

TCP/11/16(586) – 18/01718/FLL – Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works on land 60 metres north east of Bencloich, East Huntingtower, Perth

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TCP/11/16(586) – 18/01718/FLL – Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works on land 60 metres north east of Bencloich, East Huntingtower, Perth

**PAPERS SUBMITTED
BY THE
APPLICANT**

NOTICE OF REVIEW

Under Section 43A(8) Of the Town and Country Planning (SCOTLAND) ACT 1997 (As amended) In Respect of Decisions on Local Developments

The Town and Country Planning (Schemes of Delegation and Local Review Procedure) (SCOTLAND) Regulations 2013

The Town and Country Planning (Appeals) (SCOTLAND) Regulations 2013

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

PLEASE NOTE IT IS FASTER AND SIMPLER TO SUBMIT PLANNING APPLICATIONS ELECTRONICALLY VIA <https://www.eplanning.scot>

1. Applicant's Details		2. Agent's Details (if any)	
Title	<input type="text" value="Mr"/>	Ref No.	<input type="text"/>
Forename	<input type="text" value="Magnus"/>	Forename	<input type="text"/>
Surname	<input type="text" value="Heron"/>	Surname	<input type="text"/>
Company Name	<input type="text" value="Kingsfield"/>	Company Name	<input type="text"/>
Building No./Name	<input type="text" value="29"/>	Building No./Name	<input type="text"/>
Address Line 1	<input type="text" value="Barossa Place"/>	Address Line 1	<input type="text"/>
Address Line 2	<input type="text"/>	Address Line 2	<input type="text"/>
Town/City	<input type="text" value="Perth"/>	Town/City	<input type="text"/>
Postcode	<input type="text" value="PH1 5EP"/>	Postcode	<input type="text"/>
Telephone	<input type="text" value="01738 621 243"/>	Telephone	<input type="text"/>
Mobile	<input type="text"/>	Mobile	<input type="text"/>
Fax	<input type="text"/>	Fax	<input type="text"/>
Email	<input type="text" value="magnus@keirandco.co.uk"/>	Email	<input type="text"/>
3. Application Details			
Planning authority		<input type="text" value="Perth & Kinross Council"/>	
Planning authority's application reference number		<input type="text" value="18/01718/FLL"/>	
Site address			
<input type="text" value="Land 60 Metres North East Of Bencloich East Huntingtower Perth"/>			
Description of proposed development			
<input type="text" value="Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works."/>			

Date of application

02/10/2018

Date of decision (if any)

21/11/2018

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

4. Nature of Application

Application for planning permission (including householder application)

☒

Application for planning permission in principle

☐

Further application (including development that has not yet commenced and where a time limit has been imposed; renewal of planning permission and/or modification, variation or removal of a planning condition)

☐

Application for approval of matters specified in conditions

☐

5. Reasons for seeking review

Refusal of application by appointed officer

☒

Failure by appointed officer to determine the application within the period allowed for determination of the application

☐

Conditions imposed on consent by appointed officer

☐

6. Review procedure

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

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

Further written submissions

☐

One or more hearing sessions

☐

Site inspection

☐

Assessment of review documents only, with no further procedure

☒

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

7. Site inspection

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

Can the site be viewed entirely from public land?

☒

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

☐

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

8. Statement

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

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

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

Please see attached.

Have you raised any matters which were not before the appointed officer at the time your application was determined? Yes ☒ No ☐

If yes, please explain below a) why your are raising new material b) why it was not raised with the appointed officer before your application was determined and c) why you believe it should now be considered with your review.

A Transportation Consultant has carried out a swept pass analysis of the site to ascertain if a car transporter can enter and exit the site in a forward gear. The same consultant has also assessed the impact the proposed development will have on the proper operation of the traffic control.

This information has been provided now as it was noted as a reason for refusing the application. It was not provided before, as at no point during the Pre-Application Process or the Planning Application Process, was it requested. It should be considered now as it addresses the transportation concerns and demonstrates that Reason Number 5 in the Decision Notice is not a valid reason for refusing the planning application.

9. List of Documents and Evidence

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review

LRB Appeal Statement
Planning Application Supporting Statement
Existing Layout Drawing
Proposed Layout Drawing
Planning Application Decision Notice
Report of Handling
Transport Consultant's response to Reason 5 in the Decision Notice
Letter from Scot Motorhome

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

10. Checklist

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

Full completion of all parts of this form ☒

Statement of your reasons for requesting a review ☒

All documents, materials and evidence which you intend to rely on (e.g. plans and drawings or other documents) which are now the subject of this review. ☒

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

DECLARATION

I, the applicant/agent hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents. I hereby confirm that the information given in this form is true and accurate to the best of my knowledge.

Signature:



Name:

Magnus Heron

Date:

24/01/2019

Any personal data that you have been asked to provide on this form will be held and processed in accordance with Data Protection Legislation.

Local Review Body Appeal:

Change of use from Construction Compound to Vehicle Sales and Display Area

**Land 60m North of East of Bencloich, East
Huntingtower, Perth**



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1.0 Introduction

It is proposed that the temporary construction compound, which was created by Perth & Kinross Council and their contractor; Balfour Beatty, to facilitate the A9/A85 Junction Improvement works and latterly the Almondbank Flood Protection Scheme, be retained and the use changed to a display and sale of vehicles premises.

Photograph 1: Construction Compound



A planning application (Ref: 18/01718/FLL) was submitted in September 2018, proposing retention of the compound and change of use to a display and sale of vehicles premises. The application was refused. This document, its attached appendices and the completed Notice of Review form, comprises the appeal correspondence.

One of the principal reasons for this planning application being refused consent is due to the application site lying outwith (albeit immediately adjacent to) the settlement boundary. Therefore, the proposal is considered to be contrary to the Local Development Plan.

Such a departure from the Development Plan would not be a significant departure, however, it would still be a departure. The Town & Country Planning (Scotland) Act 1997 states that, in considering such cases, where special and unique circumstances/material considerations, outweigh the departure from the Development plan, this is sufficient grounds to grant planning consent.

The Planning Officer who determined the planning application was of the opinion that the unique circumstances/material considerations, did not outweigh the departure from the Development Plan. Ultimately, it will be for the Local Review Body to decide whether the unique circumstances/material considerations do or do not outweigh the departure from the Development Plan.

The granting of planning consent for this proposal will result in a number of positive outcomes; the Council will save money by avoiding reinstating the hardstanding area back to an agricultural field, the environmental impact of this will be averted, and a local business can move to this site and expand their business - which will result in more jobs, inward investment, more visitors and local economy boost.

We are of the opinion that the unique circumstances/material considerations outweigh the departure from the Development Plan. We are also of the opinion that a practical and pragmatic approach is required in deciding this planning application.

There is also an established precedent within the Perth & Kinross Council area and in other Council areas – whereby similar applications (sites located outwith settlement boundaries) are granted planning consent in special/unique circumstances.

This proposal is also supported by National Planning Policy, which states that Council's require to adopt a flexible and innovative approach to changing circumstances and new economic opportunities should be realised where they generate jobs, investment and result in a more successful country.

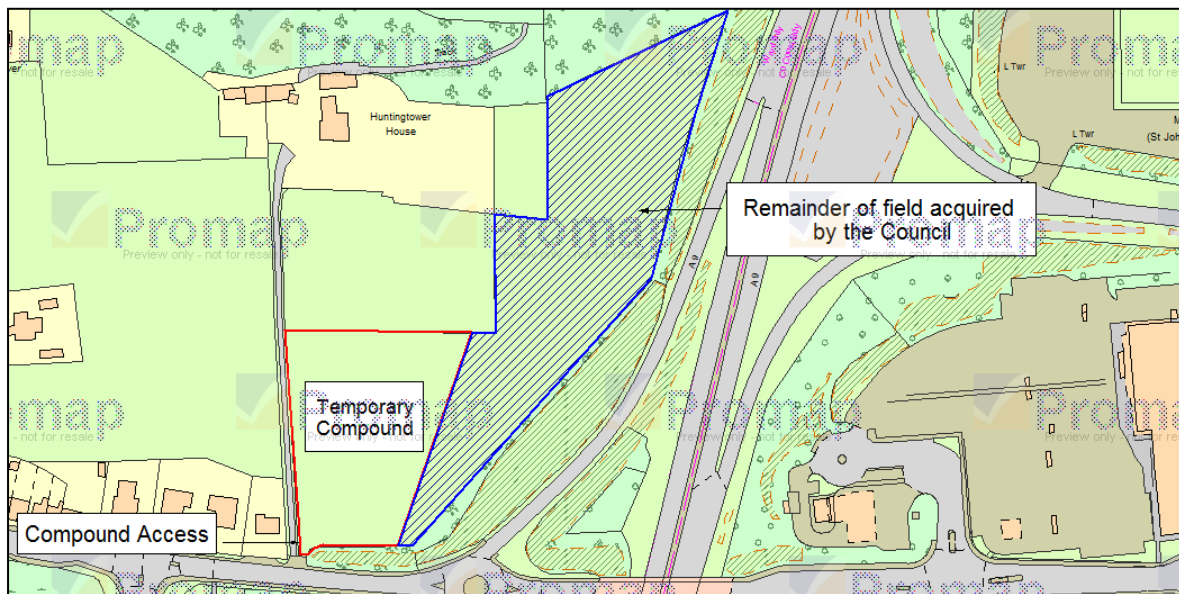
Photograph 2: Car park and modular buildings



2.0 Background

To facilitate the A9/A85 Junction Improvement works, the Council used compulsory purchase powers to acquire the right to create a temporary construction compound site for their principle contractor (Balfour Beatty) and Council staff.

Map 1: Compound Site



Several modular buildings have been placed on the site to provide office and welfare accommodation. The remainder of the site is used for car parking and a laydown area.

The field which the compound site previously formed part of, originally extended to 4.85 acres. Following the compulsory purchase of the adjacent land, this field has been reduced to 1.58 acres (the extent of the compound site).

Map 2: Before compound site



Map 3: Compound site and road works



The compound site is due to be reinstated back to agricultural land and passed back to the landowner when the compound site is vacated - which is estimated to be in the Spring. The reinstatement of the compound site back to agricultural land is a considerable engineering operation which will have negative environmental impacts (please refer to Section 3: Compound Site Reinstatement, in the Supporting Statement, which accompanied the Planning Application - Appendix 1).

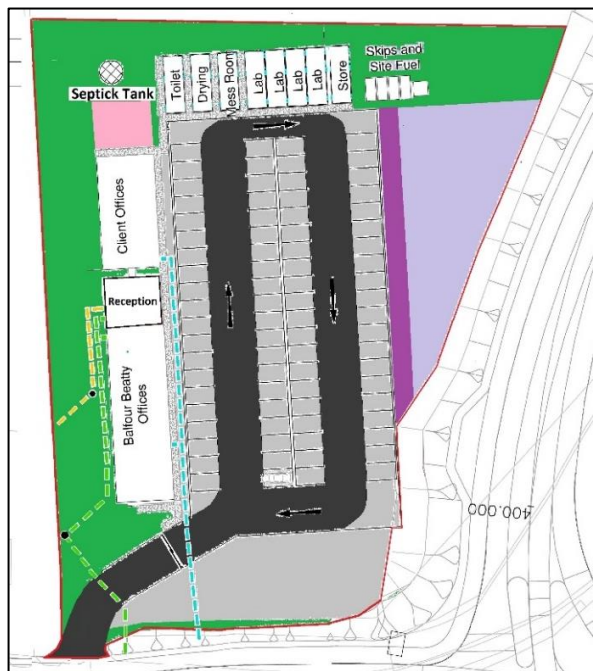
Unsurprisingly, with the compound site already being established and located in a strategic, commercial and accessible location, several businesses have enquired whether they can rent the site on the conclusion of the project. With several of these businesses being vehicle sale and display businesses, there appeared considerable logic in submitting a planning application to retain the compound area and change the use to the sale and display of vehicles.

Map 4: Application site in relation to its surroundings



If the hardstanding were to be retained permanently, other than the removal of all of the modular buildings currently on the site and introduction of a single modular building, the site would remain as it is (as demonstrated on the Drawings below), with the hard standing area, internal roads, fencing, septic tank, water pipes, BT phone lines, electirc lines etc remaining in situ.

Drawing 1: Existing Site Layout
(See Appendix 2)



Drawing 2: Proposed Site Layout
(See Appendix 3)



3.0 Attributes of the site

The proposed site has many attributes, including;

- There is existing hard standing
- The services (for water, electricity, drainage, BT, fowl treatment) are in place
- The access bellmouth is in place
- The site is surrounded by a definable landscape boundary
- It is immediately adjacent to major road network
- It is flat
- It is well drained
- It utilises land that has no agricultural or alternative value - following the compulsory purchase of 67% of the field to create the slip road. Please refer to Map 5 on the next page.
- It fits in with the adjacent commercial land uses (with large hard standing areas). See photograph below and Map 4.

Many of the above attributes have undoubtedly played a major part in the Council's decision to locate the temporary construction compound at this site.

