

TCP/11/16(535) – 18/00243/FLL – Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking at South Inchmichael Farm, Errol, Perth, PH2 7SP

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TCP/11/16(535) – 18/00243/FLL – Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking at South Inchmichael Farm, Errol, Perth, PH2 7SP

**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 100084083-002

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:	DMH Baird Lumsden		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Duncan	Building Name:	The Mill
Last Name: *	Clow	Building Number:	
Telephone Number: *	01786833800	Address 1 (Street): *	Station Road
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Bridge of Allan
Fax Number:		Country: *	United Kingdom
		Postcode: *	FK9 4JS
Email Address: *	duncan.clow@dmhbl.co.uk		

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

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text" value="Errol Airfield"/>
First Name: *	<input type="text"/>	Building Number:	<input type="text"/>
Last Name: *	<input type="text"/>	Address 1 (Street): *	<input type="text" value="Errol"/>
Company/Organisation	<input type="text" value="Morris Leslie Ltd"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: *	<input type="text" value="Perthshire"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="PH2 7TB"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text"/>		

Site Address Details

Planning Authority:	<input type="text" value="Perth and Kinross Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="South Inchmichael Farm"/>
Address 2:	<input type="text" value="Errol"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="Perth"/>
Post Code:	<input type="text" value="PH2 7SP"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="725225"/>	Easting	<input type="text" value="324884"/>
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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)

Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking.

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 see attached statement.

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)

Planning application, as submitted. Report of handling Decision notice Local Review Statement

Application Details

Please provide details of the application and decision.

What is the application reference number? *

18/00243/FLL

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

15/02/2018

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

10/04/2018

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 determination of this application turns on how Policy ED3 is interpreted and applied. The Applicant would welcome the opportunity to address the LRB on this matter.

Please select a further procedure *

By means of inspection of the land to which the review relates

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)

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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

If there are reasons why you think the local Review Body would be unable to undertake an unaccompanied site inspection, please explain here. (Max 500 characters)

To access the buildings will require someone from the Applicant company to be available with keys.

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: Mr Duncan Clow

Declaration Date: 11/05/2018



15th February 2018

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

FAO: John Williamson

Our Ref.:

Dear Sir/Madam,

**CHANGE OF USE OF AGRICULTURAL BUILDINGS TO INDUSTRIAL (CLASS 5) AND
STORAGE/DISTRIBUTION UNITS (CLASS 6) AND THE FORMATION OF PARKING
SOUTH INCHMICHAEL FARM, ERROL, PERTH, PH2 7SP**

Please find enclosed a detailed planning application being submitted on behalf of Morris Leslie Ltd. for change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking at South Inchmichael Farm, Errol, Perth, PH2 7SP.

This application is a re-submission of planning application ref: 17/01941/FLL, which was withdrawn to allow information to be prepared on vehicle trip generation and noise impact. Those issues have now been addressed by Transport Planning and Sharps Redmore respectively, and those two documents are being forwarded alongside the documents and plans previously submitted.

As the application red line is the same, the applicant is the same, and the description of development is the same, this application is being submitted as a free go. If, however, it requires to be advertised please let me know.

I look forward to the application being validated, but, if you require any further information in the meantime, please contact me at Paul.Houghton@dmhall.co.uk or call me on 07780 117708.

Yours faithfully

Paul Houghton
Director and Head of Planning

Partner (of DM Hall LLP): Gordon King BSc FRICS
Partner: Donald Yellowley BSc (Hons) MRICS
Director: Paul Houghton BSc(Hons), LLB(Hons), MA, MRTPI
Estate Agency Manager: Duncan Fergusson AssocRICS, FNAEA
DMH Baird Lumsden is a partnership of Baird Lumsden Ltd and DM Hall L

LOCAL REVIEW STATEMENT ON BEHALF OF MORRIS LESLIE LTD

SOUTH INCHMICHAEL FARM, ERROL, PERTH

APPLICATION REF: 18/00243/FLL

Introduction

This Local Review Statement has been produced on behalf of Morris Leslie Ltd (the Applicant). It relates to the recent refusal of planning permission for *“Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking”* at South Inchmichael Farm, Errol, Perth, PH2 7SP (ref: 18/00243/FLL).

The application was refused planning permission under delegated powers on 10th April 2018 for the following single reason.

“The proposal is contrary to Policy ED3 (Rural Business) of the Perth and Kinross Local Development Plan 2014 which states that there is a preference that rural businesses are located within or adjacent to settlements. The site is located out with a settlement and no site specific resource is apparent and no locational justification has been provided for this specific site.”

This is the second application submitted for these proposals, with the first (ref:17/01941/FLL) having been withdrawn following a request from the case officer and consultees for further information on traffic generation and noise impact, both of which have now been addressed and no issues raised by those consultees.

No mention was made at that time that there remained a policy concern. That only came out late on in the determination of this application.

Only two comments have been received in relation to the application, one from a local resident and the other from Errol Community Council. Those matters raised are addressed below.

The Applicant is content to pay the required developer contribution of £20,400.

This Statement sets out the reasons why the Applicant considers that planning permission can be granted for this application by the Local Review Body (LRB).

Application Site

South Inchmichael Farm lies west of Station Road, approximately 0.8 km south of the A90, and 2km north of the village of Errol. It comprises a collection of agricultural barns (five in total), to the rear of a Category C listed farmhouse, with the agricultural buildings positioned on two sides of a farm yard. The buildings have recently been refurbished and re-clad, with some having new doors fitted.

The farm buildings have been largely unoccupied since the Applicant purchased the farm in December 2015. Initially, they considered that they might have required them for normal farming activities, but

their existing farming enterprise base at Gairdrum Farm was able to accommodate all their requirements. Currently the Applicant has eight farms (East Leyes, South Inchmichael, Valleyfield, Flawcraig, Newlands, Gracefield, Gairdrum and Brighton of Ruthven) and in total farm approximately 2,000 acres. Gairdrum is currently the only farm with buildings that are utilised for farming activities.

South Inchmichael farmhouse, and the agricultural buildings, currently take access from Station Road, just to the south of East Inchmichael Farm, which is already used for several commercial uses, including Cairn O'Mohr Fruit Wines. The current South Inchmichael Farm access has planning permission to be moved further to the south (ref: 17/00246/FLL). Some of the works necessary to facilitate that have already taken place.

The landscape, within which South Inchmichael Farm is set, is predominantly flat, featureless arable land of limited interest, with large fields and little by way of tree cover or high hedgerows. The farm buildings are, therefore, visible in long views from a southerly direction, although not from close-by, where they are screened by the farmhouse, or from the north, where they are largely hidden by higher ground, and a high wall that flanks Station Road at this point. The southerly and westerly sides of the application site can be screened by structural landscaping, which can be the subject of a suitably worded planning condition.

As mentioned above, the farmhouse is Category C listed. The property is thought to date from c. 1840, being extended later in the 19th century, and again in the late 20th century. It is of limited historic or architectural interest, and anyway well contained within its own grounds, and is also c. 17.5m from the nearest building proposed for reuse. It is not considered, therefore, that the alternative use proposed will have any undue impact upon its setting. Equally, this distance is considered sufficient to protect the residential amenity of its occupiers (relatives of Morris Leslie), but, to further ensure that, the nearest building is only proposed for Class 6 use, which can be conditioned. The Report of Handling agrees that the proposals will not *"result in any significant change to the impact on the setting of the building from the status quo"*.

In terms of heritage in the wider area, Megginch Castle Garden and Designed Landscape lies to the south west, c. 0.7km away. Historic Environment Scotland did not consider that the proposed new access would have any negative impact in relation to this Designed Landscape and the case officer does not raise any concern regarding these current proposals. Any minimal impact, if considered to occur, can anyway be mitigated by structural landscaping along the southern and western edges of the application site, as already mentioned above.

The Farm is also located within an area that may have archaeological remains. Perth and Kinross Heritage Trust have recommended two archaeological conditions, and these are acceptable to the Applicant.

Otherwise, the site has appropriate infrastructure, by way of a soon to be improved vehicular access, car and cycle parking to National Roads Development Guide standard, six lorry spaces, waste/recycling areas, drainage (waste water treatment plant already installed) and utilities (electricity supply has already been upgraded) to support the proposed uses.

Proposed Development

The proposal is for the change of use of the former agricultural buildings to Classes 5 and 6, and new hardstanding to provide for roads, parking and turning areas. Most of the required hardstanding already exists, but some new limited areas are required to meet standards for car parking and turning areas.

Planning Policy

The relevant policies for TayPlan and the Perth and Kinross Local Development Plan are set out in the Report of Handling. Policy ED3, the only one referenced in the reason for refusal, is in full below.

“The Council will give favourable consideration to the expansion of existing businesses and the creation of new ones in rural areas. There is a preference that this will generally be within or adjacent to existing settlements. Sites outwith settlements may be acceptable where they offer opportunities to diversify an existing business or are related to a site specific resource or opportunity. This is provided that they will contribute to the local economy through the provision of permanent employment, or visitor accommodation, or additional tourism or recreational facilities, or involves the re-use of existing buildings.

New and existing tourism-related development will be supported where it can be demonstrated that it improves the quality of new or existing visitor facilities, allows a new market to be exploited or extends the tourism season.

Proposals whose viability requires some mainstream residential development will only be supported where this fits with the Plan’s housing policies.

All proposals will be expected to meet all the following criteria:

(a) The proposed use is compatible with the surrounding land uses and will not detrimentally impact on the amenity of residential properties within or adjacent to the site.

(b) The proposal can be satisfactorily accommodated within the landscape capacity of any particular location.

(c) The proposal meets a specific need by virtue of its quality or location in relation to existing business or tourist facilities.

(d) Where any new building or extensions are proposed they should achieve a high quality of design to reflect the rural nature of the site and be in keeping with the scale of the existing buildings.

(e) The local road network must be able to accommodate the nature and volume of the traffic generated by the proposed development in terms of road capacity, safety and environmental impact.

(f) Outwith settlement centres retailing will only be acceptable if it can be demonstrated that it is ancillary to the main use of the site and would not be deemed to prejudice the vitality of existing retail centres in adjacent settlements.

(g) Developments employing more than 25 people in rural locations will be required to implement a staff travel plan or provide on-site staff accommodation.”

Discussion

The Report of Handling considers the application under several headings, but this Statement concentrates on a review of Policy ED3, and the extent to which the proposals comply with it, picking up on other issues, as relevant.

“The Council will give favourable consideration to the expansion of existing businesses and the creation of new ones in rural areas.”

The development of this site will allow for the expansion of existing businesses currently occupying premises owned by Morris Leslie Ltd. and other local businesses in this area.

Morris Leslie Ltd have already been approached by Lows of Dundee www.lowsofdundee.co.uk who currently occupy buildings at Errol Airfield, but need extra space to allow their business to expand. Circa 12-15 companies and organisations, including Hermes, Scottish and Southern Energy and Tayside Mountain Rescue, have already asked about the space and would be interested once the site has planning permission. This level of interest has occurred even without the site having been formally marketed in any way and principally because of where the Application Site is situated so close to the A90 and its central position between Perth and Dundee. There is no doubt, in the view of Morris Leslie Ltd, that once available this space will be filled very quickly creating numerous local jobs and supporting others. These businesses are looking for empty buildings not land. They are not looking to develop, but to be tenants.

As further justification below is a screen shot from Co-Star www.scottishproperty.co.uk that lists supposedly available industrial properties, with the one below showing available industrial buildings as opposed to land. The only two buildings shown in Perth and Kinross east of Perth, and between the City and Dundee, are an 8,000sqft building at Errol, which is now occupied and so not available, and one at Inchcoonans of 4,500sqft. This building is the subject of the other application referred to in the Report of Handling (ref: 17/01958/FLL) and is currently occupied albeit that the retrospective application for its continued use for Classes 4 and 6 has been refused for the same reason as this application, although with the addition of reasons connected to a lack of noise and drainage information. Thus, there are no available buildings for industrial use between Perth and Dundee along the A90 corridor.



It is accepted that there is undeveloped employment land within the Carse of Gowrie. However, the main difference here is that this site has existing farm buildings that can be converted to employment use relatively easily and also has the infrastructure to support them. It is far harder to take a virgin site and provide the buildings and infrastructure necessary to allow it to be developed from scratch.

Allowing this development will not in any way reduce investment by Morris Leslie Ltd elsewhere. The company continue to invest at the nearby Errol Airfield and opportunities there may come forward in the medium to longer term. The Application Site, in the meantime, provides an immediate opportunity for local businesses to occupy space that is available and ready to occupy at competitive rental levels.

“There is a preference that this will generally be within or adjacent to existing settlements.”

It is accepted that this site is not within or adjacent a settlement. It is, however, only 637m from Errol Station and, more importantly, only 500m from the new A90 junction. It is also close to other businesses, such as the Cairn O’Mohr winery. It is in no way remote, as suggested in the Report of Handling.

This anyway states that this is a ‘preference’ meaning that there may be cases where sites away from settlements can be justified, which, indeed, the following sentence (below) provides for.

“Sites outwith settlements may be acceptable where they offer opportunities to diversify an existing business or are related to a site specific resource or opportunity.”

As Lows of Dundee are looking to occupy space, then the application, if approved, will ‘diversify an existing business’.

It is the Applicant’s view that it is nonetheless taking advantage of a ‘site specific resource’ notably the proximity of the A90 and ‘opportunity’ primarily the reuse of redundant agricultural buildings and a site that already has access, hardstandings, utilities and drainage that will provide for future occupiers.

The Report of Handling seeks to underscore this aspect of the proposals, suggesting that such an argument could apply to several sites, although doesn’t specify which. The fact is that for a site to both

have the buildings, as available at the Application Site, the accessibility and infrastructure available, and a company willing to invest in them, is exceedingly rare and is surely what this sentence is aimed at.

The almost complete absence of any other applications across Perth and Kinross for this type of proposal is testament to that. The Council may have received two such applications recently, with another at Inchcoonans (see above), but a review of planning records does not come up with any others of substance underlining that there are few companies willing or able to fund and develop this sort of space given prevailing economic conditions and the costs of borrowing. It is also telling that officers are only now seeking to understand the implications of their own policy, more than four years after the Local Development Plan was adopted. This also suggests that applicants referencing this policy are extremely rare.

“This is provided that they will contribute to the local economy through the provision of permanent employment, or visitor accommodation, or additional tourism or recreational facilities, or involves the re-use of existing buildings.”

This application will provide permanent employment and involves the re-use of existing buildings.

If fully occupied and based upon the UK Government’s Employment Density Guide November 2015, the available space of 2,550sqm would generate between 36 (all Class 6) to 54 (all Class 5) full time equivalent jobs.

“The proposed use is compatible with the surrounding land uses and will not detrimentally impact on the amenity of residential properties within or adjacent to the site.”

This is considered in the Report of Handling under the heading Residential Amenity and the conclusion reached that the proposals will not have any residential amenity impacts, principally noise.

“The proposal can be satisfactorily accommodated within the landscape capacity of any particular location.”

This is considered in the Report of Handling under the heading Visual and Landscape Impact and the conclusion reached that, with landscaping, the development is acceptable in this area

“The proposal meets a specific need by virtue of its quality or location in relation to existing business or tourist facilities.”

The proposals do meet a specific need as highlighted above.

“Where any new building or extensions are proposed they should achieve a high quality of design to reflect the rural nature of the site and be in keeping with the scale of the existing buildings.”

The buildings are of a form that are appropriate in a rural area. The Report of Handling does not disagree.

“The local road network must be able to accommodate the nature and volume of the traffic generated by the proposed development in terms of road capacity, safety and environmental impact.”

Having received information on traffic generation, Transport Planning have responded with no objection subject to conditions.

The additional traffic is limited and will not *“fundamentally alter the character of this rural location”* as alleged in the Report of Handling. This is underlined by the fact that this issue does not appear as a reason for refusal, as Transport Planning are content that the level of traffic generated, compared against what was an intensively used farm complex, will not be that significant.

“Outwith settlement centres retailing will only be acceptable if it can be demonstrated that it is ancillary to the main use of the site and would not be deemed to prejudice the vitality of existing retail centres in adjacent settlements.”

No retailing is proposed.

“Developments employing more than 25 people in rural locations will be required to implement a staff travel plan or provide on-site staff accommodation.”

These can be prepared and provided in discharge of a planning condition.

For the above reasons, it is the Applicant’s view that this proposal complies with Policy ED3.

Even were it not to comply fully, then surely the economic benefits of allowing this application, with local investment by Morris Leslie Ltd and up to 54 full time equivalent jobs, must surely outweigh what is a question of interpretation of just a few words in one policy. If you take the Local Development Plan as a whole, one of its Key Objectives is to support a *“flourishing and diverse local economy”* and support this by *“maintaining and providing locally accessible employment opportunities”*. This application, if supported, achieves exactly that. Paragraph 2.4.1 goes on to say that *“it is not enough to identify land on which new jobs can be created. We must also manage and enhance the area so that it remains attractive to investors as a place to do business; To achieve this, we must deliver a plan which promotes the principles of sustainable development as embedded in National Planning Policy”*. This is exactly what this proposal will help achieve. This is about an important local Perthshire employer, Morris Leslie Ltd, being able to continue investing in this area and the Council underlining that it supports rural business.

PERTH AND KINROSS COUNCIL

Morris Leslie Ltd
c/o DMH Baird Lumsden
Duncan Clow
The Mill
Station Road
Bridge Of Allan
FK9 4JS

Pullar House
35 Kinnoull Street
PERTH
PH1 5GD

Date 10th April 2018

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT

Application Number: **18/00243/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 15th February 2018 for permission for **Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking South Inchmichael Farm Errol Perth PH2 7SP** for the reasons undernoted.

Interim Development Quality Manager

Reasons for Refusal

- 1 The proposal is contrary to Policy ED3 (Rural Business) of the Perth and Kinross Local Development Plan 2014 which states that there is a preference that rural businesses are located within or adjacent to settlements. The site is located out with a settlement and no site specific resource is apparent and no locational justification has been provided for this specific site.

Justification

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

Notes

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

Plan Reference

18/00243/1

18/00243/2

18/00243/3

18/00243/4

18/00243/5

18/00243/6

18/00243/7

18/00243/8

18/00243/9

18/00243/10

REPORT OF HANDLING

DELEGATED REPORT

Ref No	18/00243/FLL	
Ward No	P1- Carse Of Gowrie	
Due Determination Date	14.04.2018	
Case Officer	John Williamson	
Report Issued by		Date
Countersigned by		Date

PROPOSAL: Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking

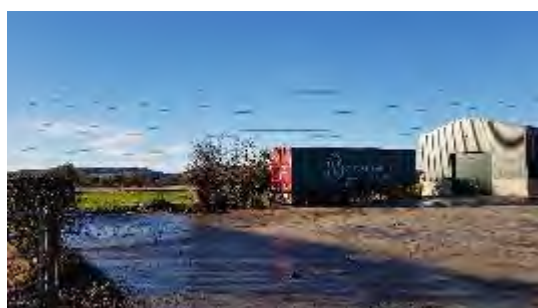
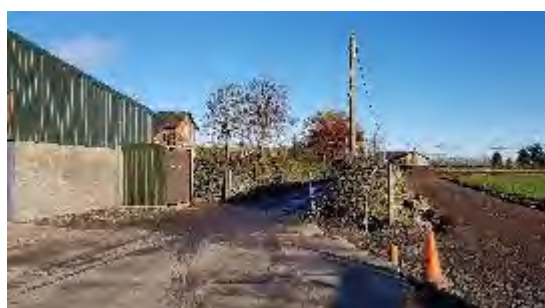
LOCATION: South Inchmichael Farm Errol Perth PH2 7SP

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: 1 March 2018

SITE PHOTOGRAPHS



BACKGROUND AND DESCRIPTION OF PROPOSAL

Full planning consent is sought for the change of use of agricultural buildings to industrial (class 5) and storage and distribution units (class 6) and the formation of an associated car parking area at South Inchmichael Farm near Errol. The site is located approximately 2km north of Errol. The site comprises a total of 5 agricultural buildings which are set back from the public road to the west of a category C listed farmhouse. It was noted from my site visit that the buildings have been recently re-clad and re-furbished and it is my understanding that the current owner purchased the buildings in December 2015 and the buildings are now redundant as the farming of the land has now been centralised. There is a planning consent for a new access which was granted under 17/00246/FLL which had been partly formed at the time of my site visit. A gross floor space of 2550sqm is proposed.

