructure contributions please quote the following ledger code: 1-30-0060-0003-859136</p> <p>Direct Debit 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"> a) Your card details. b) Whether it is a Debit or Credit card. c) The full amount due. d) The planning application to which the payment relates. e) If you are the applicant or paying on behalf of the applicant. f) Your e-mail address so that a receipt may be issued directly. <p>Indexation</p> <p>All contributions agreed through a Section 75 Legal Agreement will be linked to the RICS Building Cost Information Service building Index.</p> <p>Accounting Procedures</p> <p>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>
Date comments returned	29 July 2016

Memorandum

To	Development Quality Manager	From	Regulatory Service Manager
Your ref	16/01124/FLL	Our ref	MP
Date	29 July 2016	Tel No	01738 476415

The Environment Service

Pullar House, 35 Kinnoull Street, Perth PH1 5GD

Consultation on an Application for Planning Permission

RE Erection of a coffee shop/takeaway and associated works Land 65 Metres North Of The Triangle Perth for Go Americano Ltd

I refer to your letter dated 8 July 2016 in connection with the above application and have the following comments to make.

Recommendation

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

Comments

This application is fairly remote from residential receptors and as such I have few concerns, however I would recommend the undernoted condition be attached to any consent.

Condition

All plant or equipment shall be so enclosed, attenuated and/or maintained such that any noise therefrom shall not exceed Noise Rating 35 between 0700 and 2300 hours daily, or Noise Rating 25 between 2300 and 0700 hours daily, within any neighbouring residential property, with all windows slightly open, when measured and/ or calculated and plotted on a rating curve chart.

Contaminated Land (assessment date – 26/07/2016)

Informative

An inspection of the proposed development site did not raise any real concerns, although the site is surrounded by industrial sites and is adjacent to railway land. Therefore there is the potential for contamination associated with these sites to have impacted the above site. A watching brief during redevelopment is therefore required.

The Council shall be immediately notified in writing if any ground contamination is found during construction of the development, and thereafter a scheme to deal with the contamination shall be submitted to, and agreed in writing by, the Council as Planning Authority.

Our ref: PCS/147975
Your ref: 16/01124/FLL

If telephoning ask for:
Alex Candlish

4 August 2016

John Williamson
Perth and Kinross Council
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

By email only to: DevelopmentManagement@pkc.gov.uk

Dear Mr Williamson

**Town and Country Planning (Scotland) Acts
Planning application: 16/01124/FLL
Erection of a coffee shop/takeaway and associated works
Land 65 Metres North of the Triangle, Perth**

Thank you for your consultation email which SEPA received on 14 July 2016.

We **object** to the proposed development on the grounds that it may place buildings and persons at flood risk contrary to Scottish Planning Policy.

In the event that the planning authority proposes to grant planning permission contrary to this advice on flood risk, the Town and Country Planning (Notification of Applications) (Scotland) Direction 2009 provides criteria for the referral to the Scottish Ministers of such cases. You may therefore wish to consider if this proposal falls within the scope of this Direction.

In summary we wish to receive clarification on the following points before we would consider removing our objection to the proposed development:

- Assessment of the small watercourse which could include topographic information.

Please note the advice below.

Advice for the planning authority

1. Flood risk

- 1.1 Review of the SEPA flood hazard map shows that the site is at risk of fluvial flooding. Furthermore, a small watercourse with a catchment area of less than 3km² flows along the southern boundary of the site. Due to the small catchment area, this watercourse has not been incorporated within the SEPA flood hazard map.