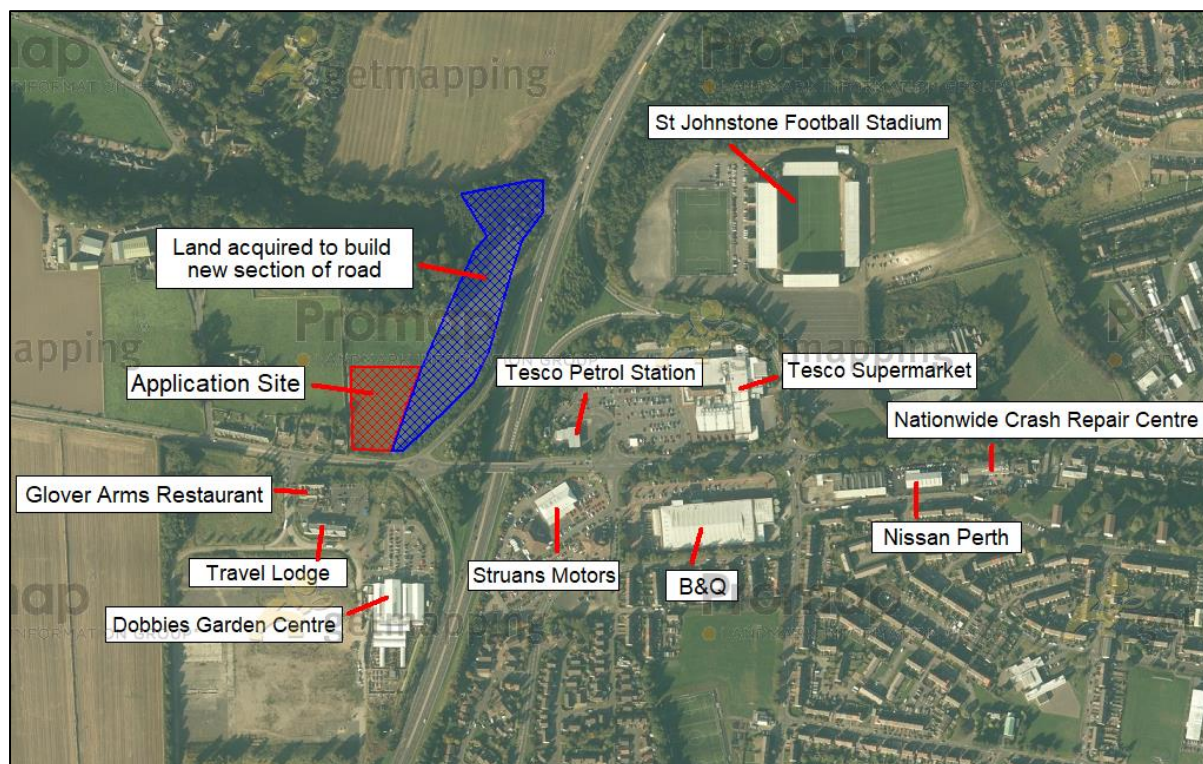
Photograph 3: Looking southwards over the corner of the site towards Dobbies, Travel Lodge and Glover Arms.



The existing use of the site as a compound area and proposed use; sale and display of vehicles, are very much in keeping with the surrounding commercial land uses (which include two vehicle sale and display businesses) which are annexed on the map below.

In addition to the car sale and display enterprises illustrated on the map below, there is also a tractor/farm machinery sale and display enterprise (Agricar) located in very close proximity and along the A85 road at West Huntingtower.

Map 5: Surrounding Commercial Land uses



A commercial development such as a sale and display of vehicles premises at this location, would complete the quadrant of commercial land uses which straddle the A9 and A85 roads at Huntingtower.

4.0 Demand for the site

A number of local and national businesses have approached the landowner to enquire if they could rent the compound area to them when the Council and Balfour Beatty vacate it.

These businesses are keen to rent this site as it is located in a strategic location, it is established, the site infrastructure and services are already in place and there are no other sites like this currently available to rent in Perth.

Three of the businesses who have expressed an interest in renting the site sell and display vehicles and include a motorhome dealership, tractor dealership and a car dealership.

With passing trade along the A85 and A9 roads, the roadside location at Huntingtower is ideal for this type of business. The adjacent Junction Improvement works also make the site more accessible.

Scot Motorhomes (one of Scotland's largest motorhome dealers) who are based in Perth are one of the keenest and most suited prospective occupiers. To service the expansion of their motorhome sales business, they require additional hardstanding to sell and display motorhomes from.

Scot Motorhome see this as an opportunity to establish a dedicated sales and display premises at Huntingtower as vital for facilitating the natural growth and expansion of their business. The new sale and display premises at Huntingtower will result in the generation of an additional 5 full time members of staff being employed. Please refer to Scot Motorhomes Letter – Appendix 7.

Perth is a strategic location for motorhome sales as there is a large customer base in the Perth & Kinross area, it is central, it is within 1 hour of Dundee, Stirling, Edinburgh and Glasgow, it is a popular tourism destination, it is often the starting point for 'staycation' tours around Scotland, there is a good public transport network and it is also the location for other motorhome and caravan dealerships (including; Dickson's and Perthshire Caravans).

5.0 Overview of decision to refuse consent

There were 6 reasons for the planning application being refused. These reasons can be summarised as:

1. The application site is outwith the Local Development Plan settlement boundary, therefore contrary to the Development Plan.
2. The Proposal would have a significant impact on the setting of Huntingtower Castle.
3. The proposal would not contribute positively to the area.
4. The proposal utilises a septic tank rather than connect to the public sewer.
5. The proposal will have a detrimental impact on traffic control and it has not been demonstrated that a car transporter and exit and enter the site.
6. Approval of this application would be premature before the outcome of the Local Development Plan 2 Process.

These reasons are detailed further in the Decision Notice (Appendix 4).

In responding to each of these reasons, we comment as follows;

Reason 1

1. The proposal is contrary to Policy PM4: Settlement Boundaries as the site is located outwith the settlement boundary of the Local Development Plan (LDP) adopted 2014 where the principle of development is resisted.

Policy PM4:

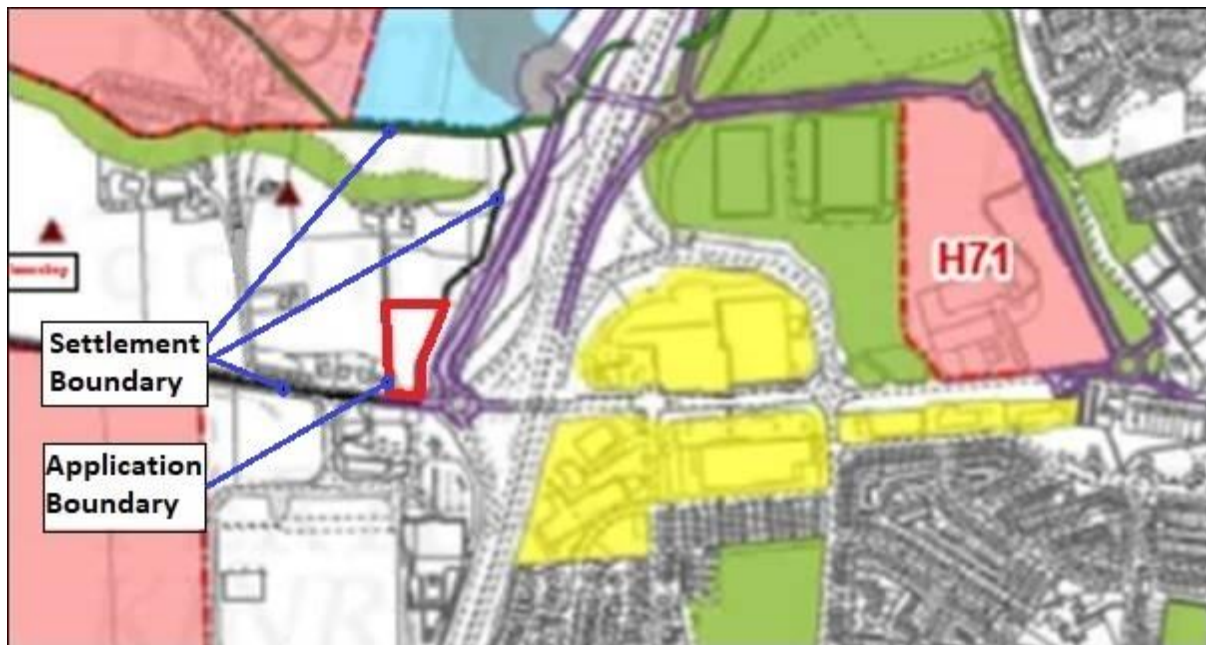
Policy PM4: Settlement Boundaries For settlements which are defined by a settlement boundary in the Plan, development will not be permitted, except within the defined settlement boundary.

Response:

The application site is indeed outwith the Local Development Plan (LDP) settlement boundary, which does mean that the proposal is contrary to the LDP. This is, however, not automatic grounds for refusing the application.

As the site is outwith the settlement boundary (and therefore contrary to the LDP), any decision to grant consent for this application would be a departure from the LDP. However, it would not be a major departure.

Map 6: Perth Settlement boundary – extract taken from the LDP.



In many respects this is a ‘windfall site’, which has been created as a result of the construction of the slip road over the majority of the original field. When drafting the Council’s LDP and prior to its adoption in 2014, it would not have been possible to accurately assess this site and the new road layout at the time.

It is also worth noting that the application site is **NOT** zoned/allocated as Greenbelt. It is ‘whitefield land’ which, is more open/receptive to development opportunities.

Furthermore, there are a number of cases (in Perth & Kinross Council and other Council Areas) where planning consent has been granted for a development proposal located outwith/adjacent to the settlement boundary. In these cases, similarly to this case, there have been special/unique circumstances – there are some example cases referred to in the Precedent Section of this Appeal correspondence.

The Town and Country Planning (Scotland) Act 1997 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Whilst the site is outwith the settlement boundary (and as such, contrary to the Development Plan), the Material Considerations in this case **do** indicate otherwise. These Material Considerations include;

1. The site was part of an agricultural field, the larger section of which was compulsorily purchased.
2. Due to the small size of the remaining land/site, it offers limited alternative use/value.
3. A hardstanding/brownfield area has been created for a road construction welfare cabin, offices and laydown area.
4. The site has proved to be a good site with few operational issues since it was established in August 2016.
5. If planning consent is not granted to retain the hard-standing area, it will be expensive for the Council to reinstate the site back to agricultural field.
6. Reinstating the hardstanding area back to an agricultural field would not be environmentally friendly.
7. Several businesses have expressed interest in renting the site beyond it being vacated by its current users.
8. A local business is looking to expand and take the site on immediately after it is vacated – resulting in more jobs, more visitors/customers visiting Perth and more business for surrounding and related businesses in Perth.
9. There is a distinct lack of available hardstanding sites in and around Perth.
10. There are currently no available sites which would be suited for sale and display of vehicles.
11. The site is located adjacent and along the road from two existing vehicle display and sale dealerships.

In addition to the above, National Planning Policy is an important Material Consideration, which in our opinion has not been given proper consideration. Through Scottish Planning Policy, where there are changing and unique circumstances, the Scottish Government encourages Council's to take a flexible and innovative approach to determining planning applications.

Scottish Planning Policy (SPP) identifies that, ***‘Planning Authorities need to adopt a flexible approach to ensure any changing circumstances are accommodated for new economic opportunities to be realised.***

SPP also states that; ***‘Innovative approaches, tailored to the unique circumstances are encouraged’.***

Following the Council compulsorily purchasing the larger section of the field from the landowner, the Council establishing a large hardstanding area/compound on the application site (with no rent payable to the landowner) and occupation of this site for the last 2.5 years – these are undisputed changing and unique circumstances. These circumstances cannot be dismissed.

These changing/unique circumstances, along with the new economic opportunity and the other material considerations, as above, in our view justify granting planning consent – which would be a decision which was arrived at with a flexible, innovative and positive approach to deciding this planning application.

Reason 2

2. The proposal is contrary to Policy HE1A: Scheduled Monuments as the proposed car sales use will be highly visible and have a significant impact on the setting of Huntingtower Castle a scheduled ancient monument.

Policy HE1A:

Policy HE1A: Scheduled Monuments There is a presumption against development which would have an adverse effect on the integrity of a Scheduled Monument and its setting, unless there are exceptional circumstances.

Response:

The Perth and Kinross Heritage Trust and Historic Environment Scotland were consulted with.

Perth and Kinross Heritage Trust responded noting ***‘the proposed development did not raise any significant issues’*** and that ***‘no archaeological mitigation is required’.***

Historic Environment Scotland responded and stated that whilst they have significant concerns about the potential adverse impact on the setting of Huntingtower Castle, they did not object to the proposal. They go on to state that in the event of planning permission being granted, they recommend that trees are

planted around the development site to mitigate the impact by screening the proposal from view.

As per the drawing below (the Landscaping drawing which was submitted as part of the Planning Application), the northern and western boundaries of the site are to be extensively landscaped, which would quickly screen the site from the Castle.

Drawing 3: Landscape Drawing



Neither the response from Perth and Kinross Heritage Trust or Historic Environment Scotland, justifies a reason for refusing consent.