To the east of the site on the opposite side of the public road is the Cairn O Mohr Winery at East Inchmichael Farm which includes a cafe, winery and shop.

SITE HISTORY

16/02036/FLL Formation of vehicular access and associated works 23 January 2017 Application Withdrawn

17/00246/FLL Formation of vehicular access and associated works 7 March 2017 Application Permitted

17/01941/FLL Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking 15 December 2017 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 2016-2036 and the Perth and Kinross Local Development Plan 2014.

TAYplan Strategic Development Plan 2016 – 2036 - Approved October 2017

Whilst there are no specific policies or strategies directly relevant to this proposal the overall vision of the TAYplan should be noted. The vision states *“By 2036 the TAYplan area 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, study and visit, and where businesses choose to invest and create jobs.”*

Perth and Kinross Local Development Plan 2014 – Adopted February 2014

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

The principal policies are, in summary:

Policy PM1A - Placemaking

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

Policy PM1B - Placemaking

All proposals should meet all eight of the placemaking criteria.

Policy 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 ED3 - Rural Business and Diversification

Favourable consideration will be given to the expansion of existing businesses and the creation of new business. There is a preference that this will generally be within or adjacent to existing settlements. Outwith settlements, proposals may be acceptable where they offer opportunities to diversify an existing business or are related to a site specific resource or opportunity. This is provided that permanent employment is created or additional tourism or recreational facilities are provided or existing buildings are re-used. New and existing tourist related development will generally be supported. All proposals are required to meet all the criteria set out in the policy.

Policy EP3B - Water, Environment and Drainage

Foul drainage from all developments within and close to settlement envelopes that have public sewerage systems will require connection to the public sewer.

A private system will only be considered as a temporary measure or where there is little or no public sewerage system and it does not have an adverse effect on the natural and built environment, surrounding uses and the amenity of the area.

Policy EP3C - Water, Environment and Drainage

All new developments will be required to employ Sustainable Urban Drainage Systems (SUDS) measures.

Policy EP8 - Noise Pollution

There is a presumption against the siting of proposals which will generate high levels of noise in the locality of noise sensitive uses, and the location of noise sensitive uses near to sources of noise generation.

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 ER6 - Managing Future Landscape Change to Conserve and Enhance the Diversity and Quality of the Area's Landscapes

Development proposals will be supported where they do not conflict with the aim of maintaining and enhancing the landscape qualities of Perth and Kinross and they meet the tests set out in the 7 criteria.

OTHER POLICIES

Developer Contributions and Affordable Housing Supplementary Guidance

CONSULTATION RESPONSES

INTERNAL

Transport Planning – no objection subject to condition

Contributions Officer – contribution required

Environmental Health – no objection subject to conditions to control use of site

Perth And Kinross Area Archaeologist – conditions recommended regarding fencing of Scheduled Monument and archaeological investigation.

EXTERNAL

Errol Community Council – objection on grounds of traffic generation, contrary to LDP, drainage information, incompatibility with rural land use, residential

amenity, landscape and visual impact, lack of need for proposal in this location.

REPRESENTATIONS

The following points were raised in the 2 representation(s) received which includes a letter of objection from Errol Community Council:

- Traffic generation
- Road safety
- Landscape and visual impact
- Contrary to LDP
- Lack of drainage information
- Residential amenity

The above issues are addressed within the appraisal section of the report below.

ADDITIONAL INFORMATION RECEIVED:

Environmental Impact Assessment (EIA)	Not Required
Screening Opinion	Not Required
EIA Report	Not Required
Appropriate Assessment	Not Required
Design Statement or Design and Access Statement	Not Required
Report on Impact or Potential Impact eg Flood Risk Assessment	Noise Impact Assessment, Transport Statement and Supporting Statement

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 2016 and the adopted Perth and Kinross Local Development Plan 2014.

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

Policy Appraisal

The planning system should be plan led and this is indicated within “Core Values of the Planning Service in paragraph 4 of Scottish Planning Policy (SPP). SPP and the LDP also focus on the delivery of sustainable economic development to support the economy but also to ensure that development occurs in the most sustainable locations. SPP states that “by locating the right development in the right place, planning can provide opportunities for people to make sustainable choices and improve their quality of life”. The LDP states within its key objectives that development should “contribute to reducing the need to travel” whilst also “increasing the economic sustainability of Perth and Kinross”.

Policy ED1A identifies areas for employment uses which should be retained for such uses and any proposed development must be compatible with surrounding land uses. These zoned sites are generally located within or adjacent to the main settlements.

In this location Policy ED3 of the Local Development Plan (LDP) is the most relevant policy in the assessment of this application. This policy states that the Council will give favourable consideration to the expansion of existing businesses and the creation of new ones in rural areas. It states that there will be a preference that these will generally be within or adjacent to existing settlements. It also confirms that sites outwith settlements may be acceptable where they offer opportunities to diversify an existing business or relate to a site specific resource or opportunity.

In this instance the site is located remote from any settlements in a countryside location on an agricultural site. The planning statement submitted with the application indicates that the buildings are no longer required for agricultural purposes and it is my understanding that farming operations have now been moved to Gairdrum Farm near Scone in a centralised location with the surrounding agricultural land farmed from that base. As such the buildings on site are now redundant.

The statement also indicates that there is considerable demand for class 5 and class 6 uses and additional information from the applicant’s agent indicates that “several companies” have expressed an interest in locating to the site and that one currently operates from nearby Errol Airfield but require additional space. The applicant’s agent argues that approval would therefore allow for the expansion of an existing business currently occupying premises owned by the applicant, Morris Leslie Ltd. Whilst the policy does seek to support the expansion of existing businesses this is caveated by the criteria outlined in the policy which requires the proposal to diversify an existing business (which is not proposed here) or to meet a site specific resource or opportunity. The information submitted indicates that the potential occupier, Lows of Dundee, require additional space. There is no evidence to suggest that there is a site specific resource which is met here and required by this particular company other than the potential availability of a unit, which could be met elsewhere in a more sustainable location. Furthermore it would appear there may be scope for expansion at their existing premises at Errol Airfield within an area which is specifically designated for this type of use.

As outlined above there are sites within Perth and Kinross which are specifically allocated for employment uses and it is evident from examining the LDP that potential land for class 5 and 6 uses exists at both Errol Airfield (owned by the applicant) and other sites in the local area in sites which are considered to be the most appropriate in terms of sustainability, accessibility and economic growth.

The key to the assessment of a development of this type in a rural area is to establish whether a site specific resource or opportunity exists on this site which demonstrates why this particular site is the most appropriate location in planning terms for the proposed industrial and storage and distribution uses. The applicant's agent has argued that the proximity to the A90 trunk road and the associated road links as being a key 'site specific resource' and has indicated the presence of redundant agricultural buildings presenting an 'opportunity' for re-use.

Whilst it is noted the site is in close proximity to the A90 trunk road, the same argument could be made for the existing mixed use sites at Errol Airfield or for existing employment based land at Inveralmond in Perth, for example, and these sites were likely allocated, partly due to their proximity to exiting trunk road network. Furthermore there are a number of rural sites in Perth and Kinross which are close to trunk roads but I do not necessarily believe that this is a strong enough argument to justify the location of class 5 and 6 uses in a rural, former agricultural site, which would be better suited to locations closer to established settlement in more sustainable locations which would reduce the need to travel by car. As such I do not consider this argument to hold significant weight.

As such there is no identified need for the proposed class 5 and 6 uses to be located on this specific site and therefore no specific locational justification. The site would be better suited to a use which makes use of the land (for example) where there is a site specific justification for the development being situated on this site which could not be met elsewhere. This is the purpose of the wording of policy ED3 of the LDP and this is evidenced in other similar decisions made within the plan area. The adjacent winery business is long standing and no doubt originated because it is directly related to the use of the surrounding land.

The supporting statement, in my view, misrepresents the purposes of Policy ED3 as the policy does not specifically state that the "re-use of existing buildings" will be supported. The submission fails to provide evidence of why this specific site is required for a class 5 and 6 use furthermore it is not associated with a tourist use or a rural enterprise.

The applicant's agent has indicated that there is interest from certain companies in occupying this site, should planning consent be granted and has mentioned a number of potential occupiers. Whilst this interest is noted, there is no evidence to suggest that they wouldn't be interested in a similar allocated site for the specific uses identified.

I am also concerned that the approval of class 5 and 6 uses on this former farm steadings site would set an unwelcome precedent for similar developments on redundant farm steadings throughout Perth and Kinross which would detrimentally alter the character and amenity of the countryside significantly, increase traffic generation and impact on residential amenity.

The council has also recently refused a similar proposal at nearby Inchcoonans (17/01958/FLL) on the north west side of Errol for similar reasons and as such there requires to be a consistent approach to decision making.

Approval of this application would undermine the zoning of other employment sites in the local area. I have reviewed the current LDP together with the allocations within the Draft LDP2 and it is noted that there are designated employment sites/mixed use sites located within the Carse of Gowrie which could potentially accommodate class 5 and 6 uses. This includes nearby Errol Airfield as mentioned above. The argument made by the agent is that this existing allocated land is not serviced. In my view the applicant has the opportunity to invest in these allocated sites if they wish to consider providing serviced land for potential occupiers should they wish to do so.

Based upon the nature of the proposed class 5 and class 6 uses it would appear to be more logical in planning and sustainability terms for these uses to be located within an established settlement and/or within a designated employment area as indicated within policy ED1A of the LDP. It is my view that a rural location of this nature, remote from any settlements is not the most appropriate and sustainable location and therefore the principle of development in this location fails to comply with the requirements of Policy ED3. Whilst I have reviewed the additional information submitted by the applicant's agent I do not consider this to hold sufficient weight to merit a departure from the LDP given the concerns outlined above.

There are other relevant considerations and these will be reviewed in the paragraphs below.

Residential Amenity

Policy EP8 is relevant and states that there will be a presumption against the siting of development proposals which will generate high levels of noise in the locality of noise sensitive uses.

Whilst Environmental Health recognise the agricultural use of the site would have had noise associated with it they require reassurance that noise associated with the commercial use of this site will not lead to nuisance given the proximity of residential receptors within 20 metres of the site. They note that the application should be supported by a noise impact assessment (NIA) carried out by a suitably qualified noise consultant.

An NIA has been submitted with the application and has been carried out in terms of PAN 1/2011 and BS4142:2014; however Environmental Health feel

BS4142 is the most appropriate methodology for industrial noise, as this can be useful also when assessing future nuisance.

BS4142 assesses noise by predicting future noise levels arising from an industrial site, adjusting them for acoustic character and comparing them to the existing background noise level. A difference of around 10dBA between these 2 levels is a likely indication of significant adverse impact with 5dBA an indication of adverse impact. Where there is a 0 or negative difference this is an indicator of low impact.

As part of the NIA the background level was measured at day and night and source noise levels arising from internal and external operations were predicted. Environmental Health have raised some concerns regarding the content of the NIA including how the buildings will attenuate noise, whether all buildings have been assessed, the assessment of external noise, the assessment of loading and unloading and the screening (or lack thereof) provided by unit 4.

Notwithstanding the above the NIA predicts a rating level of 37dBA which is 3dBA below the stated background LA90 1hour 40dB, which implies a low impact. EH have stated that they believe this underestimates the impact, however the closest residential property is within the same ownership as the application site therefore they would anticipate a higher level of noise would be tolerated here. Due to this they can support the application but have recommended conditions to limit operations from the site to Monday to Sunday 0700-2200 hours and to control noise levels at Inchmichael Farmhouse.

Visual Amenity and Landscape

Development and land use change should be compatible with the distinctive characteristics and features of Perth & Kinross's landscape. Development proposals will be supported where they do not conflict with the aim of maintaining and enhancing the landscape qualities of Perth and Kinross.

Scotland's landscape is one of its most valuable assets it is therefore essential that this quality is maintained and enhanced. Criterion (b) of LDP Policy ED3 requires the proposal to be satisfactorily accommodated within the landscape. There is also landscape protection associated with Policy ER6.

The site is highly visible given the flat open character of the landscape in this location. The submission proposes structural planting on the south and west boundaries of the site to provide containment. The north boundary is to remain open and car parking and hardstanding is proposed here. There is potential for the storage of materials associated with the proposed uses in external areas and the amount of car parking proposed on the site when occupied by vehicles will alter the character of the site. Whilst the proposed structural planting on the west and southern boundaries may help to mitigate the impact of the development when viewed from the south and west, there is no structural landscaping proposed to the north of the site, as such the buildings and

hardstanding areas are to remain open and visible, although public views of this part of the site are limited due to the surrounding topography.

Setting of Listed Building

The neighbouring category C listed farmhouse is visible in the association with the existing buildings and it is noted that these have been re-clad recently. I do not consider the proposed change of use to result in any significant change to the impact on the setting of the building from the status quo.

Roads and Access

Transport Planning have been consulted and offer no objection to the proposal and indicate that the local road network and proximity to the junction with the A90 means the development is acceptable in terms of traffic generation. They have recommended a condition to ensure an appropriate access junction onto the public road is provided. Trip generation information has been submitted by the application which indicates that the development will see trip generation in the region of 16 two way trips in the AM peak hour and 15 two way trips in the PM hour. With OGVs (Ordinary Goods Vehicles) accounting for 6 two way trips in the AM peak hour and 3 two way trips in the PM hour of the total trip generation of the development. The plans also indicate a total of 47 car parking spaces within the site. Access to the site is likely to be directly from the A90 from the north which is short distance away. Furthermore there is an element of control with a 40mph speed limit on this part of the public road. There is also sufficient space within the site to turn and to park vehicles

Whilst the local road network may be able to accommodate this additional traffic in technical terms, that does not mean it is inherently desirable in planning and environmental terms to encourage the use of such rural roads by additional goods vehicles. The additional traffic will fundamentally alter the character of this rural location. I note that the roads are used by other vehicles servicing existing agriculture and other local requirements, but this does not imply that the class 5 and 6 uses are appropriate for this location, for which there is no identified local need, but which inevitably increases the use of country roads by large vehicles. The fact that some HGVs may already use the public road does not provide a justification for potentially adding to such traffic by approving a development, for which no functional requirement has been demonstrated for its location.

Drainage and Flooding

Policy EP2 relates to flooding and states that 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 possibility of flooding from any source. I have reviewed the SEPA flood maps and the site is located out with any flood zone, there is no conflict with Policy EP2.

The submission indicates that there is a mini waste water treatment pump which is connected to existing drains which serve the site and discharges to a

soakaway. Surface water is to be controlled through a sustainable urban drainage system (SUDS). This is considered acceptable in this rural location and complies with policy EP3B and C of the LDP.

Developer Contributions

The Council Transport Infrastructure Developer Contributions Supplementary Guidance requires a financial contribution towards the cost of delivering the transport infrastructure improvements which are required for the release of all development sites in and around Perth.

The proposal is within the reduced transport contributions area.

This proposal seeks to reuse the redundant farm buildings but also extend the site area to provide parking to support the new uses. The proposal will result in an intensification of the site over the existing agricultural use. While the Guidance gives provision for exemption of employment uses on brownfield land from the transport infrastructure contribution as this proposal will extend in to greenfield land and the previous use of the buildings was for agriculture, which does not have a significant impact on the wider transport network, it will not be exempt from the Transport Infrastructure requirement.

The Gross Internal Area of the buildings is 2,550m². The contribution rate is £8 per m². As such the total contribution required is £20,400.

Archaeology

Perth and Kinross Heritage Trust have indicated that the site is potentially archaeologically sensitive and have therefore recommended two archaeological conditions. This includes the demarcation of Scheduled Monument 7199 and a programme of archaeological works. This will ensure compliance with policy HE1A and B of the LDP.

Economic Impact

Whilst there is some economic benefit to this proposal given the business use it is in conflict with LDP policy due to the location in the countryside as outlined above.

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 not considered to comply with the approved TAYplan 2016 and the adopted Local Development Plan 2014. I have taken account of material considerations set out in the supporting statement submitted by the agent but 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 ED3 (Rural Business) of the Perth and Kinross Local Development Plan 2014 which states that there is a preference that rural businesses are located within or adjacent to settlements. The site is located out with a settlement and no site specific resource is apparent and no locational justification has been provided for this specific site.

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

- 18/00243/1
- 18/00243/2
- 18/00243/3
- 18/00243/4
- 18/00243/5

- 18/00243/6
- 18/00243/7
- 18/00243/8
- 18/00243/9
- 18/00243/10

Date of Report

6 April 2018



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 100084083-001

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)

Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking

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:	DMH Baird Lumsden		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Duncan	Building Name:	The Mill
Last Name: *	Clow	Building Number:	
Telephone Number: *	01786833800	Address 1 (Street): *	Station Road
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Bridge of Allan
Fax Number:		Country: *	United Kingdom
		Postcode: *	FK9 4JS
Email Address: *	duncan.clow@dmhbl.co.uk		
Is the applicant an individual or an organisation/corporate entity? *			
<input type="checkbox"/> Individual <input checked="" type="checkbox"/> Organisation/Corporate entity			

Applicant Details

Please enter Applicant details

Title:		You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	Errol Airfield
First Name: *		Building Number:	
Last Name: *		Address 1 (Street): *	Errol
Company/Organisation	Morris Leslie Ltd	Address 2:	Errol
Telephone Number: *		Town/City: *	Perth
Extension Number:		Country: *	Scotland
Mobile Number:		Postcode: *	PH2 7TB
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:

South Inchmichael Farm

Address 2:

Errol

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Perth

Post Code:

PH2 7SP

Please identify/describe the location of the site or sites

Northing

725225

Easting

324884

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)

Withdrawn application ref:17/01941/FLL being resubmitted

Title:

Mr

Other title:

First Name:

John

Last Name:

Williamson

Correspondence Reference
Number:

Date (dd/mm/yyyy):

15/12/2017

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:

1.07

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)

Agriculture

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)? *

47

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

As you have indicated that you are proposing to make private drainage arrangements, please provide further details.

What private arrangements are you proposing? *

- ☐ New/Altered septic tank.
☒ Treatment/Additional treatment (relates to package sewage treatment plants, or passive sewage treatment such as a reed bed).
☐ Other private drainage arrangement (such as chemical toilets or composting toilets).

Please explain your private drainage arrangements briefly here and show more details on your plans and supporting information: *

Treatment plant (as shown on Site Plan)

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)

Waste storage areas are shown on the Site Plan for wheelie bins. These will not be enclosed or fenced.