- 1.2 There was significant flooding in the Perth area in 1993 which is estimated to be a 1% AP (1:100) flood event. At its peak the flood level on the River Tay at North Muirton reached 7.94metres Above Ordnance Datum (mAOD). Ground levels at the development site are approximately 7.0mAOD therefore the site would have been subjected to depths of flooding of approximately one metre. After the 1993 flood event, a flood protection scheme was erected on the River Tay and Almond to offer protection up to the 0.5% annual probability flood event and this offers protection to the development site. The scheme is made off walls, embankments, gates, pumps and storage areas and offers protection to allocation E1. The flood prevention scheme experienced its highest flows on the 4th January 2016 (highest since 1993) with 1811m³s recorded at our Ballathie gauging station upstream of Perth which has a return period of 1 in 25 years.
- 1.3 Generally we have a presumption against any new development behind flood prevention schemes as this increases the number of people and properties dependant on the flood defences which would not be consistent with our duty under the Flood Risk Management (Scotland) Act 2009 to reduce overall flood risk. Flood defences can reduce the probability of flooding but cannot eliminate it entirely. They protect to a specific design standard provided they are properly maintained, but the standard can reduce over time due to other factors such as climate change, and they are always at risk of a more severe event occurring than they are designed for. In the event of a larger event occurring than they are designed to cope with, or the defences failing, areas otherwise protected by the defences can suffer rapid inundation of flood water and flood water depths and velocities are often higher in that case than it would have been were the defences not in place. In the very unusual (but not unforeseeable) event of that occurring, areas behind the defences are very vulnerable. However, Perth and Kinross Council have stated that the site is brownfield and therefore we do not object to this development in terms of the risk of flooding from the Almond and Tay.
- 1.4 The FRA has solely used the SEPA flood hazard map to assess the risk of flooding and states that the site benefits from defences which is the case. Review of the SEPA flood map shows that the development site is at risk of fluvial flooding during the 0.5% annual probability flood event. We would highlight that the flood extents are based upon a SEPA run of the hydraulic model based upon the Mouchel Almondbank and Halcrow Perth lade model. There are ongoing discussions regarding a more updated flood study for Almond Valley development which shows far less flooding in the Inveralmond Industrial Estate and the development site.
- 1.5 The reason we have objected to the current development is the possible risk from the small watercourse that flows along the southern boundary of the site. The FRA has simply highlighted that this watercourse is present but no assessment has been undertaken. Our primary concern is that the development could increase the risk of flooding to neighbouring areas and we would welcome additional information on this watercourse. We acknowledge that the watercourse has a small catchment area and flood flows are likely to be small and as a result we would welcome topographic information along the small watercourse to get an indication of the height difference between the watercourse and the site. Limited survey information has been provided on drawing entitled "Site Plan as Existing" drawing number A(00)-00 rev C, but insufficient information has been provided within the vicinity of the watercourse. This information was requested when we commented on this site at the local development plan.



Chairman
Bob Downes

Chief Executive
Terry A'Hearn

Perth Strathearn House

Broxden Business Park,
Lamberkine Drive, Perth, PH1 1RX
tel 01738 627989 fax 01738 630997

www.sepa.org.uk • customer enquiries 03000 99 66 99

- 1.6 This small watercourse is likely to back up during high flow conditions in the River Tay. It is presumed that the pumps associated with the flood preventions scheme prevent water levels in this watercourse backing up to similar levels as the River Tay however the flood prevention officer at Perth and Kinross Council who is responsible for maintaining and inspecting the scheme can provide clarity and additional information on the scheme.

2. Surface water treatment

- 2.1 The applicant has outlined within the supporting Drainage Impact Assessment that surface water arising from the development will be discharged into the combined system.
- 2.2 It should be noted that SW only accepts surface water into a combined system in exceptional circumstances. Removing surface water from the combined sewer is beneficial as it, increases capacity in infrastructure for future development and reduces the risk of pollution events.
- 2.3 In accordance with the requirements of The Water Environment (Controlled Activities) (Scotland) Regulations 2011, also known as The Controlled Activity Regulations (CAR) surface water runoff arising from the hardstanding areas, inclusive of roads and roofs will require to be collected, treated and disposed of using sustainable drainage techniques.
- 2.4 Comments from Scottish Water, where appropriate, the Local Authority Roads Department and the Local Authority Flood Prevention Unit should be sought on any water quantity issues including the acceptability of post-development runoff rates for flood control.