As illustrated on Photograph 3 and Map 4, the site/hard standing area is in keeping with its surroundings. Furthermore, any impact can be mitigated by the proposed tree and hedge planting along the northern and western boundaries – as proposed and can be conditioned in the planning consent.

Even if there was an adverse impact on the Castle, Policy HE1A, states that there are some exceptional circumstances, where this would be acceptable. For reasons detailed before, we are of the view that there are special/exceptional circumstances to this proposal.

Reason 3

3. The proposal is contrary to Policy PM1A: Placemaking as the car sales use with associated vehicle repair, wash storage area to the north east corner of the site will not contribute positively to the quality of the surrounding built and natural environment, respecting the character and amenity of the place.

Policy PM1A:

Policy PM1A: Development must contribute positively, to the quality of the surrounding built and natural environment. All development should be planned and designed with reference to climate change, mitigation and adaptation.

The design, density and siting of development should respect the character and amenity of the place, and should create and improve links within and, where practical, beyond the site. Proposals should also incorporate new landscape and planting works appropriate to the local context and the scale and nature of the development.

Response:

As previously stated, the sale and display of vehicles at this site would compliment the two other vehicles sales businesses (Struans and Nissan Perth) on the opposite side of the A9. As detailed previously and apparent on Maps 4 and 5, the site is surrounded by commercial land uses/businesses and the proposed development would be in keeping with these land uses/businesses.

Other than one modular building (similar to the image below) there will also be no other buildings on the site.

Image 1: Proposed Modular Building



The retention of the hard-standing area would result in a net climate change benefit, with no reinstatement of the site required. The site is very accessible and within walking and cycling distance of Perth City Centre. There is also a frequent bus service which passes the site.

The fact that the hard-standing area is to be retained exactly as it is, also demonstrates that the proposed development, has been ***‘planned and designed with reference to... adaptation’***.

In the Report of Handling, the Planning Officer raises concerns regarding the potential noise generation from vehicle repair and car washing (on the neighbouring residential properties). It would be standard for Conditions to be attached to the planning consent to address these concerns. Regardless, the occasional use of a power washer is unlikely going to be noticeable, particularly, taking into account the background noise generated by surrounding land uses (including the A9 road, Link Road and A85 Road). The motorhomes which are to be sold from the site are new. Repairs to the motorhome will therefore be infrequent and occasional.

Reason 4

4. The proposal is contrary to Policy EP3C: Water, Environment and Drainage of the Perth and Kinross Local Development Plan 2014, as the proposal is close to the settlement boundary and does not connect to a public sewer and instead utilises a septic tank system.

Policy EP3B:

Policy EP3B: **(not EP3C as incorrectly quoted in the decision notice)** *Foul Drainage Foul drainage from all developments within and close to settlement envelopes that have public sewerage systems will require connection to the public sewer.*

Response: There is currently a septic tank in place which services circa 24 staff based in the modular buildings plus visitors (circa 40 per day). Once the Contractor’s modular buildings are removed from the site, a single modular building to serve the sale and display of vehicles enterprise will be brought onto the site. The single modular building will connect into the existing septic tank, resulting in considerably less usage than at present.

The houses to the west, (Map 4), of the site are all serviced by a septic tanks and a soakaway.

Interestingly, Policy EP3B: goes onto to state; ***'In settlements where there is little or no public sewerage system, a private system may be permitted provided it does not have an adverse effect on the natural and built environment, surrounding uses and amenity of the area. For a private system to be acceptable it must comply with the Scottish Building Standards Agency Technical Handbooks'***.

Therefore, there is scope for private sewage systems to be considered as acceptable. It would also be more sustainable to utilise the existing sewage system. The extraction of the septic tank, the removal of the soakaway and the reinstatement of the area represents a considerable amount of work.

If a more permanent type of building were to be constructed on the site (as opposed to a modular building), it could connect to the public sewer if absolutely required. This could also be conditioned in the planning consent.

Reason 5

5. The proposal is contrary to Policy TA1B: Transport Standards and Accessibility Requirements of the Perth and Kinross Local Development Plan 2014, as the formation and use of the access for car sales will have a detrimental impact on the proper operation of the traffic control at both the slip and the old Perth Mart. There is no provision for to make the site accessible to pedestrians/cyclists. It has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear and no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow. As a consequence it will have a detrimental impact on the road network and undermine the benefits associated with Phase 1 of the Perth Transport Futures Project.

Response:

It is also worth noting that whilst the Council's Transportation Service objected to the Proposal, Transport Scotland had NO objection.

We disagree that the proposal is contrary to Policy TA1B and that the proposed development will have a detrimental impact on the proper operation of the traffic control at both the slip and the Old Perth Mart.

Sale and display enterprises by their nature do not generate large volumes of traffic. Purchasing a motorhome might be considered a once in a lifetime experience.

In a belt and braces approach to this matter, Civil Engineers Stuart Burke Associates were commissioned to assess the impact of this proposal on the proper operation of the traffic control. Please refer to Appendix 6. They are of the view that the impact of the proposal on the proper operation of the traffic control is negligible and that the proposed development will not have a detrimental impact.

Stuart Burke Associates were also commissioned to conduct a swept pass analysis of the site to ascertain whether a car transporter can enter and exit the site in a forward gear. Having conducted the swept pass analysis, a car transporter can indeed enter and exit the site in a forward gear. There is also adequate space for loading and unloading of the transporter. Please refer to Appendix 6.

Reason 6

6. Approval of this application would be premature before the outcome of the Local Development Plan process is known. An approval would circumvent the will of the council without a proper assessment of all the alternatives having been undertaken and would not be in the long term public interest.

Response:

This planning application has been submitted in response to a very special and unique set of circumstances, whereby a decision to retain the hardstanding area requires to be made in conjunction with Perth and Kinross Council contractors terminating their use of the hardstand/compound area. Local Development Plans tend to evolve in 5 year cycles. The Local Development Plan is not due to be adopted until late 2019/early 2020. The timing of this application coincides with the imminent departure of the contractors, which, in the absence of this application would trigger the reinstatement works. In our view, the application represents an opportunity for the yard to be utilised for the benefit of both a local business and for Perth and Kinross Council.

Additionally, the Council have on a number of occasions granted planning consent for proposals that are not zoned or included in the settlement boundary of Local Development Plans – as is apparent in the following Precedent Section.

General

The decision to refuse this application has been made by a Planning Officer using delegated Powers. Whilst the site is outwith the settlement boundary, there are a considerable number of important material considerations – few of which are acknowledged in the Report of Handling. In our view, the material considerations have been deliberately side stepped. Consequently, the Report of Handling is an unbalanced and misleading analysis of this proposal.

How can the Planning Officer properly dismiss the material considerations, if he does not fully acknowledge them and provide an explanation as to why they do not outweigh the reasons for refusing the application?

For example, in assessing the economic benefits of the proposal, the Planning Officer responds in one sentence; ***‘The economic impact of the proposal is likely to be minimal’***. That is not a proper assessment. That is simply a subjective view of the proposal and one which adds further strength/justification to the Planning Officer’s justification to refuse the application. To the contrary, the economic benefits (in terms of generating jobs, knock on benefits for other Perth businesses, attracting investment to the area and attracting visitors to the Perth) will be notable.

6.0. Precedent

6.1 Outwith Settlement Boundaries

There is a considerable amount of precedent of planning consent being granted for proposals outwith but on the edge of settlement boundaries - some examples include;

Erection two houses adjacent to 27 Main Street Keltybridge, Kinross-shire. Ref: 13/02177/FLL:

The application site was a 0.3 acre area of vacant ground situated on the east side and adjacent to the village of Keltybridge. In 2005 planning consent was granted for a temporary site office and storage cabin to service a nearby housing development at Middleton Park.

Despite the site being outwith the settlement boundary, planning consent was granted to erect 2 houses.

In the Planning Officers Report of Handling, it was concluded that ***'it is considered that despite the proposal being contrary to the new Perth and Kinross Local Development Plan 2014 Policy PM4 there are other material considerations which have been outlined above which justify a departure from the Development Plan'***. Such materials considerations included the brownfield nature of the site.

Map 7: Application site



Photo 4: Application site



**Erection of 19 houses adjacent to St Mary's Monastery, Hatton Road, Perth.
Ref: 12/00008/FLM:**

Planning consent was granted for the erection of 19 houses on a site outwith, but adjacent to the city of Perth's settlement boundary. The site was also within an Area of Great Landscape Value (AGLV). In this case, the special circumstances were that the 19 houses were enabling development to restore the adjacent Listed Monastery.

In this case, despite the site being outwith the settlement boundary, lying within an AGLV and contrary to the Local Development Plan, the economic and enabling benefits were material considerations which provided sufficient weight to grant consent.

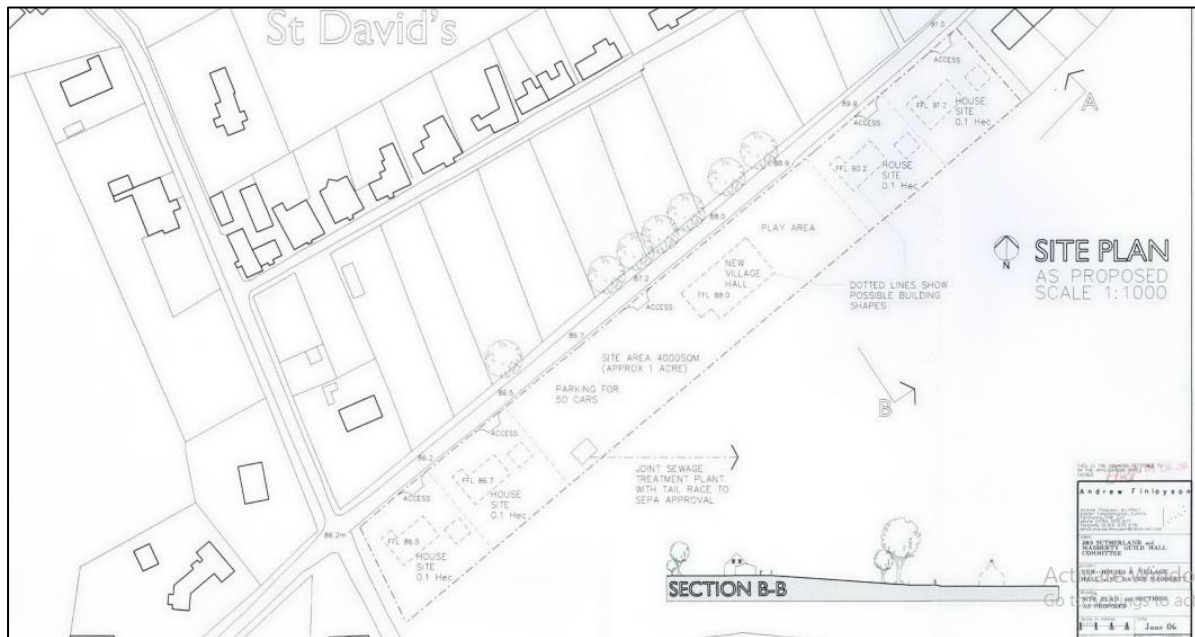
Drawing 4: Site Plan for 19 houses adjacent to St Mary's Monetary



Erection of 4 dwellinghouses and a new village hall (in outline) at St Davids, Madderty, Perthshire. Ref: 06/01385/OUT:

Planning consent was granted for the erection of a village hall and 4 houses outwith the settlement boundary. Despite the proposal being contrary to the Local Development Plan, the requirement for a new village hall was a material consideration which carried sufficient weight to approve the application.

Drawing 5: Village Hall and Four houses at St David's Site Plan



Erection of 120 houses at Ravelrig Road Balerno, Edinburgh.

Ref: 14/02806/PPP:

Although further afield (Edinburgh City Council), this case is interesting. Planning consent was granted for 120 houses, despite the site being outwith the settlement boundary and zoned as green belt. Ultimately, consent was granted as there was a demand for houses, which was not being met.

Erection of 150 houses at Brotherton Farm, Livingston, West Lothian. Ref: 0648/P/14:

Again, further afield (West Lothian), planning consent was granted for a housing development which was outwith the settlement boundary and contrary to the Local Development Plan. Again, the demand for housing in this area and lack of supply was an important material consideration in granting planning consent.

6.2 Retention of Temporary Compound Site

There is also an established Precedent of planning consent being granted for temporary compound sites being retained on a permanent basis, some examples include:

Retention of sections of temporary track and compound area in association with the Beauly - Denny 400kV overhead line project at Glengoulandie, Aberfeldy. Ref: 13/01665/FLL:

Consent was granted to retain the temporary track and compound area – which were built to allow the Beauly to Denny Overhead Transmission Line to be constructed.

In this case, the economic benefits of retaining the track and compound area were an important material consideration.

Permanent retention of temporary access and hardstanding constructed as part of Beauly-Denny overhead power line, at Victoria Wood Muthill, Crieff Ref: 15/01628/FLL:

Again, consent was granted to retain the temporary track and hard standing area – which were built to allow the Beauly to Denny Overhead Transmission Line to be constructed.