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): *

Don't Know

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

2550

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)

Buildings will be Class 5/6 or Class 6, as noted on the Site Plan

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 or 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

Do you have any agricultural tenants? *

☐ Yes ☒ No

Certificate Required

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

Certificate E

Land Ownership Certificate

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

Certificate E

I hereby certify that –

(1) – No person other than myself/the applicant was the owner of any part of the land to which the application relates at the beginning of the period 21 days ending with the date of the application.

(2) - The land to which the application relates constitutes or forms part of an agricultural holding and there are no agricultural tenants

Or

(1) – No person other than myself/the applicant was the owner of any part of the land to which the application relates at the beginning of the period 21 days ending with the date of the application.

(2) - The land to which the application relates constitutes or forms part of an agricultural holding and there are agricultural tenants.

Name:

Address:

Date of Service of Notice: *

(4) – I have/The applicant has taken reasonable steps, as listed below, to ascertain the names and addresses of the other owners or agricultural tenants and *have/has been unable to do so –

Signed: Duncan Clow

On behalf of: Morris Leslie Ltd

Date: 15/02/2018

☒ 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)

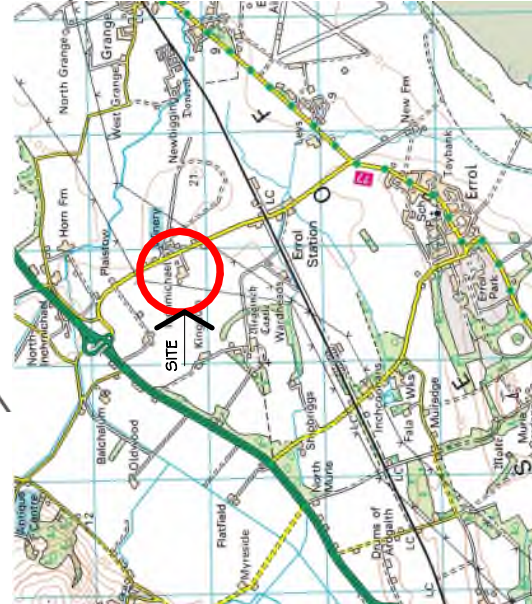
Noise Assessment

Declare – For Application to Planning Authority

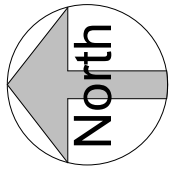
I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Mr Duncan Clow

Declaration Date: 15/02/2018



LOCATION
NOT TO SCALE



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Inchmichael
Cottages

W

East Inchmichael

13m

19m

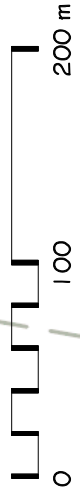
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Inchmichael

Track

Parkside

South Inchmichael
Cottages

Track



SCALE 1:2500

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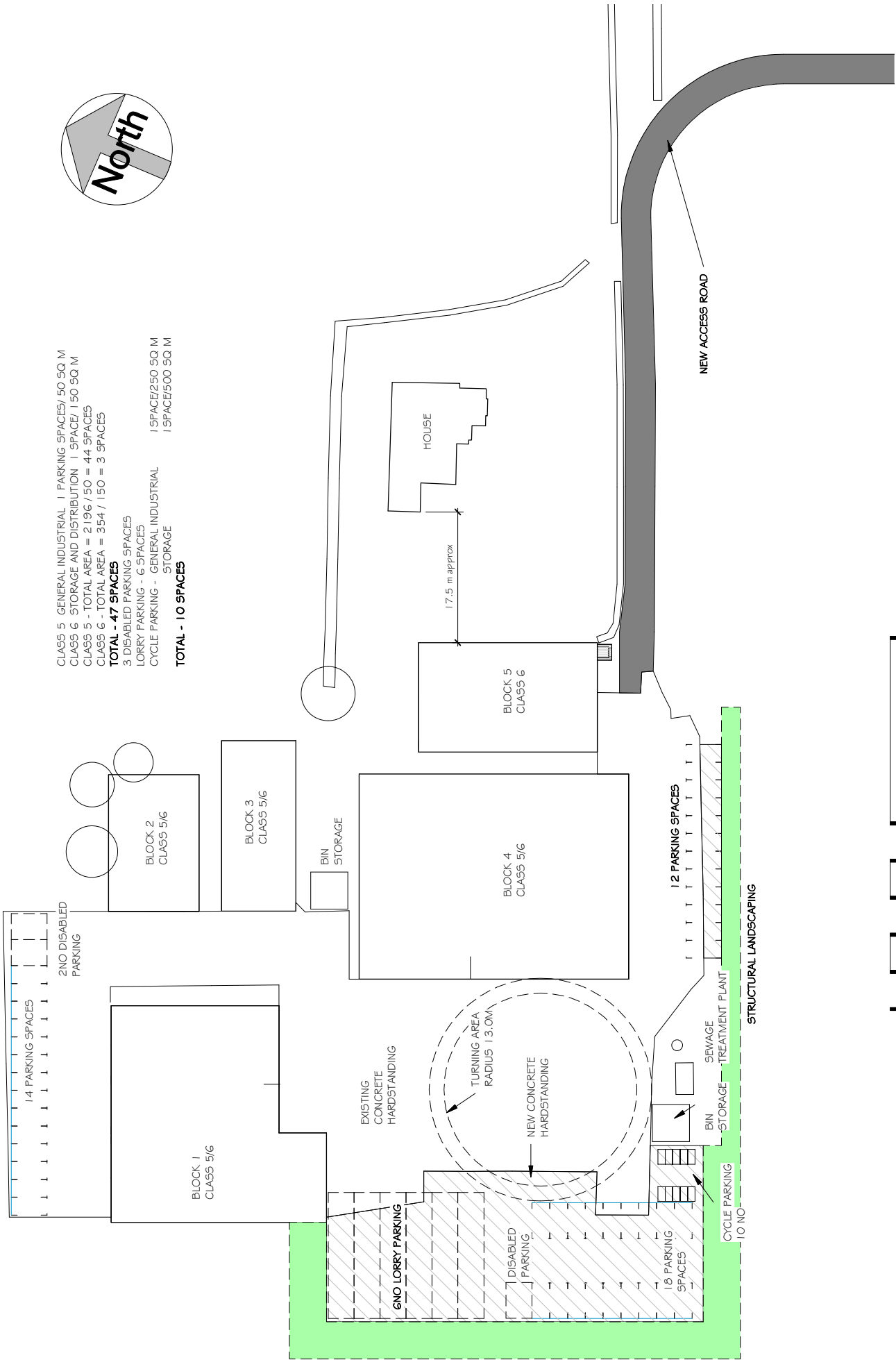
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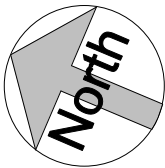
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Date	12/10/17
Drawn by	RP
Drawing Set	Planning
Scale	As indicated

A103

ROBERT PAUL ARCHITECTS
102 HIGH STREET DUNBLANE PERTHSHIRE FK15 0ER
T. 01786 825675
e. info@paul-architects.co.uk



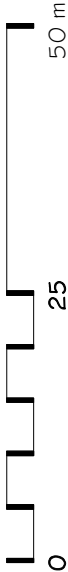
CLASS 5 GENERAL INDUSTRIAL 1 PARKING SPACES/ 50 SQ M
CLASS 6 STORAGE AND DISTRIBUTION 1 SPACE/ 150 SQ M
CLASS 5 - TOTAL AREA = 2196 / 150 = 44 SPACES
CLASS 6 - TOTAL AREA = 354 / 150 = 3 SPACES
TOTAL - 47 SPACES
3 DISABLED PARKING SPACES
LORRY PARKING - 6 SPACES
CYCLE PARKING - GENERAL INDUSTRIAL
STORAGE
TOTAL - 10 SPACES



Site Plan

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SCALE 1:500



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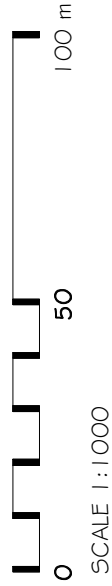
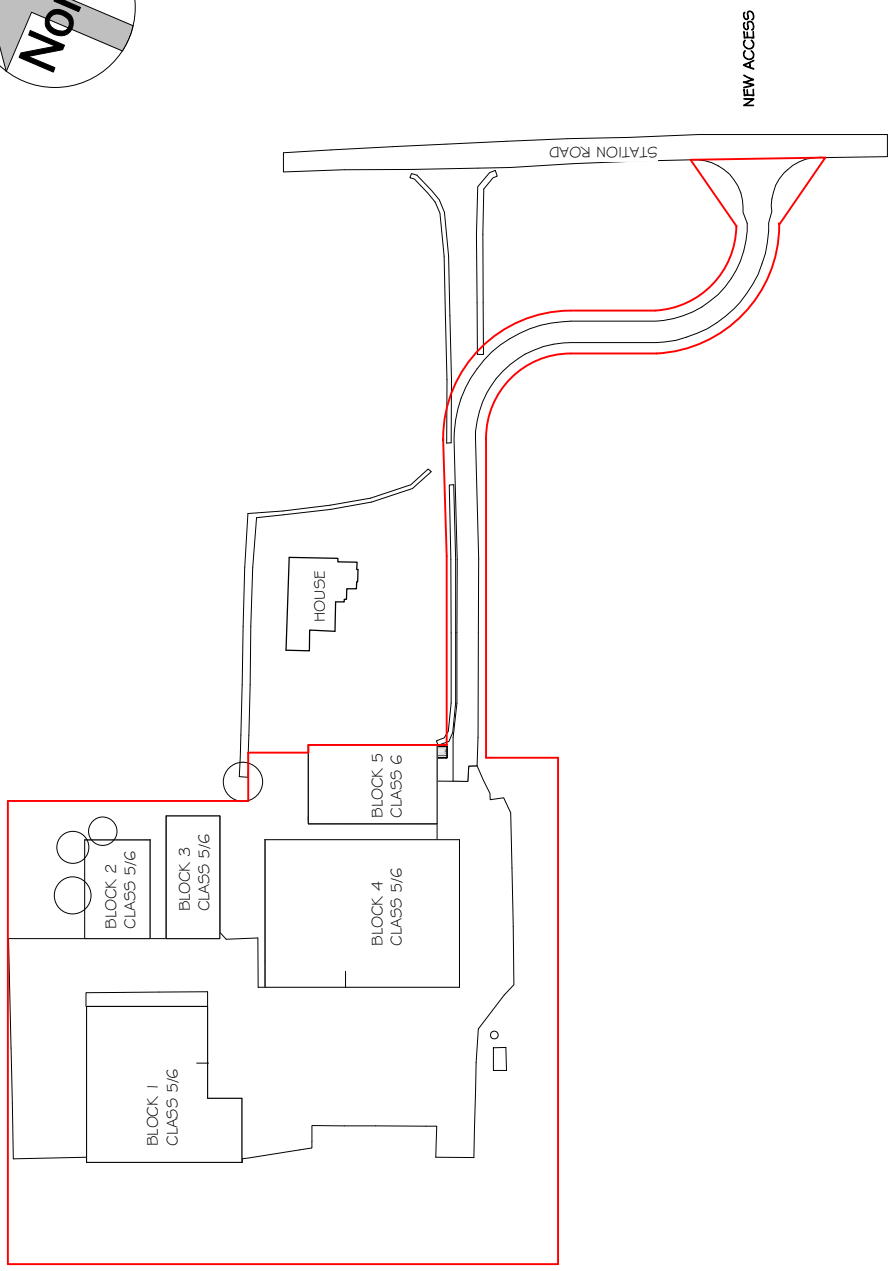
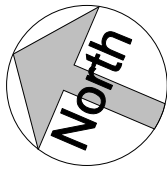
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Revision Schedule

SOUTH INCHMICHAEL FARM,
ERROL

Project number	17-32
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Drawing Set	Planning
Scale	1 : 500

A111



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Revision Number	Revision Description	Revision Date
Revision Schedule		

Project number

17-32

Date

12/10/17

Drawn by

RP

Drawing Set

Planning

Scale

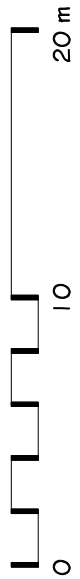
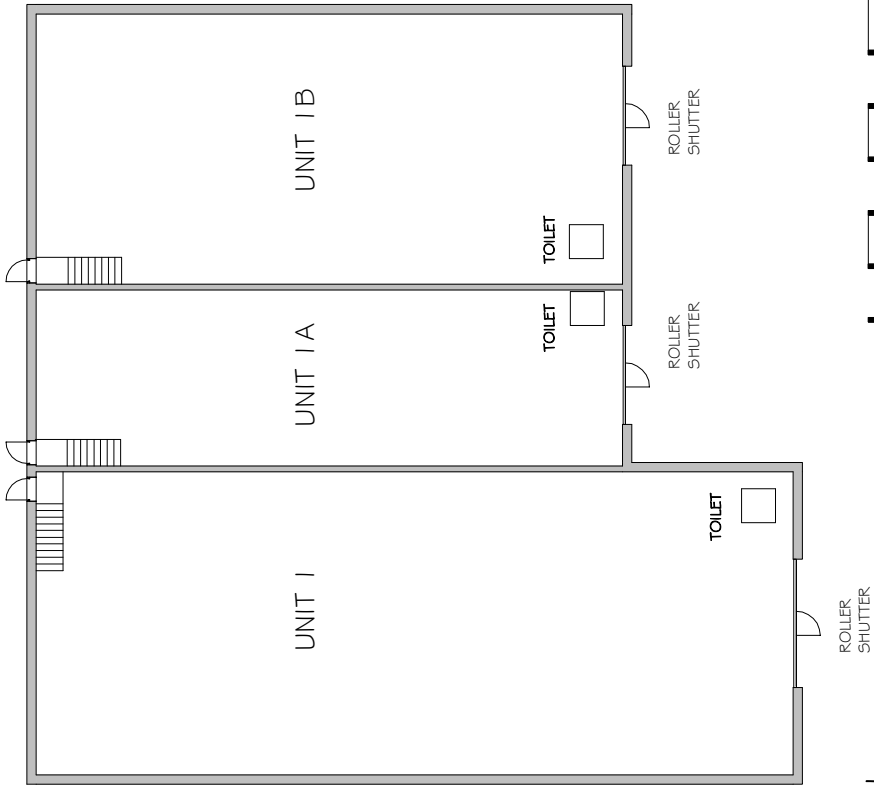
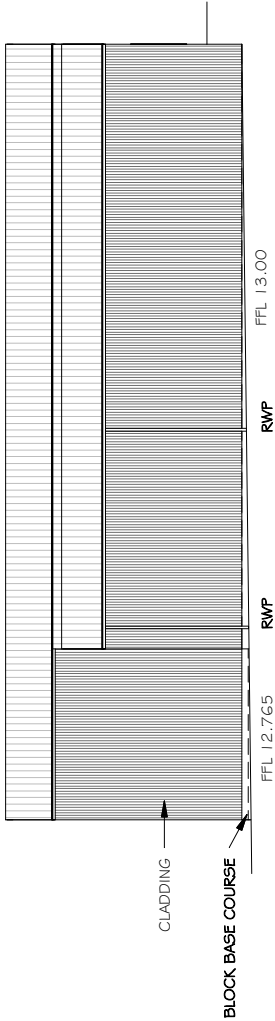
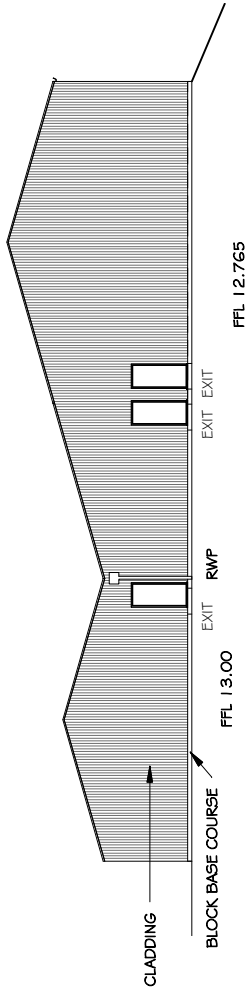
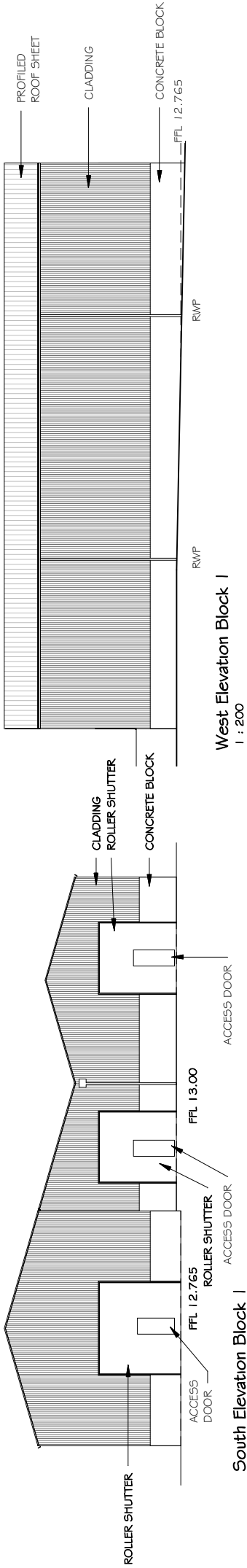
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MORRIS LESLIE

SOUTH INCHMICHAEL FARM,
ERROL

Site Plan 1000

A112



SCALE 1:200

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Revision Number	Revision Description	Revision Date
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Revision Schedule

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MORRIS LESLIE

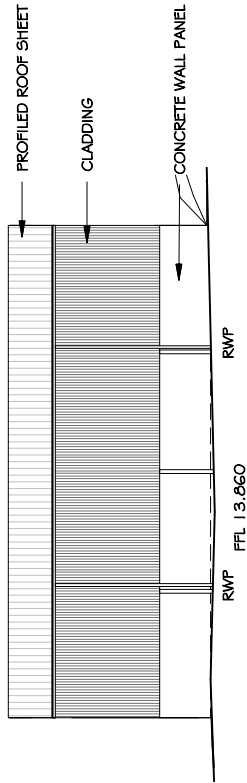
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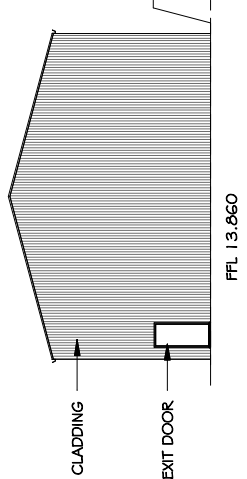
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SOUTH INCHMICHAEL FARM,
ERROL

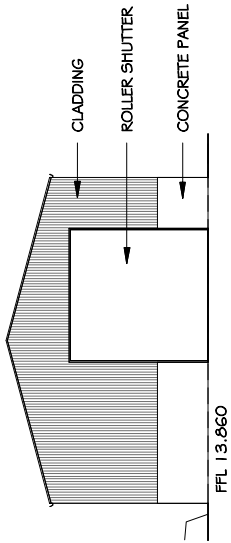
ROBERT PAUL ARCHITECTS
102 HIGH STREET DUNBLANE PERTHSHIRE FK15 0ER
T. 01786 825575
e. info@pau-architects.co.uk