Detailed advice for the applicant

3. Flood risk

- 3.1 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess, flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit http://www.sepa.org.uk/flooding/flood_maps.aspx.
- 3.2 We refer the applicant to the document entitled: "Technical Flood Risk Guidance for Stakeholders". This document provides generic requirements for undertaking Flood Risk Assessments and can be downloaded from www.sepa.org.uk/flooding/planning_flooding.aspx. Please note that this document should be read in conjunction with Policy 41 (Part 2).
- 3.3 Our Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist our review process. It can be downloaded from www.sepa.org.uk/flooding/planning_flooding/fra_checklist.aspx
- 3.4 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.



Chairman
Bob Downes

Chief Executive
Terry A'Hearn

Perth Strathearn House

Broxden Business Park,
Lamberkine Drive, Perth, PH1 1RX
tel 01738 627989 fax 01738 630997

www.sepa.org.uk • customer enquiries 03000 99 66 99

- 3.5 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Perth & Kinross Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation and can be downloaded from www.sepa.org.uk/planning/flood_risk.aspx.

Regulatory advice for the applicant

4. Regulatory requirements

- 4.1 Details of regulatory requirements and good practice advice for the applicant can be found on the [Regulations section](#) of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:

SEPA Perth, Strathearn House, Broxden Business Park, Lamberkine Drive, Perth,
Perthshire, PH1 1RX, Tel – 01738 627989

If you have any queries relating to this letter, please contact me by telephone on 0131 273 7333 or e-mail at planning.se@sepa.org.uk.

Yours sincerely

Alex Candlish
Planning Officer
Planning Service

ECopy to: Kerri McGuire, Graham & Sibbald, kerri.mcguire@g-s.co.uk;

Disclaimer

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Chairman
Bob Downes

Chief Executive
Terry A'Hearn

Perth Strathearn House

Broxden Business Park,
Lamberkine Drive, Perth, PH1 1RX
tel 01738 627989 fax 01738 630997

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Kerri McGuire

From: Harry Stott [REDACTED]
Sent: 19 August 2016 13:30
To: Kerri McGuire
Subject: Easter Inveralmond, Perth

Kerri

Further to our various conversations, I write to confirm the prospect of having Starbucks as an occupier has been a significant draw to the two other potential occupiers on the site. The other occupiers both of which are car showrooms have indicated that they see a great benefit in having Starbucks on site in terms of attracting business and increase footfall to the site. Which in turn will improve the economic prosperity of the area and be of benefit to other nearby occupier's out-with the site.

Regards
Harry

Harry Stott MRICS

RICS Registered Valuer

for CKD Galbraith LLP | Lynedoch House, Barossa Place, Perth PH1 5EP

DD: 01738 456 065 | M : 07909 978 644 | T : 01738 451 111

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Kerri McGuire

Subject: FW: Easter Inveralmond Estate from HARRY STOTT

From: Mike Fletcher [REDACTED]
Sent: 19 August 2016 12:S4
To: Harry Stott
Subject: RE: Easter Inveralmond Estate from HARRY STOTT

Hello Harry,

Yes, as we are finalising our own negotiations for the site, we are at the stage of concerning ourselves with our (soon to be) neighbours. It is my view that Starbucks would be an ideal candidate to share the site with. In terms of increased footfall and visitors to the site, with, consequently, potentially increased business levels. As you know, Retail motor trade creates surprisingly little traffic, as the items for sale are small in number, but high in value. Because of the high profile of the site, we already have an impressive and high quality building envisioned, which, dovetails nicely with a high volume Coffee/Restaurant outlet. We would be keen to have Starbucks as our neighbour.