There are circa 30 similar cases to the two above – whereby planning consent has been granted to retain compound sites and tracks, which were created to construct the Beauly to Denny overhead transmission line.

7.0. Summary

The application site presents a rare environmental, cost saving and economic opportunity.

Whilst the proposal is contrary to the Local Development Plan (as the site is outwith the settlement boundary), there is support at a national planning level, where the government encourages ***‘Planning Authorities to adopt a flexible approach to ensure any changing circumstances are accommodated for new economic opportunities to be realised’*** and ***‘Innovative approaches, tailored to the unique circumstances are encouraged’*** (Scottish Planning Policy).

The creation of a compound site represents changing and unique circumstances and with businesses lined up to rent the site – there are opportunities to be realised. It is therefore important that in deciding this application, a flexible and innovative approach is taken.

In determining this application, the circumstances of this proposal require to be properly considered. These circumstances include; the site is already established, the services are in place, the site fits in with its surroundings, the proposed land use would be in keeping with surrounding uses/businesses (including three other nearby vehicle sale and display businesses), there is a number of businesses lined up who would like to rent the site, there will be considerable economic benefits (including generating jobs, attracting inward investment and a positive knock on impact for businesses in the locale). Furthermore, there will be a considerable cost to the Council to reinstate the land back to an agricultural field and if reinstated, the land is of limited alternative use or value.

Appendix 1: Supporting Statement

Appendix 2: Existing Layout Drawing

Appendix 3: Proposed Layout Drawing

Appendix 4: Decision Notice

Appendix 5: Report of Handling

Appendix 6: Assessment of Impact on the proposal on Traffic Control

Appendix 7: Scott Motorhomes Letter

**PROPOSAL: RETENTION OF HARDSTANDING
AREA AND CHANGE OF USE FROM
CONSTRUCTION COMPOUND SITE TO DISPLAY
AND SALE OF VEHICLES PREMISES,**

**ON LAND ADJACENT TO A85 JUNCTION,
HUNTINGTOWER, PERTH, PH1 3JJ**



Contents

1.0 Introduction

2.0 Site Description

3.0 Compound Site Reinstatement

4.0 Proposed Development

5.0 Prospective Occupiers

6.0 Alternative Available Sites in Perth

7.0 Transport Statement

8.0 Pre-Application Consultation

9.0 Planning Policy Appraisal

10.0 Summary

1.0 Introduction

To facilitate the A9/A85 Junction Improvement works, the Council used compulsory purchase powers to acquire the right to create a temporary construction compound site for their principle contractor (Balfour Beatty) and Council staff.

Several modular buildings have been placed on the site to provide office and welfare accommodation. The remainder of the site is used for car parking and a laydown area.

The compound site is due to be reinstated back to agricultural land and passed back to the owner when the compound site is vacated - which is estimated to be in the summer of 2019.

Unsurprisingly, with the compound site already being established and located in a strategic, commercial and accessible location, several businesses have enquired whether they can rent the site on the conclusion of the project.

The reinstatement of the compound site back to agricultural land is a considerable engineering operation which will have negative environmental impacts.

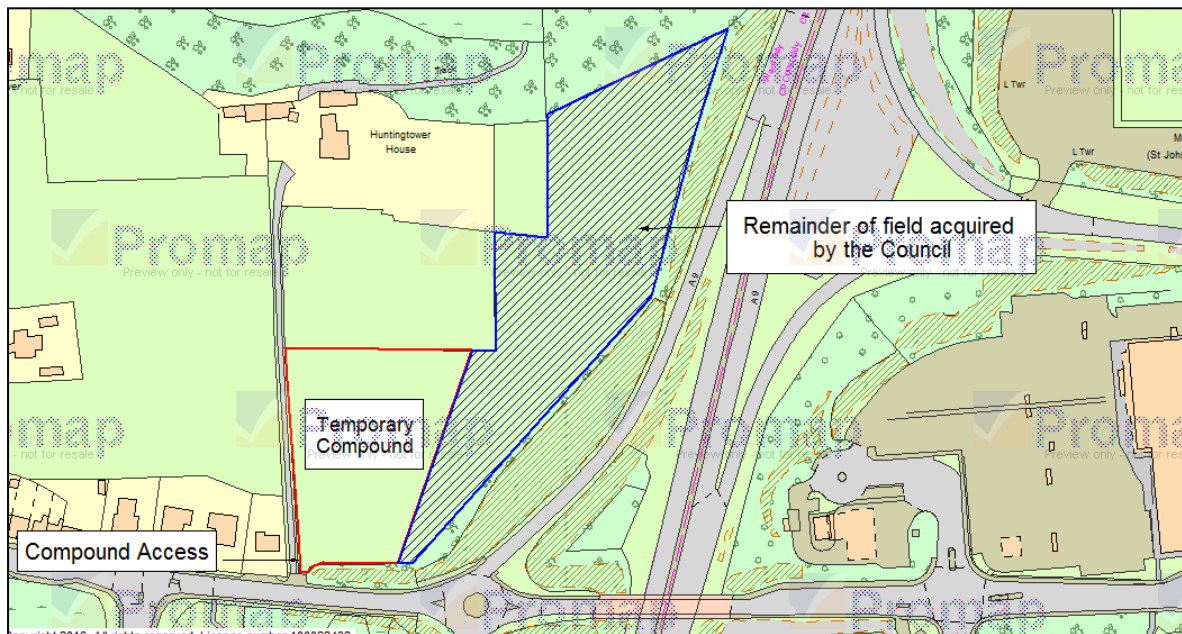
This Planning Application proposes to retain the hardstanding area and change the use from construction compound site to a display and sale of vehicles premises.

Photograph 1: Construction Compound Site



The field which the compound site previously formed part of, originally extended to 4.85 acres. Following the compulsory purchase of the adjacent land, this field has been reduced to 1.58 acres (the extent of the compound site).

Map 1: Temporary Compound Site



Map 2: Before compound site



Map 3: Compound site and road works

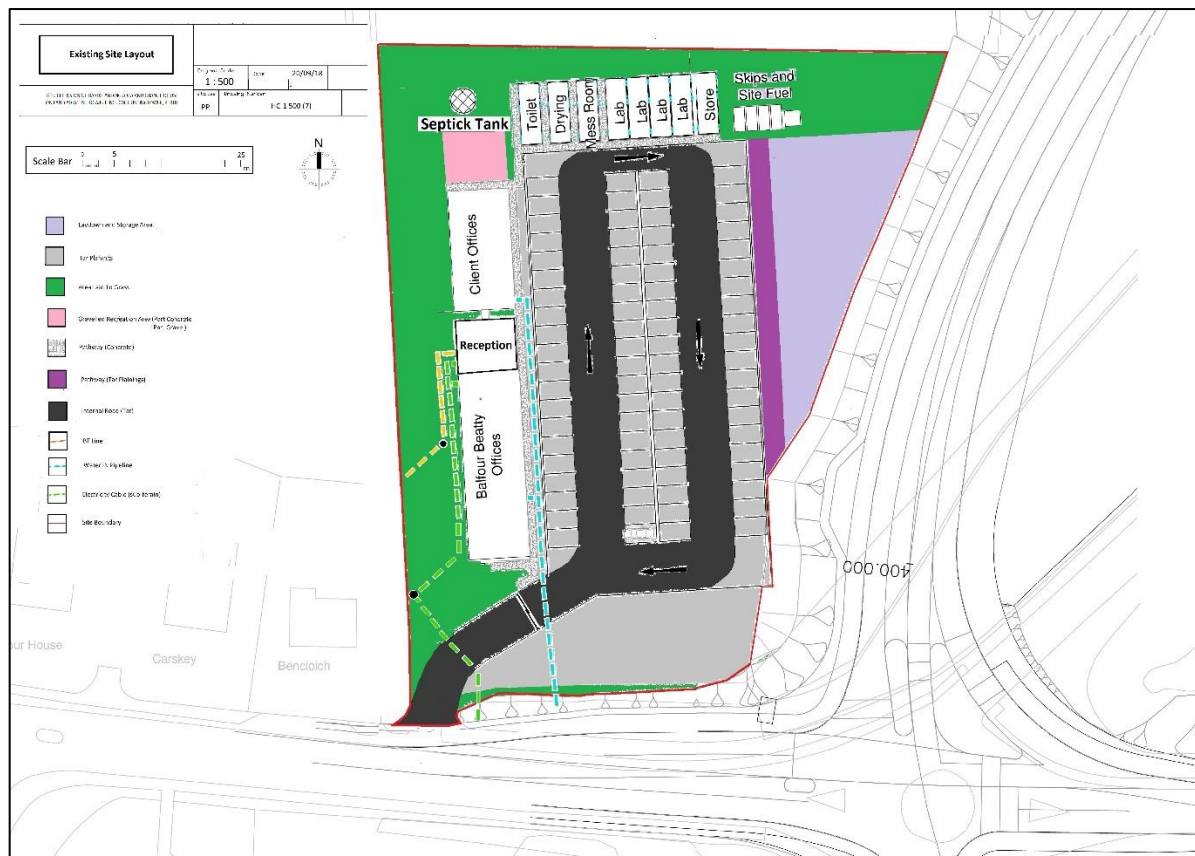


2.0 Site Description

The construction compound site extends to approximately 1.58 acres/0.64 hectares.

There are modular buildings situated along the northern and western boundaries of the site with a large car parking area in the middle. See Drawing below.

Drawing 1: Existing Site Layout



The site is bounded by a post and wire fence to the north, a new section of road to the east, the A85 road to the south and an access road to the west. The site is flat and the majority of it comprises a hardstanding surface.

Photograph 2: Car park and modular buildings



Photograph 3: Looking southwards over the corner of the site towards Dobbies, Travel Lodge and Glover Arms.

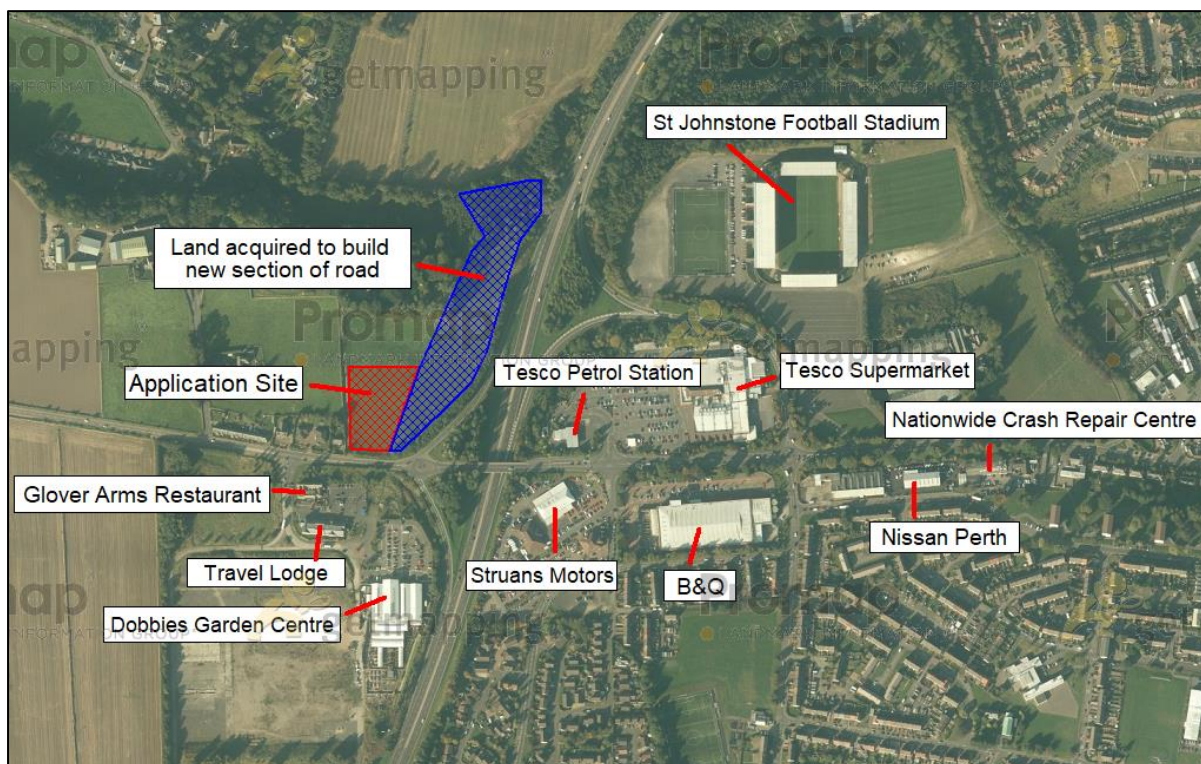


As illustrated on Drawing 1, the site is also serviced by a mains electricity and a water supply. It is also serviced by a BT Cable. The foul drainage is to a self-contained septic tank, which is emptied periodically.

The land uses which surround the site are predominantly commercial and include;

- Glover Arms Restaurant
- Travel Lodge
- Dobbies Garden Centre
- Tesco Supermarket
- Tesco Petrol Station
- Struans Motors
- B&Q Warehouse
- Nissan Perth
- Nationwide Crash Repair Centre
- St Johnstone Football Stadium

Map 2: Surrounding Commercial Land uses



A commercial development such as a display and sale of vehicles premises at this location, would complete the quadrant of commercial land uses which straddle the A9 and A85 roads at Huntingtower.