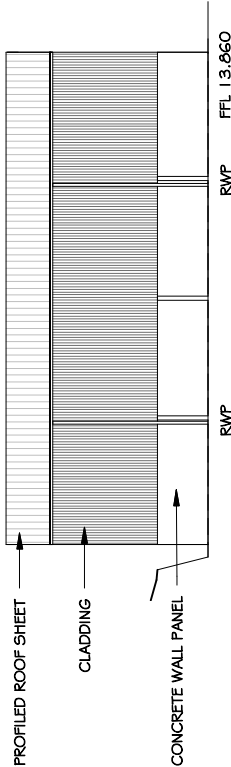
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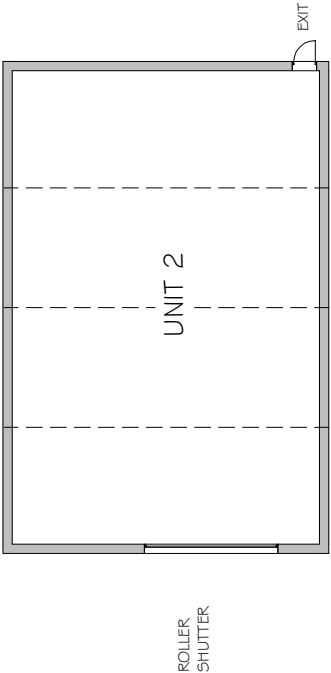
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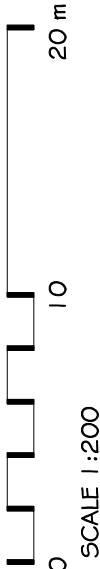
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North Elevation Block 2
1 : 200



Block 2
1 : 200



MORRIS LESLIE
SOUTH INCHMICHAEL FARM,
ERROL

Block 2

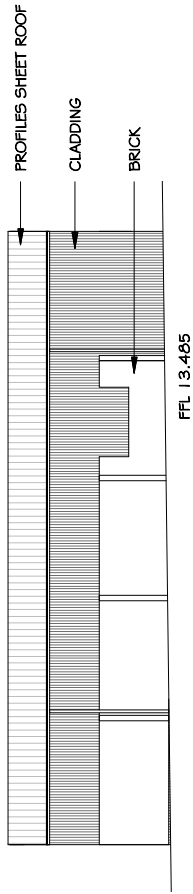
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Date	12/10/17
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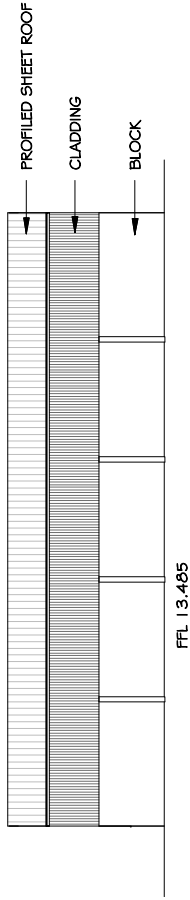
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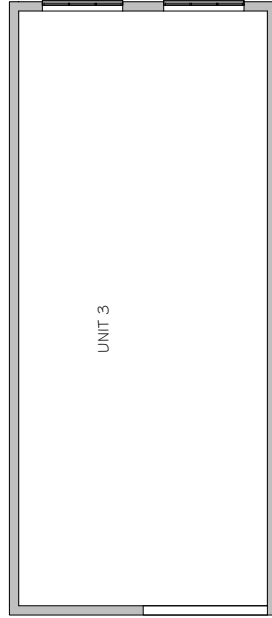
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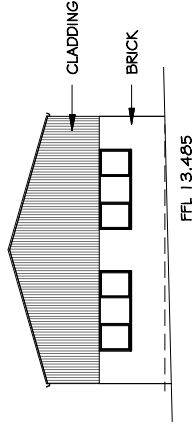
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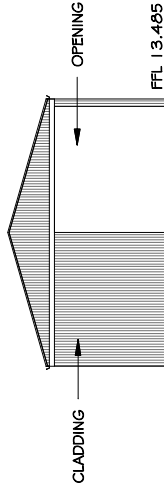
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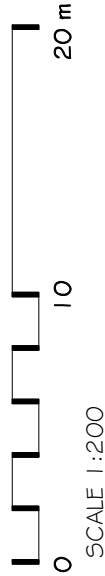
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East Elevation Block 3
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West Elevation Block 3
1 : 200



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Block 3

A108

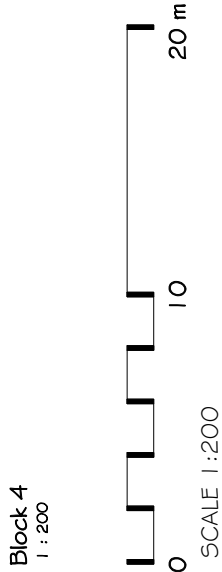
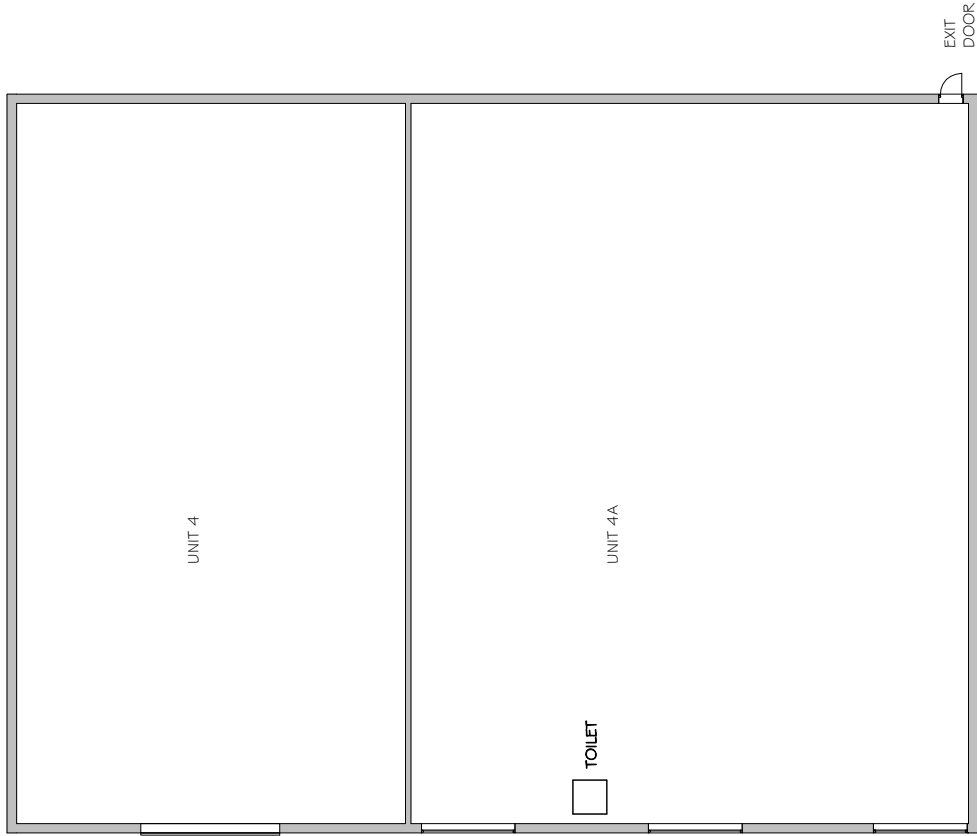
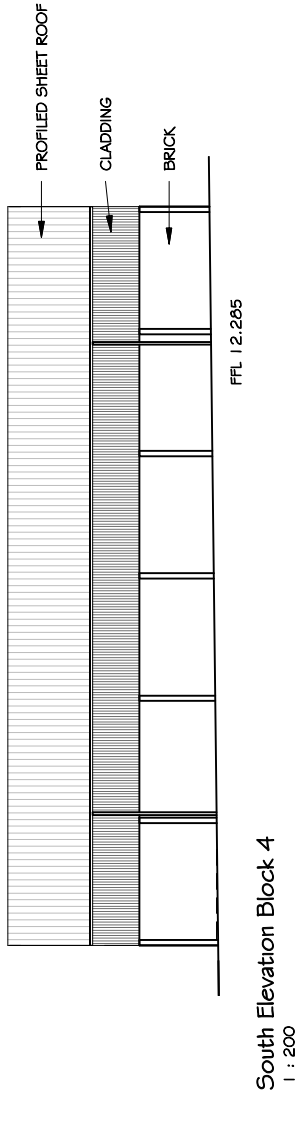
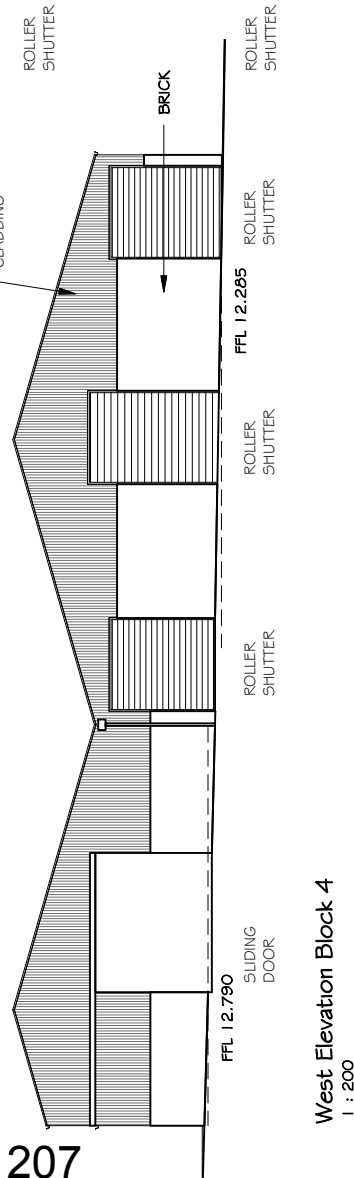
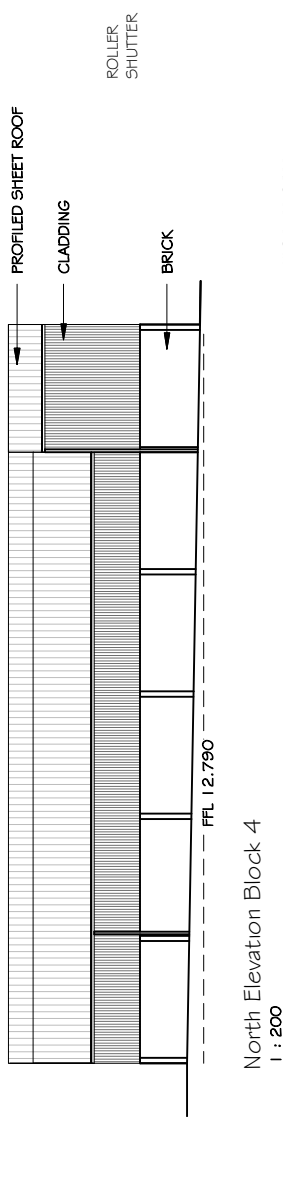
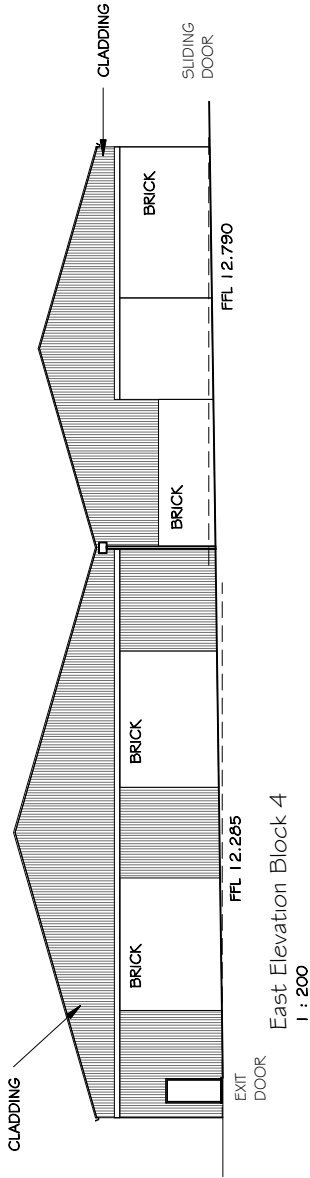
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Revision Schedule

SOUTH INCHMICHAEL FARM,
ERROL

Project number	17-32
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Scale	1 : 200



MORRIS LESLIE

SOUTH INCHMICHAEL FARM,
ERROL

Block 4

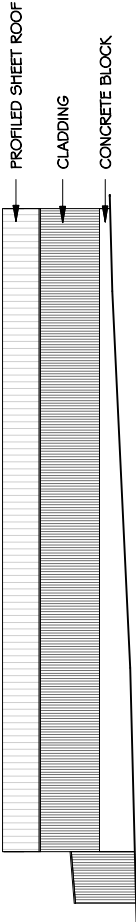
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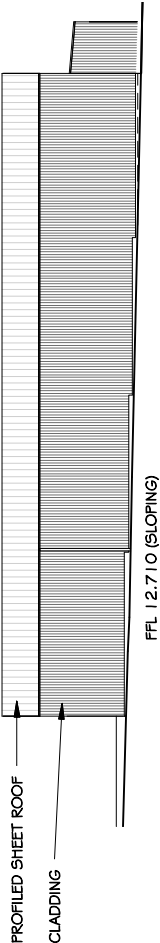
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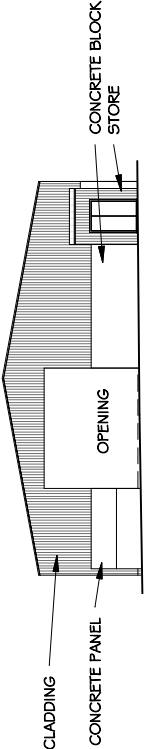
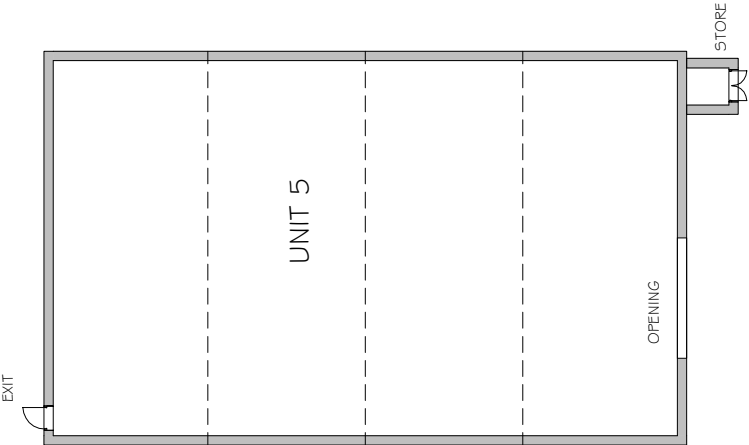
Revision Schedule



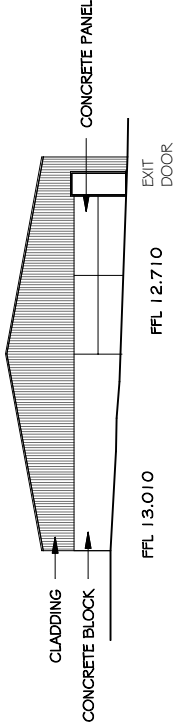
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West Elevation Block 5
1 : 200

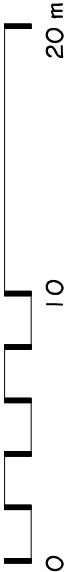


South Elevation Block 5
1 : 200



North Elevation Block 5
1 : 200

Block 5
1 : 200



SCALE 1 : 200

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Revision Schedule

MORRIS LESLIE

Block 5

SOUTH INCHMICHAEL FARM,
ERROL

Project number	17-32
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A110

SHARPS REDMORE

ACOUSTIC CONSULTANTS ▪ Established 1990



Report

**South Inchmichael Farm,
Errol, Perth**

Environmental Noise
Assessment

Prepared by
Gary King MIOA

Ian Harley BSc (Hons) MSc MIOA

Date 8 February 2018

Project No 1717578

Scotland

Sharps Redmore

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Sharps Redmore Partnership Limited

Registered in England No. 2593855

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DE Barke MSc. MIOA;

KJ Metcalfe BSc(Hons). MIOA



Contents

- 1.0 Introduction
- 2.0 Assessment methodology and criteria
- 3.0 Environmental noise survey details
- 4.0 Noise Assessment
- 5.0 Assessment conclusions

Appendices

- A. Site plan showing noise measurement location
- B. Noise survey results
- C. Acoustic terminology

1.0 Introduction

- 1.1 Sharps Redmore (SR) has been instructed by Morris Leslie Ltd to carry out a noise assessment for change of use of agricultural buildings to Classes 5 and 6 at South Inchmichael Farm, Errol, Perth, PH2 7SP.
- 1.2 The site lies to the west of Station Road, approximately 0.8 km south of the A90 and 2km north of the village of Errol. Access to the site is from Station Road. The location of the site is shown in Figure 1 below:

FIGURE 1: Site Location



- 1.3 The site comprises of a collection of agricultural barns (five in total) to the rear of the farmhouse, with the agricultural buildings positioned on two sides of the farm yard. Planning permission is being sought for change of use of the agricultural buildings to industrial (class 5) and storage/distribution (class 6) and the formation of a new hardstanding to provide roads, parking and turning area. The site layout is shown in Appendix A to this report.
- 1.4 A previous planning application¹ for change of use has been submitted and subsequently withdrawn. In relation to this application comments the following were received from the Environment Service at Perth and Kinross Council

“This application introduces industrial usage into a predominantly agricultural area however there are a handful of residential properties within the vicinity. There is very little detail about the use of these units and due to the residential properties within the vicinity, there is the possibility that noise can become a nuisance as a result of consent being granted for this application. Due to this I cannot complete my appraisal until a noise impact assessment has been carried out by a suitably qualified noise consultant.”

¹ Planning Application Reference 17/01941/FLL – Change of use of agricultural buildings to Classes 5 and 6 with new hardstanding to provide roads, parking and turning areas

1.5 Based on experience of the similar developments the main noise impacts from the proposed change of use are:

- Noise break-out from proposed units;
- Noise from external activity;
- Noise from vehicles on access road.

1.6 The report is structured as follows:

- Section 2.0 - discussion of the available methods of assessment and assessment criteria.
- Section 3.0 – Details of environmental noise survey
- Section 4.0 – Assessment of operation noise
- Section 5.0 – Summary and Conclusions

1.7 A guide to the acoustic terminology used in this report is shown in Appendix C.

2.0 Assessment methodology and criteria

2.1 Planning Advice Note PAN 1/2011 Planning and Noise sets out the Scottish Government's advice and information on technical noise planning matters. PAN 1/2011 provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise. It has an accompanying Technical Advice Note (TAN) entitled "Assessment of Noise".

2.2 PAN 1/2011 states that *"the following issues may be relevant when considering noise issues"*:

- Avoidance of significant adverse noise impacts from new developments,
- Applying criteria reasonably,
- Use of mitigation measures to manage noise impacts

2.3 The Technical Advice Note goes on to define magnitudes of noise impacts in a number of different circumstances, although no specific advice is given for commercial developments affecting noise-sensitive buildings.

Local Planning Policy

2.4 In terms of relevant local planning policy, regard is had to the Perth and Kinross Council Local Development Plan (February 2014). Policy EP 8: Noise Pollution states:

"There will be assumption against the siting of development proposals which will generate high levels of noise (Sharps Redmore emphasis) in the locality of existing or proposed noise sensitive land uses and similarly against the locating of noise sensitive uses near to sources of noise generation.