Hope this helps
Scott

Scott Willis
Sales Director

[REDACTED]

Our ref: PCS/148412
Your ref: 16/01124/FLL

If telephoning ask for:
Alex Candlish

22 August 2016

John Williamson
Perth and Kinross Council
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

By email only to: DevelopmentManagement@pkc.gov.uk

Dear Mr Williamson

Town and Country Planning (Scotland) Acts
Planning application: 16/01124/FLL
Erection of a coffee shop/takeaway and associated works
Land 65 Metres North of the Triangle, Perth

SEPA received additional information regarding the small watercourse adjacent to the Inveralmond Roundabout in Perth from Beam Consulting by way of e-mail dated 10 August 2016 aimed at addressing our recent objection the above proposal. The information included a Topographical Survey of the above site dated 13 August 2007.

After review of this further information we are now in a position to **remove our objection** to the proposed development on flood risk grounds. Notwithstanding the removal of our objection, we would expect Perth & Kinross Council to undertake their responsibilities as the Flood Prevention Authority.

Please note the advice below.

Advice for the planning authority

1. Flood risk

- 1.1 The channel of the watercourse lies around 5.2 metres Above Ordnance Datum (mAOD) and the site lies around 7mAOD. The catchment area of the small watercourse is approximately 0.5km² with a 0.5% annual probability peak flow of 1.1m³s. Therefore during the 200 year event on the small watercourse the peak flow will be contained within the channel of the small watercourse and as a result we are in a position to remove our objection.
- 1.2 There is a residual risk of flooding to the development from three possible sources. As highlighted within our previous response, this small watercourse is likely to back up during high flow conditions in the River Tay. It is presumed that the pumps associated with the

flood prevention scheme prevent water levels in this watercourse backing up to similar levels as the River Tay however the flood prevention officer at Perth and Kinross Council who is responsible for maintaining and inspecting the scheme can provide clarity and additional information on the scheme. There is also a risk of flooding if the downstream culvert became blocked. Furthermore, the most recent information in support of the A85 link road also shows a risk from direct flooding from the River Almond which differs from the information submitted in support of the Almond Valley planning application. There are three potential sources of flood risk to the development site and we recommend that flood resilient design and materials are incorporated within the design.

Detailed advice for the applicant

2. Flood risk

- 2.1 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.
- 2.2 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Perth & Kinross Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice inline with the phases of this legislation and can be downloaded from www.sepa.org.uk/planning/flood_risk.aspx.

If you have any queries relating to this letter, please contact me by telephone on 0131 273 7333 or e-mail at planning.se@sepa.org.uk.

Yours sincerely

Alex Candlish
Planning Officer
Planning Service

ECopy to: Kerri McGuire, Graham & Sibbald, kerri.mcguire@g-s.co.uk;
Krista Norden, Beam Consulting; [REDACTED]

Disclaimer

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TCP/11/16(449)
Planning Application – 16/01124/FLL – Erection of a coffee shop/takeaway and associated works on Land 65 metres North of The Triangle, Perth