3.0 Compound Site Reinstatement

When A9/A85 Junction Improvement works are completed, the compound site will be vacated and is due to be reinstated back to farmland.

This process will involve;

- Remove the modular buildings
- Dig up and remove the electrical cables
- Dig up and remove the BT cable
- Dig up and remove the water pipe
- Dig up and remove the septic tank
- Dig up the tar bellmouth and internal access road
- Dig up the hardstanding car park
- Dig up the hardstanding paths
- Transport the tar, tar plainings, 6F2, type 1, concrete and gravel off site and to the nearest recycling centre/storage area
- Remove internal timber fencing
- Remove external Heras fencing
- Remove the palicade double security gates
- Destone the site
- Move and redistribute the topsoil over the site
- Spray weed killer
- Cultivate the land (subsoiling & ploughing)
- Spread lime and fertilizer
- Sow grass seed
- Roll the sown grass seed

If the hardstanding were to be retained permantly, the primary action would be for the removal of the modular buidlings. Other than that there would not be a great deal of reinstatement of the site.

The cost to fully demobilise this compound site and reinstate it back to agricultural land will be considerable. Therefore, if the hardstanding were to be retained there would be a considerbale cost saving for the Council.

Additionally, there would be environemtal and economic benefits.

4.0 Proposed Development

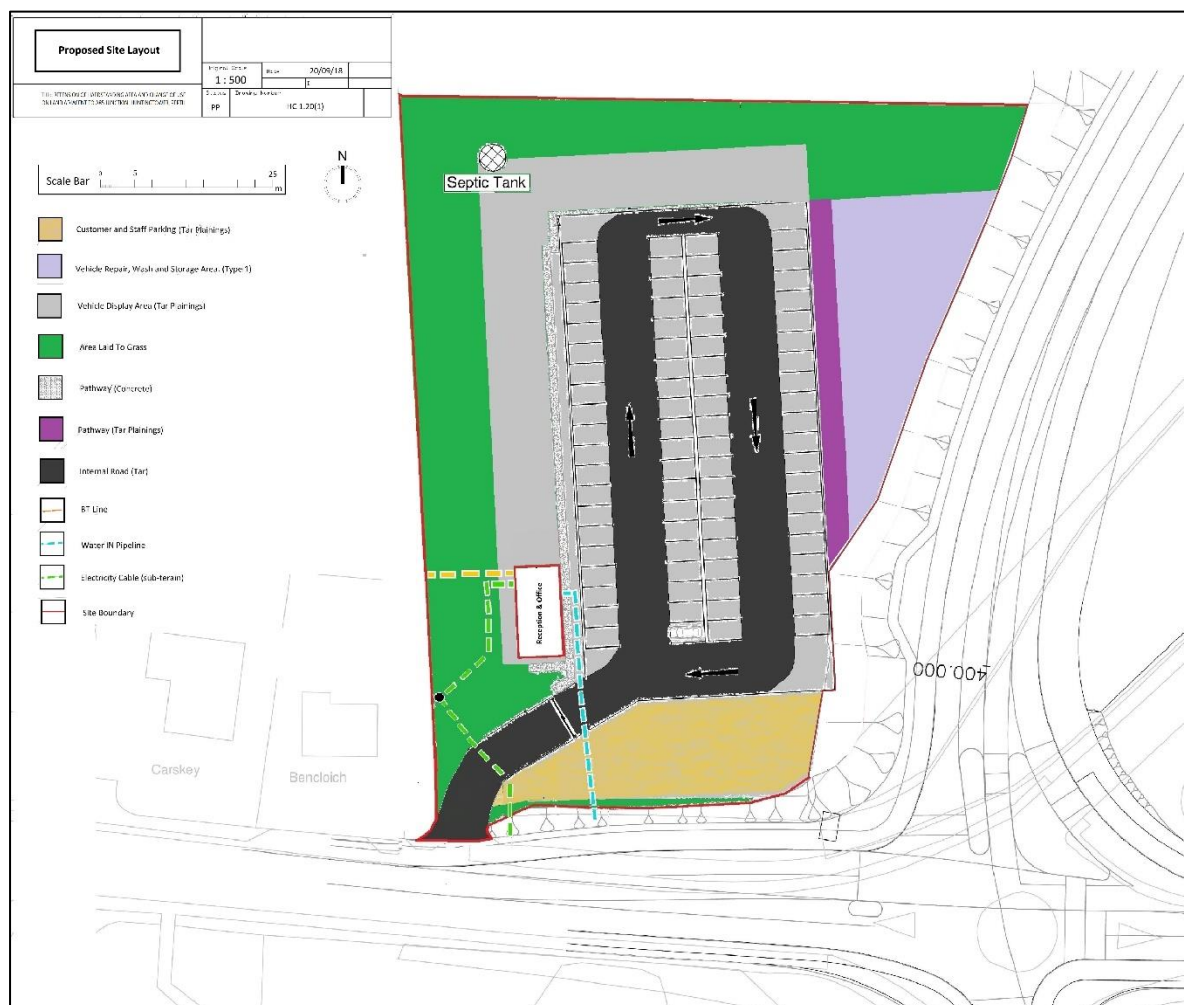
It is proposed that the hardstanding area be retained permanently and reutilised for the display and sale of vehicles.

It is proposed that other than removal of Balfour Beatty's equipment, plant and the modular buildings, the site be left in its current state.

There has been considerable interest from many businesses in renting this site when Balfour Beatty vacate it. Interested parties, include businesses from the construction, civils and motor/tractor sales industries.

It is proposed that planning consent be granted for a Non Classified/Sui Generis Use, which would permit the Sale and Display of vehicles. The Proposed Layout of the site is illustrated in the drawing below.

Drawing 2: Proposed Site Layout



As illustrated on the Drawing on the previous page, it is proposed that a single modular building is situated on the footprint of the Balfour Beatty modular buildings - which are currently in situ on the site.

The modular building proposed is 12.41m in length, 4.21m in width and 44.32m² in floor area. See the following three images.

Image 1: Protakabin TNG124 front elevation



Image 2: Protakabin TNG124 internal image



Image 3: Protakabin TNG124 internal layout



As annexed on Drawing 1, the site is already served by mains water and electricity. It is also served by a BT cable. It is proposed that the modular building is connected to these services.

There is also a septic tank on site. It is proposed that the modular building is connected to the septic tank.

A display and sales of vehicles enterprise at this site would be a natural fit within a very commercial area – please refer back to Map 2. It would also be on the opposite side of the A9 road from Struans Motors and along the road from Nissan Perth – both of which display and sell vehicles.

The roadside location at Huntingtower is also ideal for this type of business, with passing trade along the A85 and A9 roads. The adjacent Junction Improvement works also make the site more accessible.

5.0 Prospective Occupiers

As previously stated, there has been considerable interest expressed by local and national businesses in renting this site when it becomes vacant. Three of these businesses, display and sell vehicles.

The Huntingtower site is ideally suited for a display and sales premises, as it is:

- **Very accessible** – accessed off/onto the A85 via a generous bellmouth.
- **Next to a excellent surrounding road network** – A85 road providing access from Crieff, the Crieff road providing access from the city centre and the A9 road providing access from the Inverness (north) and Edinburgh, Glasgow, Stirling and Dundee (south).
- **Considerable passing trade** – A lot of motorhomes travel along the A85 and come off the A9 at the Crieff Road slip road (northbound).
- **Very visible** – Display and sale vehicles can be seen from the road side – which is vital for a vehicle display and sale enterprise.
- **Continuation of sale and display of vehicle premises along the Crieff Road** - Struans Motors are adjacent and Nissan Perth are further along the Crieff Road.

Scot Motorhomes, who sell and rent motorhomes and caravans from their Ruthvenfield Road (Inveralmond Industrial Estate) premises are one of the keenest and most suited prospective occupiers.

Scot Motorhomes and are one of Scotland's largest motorhome dealers. They have dealerships in Dundee, Stirling, Perth and Ayr.

In addition to selling new and used motorhomes, Scot Motorhomes also rent them. Due to the growth of the sales and rental business, it is proposed that the current Perth Scot Motorhome Premises (located at Inveralmond industrial estate) will be solely used for rental of motorhomes and caravans, whilst the Huntingtower site (which has more space than the Ruthvenfield Road site) will be used for the display and sale of motorhomes and caravans.

Perth is a very strategic location for motorhome and caravan sales, as;

- There is a large customer base in the Perth & Kinross area
- It is very central
- It is within 1 hour of Dundee, Stirling, Edinburgh and Glasgow
- It is a popular tourism destination
- It is often the starting point for 'staycation' tours around Scotland
- There is a very good public transport network
- It is also the location for other motorhome and caravan dealerships (including; Dickson's and Perthshire Caravans)

Scot Motorhome see this opportunity to establish a dedicated display and sales premises at Huntingtower as vital for facilitating the natural growth and expansion of the business. Scot Motorhome are not able to find any other suitable sites in or around Perth. The new display and sales premises at Huntingtower will result in the generation of an additional two full time members of staff being employed.

6.0 Alternative Available Sites in Perth

There is a distinct lack of hardstanding sites available to rent or buy in or around Perth. Retaining the hardstanding area at the application site on a permanent basis would assist in addressing the shortage.

The table below, illustrates the limited number of sites where are currently on the market in and around Perth.

Table 1: Hardstanding sites which are being marketed in and around Perth

Site Address:	Site Area:	Class:	Notes:
Broxden, Perth	10 acres	4	For sale. Two 10 acre blocks of undeveloped land available. Both blocks Currently under offer.
Riggs Road, Perth	1.6 acres	4 & 6	For sale. Edge of city centre.
Arran Road, Perth	6.2 acres	4, 5 & 6	To let. Design & build – units/land not available yet.
Glenearn Road, Perth	0.29 acres	Industrial	To Let. Located within an industrial estate.

Scot Motorhome have been looking for a suitable site (1.5 acres, planning consent for sui generis, road side location and accessible) to buy or rent in and around Perth for some time now and they can not find any suitable sites.

None of the properties listed in the table above are suitable for the display and sale of motorhomes.

Therefore, there is considerable logic in retaining the hardstanding area on the application site and allowing a growing business to expand into a tailor-made windfall site.

7.0 Transport Statement

The site is already served by an existing access road and bellmouth, which has a tarmacadam surface and illustrated in the photograph below.

Photograph 4: Entrance to the site



The visibility splays from the bellmouth are good in either direction, as illustrated in the photographs below.

Photo 5: Visibility splay to west



Photo 6: Visibility splay to east



Access from/into the site is via the A85 Crieff Road, which is to the south of the site. This section of road is 40mph speed restricted.

The A9 and A85 junctions are in the process of being upgraded. The proposals are aimed at increasing capacity on the A85 corridor which will significantly improve queuing and journey times on the road network directly adjacent to the site.

There are presently 24 staff based at the construction compound (all of whom travel to the site in a car themselves). Peak traffic movements are between 7am and 8am when staff arrive on site and between 5pm and 6pm when staff leave (Monday to Friday). Between these times, traffic movements are steadier with visitors coming and leaving the site and staff travelling to and from the Road Improvements works Project. Approximately 30 – 40 staff visit the site each day and come to the site in a car.

Once the display and sales business has been established, it is expected that two full time staff members will be based on the site, which is considerably less than the existing construction compound.

The traffic movement of customers and potential customers to and from the site will be steady and spread out through the day. It is anticipated that there will be on average 10 - 20 visitors to the site per day.

Accordingly, in comparison between the proposed use and the current use on site, there will be substantially less vehicle movements to and from the site.

As there are no traffic issues with the site as a construction compound (current use), we do not expect there to be any traffic issues if the site were to be used to display and sell vehicles.

The proposed development site lies opposite a larger site that previously had planning consent for a large Sainsbury's store, and now has planning in outline consent for residential development, which highlights that in transport planning terms, the immediate area is suitable for development and accessible by a range of sustainable modes of travel.

A robust analysis of the road network has been undertaken

Our Assessment concluded that the development site will be accessible by sustainable modes of travel and integrate well with the existing transport network. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of

existing road users. In transportation terms the proposed site satisfies all policy requirements.

The sustainable transport infrastructure in the vicinity of the site will provide employees and customers with a genuine choice. Bus stops are well within the recognised walking distance and offer frequent services to the city centre during the week and at weekends.

The A85 road has standard footways on either side of it. There is also a pedestrian crossing adjacent to the site. The footway continues from the proposed site towards Perth city centre.

There are currently four bus services operating in the Crieff Road area adjacent to the site. These services are operated by Stagecoach and Dochertys Midland Coaches and connect the site with key employment centres and residential areas both locally and within the city centre. East and westbound bus stops are available on the A85 Crieff Road, with the eastbound stop located approximately 150m west of the signalised access to the developable area with the westbound stop located approximately 30m from the signalised junction.

The stops benefit from shelters with timetable information and are accessible from the site on foot.