In exceptional circumstances where it is not feasible or is undesirable to separate noisy land uses from noise sensitive noisy land uses from noise sensitive uses or to mitigate the adverse effects of the noise through the negotiation of design solutions, the Council may use conditions attached to the granting of planning consent, or if necessary planning agreements, in order to control noise levels. A Noise Impact Assessment will be required for those development proposals where it is anticipated that a noise problem is likely to occur."

2.5 Taking an overview of national and local policy aims and guidance it is clear that when considering the impact of noise, the fact noise can be heard and causes impact is not reason to refusal an application as consideration should also be given to the significance of the impact and the mitigation measures available.

2.6 Neither national or local planning policy have any noise criteria however it is possible to apply objective standards to the assessment of the introduction of a certain noise source, along with the effect produced,. Several methods of doing so are described as follows:

- i) The effect may be determined by reference to guideline noise values such as those contained in the World Health Organisation (WHO) *“Guidelines for Community Noise”* .
- ii) Alternatively, the impact may be determined by considering the change in noise level that would result from the proposal, in an appropriate noise index for the characteristic of the noise in question. There are various criteria which link change in noise level to the effect of that noise. This is the method that is suited to, for example, the assessment of noise from road traffic because it is capable of displaying impact to all properties adjacent to a road link irrespective of their distance from the road.
- iii) Another method is to compare the resultant sound level against the background sound level (L_{A90}) of the area. This is the method employed by BS 4142:2014 to determine the significance of sound impact from sources of industrial and/or commercial nature. The sources which this standard is intended to assess are sound from industrial and manufacturing processes, sound from fixed plant installations, sound from loading and unloading of goods at industrial and/or commercial premises and the sound from mobile plant and vehicles, such as forklift trucks.

Guideline noise values

- 2.7 The WHO guideline values are appropriate to what are termed “critical health effects”. This means that the limits are at the lowest noise level that would result in any psychological or physiological effect. They are, as defined by NPSE, set at the Lowest Observed Adverse Effect Level (LOAEL), but do not define the level above which effects are significant (the SOAEL). Compliance with the LOAEL should, therefore, be seen as a robust aim.
- 2.8 The National Physical Laboratory document *“Health Effect based noise assessment methods; a review and feasibility study”*, (September 1998) contains an “interpretation” of the WHO guidelines (then in draft form) for the DETR. The summary of this section of the NPL report states *“In essence, the WHO guidelines represent a consensus view of international expert opinion on the lowest threshold noise levels below which the occurrence rates of particular effects can be assumed to be negligible. Exceedances of the WHO guideline values do not necessarily imply significant noise impact and indeed, it may be that significant impacts do not occur until much higher degrees of noise exposure are reached”* (paragraph 5.4).
- 2.9 The World Health Organisation guideline noise values are summarised in the Table 2 below.

TABLE 2: WHO guideline noise values

Document	Level	Guidance
World Health Organisation "Community Noise 2000"	$L_{AeqT} = 55 \text{ dB}$	Serious annoyance, daytime and evening. (Continuous noise, outdoor living areas)
	$L_{AeqT} = 50 \text{ dB}$	Moderate annoyance, daytime and evening. (Continuous noise, outdoor living areas).
	$L_{AeqT} = 35 \text{ dB}$	Moderate annoyance, daytime and evening. (Continuous noise, dwellings, indoors)
	$L_{AeqT} = 30 \text{ dB}$	Sleep disturbance, night-time (indoors)
	$L_{Amax} = 60 \text{ dB}$	Sleep disturbance, windows open at night. (Noise peaks outside bedrooms, external level).
	$L_{Amax} = 45 \text{ dB}$	Sleep disturbance at night (Noise peaks inside bedrooms, internal level)

- 2.10 For L_{AeqT} criteria the time base (T) given in the documents is 16 hours for daytime limits and 8 hours for night time limits. When assessing impact, this has the tendency to smooth out the hourly variations in noise level. As such, our calculations are carried out to a 1 hour time base, which is a more stringent assessment than is given in WHO document.

Changes in noise level

- 2.11 Changes in noise levels of less than 3 dBA are not perceptible under normal conditions and changes of 10 dBA are equivalent to a doubling of loudness. This guidance has been accepted by inspectors, at inquiry, to encompass changes in noise levels in the index L_{AeqT} .
- 2.12 The following table shows the response to changes in noise (known as a semantic scale); this table has been developed from general consensus opinion of acousticians.

TABLE 3: Change in noise level

Change in noise level L_{AeqT} dB	Response	Impact
<3	Imperceptible	None/slight
3 – 5	Perceptible	Slight/moderate
6 – 10	Up to a doubling	Moderate/significant
11 – 15	More than a doubling	Substantial
>15	-	Severe

- 2.13 Where the existing ambient noise level is already above the criteria developed from the various guidance documents, it may be considered unreasonable to adopt such an approach. It would be reasonable, however, given the above statement, to consider criteria which do not exceed the existing noise climate, thus giving rise to an overall 3 dB increase i.e. the minimum perceptible. If the new noise level is lower than the minimum perceptible it cannot be described as disturbing or to affect the amenity of residents.

Assessment using BS 4142:2014

- 2.14 As discussed, this BS describes a method for rating and assessing sound of industrial and/or commercial nature according to the following summary process:

- i) Carry out a numerical assessment of the noise, taking into the character and areas of uncertainty, by comparing the noise against the existing background noise level. Where the new noise is higher than the existing background, the greater the difference between the two, the greater the impact.
- ii) By considering the noise impact against the context in which it is placed. There are many contextual points to consider when considering an assessment of sound impact including the following:
 - The absolute level of sound.
 - The character and level of the specific sound compared to the existing noise climate.
 - The sensitivity of the receptors.
 - The time and duration that the specific sound occurs. The conclusions of assessments undertaken using alternative assessment methods, for example WHO guideline noise values or change in noise level.
 - The ability to mitigate the specific sound through various methods, for example by screening, the selection of quiet plant equipment, the use of attenuators, through the imposition of noise management plans and good practice, façade design and layout/orientation.
 - The form and scale and scale of a development. For example, does the proposed development involve a new industrial/commercial premises or is the proposal the installation of new plant or an extension to an existing premises?

- 2.15 It is therefore entirely possible that whilst the numerical outcome of a BS 4142 assessment is indicative of adverse or even significant adverse impact, when the proposal is considered in context the significance of the impact is reduced to an acceptable level.


3.0 Environmental Noise Survey Details

- 3.1 To determine the likely effects from noise from the development a survey of existing noise levels was carried out at the site between 25th and 26th January 2018. Measurements were taken at location within the garden of the existing Farmhouse this being the nearest noise sensitive property to the development. The monitoring location is shown in Figure 2 below and described in Table 3 below.

Fig 2: Monitoring Location



TABLE 3: Description of monitoring locations

Equipment Used	Site Description	Weather Conditions	
RION NL52 Class 1 Sound Level Meter	Located within garden, microphone positioned on a tripod approx. 2m above ground in free-field conditions.	Dry, with light breeze	

- 3.2 Measurements were taken continuously at 5 minute intervals over 24 hours to determine existing daytime (0700 – 2300 hrs) and night time (2300 – 0700 hrs) noise levels. Full details of the survey are included in Appendix B and are summarised in Table 4 below.

TABLE 4: Summary of measured noise levels

Time	Noise Level (dB)		
	L _{Aeq5min}	L _{A90,5min}	L _{Amax}
Daytime (0700 – 2300 hrs)	36 - 56	31 - 54	--
Night time (2300 – 0700 hrs)	35 - 47	25 - 44	44 - 58

- 3.3 Overall, L_{AeqT} noise levels are dictated by road traffic noise on station road and existing activity at the farm yard.

4.0 Noise Assessment

- 4.1 As outlined in section 1.0 of this report, planning permission is being sought for change of use of the existing agricultural buildings for industrial use (Class 6 and 5). The nearest residential property to the buildings is the existing farmhouse. This property is currently in the same ownership as the farm however for the purposes of the assessment it is considered the nearest noise sensitive property. The nearest residential property not in the same ownership of the farm is the residential bungalow opposite the site approximately 140 metres from the barns.
- 4.2 Based on experience of the similar developments the main noise impacts from the proposed change of use are:
- Noise break-out from proposed units;
 - Noise from external activity;
 - Noise from vehicles on access road

Noise break-out from proposed units

- 4.3 SR has been advised that the exact use of the units is yet to be determined however they would either be Class 5 or 6.
- 4.4 To determine the internal noise levels SR have measured noise levels at a similar sized unit at Valleyfield Farm. Activities included the movement of goods using a fork lift truck, reversing alarms and general industrial activity. Table 5 shows the typical internal reverberant noise levels measured.

TABLE 5: Internal Noise Levels (dB)

Awtg	Frequency (Hz)							
	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
87	89	78	79	77	86	70	66	56

- 4.5 The above noise level is similar to the upper threshold limit within the Noise at Work Regulations 2005 and therefore can be considered a robust baseline in this case.
- 4.6 As shown in the site layout (Appendix A) the nearest units to the farmhouse are block 5 and block 3. The sound pressure level (L_p) at a distance from a façade is given by:

$$L_{p(\text{receiver})} = L_{p(\text{internal})} + 10 \log (S) - 6 - R + 10 \log (Q/4\pi r)$$

Where (r) is the distance between the units and the receptor

(S) surface area of the building.

(R) is the sound insulation performance of the building

(Q) is the directivity of the façade element (2 for a wall)

- 4.7 Using this equation the noise level from internal activity from both units has been calculated. The distance (r) and surface area (S) have been determined from site drawings, the sound insulation performance (R) of the units has been determined from site observations and experience of building constructions. The results of the calculations are shown in table 6 below.

TABLE 6: Predicted Noise Levels – South Inchmichael Farmhouse

Block	Awgt	Frequency (Hz)							
		63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
3	32	46	34	32	26	30	20	-1	-11
5	21	40	23	23	16	18	-3	-10	-19
Combined	32	47	34	32	26	30	20	0	-10

Noise from external yard activity

- 4.8 The proposed change of use includes the construction of a new hardstanding at the front of Block 4. This area will be used for car parking and for servicing each block. To ensure a robust assessment it has been assumed that yard activity may include the unloading of goods from a HGV using a fork lift truck. In practice this is likely to over-estimate the impact as based on the size of the units the majority of goods will be received/dispatched in smaller vans.
- 4.9 SR has measured noise from servicing activity at similar sites. The following source data is based on these measurements and have been accepted by numerous local authorities in relation to similar developments. The sound levels shown include all service yard noise sources such as fork lift movements, reversing alarms, refrigeration units, and vehicle manoeuvres.

TABLE 7: Servicing Activity noise levels (10m)

Event Noise Level								
Arrival			Unloading			Departure		
Duration (Mins)	L _{AeqT} (dB)	L _{AMAX} (dB)	Duration (Mins)	L _{AeqT} (dB)	L _{AMAX} (dB)	Duration (Mins)	L _{AeqT} (dB)	L _{AMAX} (dB)
2.5	69	80	30	60	82	0.5	72	80

- 4.10 In terms of noise the hardstanding area is located in the optimum position on the western part of the site, screened from the farmhouse by the proposed industrial blocks. Using the above source data the predicted noise levels from service activity on the hardstanding has been carried out. The calculations as shown in

Table 8 below take into account the screening from the buildings and distance attenuation to the farmhouse.

TABLE 8: Predicted Noise Levels – External Servicing Activity

Activity	Resultant noise level (dB)	Maximum Noise level (dB)
Arrival and manoeuvring in yard	L_{Aeq}	L_{Amax}
Baseline level	L _{Aeq2.5min} = 69	L _{Amax} = 80
Distance correction to 70 metres = $20 \log^{10}/_{70} = -17$	L _{Aeq2.5 min} = 52	L _{Amax} = 63
Screening loss = 15 dB	L _{Aeq2.5 min} = 37	L _{Amax} = 48
Convert to 1 hour = $10 \log^{2.5}/_{60} = -14$	L_{Aeq,1hr} = 23	--
Unloading by forklift		
Baseline level	L _{Aeq30 min} = 60	L _{Amax} = 82
Distance correction to 70 metres = $20 \log^{10}/_{70} = -17$	L _{Aeq30 min} = 53	L _{Amax} = 65
Screening loss = 15 dB	L _{Aeq30 min} = 38	L _{Amax} = 50
Convert to 1 hour = $10 \log^{30}/_{60} = -3$	L_{Aeq,1hr} = 35	--
Departure		
Baseline level	L _{Aeq0.5 min} = 72	L _{Amax} = 80
Distance correction to 70 metres (day) = $20 \log^{10}/_{70} = -17$	L _{Aeq0.5 min} = 55	L _{Amax} = 63
Screening loss = 15 dB day	L _{Aeq0.5 min} = 40	L _{Amax} = 48
Convert to 1 hour = $10 \log^{0.5}/_{60} = -21$	L_{Aeq,1hr} = 19	--
Addition of components: L _{Aeq,1hr} = 23 + 35 + 19	L_{Aeq,1hr} = 35 dB	--

- 4.11 Based on the resulting noise levels in Table 8 and 6 above the overall predicted noise level (noise break out and service activity) will be 37 dB L_{Aeq1hr}. Using the overall noise level an assessment of noise from the industrial units has been carried out using the methodology in BS 4142:2014. The results are shown in Table 9 below:

TABLE 9: BS 4142:2014 Assessment

Specific Noise Level L _{Aeq1hr} dB	Rating Level dB ¹	Background Noise Level L _{A90T} ² dB	Difference	Impact Assessment ³
37	40	40	0 dB	Low

^[1] Includes +3dB for impulsivity ^[2] Representative daytime background level ^[3] subject to context

- 4.12 As stated in section 2.0 of this report, Section 11 of BS 4142:2014 explains *“The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs.”*
- 4.13 The first contextual consideration is how predicted noise compares to absolute levels including the WHO Guidelines. This is particular the case at night when the predicted internal noise level and the impact on sleep disturbance is more relevant than an assessment of the comparison of a noise to the external background noise levels. A comparison of the predicted noise levels with the WHO guideline noise values is shown in Table 10 below. The worst-case hours of potential impact have been chosen to provide a robust assessment (08:00-09:00 Sunday and 06:00-07:00 Weekday):

TABLE 10: Comparison of predicted delivery event noise levels with the WHO guideline noise values

0800 – 0900 (Sunday)		0600 – 0700 hrs			
Predicted noise level	WHO Guideline	Predicted noise level		WHO Guideline	
37 dB L_{Aeq1hr}	55 dB $L_{Aeq16hr}$	37 dB L_{Aeq1hr}	48/50 dB L_{Amax}	45 dB L_{Aeq8hr}	60 dB L_{Amax}

- 4.14 For non-transportation noise sources such as noise break-out from the building an assessment has been done to show whether internal noise levels, when predicted with the windows of the nearest noise-sensitive property open, exceed NR 15. Table 11 below shows the predicted internal noise levels from industrial activity within the nearest noise-sensitive property.

TABLE 11: Predicted internal noise levels

Frequency Hz								
63	125	250	500	1k	2k	4k	8k	
47	34	33	26	30	20	0	-11	Table 6
-5	-5	-10	-10	-15	-15	-15	-15	Loss through open window
42	29	23	16	15	5	-15	-4	Internal noise level
47	35	26	18	15	12	9	5	NR15

- 4.15 The second contextual consideration is how the noise affects the existing noise climate and character of the area.

- 4.16 Table 12 below shows the comparison of the predicted noise level against the existing ambient noise level and peak, L_{Amax} noise level.

TABLE 12: Comparison of predicted delivery event noise levels against existing ambient noise levels

Time Period	Existing Ambient Noise Level $L_{Aeq,T}$	Predicted noise level L_{Aeq1hr}	Existing Typical Peak Noise Level L_{Amax}	Predicted peak noise levels, L_{Amax}
Daytime	49 dB	37 dB	--	--
Night Time	43 dB	37 dB	53 dB	48/50 dB

- 4.17 Based on the assessments above, and summarised in Tables 9, 10, 11 and 12, the following conclusions can be determined:

- Daytime (07:00-19:00): Based on the three assessment methodologies, there will be no impact at the nearest residential property during the day (07:00-19:00).
- Night (23:00-07:00): Internal noise levels at night will comply with WHO Guideline Values and will meet NR 15 inside the farmhouse with windows open. Predicted noise levels will be below the existing ambient and peak noise levels.

- 4.18 It is therefore concluded that although any night time activity will be minimal based on the above assessment it is not considered necessary or applicable to restrict operating hours in terms of noise.

Noise from vehicles on access road

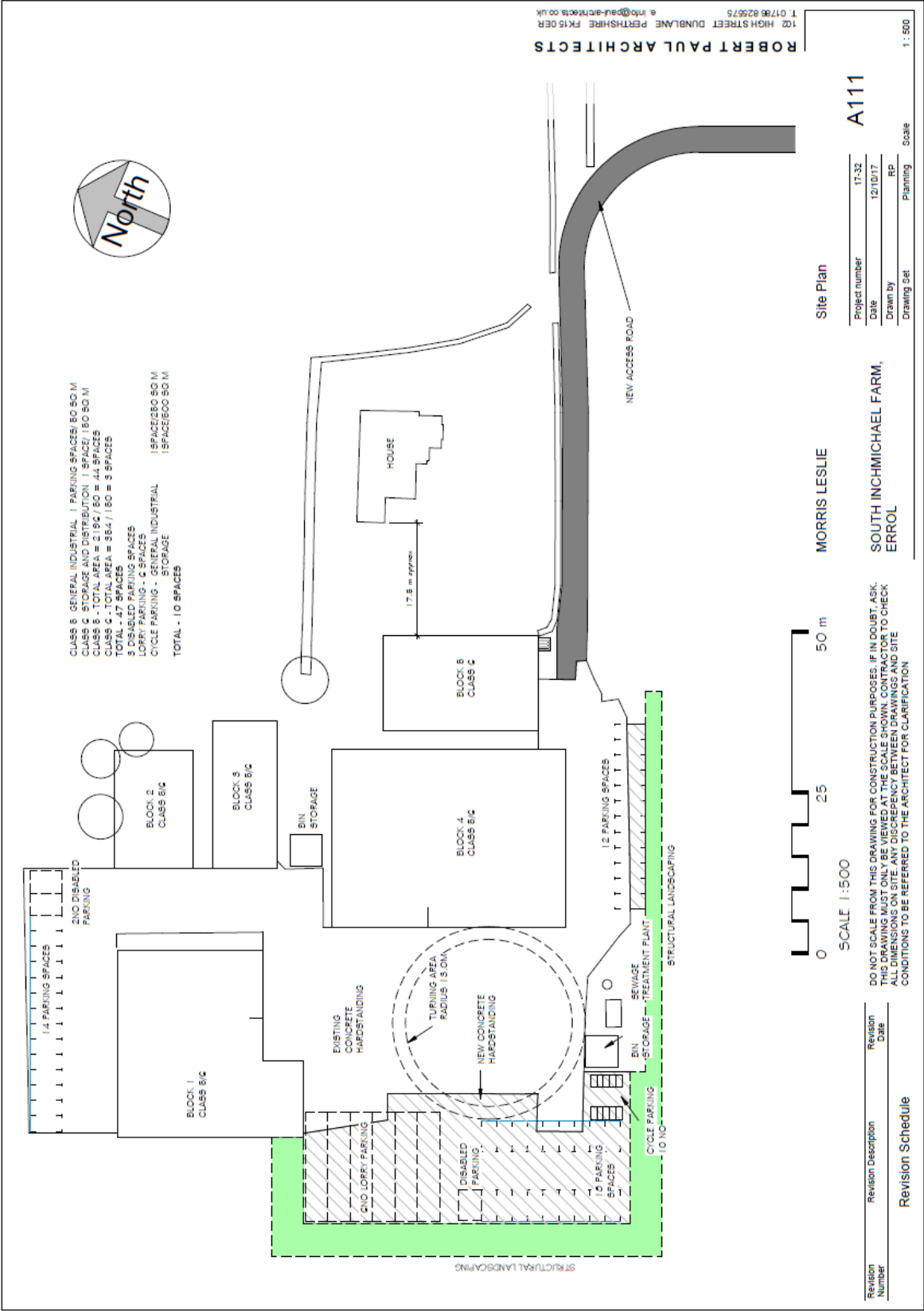
- 4.19 The number of vehicles visiting the site will depend on the end user of the industrial units, however the overall number of vehicles will be low.. Predicted hourly noise levels will be no greater than existing noise levels such that the overall change in noise level will be negligible.