PLANNING DECISION NOTICE *(included in applicant's submission, see pages 31-32)*

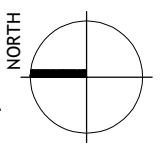
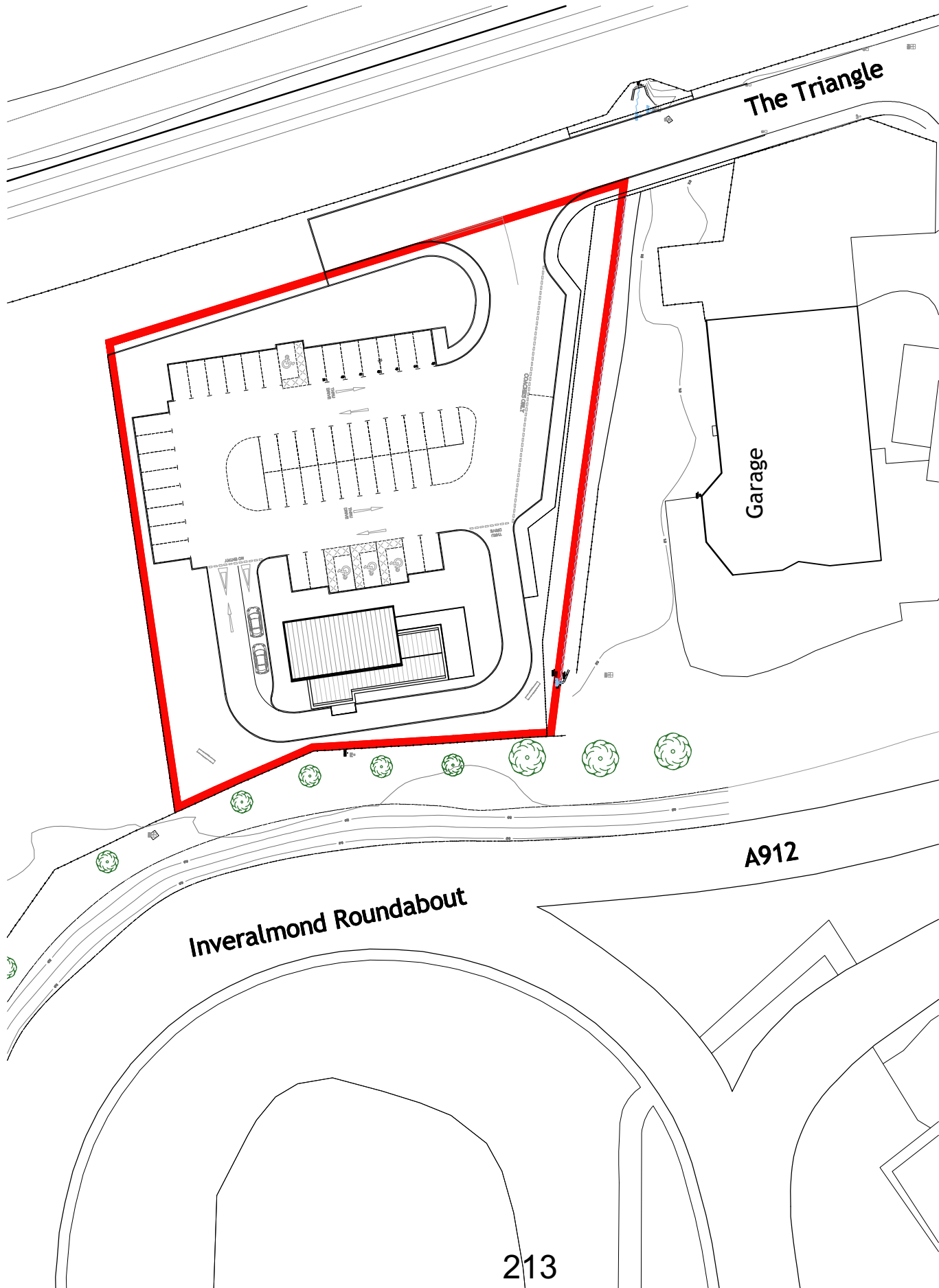
REPORT OF HANDLING *(included in applicant's submission, see pages 33-46)*

REFERENCE DOCUMENTS *(part included in applicant's submission, see pages 57-210)*



Client
Go Americano
Project
**Proposed Drive-Thru
Easter Inveralmond
Inveralmond Roundabout
Dunkeld Road, Perth**
Drawing
**Site Block Plan
as Proposed**

job no	15-1233	drawing no	A(10)-01	rev	A
scale	1:500 @ A3	date of issue	08/02/16	drawn by	PJC
checked by		approved by		checked by	
date of issue		date of issue		date of issue	
date of issue		date of issue		date of issue	



1:500

TCP/11/16(449)
Planning Application – 16/01124/FLL – Erection of a coffee shop/takeaway and associated works on Land 65 metres North of The Triangle, Perth

REPRESENTATIONS *(included in applicant's submission, see pages 183-204 and 209-210)*