Additional bus stops are also available further east towards the Tesco Supermarket and on Grange Terrace and Strathtay Road within the Letham residential area.

8.0 Pre-Application Consultation

A Pre-Application letter was sent to the Council to ascertain if the principle of permanently retaining the compound site was acceptable or not.

John Russell (Perth & Kinross Council Planning Officer) responded to the Pre-Application Letter on the 13th of February 2017. Please refer to Appendix 1.

In this letter, John Russell stated that as the site is outwith Perth's settlement boundary (as identified in the Local Development Plan), there would be no support for the retention of the compound site.

This is a bit of a 'stock response' and in our view, the unique circumstances of this case were not fully considered. Notwithstanding, we acknowledge that at the Pre-Application stage, this advice is limited and as stated in the Pre-Application response, ***'It is only by submitting a formal application that a measured and comprehensive response to a proposed development can be given'***.

Through Scottish Planning Policy, the Scottish Government encourage Council's to take ***'Innovative approaches, tailored to the unique circumstances are encouraged'*** and that Council's ***'need to adopt a flexible approach to ensure any changing circumstances are accommodated for new economic opportunities to be realised'***.

In this case, granting planning consent for the permanent retention of the hardstanding area and change of use from construction compound to display and sale of vehicles premises, would be a departure from the Development Plan, but there are a special and unique set of circumstances/material considerations that support/justify granting planning consent.

9.0 Planning Policy Appraisal

9.1 Local Planning Policies

The Town and Country Planning (Scotland) Act 1997 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the Development Plan consists of the approved TAYplan and the Perth & Kinross Council's Local Development Plan 2014 (LDP).

It is acknowledged that granting consent for this planning application would be a departure from the Development Plan, as the site is outwith (albeit immediately adjacent to) the settlement boundary – illustrated below on the Map.

Map 4: Perth Settlement boundary – extract taken from the LDP.



However, such departure from the Development Plan would not be a significant departure and there are special and unique circumstances/material considerations, including;

- a) the site is already a brownfield site,
- b) there is demand from businesses to move to the site,
- c) there is a shortage of available hardstanding sites in Perth
- d) there are no sites available in Perth for display and sale of vehicles
- e) utilising this site would result in economic, environmental and cost saving benefits

In many respects this is a 'windfall site', which has been created with the construction of the road over the majority of the original field. When drafting the Council's LDP and prior to its adoption in 2014, it would not have been possible to accurately assess this site and the new road layout at the time.

It is also worth noting that the application site is not zoned as Greenbelt. It is 'whitefield land' which, is more open/receptive to development opportunities

The Council's Local Development Plan (LDP) states that; ***'Perth and Kinross's businesses are the key driver of sustainable economic growth in the region. Maintaining and improving their competitiveness is vital to the local economy'***.

The LDP also offers support for tourist related developments (such as a motorhome and caravan related development);

LDP 3.3 Economic Development

1.3.6 Tourism in particular accounts for 13% of all employment in Perth and Kinross and general support for tourism-related developments and facilities will be given.

There is also support for an increase in commercial floorspace assisted by the improved accessibility as a result of the A9/A85 Junction Improvement works.

LDP 3.4 Retail and Commercial Development

3.4.6 Crieff Road, Perth Range of separate businesses either side of Crieff Road (A85) at western edge of city and to the east of the A9. Current operators include a large foodstore with filling station, a large DIY retail warehouse, a car dealership and some business/retail units along Strathtay Road.

Located adjacent to an area of predicted substantial population growth suggests potential scope for increase in retail/leisure/commercial floorspace and enhanced community functions. Opportunities for another large foodstore are very limited following approval of Sainsbury's foodstore at the former auction mart across the A9. Planned improvements to the A9/A85 junction will result in greater accessibility.

The Pre-Application response from the Council (Ref: 17/00060/PREAPP), it outlined the following LDP policies to be of particular relevance;

- POLICY PM1A – Placemaking
- POLICY PM1B – Placemaking
- POLICY PM4 – Settlement Boundaries

These highlighted policies are noted and analysed in detail below.

Placemaking Policy PM1A: Development must contribute positively, to the quality of the surrounding built and natural environment. All development should be planned and designed with reference to climate change, mitigation and adaptation.

As previously stated, the display and sale of vehicles at this site would compliment the two other vehicles sales businesses (Struans and Nissan Perth) on the opposite side of the A9. As detailed earlier in the Statement and apparent on Map 2, the site is surrounded by commercial land uses/businesses and the proposed development would be in keeping with these land uses/businesses.

The retention of the hard-standing area would result in a net climate change benefit, with no reinstatement of the site required. The site is very accessible and within walking and cycling distance of Perth City Centre. There is also a frequent bus service which passes the site.

The fact that the hard-standing area is to be retained exactly as it is also demonstrates that the proposed development (which happens to be very well suited to this site) has been ***‘planned and designed with reference to... adaptation’***.

Policy PM1B All proposals should meet all the following placemaking criteria:

(a) Create a sense of identity by developing a coherent structure of streets, spaces, and buildings, safely accessible from its surroundings.

Analysis: The existing hardstanding area already has a sense of identity and fits well within the surrounding landscape, buildings and land uses. As detailed in the Transport Statement, the site is also safely accessed off/onto the A95 public road.

(b) Consider and respect site topography and any surrounding important landmarks, views or skylines, as well as the wider landscape character of the area.

Analysis: As already intimated, the physical layout and appearance of the site will be very similar to as it is now, with the difference being that there will only be one modular building and motor vehicles will be parked/displayed on the site as opposed to cars (as is the case at present). Huntingtower Castle, a historical landmark, is close by. The existing site and its use are of negligible impact on the Castle. However, as illustrated in the Landscaping Schedule and accompanying map, it is proposed that a band of native trees and shrubs be planted along the northern and western boundary of the site to provide a backdrop to the development and a natural screen from the Castle.

(c) The design and density should complement its surroundings in terms of appearance, height, scale, massing, materials, finishes and colours.

Analysis: The development will largely comprise a hardstanding area, with a single modular unit at the front of the site. It will be similar to the commercial uses on the opposite side of the road (Dobbies garden centre, Glover Arms Restaurant and Travel Lodge).

(d) Respect an existing building line where appropriate, or establish one where none exists. Access, uses, and orientation of principal elevations should reinforce the street or open space.

Analysis: On the basis that there are to be no permanent buildings on the site, there is no permanent building line. The 12.41 x 4.21m modular building, has however been positioned at the front of the site and orientated in a way in which makes the best use of the site and is respectful to adjacent buildings (which are generally much larger in height, scale and massing).

(e) All buildings, streets, and spaces (including green spaces) should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport.

Analysis: As stated in the Transport Statement, the site is very accessible, easy to reach on foot, a bicycle or by bus.

(f) Buildings and spaces should be designed with future adaptability in mind wherever possible.

Analysis: The hardstanding area is fairly adaptable and versatile for future changes.

(g) Existing buildings, structures and natural features that contribute to the local townscape should be retained and sensitively integrated into proposals.

Analysis: The proposal to retain the existing hard standing area and change its use will result in minimal physical change to the site.

(h) Incorporate green infrastructure into new developments and make connections where possible to green networks.

Analysis: As already stated, it is proposed that the strips of land along the entire length of the northern and western boundaries, be planted with native trees and shrubs. The western boundary (running along the bank of the Cross Tay Link Road) is also to be planted out. These green spaces will provide a network, route and home for wildlife.

The design, density and siting of development should respect the character and amenity of the place, and should create and improve links within and, where practical, beyond the site. Proposals should also incorporate new landscape and planting works appropriate to the local context and the scale and nature of the development.

Analysis: The design and sitting of the development respects the character and amenity of the surrounding area (one which is very similar). It also complements and improves links with neighbouring and established land uses. There is to be a comprehensive native tree and shrub belt along the northern and western boundaries of the site.

Policy PM4: Settlement Boundaries

For settlements which are defined by a settlement boundary in the Plan, development will not be permitted, except within the defined settlement boundary.

As already stated, the subject site is outwith the settlement boundary. It is however, immediately adjacent to it.

The Council have granted consent for proposed developments which are situated outwith, but adjacent to the settlement boundary where there are special and unique circumstances. For example, in 2012, Planning Consent was granted to build 19 detached houses adjacent to St Mary's Monastery – which was outwith, but adjacent to the settlement boundary and located within an Area of Great Landscape Value. In this case, the special circumstances were that the 19 houses were enabling development to restore the adjacent Listed Monastery.

As already stated, there are Material Considerations/special and unique circumstances that support the granting of consent for this development.

Tayplan

The Tayplan (Strategic Development Plan) vision states that ***'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'***.

The retention of the hardstanding area and change of use to a vehicle display and sale use, will be sustainable, not a burden on the planet and will contribute towards making the Tayplan area more attractive, competitive and vibrant.

As already intimated, a number of businesses have expressed interest in this site, with one coming forward looking to invest in this site and create jobs.

9.2 National Planning Policies

Scottish Government and Scottish Planning Policy encourage new development to utilise brownfield land where possible. Albeit this site is temporarily brownfield, it will be a significant task to reinstate it back to an agricultural field, it will not be environmentally beneficial and there are already businesses lined up to move to the site when the Council and Balfour Beatty vacate the site.

As intimated previously, the availability of brownfield sites in Perth and Kinross is extremely limited. As a result, much new development around Perth will be accommodated on greenfield sites/agricultural land, which is an important national resource. This further reiterates the case for retaining the hardstanding area.

Scottish Planning Policy (SPP) identifies that, '***Planning Authorities need to adopt a flexible approach to ensure any changing circumstances are accommodated for new economic opportunities to be realised.*** The requirement for the Council to take a flexible approach could not be more appropriate and relevant than in this case – where the circumstances have changed, and a new economic opportunity can be realised.

SPP also states that; '***Innovative approaches, tailored to the unique circumstances are encouraged***'. There could not be a more fitting case for the Council to take an innovative approach in granting consent for this proposal – whereby the circumstances (noted below) are incredibly unique and supportive of granting planning consent:

- Hardstanding area created to for a road construction welfare, offices and laydown area.
- The siting, compatibility, traffic flows etc of the construction compound at this site has been successful.
- If planning consent is not granted to retain the hard-standing area, it will be expensive for the Council to reinstate the site back to agricultural field.
- Reinstating the hardstanding area back to an agricultural field would not be environmentally friendly.
- Several businesses have expressed interest in renting the site beyond it being vacated by its current users.
- A local business is looking to expand and take the site on immediately after it is vacated – resulting in more jobs, more visitors/customers visiting Perth and more business for surrounding and related businesses in Perth.
- There is a distinct lack of available hardstanding sites in and around Perth.
- There are currently no available sites which would be suited for display and sale of vehicles.
- The site is located adjacent and along the road from two vehicle display and sale dealerships.
- The junction improvement works and Cross Tay Link Road, makes the site even more accessible.

Scottish Government guidance and good planning practice states, **“The planning system has a vital role to play in delivering high-quality places for Scotland. Scottish Planning Policy (SPP) focuses plan making, planning decisions and development design on the Scottish Government’s Purpose of creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.**

Again, there is support at a National Level for planning decisions which create a more successful country, encouraging opportunities for flourishing and increasing sustainable economic growth – which would be in keeping with granting planning consent for this proposal.

Scottish Ministers expect the planning service to perform to a high standard and to pursue continuous improvement. The service should: ***‘..play a key role in facilitating sustainable economic growth, particularly the creation of new jobs and the strengthening of economic capacity and resilience within communities’.***

National Planning Policy also encourages planning services to facilitate new jobs and strengthen the economy.

NPF3 supports the many and varied opportunities for planning to support business and employment and further states that; ***‘Planning should address the development requirements of businesses and enable key opportunities for investment to be realised’.***

There is a pressing demand from businesses to rent this site when the Council and their contractors vacate it. This is a very rare opportunity, which if realised, could attract inward investment and result in direct and indirect positive impacts on the local economy.

10.0 Summary

The granting of planning consent for this proposal will result in a number of positive outcomes; the Council will save money having to reinstate the hardstanding area back to an agricultural field, the environmental impact of this will be averted and a local business can move to this site and expand their business - which will result in more jobs, inward investment, more visitors and local economy boost.

It is acknowledged that the application site lies outwith Perth's settlement boundary and as such, this proposal is contrary to the Development Plan.

However, such departure from the Development Plan would not be a significant departure and there are special and unique circumstances/material considerations, which outweigh this.