5.0 Assessment conclusions

- 5.1 Planning permission is being sought for change of use of change of use of agricultural buildings to Classes 5 and 6 at South Inchmichael Farm, Errol, Perth, PH2 7SP.
- 5.2 Sharps Redmore have carried an assessment of the potential noise impact from the proposed change of use including:
- Noise break-out from industrial buildings;
 - Noise from external yard activity;
 - Noise from vehicles on the access road.
- 5.3 Against all three methods of assessment used (BS4142:2014, guideline noise values and comparison with the existing noise climate) this report objectively demonstrates that the proposal will not give rise to significant adverse noise impacts, which is the test under PAN 1/2011, or give rise to high levels of noise as required by Policy EP8 of the Perth and Kinross Council Local Development Plan (February 2014).

APPENDIX A

SITE PLAN



APPENDIX B

NOISE SURVEY RESULTS

Appendix B: Survey Results

Start Time	Noise Level dB			
	L _{Aeq5min}	L _{Amax}	L _{Amin}	L _{A90,5min}
25/01/2018 12:57:01	51.1	74.5	36.1	37.5
25/01/2018 13:02:01	39.4	56.4	36	37.5
25/01/2018 13:07:01	42.5	54.8	35.4	37.3
25/01/2018 13:12:01	44.6	57.3	35	38.1
25/01/2018 13:17:01	39	46.7	35.1	36.7
25/01/2018 13:22:01	38.7	45.1	34.4	35.6
25/01/2018 13:27:01	38.5	45.2	33.9	35.1
25/01/2018 13:32:01	47.1	61.2	33.4	36.5
25/01/2018 13:37:01	40.3	56.3	32.8	34.5
25/01/2018 13:42:01	47	60.8	33.6	36.3
25/01/2018 13:47:01	41.5	56.4	32.4	34.9
25/01/2018 13:52:01	39.8	54.8	32.2	33.8
25/01/2018 13:57:01	35.6	42	32.1	33.6
25/01/2018 14:02:01	37.6	44.1	32.4	34.2
25/01/2018 14:07:01	36.7	44	31.4	33.2
25/01/2018 14:12:01	37.2	46.2	31.3	32.3
25/01/2018 14:17:01	40.2	48.5	28.9	30.8
25/01/2018 14:22:01	42	52	28.2	31.3
25/01/2018 14:27:01	42.2	52.7	28.8	30.6
25/01/2018 14:32:01	40.8	49	30.7	32.7
25/01/2018 14:37:01	43.2	52.8	32.1	34.8
25/01/2018 14:42:01	44.5	61.3	29.4	33.3
25/01/2018 14:47:01	40.5	52.8	27.3	30.7
25/01/2018 14:52:01	45.2	56.8	28.5	32.1
25/01/2018 14:57:01	46.1	59.2	30.7	34
25/01/2018 15:02:01	46.4	65.9	30	33.4
25/01/2018 15:07:01	44.6	60	33.7	38.4
25/01/2018 15:12:01	46.2	66.7	37.4	40.1
25/01/2018 15:17:01	44.8	58.2	36.4	39.3
25/01/2018 15:22:01	46.7	59.2	36.8	39.3
25/01/2018 15:27:01	45.7	56.4	32.6	35.9
25/01/2018 15:32:01	47.2	56.8	35.6	39.6
25/01/2018 15:37:01	48.5	57.3	33.9	39.9
25/01/2018 15:42:01	47.4	60.9	37.6	40
25/01/2018 15:47:01	48.2	68.8	37.5	40.9
25/01/2018 15:52:01	46.1	54.9	37.1	38.7
25/01/2018 15:57:01	48.7	59.5	35.8	39.5
25/01/2018 16:02:01	48.4	62.1	38.4	41.1
25/01/2018 16:07:01	51	63.4	40.3	42.2

Start Time	Noise Level dB			
	L _{Aeq5min}	L _{Amax}	L _{Amin}	L _{A90,5min}
25/01/2018 16:12:01	46.5	56.4	37	39.2
25/01/2018 16:17:01	45.5	55.3	35.7	38.1
25/01/2018 16:22:01	44.5	52.4	40.6	42.4
25/01/2018 16:27:01	46.8	58.2	41.5	43.8
25/01/2018 16:32:01	47.9	60.1	41.1	42.9
25/01/2018 16:37:01	46.9	55.2	39.7	43.3
25/01/2018 16:42:01	49.1	59.3	43.5	45.6
25/01/2018 16:47:01	48.1	53.7	42.8	45.2
25/01/2018 16:52:01	45.8	52.5	40.3	43.3
25/01/2018 16:57:01	46.7	53.9	42.6	44.4
25/01/2018 17:02:01	50.8	67	43.4	45.8
25/01/2018 17:07:01	48.8	54.5	43.6	46.2
25/01/2018 17:12:01	46.6	52.3	42.8	44.6
25/01/2018 17:17:01	47.1	54.3	42.4	44.7
25/01/2018 17:22:01	47.7	50.5	44.1	46
25/01/2018 17:27:01	49.7	54.4	45.2	47.1
25/01/2018 17:32:01	49.7	56.3	46.6	47.9
25/01/2018 17:37:01	50.2	57.9	47.3	48.5
25/01/2018 17:42:01	51.3	54.4	47.1	49.3
25/01/2018 17:47:01	49.2	53.8	44.6	46.8
25/01/2018 17:52:01	51.8	56.1	48.5	50.2
25/01/2018 17:57:01	51.8	60.1	46.4	48.1
25/01/2018 18:02:01	49.8	54	46.6	48.4
25/01/2018 18:07:01	50.1	53.6	47	48.4
25/01/2018 18:12:01	50	55.3	45.3	47.8
25/01/2018 18:17:01	49.8	55	45.9	47.4
25/01/2018 18:22:01	48.9	55.2	43	46.4
25/01/2018 18:27:01	47	57.4	42.3	44.4
25/01/2018 18:32:01	48.7	55	42.5	45
25/01/2018 18:37:01	47.8	55.9	42	44.3
25/01/2018 18:42:01	47.1	53.2	42.6	44.8
25/01/2018 18:47:01	47.3	54.9	42.9	45.2
25/01/2018 18:52:01	45.9	50.5	40.4	42.7
25/01/2018 18:57:01	46.4	52.9	39.5	42.6
25/01/2018 19:02:01	51.8	63.8	40	41.8
25/01/2018 19:07:01	55.9	68.2	39.1	40.8
25/01/2018 19:12:01	44.4	52.5	38.3	40.4
25/01/2018 19:17:01	44.9	52.8	40.4	41.9
25/01/2018 19:22:01	46.8	53.4	41.9	43.8
25/01/2018 19:27:01	49.8	56.5	44.9	47
25/01/2018 19:32:01	49.7	56	44.5	47.4

Start Time	Noise Level dB			
	L _{Aeq5min}	L _{Amax}	L _{Amin}	L _{A90,5min}
25/01/2018 19:37:01	47.4	56.4	43.3	44.8
25/01/2018 19:42:01	46.2	54.3	42.1	43.6
25/01/2018 19:47:01	47.4	54.8	43.2	44.8
25/01/2018 19:52:01	46.6	54.2	41.6	43.4
25/01/2018 19:57:01	46.5	53.3	41.3	43.6
25/01/2018 20:02:01	45.9	52.3	40.9	43.8
25/01/2018 20:07:01	47.1	52.2	40.5	43.8
25/01/2018 20:12:01	47.4	53.2	43	45.2
25/01/2018 20:17:01	49.1	57.8	43.6	45.5
25/01/2018 20:22:01	48.6	56.4	44.7	46.4
25/01/2018 20:27:01	48.7	57	44.6	46.5
25/01/2018 20:32:01	49.5	54.7	45.2	47.3
25/01/2018 20:37:01	48.5	54.8	44.6	46.5
25/01/2018 20:42:01	46.7	52	41.6	44.1
25/01/2018 20:47:01	46.5	54.3	40.7	43.3
25/01/2018 20:52:01	46.4	51.4	41.6	43.6
25/01/2018 20:57:01	45.3	50.7	39.6	42.2
25/01/2018 21:02:01	46.7	52	42.6	44.8
25/01/2018 21:07:01	49.1	58.3	42.6	45.7
25/01/2018 21:12:01	47.5	53.4	43.1	45.2
25/01/2018 21:17:01	46.3	50.8	42.2	43.9
25/01/2018 21:22:01	46.6	52.2	41.1	44.1
25/01/2018 21:27:01	47	57.9	40.1	43.4
25/01/2018 21:32:01	49.6	58.9	42.6	46.1
25/01/2018 21:37:01	46.5	56.7	41.7	43.7
25/01/2018 21:42:01	44.9	58.1	38.7	41.4
25/01/2018 21:47:01	43.9	48.5	39.1	41.3
25/01/2018 21:52:01	43.6	49.4	37.8	40.9
25/01/2018 21:57:01	42.8	53.1	37.5	39.7
25/01/2018 22:02:01	44.5	56.1	37.8	41.2
25/01/2018 22:07:01	45.2	51	40.6	43.1
25/01/2018 22:12:01	45.4	57.1	40.9	42.9
25/01/2018 22:17:01	45.6	55.2	39.1	41.9
25/01/2018 22:22:01	43.5	50.6	39.5	41.5
25/01/2018 22:27:01	44.2	48.7	39.9	42
25/01/2018 22:32:01	43.5	50.2	39.1	41
25/01/2018 22:37:01	45.6	55.7	39	42.1
25/01/2018 22:42:01	45.2	55.1	38.4	41.6
25/01/2018 22:47:01	45.3	54.9	36.4	39.6
25/01/2018 22:52:01	44.3	54.6	33.8	38.5
25/01/2018 22:57:01	41.3	50.5	33.8	36.4

Start Time	Noise Level dB			
	L _{Aeq5min}	L _{Amax}	L _{Amin}	L _{A90,5min}
25/01/2018 23:02:01	41.9	49.3	34.9	38.9
25/01/2018 23:07:01	42.3	48.9	36	38.5
25/01/2018 23:12:01	42.4	53.1	36.9	39.2
25/01/2018 23:17:01	45	51.8	36.5	41
25/01/2018 23:22:01	43.6	51.8	35.7	39.5
25/01/2018 23:27:01	42.2	54	35.2	38.1
25/01/2018 23:32:01	40.6	49.7	32.8	36
25/01/2018 23:37:01	38.2	45.5	32.4	35.2
25/01/2018 23:42:01	37.5	44.1	30.1	33.6
25/01/2018 23:47:01	36.6	51.1	26.2	29.2
25/01/2018 23:52:01	37.4	48.2	26.8	30.7
25/01/2018 23:57:01	38.6	46.1	28.8	32.3
26/01/2018 00:02:01	39.4	46.7	32.2	34.6
26/01/2018 00:07:01	40.9	49	35.1	37.2
26/01/2018 00:12:01	41.9	50.2	35.1	37.4
26/01/2018 00:17:01	42.2	52.4	33	35.6
26/01/2018 00:22:01	43.1	50.9	33.3	37.1
26/01/2018 00:27:01	41.2	48.3	33.6	37.9
26/01/2018 00:32:01	42.8	49.3	36.9	39
26/01/2018 00:37:01	41.6	50.2	35	38.5
26/01/2018 00:42:01	40.1	48.2	32	36.2
26/01/2018 00:47:01	39.6	49.6	33.4	35.4
26/01/2018 00:52:01	39.6	46.9	34.3	37.2
26/01/2018 00:57:01	37.4	44.8	31	33.8
26/01/2018 01:02:01	40.1	50.6	31.1	34.7
26/01/2018 01:07:01	41.2	46.8	33	36.8
26/01/2018 01:12:01	41.2	49.1	33.4	35.9
26/01/2018 01:17:01	40.8	48.2	32.6	36.1
26/01/2018 01:22:01	39.6	46.4	33.1	36
26/01/2018 01:27:01	42.5	53.6	34.2	37.2
26/01/2018 01:32:01	38.9	50.3	32.2	35
26/01/2018 01:37:01	41.9	58.4	32.6	36.1
26/01/2018 01:42:01	40	46.2	34	36.1
26/01/2018 01:47:01	40.9	48.9	32.4	35.1
26/01/2018 01:52:01	42.1	50.1	33.6	36.7
26/01/2018 01:57:01	39.6	48.3	29.2	34.4
26/01/2018 02:02:01	41.3	49.9	33.9	36.9
26/01/2018 02:07:01	38.4	50	22.3	25.2
26/01/2018 02:12:01	40.7	48.4	29	34.3
26/01/2018 02:17:01	40	49.8	31.5	34.3
26/01/2018 02:22:01	41.5	48.6	35.2	37.6

Start Time	Noise Level dB			
	L _{Aeq5min}	L _{Amax}	L _{Amin}	L _{A90,5min}
26/01/2018 02:27:01	41.3	48.4	35.2	38.2
26/01/2018 02:32:01	39.3	49.1	33.5	36.1
26/01/2018 02:37:01	35.6	45.4	27.5	31.2
26/01/2018 02:42:01	35.5	45.4	25.9	28.5
26/01/2018 02:47:01	37.8	43.9	30.1	33
26/01/2018 02:52:01	40.1	45.6	34.9	37.5
26/01/2018 02:57:01	40.1	48.8	32.8	35.9
26/01/2018 03:02:01	41.8	46.5	36.3	39.3
26/01/2018 03:07:01	41.8	49.2	32.7	37.9
26/01/2018 03:12:01	40.7	46.6	34.7	38
26/01/2018 03:17:01	44	52.7	35	39
26/01/2018 03:22:01	43.5	51.9	37.6	39.7
26/01/2018 03:27:01	44.4	51.4	33.4	37.2
26/01/2018 03:32:01	42.5	55.8	35.8	39.2
26/01/2018 03:37:01	40.4	52.1	31.8	35
26/01/2018 03:42:01	41.5	51.4	36.1	38.7
26/01/2018 03:47:01	40.3	50	33.5	37.2
26/01/2018 03:52:01	42.3	53.7	37	39.1
26/01/2018 03:57:01	40.2	48.7	33.5	36
26/01/2018 04:02:01	41.6	46.9	35.4	38.8
26/01/2018 04:07:01	40.4	47.3	35.2	37.8
26/01/2018 04:12:01	43.2	50	36.2	39.6
26/01/2018 04:17:01	43.1	50.4	33.6	36.5
26/01/2018 04:22:01	43.5	50.8	36.9	39.6
26/01/2018 04:27:01	42.7	49.4	37.1	39.3
26/01/2018 04:32:01	45.4	53	40.3	42.6
26/01/2018 04:37:01	43.4	51.8	38	40.1
26/01/2018 04:42:01	44.9	52	41	43
26/01/2018 04:47:01	45.7	55.2	41.6	43.7
26/01/2018 04:52:01	45.2	49	41.3	43.6
26/01/2018 04:57:01	43.9	49.3	40.3	42
26/01/2018 05:02:01	44.9	52.1	40.3	42.2
26/01/2018 05:07:01	44.8	48.7	40.1	42.3
26/01/2018 05:12:01	45.5	52	41.5	43.3
26/01/2018 05:17:01	45	56.6	38.9	41.3
26/01/2018 05:22:01	46.7	51.7	40.3	43.6
26/01/2018 05:27:01	43.7	51.8	37.6	41.1
26/01/2018 05:32:01	46.9	56.9	41.1	43.6
26/01/2018 05:37:01	45.7	50.1	41.4	43.7
26/01/2018 05:42:01	45	50.3	39.3	42.9
26/01/2018 05:47:01	45.9	51.2	41.4	43.5

Start Time	Noise Level dB			
	L _{Aeq5min}	L _{Amax}	L _{Amin}	L _{A90,5min}
26/01/2018 05:52:01	46.1	53.8	40	42.7
26/01/2018 05:57:01	46.5	53.5	40.9	44.2
26/01/2018 06:02:01	46.1	52	42	44.6
26/01/2018 06:07:01	47.2	53	42.2	44.7
26/01/2018 06:12:01	46.8	53	43.3	45.1
26/01/2018 06:17:01	47.1	55.2	43.3	45.1
26/01/2018 06:22:01	46.9	56.9	42	44.4
26/01/2018 06:27:01	50.5	57.5	46	48.4
26/01/2018 06:32:01	50.9	56.7	46.8	49
26/01/2018 06:37:01	51.2	56.9	47.9	49.7
26/01/2018 06:42:01	50.2	54.8	46.3	47.6
26/01/2018 06:47:01	46.7	50.2	44.3	45.6
26/01/2018 06:52:01	46.6	50.4	43.2	44.9
26/01/2018 06:57:01	47.7	52.3	43.9	45.9
26/01/2018 07:02:01	49.4	52.6	46.6	48
26/01/2018 07:07:01	49.8	51.8	47.1	48.8
26/01/2018 07:12:01	49.6	52.4	47.2	48.5
26/01/2018 07:17:01	50	53.4	46.6	48.6
26/01/2018 07:22:01	51.4	57.6	48.9	50.1
26/01/2018 07:27:01	54.6	58.6	50.6	52.8
26/01/2018 07:32:01	54.8	60.4	52.3	53.5
26/01/2018 07:37:01	54.7	61.3	50.7	52.4
26/01/2018 07:42:01	52.7	60.7	48.7	50.8
26/01/2018 07:47:01	52.9	67.2	49.9	51.3
26/01/2018 07:52:01	53	56.2	49.9	51.7
26/01/2018 07:57:01	53.2	60.7	50.4	51.7
26/01/2018 08:02:01	51.8	54.6	49.2	50.6
26/01/2018 08:07:01	52.6	65.3	47.4	49
26/01/2018 08:12:01	53.7	73.2	47.1	49.1
26/01/2018 08:17:01	49.6	53.3	46.5	48.3
26/01/2018 08:22:01	53.2	67.8	46.7	48.7
26/01/2018 08:27:01	48.8	56.9	44.8	46.2
26/01/2018 08:32:01	50.5	56.6	45.7	47.6
26/01/2018 08:37:01	49	58.1	45.6	47.2
26/01/2018 08:42:01	51.2	58.9	44.1	46.7
26/01/2018 08:47:01	50.3	56.3	46.6	48.5
26/01/2018 08:52:01	49.2	55.7	44.9	46.7
26/01/2018 08:57:01	49.9	58.4	45.1	47.2
26/01/2018 09:02:01	53.8	70.5	48.4	50
26/01/2018 09:07:01	51.9	63.5	48	50
26/01/2018 09:12:01	50.8	56.2	47.1	49.1