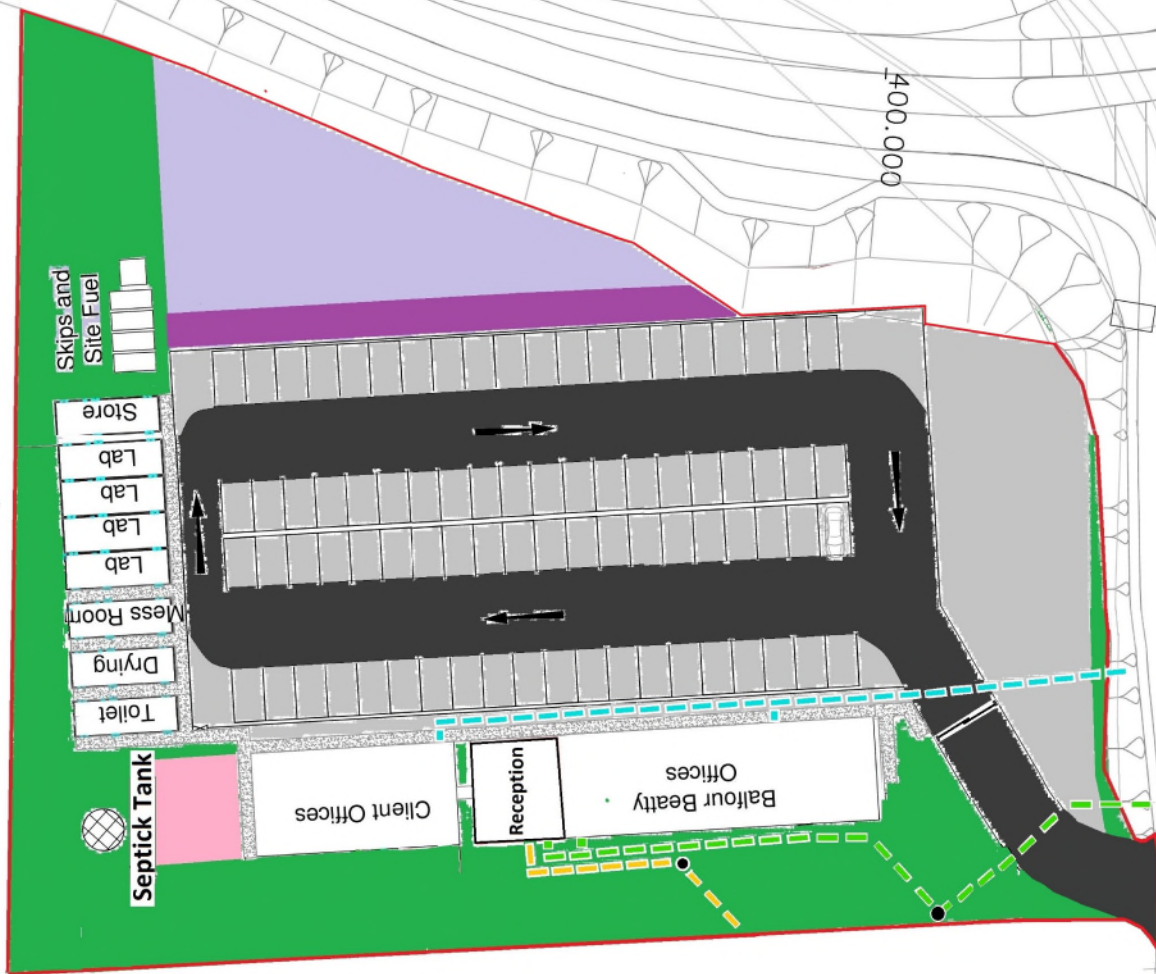
Granting planning consent for this proposal is further supported by the Scottish Government and by National Planning Policy, which states that Councils require to adopt a flexible and innovative approach to changing circumstances and new economic opportunities should be realised where they generate jobs & investment and result in a more successful country.

Existing Site Layout		
Original Scale	Date	26/09/18
1 : 500	1:	
Status	Drawing Number	HC 1 500 1d
PP		

THIS ATTENTION TO UNDERSTANDING AREA AND PURPOSE OF USE ON LAND ADJACENT TO HAS FUNCTIONAL, ENVIRONMENTAL, SOCIAL, AND ECONOMIC VALUE.



- Laydown and Storage Area.
- Tar Planings
- Area Laid To Grass
- Gravelled Recreation Area (Part Concrete Part Gravel)
- Pathway (Concrete)
- Pathway (Tar Planings)
- Internal Road (Tar)
- BT Line
- Water In Pipeline
- Electricity Cable (sub-terrain)
- Site Boundary



Proposed Site Layout

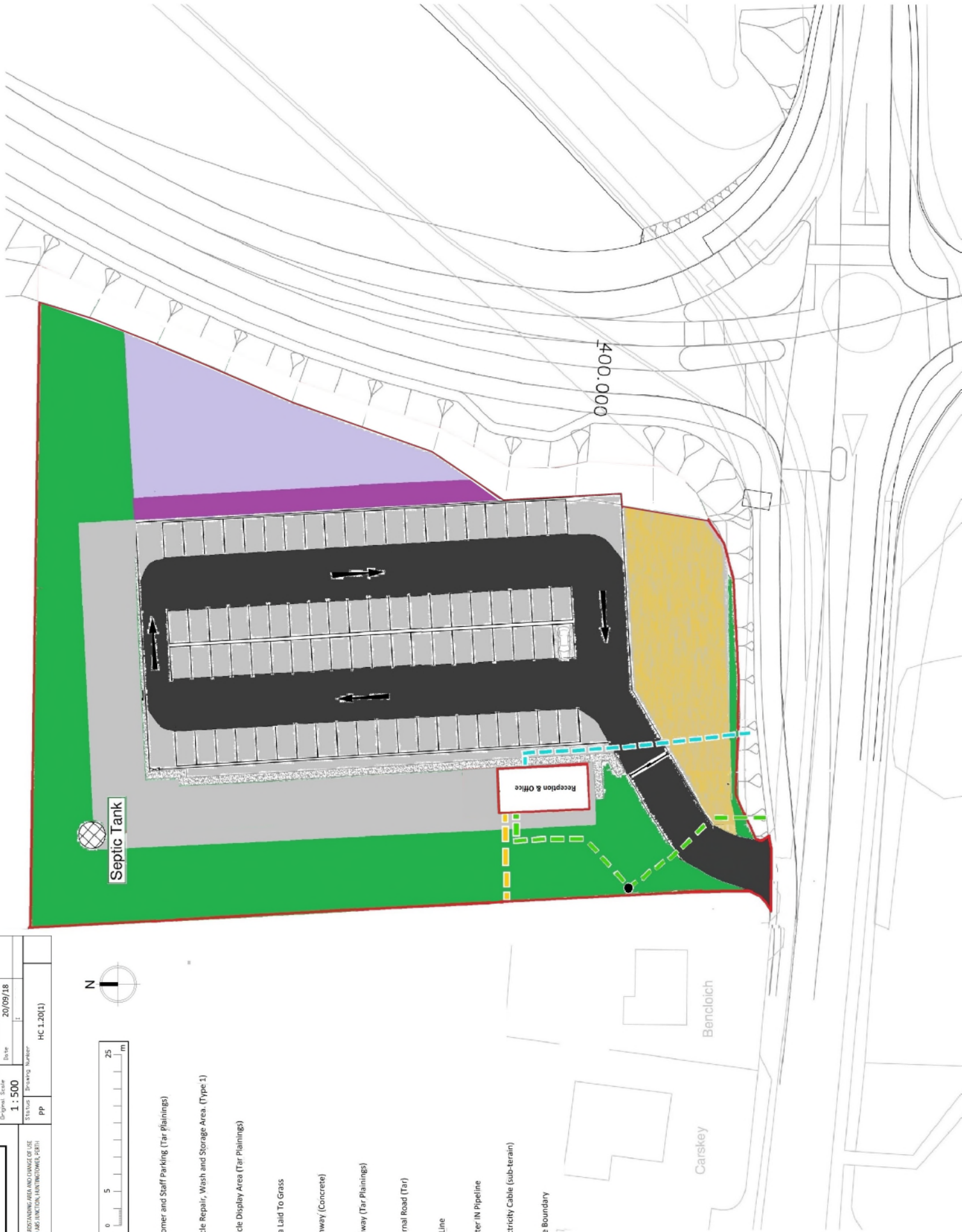
Original Scale	Date	Drawing Number
1 : 500	20/09/18	HC 120(1)
STATUS	PP	

THE RETENTION OF LANDSCAPING AREA AND DRIVING OF ALL ON LAND ADJACENT TO JARL JUNCTION, LUNFORD ROAD, 2018



- Customer and Staff Parking (Tar Plainings)
- Vehicle Repair, Wash and Storage Area (Type 1)
- Vehicle Display Area (Tar Plainings)
- Area Laid To Grass
- Pathway (Concrete)
- Pathway (Tar Plainings)
- Internal Road (Tar)
- BT Line
- Water IN Pipeline
- Electricity Cable (sub-terrain)
- Site Boundary

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PERTH AND KINROSS COUNCIL

Mr Magnus Heron
Kingsfield
29 Barossa Place
Perth

Pullar House
35 Kinnoull Street
PERTH
PH1 5GD

Date 21st November 2018

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT

Application Number: **18/01718/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 27th September 2018 for permission for **Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works Land 60 Metres North East Of Bencloich East Huntingtower Perth** for the reasons undernoted.

Interim Development Quality Manager

Reasons for Refusal

1. The proposal is contrary to Policy PM4: Settlement Boundaries as the site is located out with the settlement boundary of the Local Development Plan (LDP) adopted 2014 where the principle of development is resisted.
2. The proposal is contrary to Policy HE1A: Scheduled Monuments as the proposed car sales use will be highly visible and have a significant impact on the setting of Huntingtower Castle a scheduled ancient monument.
3. The proposal is contrary to Policy PM1A: Placemaking as the car sales use with associated vehicle repair, wash storage area to the north east corner of the site will not contribute positively to the quality of the surrounding built and natural environment, respecting the character and amenity of the place.
4. The proposal is contrary to Policy EP3C: Water, Environment and Drainage of the Perth and Kinross Local Development Plan 2014, as the proposal is close to the settlement boundary and does not connect to a public sewer and instead utilises a septic tank system.

5. The proposal is contrary to Policy TA1B: Transport Standards and Accessibility Requirements of the Perth and Kinross Local Development Plan 2014, as the formation and use of the access for car sales will have a detrimental impact on the proper operation of the traffic control at both the slip and the old Perth Mart. There is no provision for to make the site accessible to pedestrians/cyclists. It has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear and no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow. As a consequence it will have a detrimental impact on the road network and undermine the benefits associated with Phase 1 of the Perth Transport Futures Project.
6. Approval of this application would be premature before the outcome of the Local Development Plan process is known. An approval would circumvent the will of the council without a proper assessment of all the alternatives having been undertaken and would not be in the long term public interest.

Justification

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

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

Plan Reference

18/01718/1

18/01718/2

18/01718/3

18/01718/4

18/01718/5

18/01718/6

18/01718/7

18/01718/8

REPORT OF HANDLING

DELEGATED REPORT

Ref No	18/01718/FLL	
Ward No	P5- Strathtay	
Due Determination Date	26.11.2018	
Case Officer	John Russell	
Report Issued by		Date
Countersigned by		Date

PROPOSAL: Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works

LOCATION: Land 60 Metres North East Of Bencloich East Huntingtower Perth

SUMMARY:

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

DATE OF SITE VISIT: 10 October 2018

SITE PHOTOGRAPHS



BACKGROUND AND DESCRIPTION OF PROPOSAL

Phase 1 of the Perth Transport Futures Project provides a new link road from the A85 Crieff Road across the A9 dual carriageway and River Almond into Bertha Park. There are a number of significant benefits arising directly from Phase 1, with the main one being that it provides the vital first link in the Cross Tay Link Road (CTLR). However there are other local benefits within the vicinity of this site which include increased network capacity and improved flow on the A85.

To undertake Phase 1 of the Perth Transport Futures Project a temporary compound area was formed. Following the completion of the project the land was due to revert back to agricultural land.

This application seeks to retain the construction access onto the A85, the area of hardstanding will be used open car sales as well as seeks a vehicle repair, wash storage area to the north east corner of the site. The proposal also seeks to install portable buildings at the site entrance with a connection to a septic tank.

SITE HISTORY

11/01579/FLL Upgrading of roads infrastructure including the formation of slip roads, roundabouts, bridges, SUDS ponds, landscaping and diversion of culvert 31 May 2012 Application Approved

12/01767/SCRN Proposed road scheme 25 October 2012

12/02103/SCOP Proposed link road 19 February 2013

14/00569/SCOP Proposed redevelopment of junction 2 July 2014

15/00036/FLL Upgrading of roads infrastructure including the formation of new roads, roundabouts, bridges, car parking, landscaping and associated works 20 March 2015 Application Approved

15/02185/FLL Modification of permission 15/00036/FLL (upgrading of roads infrastructure) to include alterations to roundabout 2 February 2016 Application Approved

16/01290/FLL Upgrading of roads infrastructure including the formation of new roads, roundabouts, bridges, car parking, landscaping and associated works (revised design) 07 November 2016 Approved.

PRE-APPLICATION CONSULTATION

Pre application Reference: 17/00060/PREAPP

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 PM4 - Settlement Boundaries

For settlements which are defined by a settlement boundary in the Plan, development will not be permitted, except within the defined settlement boundary.

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 HE1A - Scheduled Monuments

There is a presumption against development which would have an adverse effect on the integrity of a Scheduled Monument and its setting, unless there are exceptional circumstances.

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.