Start Time	Noise Level dB			
	L _{Aeq5min}	L _{Amax}	L _{Amin}	L _{A90,5min}
26/01/2018 09:17:01	49.8	55.3	45.4	47.3
26/01/2018 09:22:01	51.3	55.8	48.4	49.9
26/01/2018 09:27:01	50.2	58.5	45.4	47.7
26/01/2018 09:32:01	50.9	56.7	45.6	48.2
26/01/2018 09:37:01	48.8	54.2	44.8	46.6
26/01/2018 09:42:01	47.9	54.4	42.8	45.8
26/01/2018 09:47:01	51.7	70.5	44.2	46
26/01/2018 09:52:01	49.8	71.9	44	45.6
26/01/2018 09:57:01	47.1	54.8	42.3	44.6
26/01/2018 10:02:01	47.3	58	44	45.5
26/01/2018 10:07:01	47.6	62.3	43.1	45
26/01/2018 10:12:01	48.3	68.4	41.6	43.2
26/01/2018 10:17:01	46.9	53.4	43.3	44.6
26/01/2018 10:22:01	46.2	51.6	42.7	44.2
26/01/2018 10:27:01	48.1	56.6	44.4	46
26/01/2018 10:32:01	49.3	54.6	44.5	46.3
26/01/2018 10:37:01	48.7	52.3	43.5	46.3
26/01/2018 10:42:01	53.2	67.3	47.4	49.5
26/01/2018 10:47:01	52.2	71	47	48.8
26/01/2018 10:52:01	47.6	60.7	43.5	45.2
26/01/2018 10:57:01	48.3	56.5	42.3	45.1
26/01/2018 11:02:01	44.2	53.2	38.1	40.3
26/01/2018 11:07:01	42.3	53.5	36.9	38.8
26/01/2018 11:12:01	41.1	55	36.1	37.7
26/01/2018 11:17:01	44.1	56.3	38.4	40.2
26/01/2018 11:22:01	42.1	49.1	38.9	40.3
26/01/2018 11:27:01	43.6	56.1	39.3	41.6
26/01/2018 11:32:01	56.1	80.5	37.9	41
26/01/2018 11:37:01	52.2	74.4	40.6	42.7
26/01/2018 11:42:01	43.6	51.7	37.8	40.1
26/01/2018 11:47:01	44.4	50.8	39.7	41.5
26/01/2018 11:52:01	44.3	61.9	39.1	41.5
26/01/2018 11:57:01	43	54.6	36.5	39.1
26/01/2018 12:02:01	45.6	53.5	39.3	42.1
26/01/2018 12:07:01	42.8	55.6	38.2	40.2
26/01/2018 12:12:01	48.5	62.4	36.4	38.8
26/01/2018 12:17:01	41.3	51.9	36.7	38.2
26/01/2018 12:22:01	40.8	51.6	36.5	38.1
26/01/2018 12:27:01	44.5	57.3	36	38.1
26/01/2018 12:32:01	44.9	57.5	35.6	37.6
26/01/2018 12:37:01	43	53.4	35.2	37

Start Time	Noise Level dB			
	L _{Aeq5min}	L _{Amax}	L _{Amin}	L _{A90,5min}
26/01/2018 12:42:01	41.9	50.3	34.5	36.8
26/01/2018 12:47:01	40.9	47.8	35.7	37.4
26/01/2018 12:52:01	45	59.6	35	36.7
26/01/2018 12:57:01	49.5	71.3	34.4	36.9
26/01/2018 13:02:01	41.4	55.2	34.7	36.4
26/01/2018 13:07:01	49.5	64.1	34.3	36.3
26/01/2018 13:12:01	39.1	50.5	33.8	35.6
26/01/2018 13:17:01	37.6	43	33	34.8
26/01/2018 13:22:01	38.4	44.6	32.9	35.1
26/01/2018 13:27:01	36	42.3	29.1	31
26/01/2018 13:32:01	37.1	49.5	31.3	33.1
26/01/2018 13:37:01	48.4	69.2	32.8	34.9

APPENDIX C

ACOUSTIC TERMINOLOGY

Acoustic Terminology

- C1 Noise, defined as unwanted sound, is measured in units of decibels, dB. The range of audible sounds is from 0 dB to 140 dB. Two equal sources of sound, if added together will result in an increase in level of 3 dB, i.e. 50 dB + 50 dB = 53 dB. Increases in continuous sound are perceived in the following manner:
- 1 dB increase - barely perceptible.
 - 3 dB increase - just noticeable.
 - 10 dB increase - perceived as twice as loud.
- C2 Frequency (or pitch) of sound is measured in units of Hertz. 1 Hertz (Hz) = 1 cycle/second. The range of frequencies audible to the human ear is around 20Hz to 18000Hz (or 18kHz). The capability of a person to hear higher frequencies will reduce with age. The ear is more sensitive to medium frequency than high or low frequencies.
- C3 To take account of the varying sensitivity of people to different frequencies a weighting scale has been universally adopted called "A-weighting". The measuring equipment has the ability automatically to weight (or filter) a sound to this A scale so that the sound level it measures best correlates to the subjective response of a person. The unit of measurement thus becomes dBA (decibel, A-weighted).
- C4 The second important characteristic of sound is amplitude or level. Two units are used to express level, a) sound power level - L_w and b) sound pressure level - L_p . Sound power level is an inherent property of a source whilst sound pressure level is dependent on surroundings/distance/directivity, etc. The sound level that is measured on a meter is the sound pressure level, L_p .
- C5 External sound levels are rarely steady but rise or fall in response to the activity in the area - cars, voices, planes, birdsong, etc. A person's subjective response to different noises has been found to vary dependent on the type and temporal distribution of a particular type of noise. A set of statistical indices have been developed for the subjective response to these different noise sources.
- C6 The main noise indices in use in the UK are:
- L_{A90} : The sound level (in dBA) exceeded for 90% of the time. This level gives an indication of the sound level during the quieter periods of time in any given sample. It is used to describe the "background sound level" of an area.
 - L_{Aeq} : The equivalent continuous sound level in dBA. This unit may be described as "the notional steady noise level that would provide, over a period, the same energy as the intermittent noise". In

other words, the energy average level. This unit is now used to measure a wide variety of different types of noise of an industrial or commercial nature, as well as aircraft and trains.

L_{A10} : The sound level (in dBA) exceeded for 10% of the time. This level gives an indication of the sound level during the noisier periods of time in any given sample. It has been used over many years to measure and assess road traffic noise.

L_{AMAX} The maximum level of sound measured in any given period. This unit is used to measure and assess transient noises, i.e. gun shots, individual vehicles, etc.

- C7 The sound energy of a transient event may be described by a term SEL - Sound Exposure Level. This is the L_{Aeq} level normalised to one second. That is the constant level in dBA which lasting for one second has the same amount of acoustic energy as a given A weighted noise event lasting for a period of time. The use of this unit allows the prediction of the L_{Aeq} level over any period and for any number of events using the equation;

$$L_{AeqT} = SEL + 10 \log n - 10 \log T \text{ dB.}$$

Where

n = Number of events in time period T.

T = Total sample period in seconds.

- C8 In the open, known as free field, sound attenuates at a rate of 6 dB per each doubling of distance. This is known as geometric spreading or sometimes referred to as the Inverse Square Law. As noise is measured on a Logarithmic scale, this attenuation in distance = $20 \log$ (ratio of distances), e.g. for a noise level of 60 dB at ten metres, the corresponding level at 160 metres is:

$$60 - 20 \log \frac{160}{10} = 60 - 24 = 36 \text{ dB}$$

Dean Salman
Development Engineer
Transport Planning
The Environment Service
Perth and Kinross Council
Pullar House
35 Kinnoull Street
PERTH
PH1 5GD

Our Ref: TP497_001
Date: 5 January 2018

Dear Dean

Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking, South Inchmichael Farm, Errol, Perth PH2 7SP

Further to our discussion regarding the above, we understand that you wish to see a TRICS analysis of the likely traffic generation of the above proposed development. This letter provides and comments on that analysis.

We understand that the proposed development is for 2,550 m² Gross Floor Area (GFA) of Class 5/6 use. We used the 'Warehousing (Commercial)' category in the TRICS database to estimate a weekday trip rate and trip generation for the proposed development. The selected data from the TRICS database is appended to this letter. The table below show the weekday AM and PM peak hour trip rates from that data and the resulting trip generation.

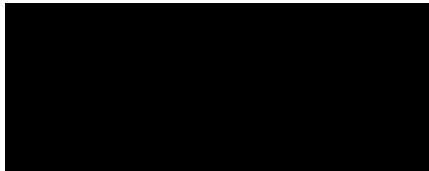
	Trip rate (vehicles per 100 m ² GFA)		Trip generation (vehicles) for 2,550 m ² GFA	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Arrivals	0.495	0.129	13	5
Departures	0.204	0.407	3	10

The data in the above table shows that the proposed development could be expected to generate around 16 two-way trips in the AM peak hour and around 15 in the PM peak hour. The data from TRICS also allows the proportion of OGVs to be identified. The data suggests that of the total trips in the AM peak hour around six could be expected to be OGVs and around three could be expected to be OGVs during the PM peak hour.

Additionally, the proposed development seeks consent for the change of use of existing agricultural buildings to Class 5/6 use. The agricultural use of these buildings may generate AM and PM peak hour trips on the road network at present. Hence the net trip generation of the proposals would likely be lower than estimated in the table above. Notwithstanding that, the estimated traffic generation of the proposed development is modest and capable of being accommodated on the surrounding road network.

We trust that the above is sufficiently clear. Meantime if you have any queries please do not hesitate to contact me directly.

Yours sincerely



Alex Sneddon
for **Transport Planning Ltd**
e: alex@tranplanworld.co.uk

Encl.

Calculation Reference: AUDIT-552501-180103-0152

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
10	WALES	
	BG BRIDGEND	1 days
11	SCOTLAND	
	ML MIDLOTHIAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 634 to 4700 (units: sqm)
 Range Selected by User: 634 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 19/09/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	5
Commercial Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BG-02-F-01 PARC CRESCENT WATERTON IND. EST. BRIDGEND Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: MONDAY</i>	LOGISTICS COMPANY 3050 sqm 13/10/14	BRIDGEND <i>Survey Type: MANUAL</i>
2	CB-02-F-01 COWPER ROAD GILWILLY IND. ESTATE PENRITH Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	DOMINO'S PIZZA 2950 sqm 10/06/14	CUMBRIA <i>Survey Type: MANUAL</i>
3	ML-02-F-01 UNIT 53 MAYFIELD IND. ESTATE DALKEITH Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	WINDOWS 750 sqm 04/05/11	MIDLOTHIAN <i>Survey Type: MANUAL</i>
4	SF-02-F-03 CENTRAL AVENUE WARREN HEATH IPSWICH Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	ROAD HAULAGE 4700 sqm 18/09/15	SUFFOLK <i>Survey Type: MANUAL</i>
5	TV-02-F-03 UNIT 8,NAVIGATOR COURT STOCKTON-ON-TEES Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	ELECTRICAL COMPONENTS 634 sqm 28/06/11	TEES VALLEY <i>Survey Type: MANUAL</i>
6	WM-02-F-02 SOVEREIGN ROAD KINGS NORTON BIRMINGHAM Edge of Town Commercial Zone Total Gross floor area: <i>Survey date: MONDAY</i>	LOGISTICS FIRM 3625 sqm 09/11/15	WEST MIDLANDS <i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 2550 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	1	1976	0.152	3.871	1	1976	0.000	0.000	1	1976	0.152	3.871
06:00 - 07:00	1	1976	0.202	5.162	1	1976	0.051	1.290	1	1976	0.253	6.452
07:00 - 08:00	6	2456	0.265	6.749	6	2456	0.143	3.634	6	2456	0.408	10.383
08:00 - 09:00	6	2456	0.495	12.633	6	2456	0.204	5.192	6	2456	0.699	17.825
09:00 - 10:00	6	2456	0.258	6.576	6	2456	0.197	5.019	6	2456	0.455	11.595
10:00 - 11:00	6	2456	0.258	6.576	6	2456	0.251	6.403	6	2456	0.509	12.979
11:00 - 12:00	6	2456	0.204	5.192	6	2456	0.224	5.711	6	2456	0.428	10.903
12:00 - 13:00	6	2456	0.210	5.365	6	2456	0.163	4.153	6	2456	0.373	9.518
13:00 - 14:00	6	2456	0.278	7.095	6	2456	0.217	5.538	6	2456	0.495	12.633
14:00 - 15:00	6	2456	0.224	5.711	6	2456	0.204	5.192	6	2456	0.428	10.903
15:00 - 16:00	6	2456	0.204	5.192	6	2456	0.292	7.441	6	2456	0.496	12.633
16:00 - 17:00	6	2456	0.204	5.192	6	2456	0.312	7.961	6	2456	0.516	13.153
17:00 - 18:00	6	2456	0.129	3.288	6	2456	0.407	10.383	6	2456	0.536	13.671
18:00 - 19:00	6	2456	0.115	2.942	6	2456	0.231	5.884	6	2456	0.346	8.826
19:00 - 20:00	1	1976	0.304	7.743	1	1976	0.304	7.743	1	1976	0.608	15.486
20:00 - 21:00	1	1976	0.152	3.871	1	1976	0.202	5.162	1	1976	0.354	9.033
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.654	93.158			3.402	86.706			7.056	179.864

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	634 - 4700 (units: sqm)
Survey date date range:	01/01/09 - 19/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2550 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
06:00 - 07:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
07:00 - 08:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
08:00 - 09:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
09:00 - 10:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
10:00 - 11:00	6	2456	0.007	0.173	6	2456	0.007	0.173	6	2456	0.014	0.346
11:00 - 12:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
12:00 - 13:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
13:00 - 14:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
14:00 - 15:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
15:00 - 16:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
16:00 - 17:00	6	2456	0.007	0.173	6	2456	0.007	0.173	6	2456	0.014	0.346
17:00 - 18:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
18:00 - 19:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
19:00 - 20:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
20:00 - 21:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.014	0.346			0.014	0.346			0.028	0.692

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	634 - 4700 (units: sqm)
Survey date date range:	01/01/09 - 19/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2550 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
06:00 - 07:00	1	1976	0.101	2.581	1	1976	0.000	0.000	1	1976	0.101	2.581
07:00 - 08:00	6	2456	0.061	1.558	6	2456	0.115	2.942	6	2456	0.176	4.500
08:00 - 09:00	6	2456	0.136	3.461	6	2456	0.115	2.942	6	2456	0.251	6.403
09:00 - 10:00	6	2456	0.095	2.423	6	2456	0.095	2.423	6	2456	0.190	4.846
10:00 - 11:00	6	2456	0.095	2.423	6	2456	0.109	2.769	6	2456	0.204	5.192
11:00 - 12:00	6	2456	0.129	3.288	6	2456	0.136	3.461	6	2456	0.265	6.749
12:00 - 13:00	6	2456	0.109	2.769	6	2456	0.048	1.211	6	2456	0.157	3.980
13:00 - 14:00	6	2456	0.129	3.288	6	2456	0.088	2.250	6	2456	0.217	5.538
14:00 - 15:00	6	2456	0.122	3.115	6	2456	0.054	1.384	6	2456	0.176	4.499
15:00 - 16:00	6	2456	0.136	3.461	6	2456	0.115	2.942	6	2456	0.251	6.403
16:00 - 17:00	6	2456	0.115	2.942	6	2456	0.068	1.731	6	2456	0.183	4.673
17:00 - 18:00	6	2456	0.034	0.865	6	2456	0.081	2.077	6	2456	0.115	2.942
18:00 - 19:00	6	2456	0.041	1.038	6	2456	0.075	1.904	6	2456	0.116	2.942
19:00 - 20:00	1	1976	0.000	0.000	1	1976	0.304	7.743	1	1976	0.304	7.743
20:00 - 21:00	1	1976	0.000	0.000	1	1976	0.152	3.871	1	1976	0.152	3.871
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.303	33.212			1.555	39.650			2.858	72.862

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	634 - 4700 (units: sqm)
Survey date date range:	01/01/09 - 19/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2550 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
06:00 - 07:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
07:00 - 08:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
08:00 - 09:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
09:00 - 10:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
10:00 - 11:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
11:00 - 12:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
12:00 - 13:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
13:00 - 14:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
14:00 - 15:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
15:00 - 16:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
16:00 - 17:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
17:00 - 18:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
18:00 - 19:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
19:00 - 20:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
20:00 - 21:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	634 - 4700 (units: sqm)
Survey date date range:	01/01/09 - 19/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2550 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
06:00 - 07:00	1	1976	0.051	1.290	1	1976	0.000	0.000	1	1976	0.051	1.290
07:00 - 08:00	6	2456	0.007	0.173	6	2456	0.000	0.000	6	2456	0.007	0.173
08:00 - 09:00	6	2456	0.020	0.519	6	2456	0.000	0.000	6	2456	0.020	0.519
09:00 - 10:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
10:00 - 11:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
11:00 - 12:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
12:00 - 13:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
13:00 - 14:00	6	2456	0.007	0.173	6	2456	0.007	0.173	6	2456	0.014	0.346
14:00 - 15:00	6	2456	0.000	0.000	6	2456	0.007	0.173	6	2456	0.007	0.173
15:00 - 16:00	6	2456	0.000	0.000	6	2456	0.014	0.346	6	2456	0.014	0.346
16:00 - 17:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
17:00 - 18:00	6	2456	0.000	0.000	6	2456	0.014	0.346	6	2456	0.014	0.346
18:00 - 19:00	6	2456	0.000	0.000	6	2456	0.000	0.000	6	2456	0.000	0.000
19:00 - 20:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
20:00 - 21:00	1	1976	0.000	0.000	1	1976	0.000	0.000	1	1976	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.085	2.155			0.042	1.038			0.127	3.193

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

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Survey date date range:	01/01/09 - 19/09/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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**Delayed Office Opening
for Employee Training**

*This office will be closed from
8.45 am - 11.00 am on the first
Thursday of each month.*



DMH BL - E of	
RECEIVED	
16 MAY 2018	
Section Name	
Head of Service	Tom Flanagan

Pullar House, 35 Kinnoull Street, PERTH,
PH1 5GD
Tel 01738 475000 Fax 01738 475710

*Paul Houghton
Baird Lumsden
The Mill, Station Road
Bridge of Allan
Stirling
FK9 4JS*

Contact Fraser McGowan
Direct Dial 01738 477954
Email: FWMcGowan@pkc.gov.uk
www.pkc.gov.uk

Our ref FM/JM

Your ref

Date 15 May 2018

Dear Paul,

I refer to our recent discussions and have detailed below Perth & Kinross Councils policies and therefore our position from an economic development viewpoint and trust this may assist in your forthcoming application to the Local Review Board.

Maintaining and improving Perth and Kinross' economic development land provision is a key driver to achieving sustainable economic growth and is a main component of the Local Development Plan (LDP). The objective is to ensure that sufficient serviced land and premises are available as this is one of the key criteria for businesses growth. In this regard the Council has a facilitation and enabling role through the LDP process and where required can more directly intervene in areas of identified market failure to ensure the supply of land and property premises. The delivery of business land and premises is a collaborative endeavour with the private sector businesses, landowners and prospective developers.

The revised programme proposes to invest £1.4m capital expenditure 2018/19 onwards in rural business space intervention to seek to ensure there is a sufficient supply of suitable business premises in rural Perth and Kinross. The proposed approach is to proactively work with developers and landowners, including engagement with rural Estates to identify where challenges and opportunities exist to support development of the business property supply.

The second stage to increase employment land investment opportunities is to work more closely with the private sector. Property development can be constrained for various reasons including technical and economic viability constraints, access to capital finance along with a general reluctance of housebuilders in particular to invest in employment land servicing without a guaranteed short-term return on investment.

Further market engagement is now desirable to determine why no landowners or businesses came forward with proposals for business and industrial space (Use Class 5). It may be that the amount on offer was too small to be of significance or perhaps that the short timescale available was unmanageable. The proposed intervention may have been disproportionate to the scale of market failure in certain areas or sites.

In order to use Council capital funding the council must have an enforceable interest in the property, or have some legal recall on its investment. This could be in the form of a head or ground lease, participatory grant, standard security or loan. For projects of scale joint venture agreements may be possible or there may be an opportunity for the council to acquire land or premises to develop. Projects will need to be considered on a case by case basis.

Proposal

It is proposed to continue engagement with landowners, developers and rural businesses to further assess the potential for where capital investment could best be made. Working closely with the recently established Effective Land Supply Officer Group could identify opportunities through the LDP process for employment land site allocations. The process used to advertise the most recent scheme was very successful and reached a good range and number of businesses, agents and landlords. Use of the Planning database (Uniform) and social media (Twitter, LinkedIn) and other contact sources used by Invest in Perth could also elicit further market intelligence.

If I can be of further assistance in this matter please do not hesitate to contact me.

Yours sincerely



Fraser McGowan
Investment Team Leader

TCP/11/16(535) – 18/00243/FLL – Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking at South Inchmichael Farm, Errol, Perth, PH2 7SP

PLANNING DECISION NOTICE *(included in applicant's submission, see pages 175-176)*

REPORT OF HANDLING *(included in applicant's submission, see pages 177-189)*

REFERENCE DOCUMENTS *(included in applicant's submission, see pages 201-253)*

TCP/11/16(535) – 18/00243/FLL – Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking at South Inchmichael Farm, Errol, Perth, PH2 7SP

REPRESENTATIONS

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	18/00243/FLL	Comments provided by	Euan McLaughlin
Service/Section	Strategy & Policy	Contact Details	Development Negotiations Officer: Euan McLaughlin [REDACTED]
Description of Proposal	Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking		
Address of site	South Inchmichael Farm, Errol, Perth, PH2 7SP		
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>The proposal is within the reduced transport contributions area.</p> <p>This proposal seeks to reuse the redundant farm buildings but also extend the site area to provide parking to support the new uses. The proposal will result in an intensification of the site over the existing agricultural use. While the Guidance gives provision for exemption of employment uses on brownfield land from the transport infrastructure contribution as this proposal will extend in to greenfield land and the previous use of the buildings was for agriculture, which does not have a significant impact on the wider transport network, it will not be exempt from the Transport Infrastructure requirement.</p> <p>The Gross Internal Area of the buildings is 2,550m². The contribution rate is £8 per m².</p>		
Recommended planning condition(s)	<p>Summary of Requirements</p> <p>Transport Infrastructure:£20,400 (2,550 x £8)</p> <p><u>Total:</u> £20,400</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 costs to the applicant 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>
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 may 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>Please quote the planning application reference.</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>Transport Infrastructure For Transport infrastructure contributions please quote the following ledger code: 1-30-0060-0003-859136</p> <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	02 March 2018

Memorandum

To	Development Quality Manager	From	Regulatory Service Manager
Your ref	18/00243/FLL	Our ref	MP
Date	6 March 2018	Tel No	██████████

The Environment Service

Pullar House, 35 Kinnoull Street, Perth PH1 5GD

**Consultation on an Application for Planning Permission
RE Change of use of agricultural buildings to industrial (class 5) and
storage/distribution units (class 6) and the formation of parking South Inchmichael
Farm Errol Perth PH2 7SP for Morris Leslie Ltd**

I refer to your letter dated 19 February 2018 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 supported by a noise impact assessment (NIA) due to the fact there are residential properties in reasonably close proximity. The NIA has been done in terms of PAN 1/2011 and BS4142:2014; however I feel BS4142 is the most appropriate methodology for industrial noise, as this can be useful also when assessing future nuisance.

BS4142 assesses noise by predicting future noise levels arising from an industrial site, adjusting them for acoustic character and comparing them to the existing background noise level. A difference of around 10dBA between these 2 levels is a likely indication of significant adverse impact with 5dBA an indication of adverse impact. Where there is a 0 or negative difference this is an indicator of low impact.

As part of the NIA the background level was measured at day and night and source noise levels arising from internal and external operations were predicted. I have some issues with how this was done which I believe significantly underestimates the predicted levels, I have detailed these below:

- The internal level was predicted to be around L_{Aeq} 87dB which I agree is a reasonably robust level for this type of operation. The NIA then predicts how the building envelope will attenuate the noise based on the sound reduction index (R) of the material. The consultant has not stated what R values have been assumed so it is difficult for me to comment on the suitability of the value, however if the roller doors are open, the attenuation offered by the buildings will be greatly reduced.
- It is not clear whether all 5 of the buildings have been considered for internal noise, from table 6 it appears only 2 may have been considered.

- Whilst the noise levels arising from within the buildings may be important, the external noise levels are likely to be higher depending on the specific use. The consultant has assessed this based upon the use of the hardstanding area for servicing each block, measuring the noise at a similar location. It is not known how the measured activity will compare to this proposal, it may be an under or an overestimate depending on the specific intensity of use.
- In assessing the noise from loading and unloading here the NIA has assumed 15dBA reduction for the screening provided by unit 4 on site. This in my opinion is very high and would be expected for a very long bespoke barrier rather than a building. It also doesn't consider the fact that there will be line of site at certain parts of the yard to the residential property or the fact that there will be noise as vehicles travel along the access road which is not screened.
- In the calculation of a 1 hour L_{Aeq} value as required by BS4142, the consultant has only assumed one HGV will arrive be unloaded and depart, should any more than this use the site at one time, it will increase the predicted noise level. Likewise should this happen at night time, the assessment period is only 15 minutes, which will serve to increase the predicted levels as they are not 'diluted' as much as over an hour.
- The consultant has corrected the predicted levels by +3dB for impulsivity, which in my opinion is too low for a site like this. HGVs will often have a tonality associated with their noise and there will certainly be intermittency to the noise purely by its nature. This means that the correction should be 6 or even 8dB rather than 3.

Notwithstanding the issues I have raised above, the NIA predicts a rating level of 37dBA which is 3dBA below the stated background $L_{A90, 1\text{hour}}$ 40dB, which implies a low impact. I have stated that I believe this underestimates the impact, however the closest residential property is within the same ownership as this development therefore I would anticipate a higher level of noise would be tolerated here. Due to this I can support this application but would recommend the undernoted conditions be attached to protect residential amenity.

Conditions

The hours of operation shall be limited to Monday to Sunday 07.00 to 22.00

Noise levels arising from this development shall be limited to $L_{Aeq, 1\text{hour}}$ 45dB at South Inchmichael Farm house and $L_{Aeq, 1\text{hour}}$ 40dBA at all other residential properties when measured in line with and corrected by the methodology as described in BS4142:2014.



To:	John Williamson, Planning Officer
From:	Sarah Winlow, Heritage Officer
Tel:	[REDACTED]
Email:	[REDACTED]
Date:	7 th March 2018

18/00243/FLL: Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking | South Inchmichael Farm Errol Perth PH2 7SP

Thank you for consulting PKHT on the above application. I can confirm that the proposed development site lies within an area that is considered to be archaeologically sensitive due to the high density of archaeological features located in and within close proximity to the development site.

The proposed development is likely to impact on the archaeological site MPK5171 South Inchmichael / East Inchmichael. This is a large archaeological site comprising of an unenclosed settlement of prehistoric date, recorded as a series of cropmarks on oblique aerial photographs. Archaeological features identified include linear features, pits, a souterrain and unenclosed settlement, and represents rare evidence of prehistoric settlement in the Carse of Gowrie. Much of this site is designated as nationally important and is protected through scheduled monument legislation as South Inchmichael, unenclosed settlement N of (SM7199), which lies directly to the north of South Inchmichael farm.

Two archaeological conditions are recommended:

From the plans submitted, it is difficult to establish whether the red line boundary includes a small portion of the Scheduled Monument 7199. The new parking to the north of Block 1 does not appear to impact on the Scheduled Monument however it is in close proximity. For this reason, it is recommended that Scheduled Monument 7199 is demarcated by temporary fencing during the construction phase of the development, to ensure no accidental damage.

The creation of areas of hardstanding has the potential to remove archaeological remains associated with Scheduled Monument 7199 (MPK5171). As such, a programme of archaeological works should take place to assess the presence / absence, character and significance of archaeological deposits on the site. Results will inform a mitigation strategy, if required, to either preserve significant deposits within the development or for further archaeological works, to consist of the excavation and post-excavation analysis / publication of these deposits.

Recommendation:

In line with Scottish Planning Policy historic environment section (paragraphs 135-137 and 150), it is recommended that the following conditions be attached to consent, if granted:

HE27 *Prior to the commencement of the development hereby approved, protective fencing shall be erected around Scheduled Monument 7199 in a manner to be agreed in advance with the Council as Planning Authority in consultation with Perth and Kinross Heritage Trust. No works shall take place within the area inside that fencing without prior written agreement of the Council as Planning Authority in consultation with Perth and Kinross Heritage Trust.*

AND

HE25 *Development shall not commence until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of archaeological investigation which has been submitted by the applicant, and agreed in writing by the Council as Planning Authority, in consultation with Perth and Kinross Heritage Trust. Thereafter, the developer shall ensure that the programme of archaeological works is fully implemented including that all excavation, preservation, recording, recovery, analysis, publication and archiving of archaeological resources within the development site is undertaken. In addition, the developer shall afford access at all reasonable times to Perth and Kinross Heritage Trust or a nominated representative and shall allow them to observe work in progress.*

Notes:

- 1. Should consent be given, it is important that the developer, or his agent, contact me as soon as possible. I can then explain the procedure of works required and, if necessary, prepare for them written Terms of Reference.**
- 2. This advice is based on information held on the Perth and Kinross Historic Environment Record. This database of archaeological sites and historic buildings is regularly updated.**

Development Management
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

12 March 2018

Dear Sir / Madam,

Planning Application 18/00243/FLL
Change of use of agricultural buildings to industrial (class 5)
and storage/distribution units (class 6) and the formation of parking
South Inchmichael Farm, Errol, PH2 7SP

I write, as Secretary to Errol Community Council (ECC), with regard to the subject planning application from Morris Leslie Ltd. for the change of use of existing agricultural buildings to industrial and storage/distribution use at South Inchmichael Farm, Errol.

ECC objects to this application for reasons detailed subsequently.

This proposal seeks to reuse the redundant farm buildings but also to extend the site area to provide parking to support the new uses. The number of parking spaces being provided and the proposed use of the units as Class 6 storage/distribution suggests there will be a significant increase in traffic movement on the nearby roads.

The proposal introduces industrial usage into a predominately agricultural area but fails to provide any detail whatsoever as to the nature of the proposed industrial use. There are several residential properties within the vicinity and there is possibility that "industrial activity" may become a nuisance to the residents.

The proposal indicates there will be a "sewage treatment" unit incorporated into the site. But there is no indication of how any effluent or discharge generated by the (unspecified) industrial activities will be treated.

ECC acknowledges the application is loosely compliant with the Adopted LDP Policy ED3: Rural Business and Diversification. However, the proposal to extend the hard standing to create necessary parking area encroaches onto greenfield land which is outwith Policy ED3.

In addition, there are several criteria attached to Policy ED3 which the application fails to meet:

(a) The proposed use is compatible with the surrounding land uses and will not detrimentally impact on the amenity of residential properties within or adjacent to the site.

The application is not compatible with surrounding, principally agricultural, land use. The lack of detail concerning the proposed industrial use implies the impact on residential properties cannot be determined.

(b) The proposal can be satisfactorily accommodated within the landscape capacity of any particular location.

The proposal does not meet this criteria by the fact the application seeks to extend the existing hard standing into greenfield land.

(c) The proposal meets a specific need by virtue of its quality or location in relation to

existing business or tourist facilities.

There is no specific need for the locating of the proposed businesses at this location.

(e) The local road network must be able to accommodate the nature and volume of the traffic generated by the proposed development in terms of road capacity, safety and environmental impact.

There is no specific detail as to the amount and nature of additional vehicle movement the proposed businesses will generate. ECC is concerned the increase in traffic may create a traffic safety problem on the U151.

(g) Developments employing more than 25 people in rural locations will be required to implement a staff travel plan or provide on-site staff accommodation.

It is acknowledged the proposal may result in up to eight separate businesses being resident at the location and staff travel plans would be the responsibility of each business. However, as a single development, the proposed number of car parking spaces indicates it is expected there will be more than 25 people employed on the site. There is no public transport service which serves this location and thus a staff travel plan is essential.

In summary, ECC wishes to make clear it supports applications which create employment in the area and are amenable to the local rural environment. However, it objects to this application for the reasons stated.

Yours Sincerely

Gordon Miller
Secretary
Errol Community Council

Comments for Planning Application 18/00243/FLL

Application Summary

Application Number: 18/00243/FLL

Address: South Inchmichael Farm Errol Perth PH2 7SP

Proposal: Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking

Case Officer: John Williamson

Customer Details

Name: Mrs Sarah Peach

Address: Glenelg Station Road, Errol Station, Perth And Kinross PH2 7SN

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Road Safety Concerns
- Traffic Congestion

Comment: TRAFFIC

Submitted Traffic Report states:

'Proposed development could be expected to generate 16 2-way trips in AM peak and 15 in PM peak hour' with '6 OGV in AM peak and 3 OGV in PM peak'

From information attached to traffic report the peak periods 8am - 9am & 5pm - 6pm would coincide with the already busy periods of vehicle usage on Station Road. Many of these vehicles are already OGV's, HGV's, low loaders and car transporters.

The buildings at South Inchmichael Farm have not been used for agricultural purposes for approximately the last 2 years and having lived on Station Road for 20 years this development in my experience would generate more vehicle movements than the farm. Also with 47 car parking spaces the traffic report doesn't state the full impact of vehicles movements on the Station Road.

STATION ROAD

Station Road - B958 - is already a very busy road. The road is not wide enough for current vehicle usage and isn't wide enough to have a white line down it. It is constantly being artificially widened by OGV's, HGV's, low loaders and car transporters, causing erosion of soft verges and hedges leaving deep crevices which cars are forced into by aforementioned vehicles.

This development should not go ahead until its main access road - Station Road - is made suitable for more vehicles.

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	18/00243/FLL	Comments provided by	Dean Salman Development Engineer
Service/Section	Transport Planning	Contact Details	[REDACTED] [REDACTED]
Description of Proposal	Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking		
Address of site	South Inchmichael Farm, Errol, Perth, PH2 7SP		
Comments on the proposal	<p>Having requested and received trip generation information through the use of industry standard TRICS (trip rate information computer system). The development is likely to see trip generation in the region of 16 two way trips in the AM peak hour and 15 two trips in the PM hour. With OGVs (Ordinary Goods Vehicles) accounting for 6 two trips in the AM peak hour and 3 two trips in the PM hour of the total trip generation of the development. The site has good access onto the A90 a short distance away and should have minimal impact on the local road network.</p> <p>Insofar as the Roads matters are concerned I have no objections to this proposal on the following condition.</p>		
Recommended planning condition(s)	<p>Prior to the development hereby approved being completed or brought into use, the vehicular access shall be formed in accordance with Perth & Kinross Council's Road Development Guide Type D Figure 5.7 access detail, of Type B Road construction detail.</p> <p>Reason - In the interests of road safety; to ensure an acceptable standard of construction within the public road boundary.</p>		
Recommended informative(s) for applicant	<p>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.</p>		
Date comments returned	14 March 2018		

Development Management
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

14 June 2018

Dear Sir / Madam,

Town & Country Planning (Scotland) Act 1997

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

Application Ref: 18/00243/FLL – Change of use of agricultural buildings to industrial (class 5) and storage/distribution units (class 6) and the formation of parking at South Inchmichael Farm, Errol, Perth, PH2 7SP – Morris Leslie Ltd

I write, as Secretary to Errol Community Council (ECC), with regard to the subject review of the PKC decision regarding the planning application from Morris Leslie Ltd. for the change of use of existing agricultural buildings to industrial and storage/distribution use at South Inchmichael Farm, Errol.

ECC maintains its objection to this application for the reasons specified in its previous submission and for additional considerations detailed subsequently.

The proposal is contrary to Policy ED3 (Rural Business) of the Perth and Kinross Local Development Plan 2014 which states there is a preference that rural businesses are located within or adjacent to settlements. The site is located out with a settlement and no site specific resource is apparent and no locational justification has been provided for this specific site.

ECC understands the applicant owns and leases similar buildings at the nearby Valleyfield Farm – on the northern side of the A90. These, formerly agricultural, buildings were granted planning consent (06/00877/FUL) in 2006 for “change of use” to light industrial (class 4) and storage/distribution (class 6) and currently comprise 6 separate units. In 2017 planning consent (15/02198/FLL) was given for the construction of another building on this site – which it is believed construction has yet to commence.

It is of interest that two of the existing units at Valleyfield Farm have not been occupied for over a year leading to the conclusion there is not a strong demand for occupancy of this type of industrial unit in the area – contrary to the suggestion made in the Supporting Statement to the application (18/00243/FLL) for South Inchmichael Farm to quote:

“... in a location where there is considerable demand for Class 5 and Class 6 space, ... Morris Leslie Ltd. already have a list of potential occupiers wanting the space, and have no doubt that all buildings will be filled once available to the market.”

Should there be such a demand then why are the two units at Valleyfield still unoccupied after a year or more? And why has construction on the new unit not commenced?

ECC welcomes progressive development within its area, and the wider Carse of Gowrie, which brings with it employment and business which will benefit the community. However, creeping industrialisation of an agricultural community with no regards to the requirement of the community is not acceptable especially when it is out with the scope of the LDP.

Should the review result in a reversal of the original PKC decision and give consent to the planning application then ECC requests consideration be given to constraining the hours of operation of these units to appropriate "sociable times" to avoid anti-social disruption to neighbouring properties. In addition, use of "outside areas" for storage purposes should be strictly prohibited to avoid an unsightly vista from surrounding locations. These requirements should be monitored by PKC and the applicant held to account for lessees behaviour.

Yours Sincerely



Gordon Miller
Secretary
Errol Community Council

Audrey Brown - CHX

From: [REDACTED]
Sent: 14 June 2018 23:58
To: CHX Planning Local Review Body - Generic Email Account
Subject: Re: TCP/11/16(535)

Dear Gillian

Thank you for your email.

I would like to add the following please:

I support the original decision of not granting planning for the reason stated.

I also support both submissions that have been sent by Errol Community Council and that my main objections are the industrialisation of a rural setting, too many parking spaces for the amount of units and that the current road (which is unclassified) is not suitable for the extra traffic that would be generated. Also the current outside lighting is obtrusive to our house at night.

Thank you again

Best wishes

Sarah Peach

Audrey Brown - CHX

From: Paul Houghton [REDACTED]
Sent: 22 June 2018 14:57
To: CHX Planning Local Review Body - Generic Email Account
Cc: Duncan Clow
Subject: RE: TCP/11/16(535)

Dear Ms Brown,

There were two units vacant at Valleyfield. However, one has now been leased and the other is a very narrow small unit without the benefit of any external space. There has nonetheless been recent interest in this unit and it is hoped to have it leased out very soon.

Regards Paul Houghton