Proposed Perth and Kinross Local Development Plan 2 (LDP2)

Perth & Kinross Council is progressing with preparation of a new Local Development Plan to provide up-to-date Development Plan coverage for Perth & Kinross. When adopted, the Perth & Kinross Local Development Plan 2 (LDP2) will replace the current adopted Perth & Kinross Local Development

Plan (LDP). The Proposed Local Development Plan 2 (LDP2) was approved at the Special Council meeting on 22 November 2017.

The representations received on the Proposed LDP2 and the Council's responses to these were considered at the Special Council meeting on 29 August 2018. The unresolved representation to the Proposed Plan after this period is likely to be considered at an Examination by independent Reporter(s) appointed by the Scottish Ministers, later this year. The Reporter(s) will thereafter present their conclusions and recommendations on the plan, which the Council must accept prior to adoption. It is only in exceptional circumstances that the Council can elect not to do this.

The Proposed LDP2 represents Perth & Kinross Council's settled view in relation to land use planning and as such it is a material consideration in the determination of planning applications. It sets out a clear, long-term vision and planning policies for Perth & Kinross to meet the development needs of the area up to 2028 and beyond. The Proposed LDP2 is considered consistent with the Strategic Development Plan (TAYplan) and Scottish Planning Policy (SPP) 2014. However, the outcome of the Examination could potentially result in modifications to the Plan. As such, currently limited weight can be given to its content where subject of a representation, and the policies and proposals of the plan are only referred to where they would materially alter the recommendation or decision.

OTHER POLICIES

Developer Contributions SPG

CONSULTATION RESPONSES

Transport Planning – Object. Significant concerns regarding this proposal's potential impact on the proper operation of the existing traffic control at both the slip and the old Perth Mart. Concern that no provision has been made to make the site accessible to pedestrians/cyclists etc. The proposals do not alter the existing road layout within the site and it has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear. No dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow.

Scottish Water – No response.

Policy and Strategy - The Development planning Strategic Environmental Assessment concerns for this site are also policy concerns which relate not just to this site lying out with the settlement boundary, but also to its potential impact on the setting of the Huntingtower Castle and on the amenity and character of the area, and to the appropriateness of the vehicular access.

Transport Scotland – No objection.

Perth and Kinross Heritage Trust - No archaeological mitigation is required in this instance.

Historic Environment Scotland - Have significant concerns about the potential adverse impact on the setting of the scheduled monument known as Huntingtower Castle (SM 90164) which is also a Property in the Care of Scottish Ministers. While HES do not object to the proposals as they do not raise historic environment issues of national significance, planning authorities are expected to treat our comments as a material consideration, and this advice should be taken into account in your decision making. They note that their decision not to object should not be taken as support for the proposals. The application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

REPRESENTATIONS

The following points were raised in the 1 representation received:

- Adverse affect on visual amenity
- Out of character with area
- Traffic Congestion

These issues are considered under the Appraisal Section 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	Submitted

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

This site is located outwith the settlement boundary of the Local Development Plan (LDP) adopted 2014 where the principle of development is resisted. Accordingly the proposal is contrary to Policy PM4.

The Proposed Local Development Plan 2 (consultation 1st December till 2nd February 2018) identifies the site within the settlement boundary but within designated open space to protect the landscape value and setting of Huntingtower Castle.

Consultation with Policy and Strategy confirms that Mr P Keir Doe made an objection to the Proposed LDP2 seeking the inclusion of the 1.6 ha temporary compound being used for the construction of Phase 1 of the CTRLR for permanent employment use. Whilst other representation supported the designation of land as open space for scheduled monument index 3630 and Huntingtower Castle (they consider this to be an excellent amenity asset and the designation recognises their setting).

The Council approved the summary of the representations made and modifications sought as well as the Council's response to them at the Council meeting on the 29th of August 2018. The Council's response defended the Proposed LDP2 position of identifying this land as open space within the settlement boundary and resisted its allocation for employment uses.

Representations made to the Proposed LDP2 and the Council's response will all be considered at Examination by a Reporter. The Council submitted the Proposed LDP2 and associated documents to Scottish Ministers for Examination on the 14th of September. The Reporters are expected to take between 6-9 months to get back to the Council with any recommended changes the Council should make before finalising and adopting the Plan. With this proposal subject of objection to the Proposed LDP2 this is an unresolved issue for Examination and it would be premature to determine this planning application prior to the completion of the Examination.

As a consequence the prematurity of this proposal also warrants refusal of the application.

Design, Layout and Conservation Considerations

Policy HE1A has a presumption against development which would have an adverse effect on the integrity of a Scheduled Monument and its setting, unless there are exceptional circumstances.

Huntingtower Castle is a Scheduled Ancient Monument which comprises two 15th and 16th towers and a 17th century range. Inside are some of

Scotland's finest painted ceilings of the period. The monument is of national importance because of its contribution to our understanding of medieval domestic and defensive architecture.

The Monument is now located in a largely urban area near to a major road and other modern development. However the castle is located within a large area of open ground which has not been developed, and this affords good views over the surrounding landscape, from both ground and upper levels. The castle is also a prominent feature within the landscape.

Consultation with Historic Environments Scotland confirms they are of the view that the car sales proposal would be highly visible from it at ground level and also from its upper views.

They note that they did not object to the A9/A85 Junction Redevelopment on the basis that this was a temporary construction compound associated with a major infrastructure project. Although their response to the EIA acknowledges that there would be an adverse impact on the setting of the monument, and therefore they recommended that tree planting would help to mitigate this impact.

I note the agent has proposed landscaping but I do not consider that this alleviates the impact as it will block a key vantage point and appreciation of the castle from the A85.

From my site inspection and review of the agent's supporting information there are no exceptional circumstances that warrants approval. I agree with the HES consultation that the proposed permanent development of the site would have a significant impact on the setting of Huntingtower Castle. As a consequence the proposal is contrary to Policy HE1A.

The site requires to be assessed against the 'Placemaking' policies of the adopted local plan, see Policy PM1A. In this case I do not consider the use for car sales and associated repair washing and storage area is appropriate in this highly visible area. The layout of the site and the proximity to new road infrastructure will have a poor visual appearance. I am also not convinced that the washing of cars in proximity to the new carriageway is appropriate. It is likely that spray from the car washing process will be detrimental to highway safety and any barrier to stop the spray will likely increase the visual impact of the development.

Residential Amenity

Planning Advice Note 1/2011 provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise. Unwanted noise can have a significant impact upon environmental quality, public health and amenity. It is important to be aware of the sources of noise in the environment in order to minimise or prevent its effects.

I consider that there is a lack of information on the proposed ancillary uses at the site (vehicle repair and car washing). These activities generate noise and are likely to have a detrimental impact on the neighbouring residential given the proximity of residential receptors to the west and north of the site. As a consequence it has not been demonstrated that the proposal would respect the character and amenity of place as required by Policy PM1A.

Roads and Access

As noted in the 'Background and Description of Proposal' section of this report that application sites relates to a temporary constriction compound to deliver Phase 1 of the Perth Transport Futures Project. This phase 1 has increased network capacity and improved flow on the A85 as well as delivering other wider benefits.

Transport Scotland has been consulted and do not advise against the granting of permission. However, consultation with the Council's Transport Planning Section has raised the following points:-

- Access (motorised) - this uncontrolled junction sits on the key route of the A85 between two sets of traffic signals (the entrance to Dobbies Garden centre & consented 281 residential development approx. 70 metres west of the proposals & the slip roads on/off the A9 approx. 60 metres east). These traffic signals are to be linked, so as to better manage traffic flow through this key corridor and there is potential for such an access if made permanent to impede traffic flow on the local & strategic road networks.
- Access (non-motorised) - no provision has been made to make the site accessible to pedestrians/cyclists etc. against policy set within Design Streets to prioritise consideration of pedestrians, cyclists and public transport too and within the site.
- Turning facilities - the proposals do not alter the existing road layout within the site and the applicant has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear.
- Loading - no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow.

I place weight on the commentary from the Council's Transport Section due to their involvement in the delivery of the Perth Transport Futures Project that has been undertaken to improve the flow and network capacity on this part of the A85 which is important for Strategic Development Sites identified in the Local Development Plan. Taking the above into account the proposal will adversely affect the operation of the Road Network, contrary to Policy TA1B.

Drainage and Flooding

Policy EP3C of the Perth and Kinross Local Development Plan 2014 looks for foul water to be disposed of via a public sewer where the site is close to the settlement boundary. Given the sites proximity to Perth the septic tank proposed for the site is unacceptable.

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 existing compound was only granted temporary planning consent in association with the delivery of the new junction works and as such was not subject to a contribution towards the Transport Infrastructure. To bring the site into permanent use would require the proposal to be considered against the Contributions Guidance.

The proposal is for a car sales area and associated reception/sales office building. A contribution will be required from the new building. The Marketing Suit part of the building extends to 32m² and the Retail rate of £123 per m² will apply. The Office/Kitchen/W.C. extends to 20m² and the employment rate of £11 per m² will apply. No exemption will be given for the Office/kitchen/W.C. on the basis of this being Brownfield Land as the original consent was temporary.

Transport Infrastructure: £4,516 (32m² x £123) + (20m² x £11) Total: £4,516.

Economic Impact

The economic impact of the proposal is likely to be minimal.

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 2012 and the adopted Local Development Plan 2014. I have taken account of material considerations and find none that would justify overriding the adopted Development Plan. On that basis the application is recommended for refusal.

APPLICATION PROCESSING TIME

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

LEGAL AGREEMENTS

None required.

DIRECTION BY SCOTTISH MINISTERS

None applicable to this proposal.

RECOMMENDATION

Refuse the application

Reasons for Recommendation

- 1 The proposal is contrary to Policy PM4: Settlement Boundaries as the site is located out with the settlement boundary of the Local Development Plan (LDP) adopted 2014 where the principle of development is resisted.
- 2 The proposal is contrary to Policy HE1A: Scheduled Monuments as the proposed car sales use will be highly visible and have a significant impact on the setting of Huntingtower Castle a scheduled ancient monument.
- 3 The proposal is contrary to Policy PM1A: Placemaking as the car sales use with associated vehicle repair, wash storage area to the north east corner of the site will not contribute positively to the quality of the surrounding built and natural environment, respecting the character and amenity of the place.
- 4 The proposal is contrary to Policy EP3C: Water, Environment and Drainage of the Perth and Kinross Local Development Plan 2014, as the proposal is close to the settlement boundary and does not connect to a public sewer and instead utilises a septic tank system.
- 5 The proposal is contrary to Policy TA1B: Transport Standards and Accessibility Requirements of the Perth and Kinross Local Development Plan 2014, as the formation and use of the access for car sales will have a detrimental impact on the proper operation of the traffic control at both the slip and the old Perth Mart. There is no provision for to make the site accessible to pedestrians/cyclists. It has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear and no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow. As a consequence it will have a detrimental impact on the road network and undermine the benefits associated with Phase 1 of the Perth Transport Futures Project.
- 6 Approval of this application would be premature before the outcome of the Local Development Plan process is known. An approval would circumvent the will of the council without a proper assessment of all the

alternatives having been undertaken and would not be in the long term public interest.

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

18/01718/1

18/01718/2

18/01718/3

18/01718/4

18/01718/5

18/01718/6

18/01718/7

18/01718/8

Date of Report 21.11.2018



Proposed Change of Use Application East Huntingtower Response to Transportation

Stuart Burke and Kiloh Associates

Engineering Consultancy

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Client:		Document Reference:		Project Number:
Cnoclee Limited		East Huntingtower Response to Transportation		SBA1789
Date:	Prepared:	Checked:	Approved:	Revision:
1 st February 2019	MG	SMcB	MG	00
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Revision Changes

Rev.	Revision Notes	Date	Prepared	Checked	Approved



Changes within the document from the previous issue are indicated by a revision change triangle.

1. Introduction

Stuart Burke Associates (SBA) has been commissioned by Cnoclee Limited to undertake a Response to Transportation in support of an appeal against refusal of planning permission for a proposed Change of Use Application for a site located on land 60m North East of Bencloich, East Huntingtower, Perth.

1.1 Site History and Background

The site comprises an area of hardstanding which is currently used as a temporary construction compound in connection with Phase 1 of the Perth Transport Futures Project. An application for Change of Use (planning reference: 18/01718/FLL) was submitted to Perth & Kinross Council seeking to retain the construction access onto the A85 and modify the existing use of the site from a construction compound to a vehicle sales and display area, alongside the siting of a reception/sales office building, formation of parking areas and associated works.

1.2 Change of Use Application

The Applicant seeks to retain the extant area of hardstanding and use this for car sales as well as vehicle repair and a wash storage area located to the north east corner of the site. The proposal also seeks to install a portable building at the site entrance with a connection to an existing septic tank.

The application was submitted on the 21st September 2018 and was subsequently refused on the 21st November 2018. A copy of the Decision Notice is contained in Appendix A of this report. Amongst the reasons for refusal were objections from the Local Development Engineer on the following transportation grounds:

- *Access (motorised), this uncontrolled junction sits on the key route of the A85 between two sets of traffic signals (the entrance to Dobbies Garden centre & consented 281 residential development approx. 70 metres west of the proposals & the slip roads on/off the A9 approx. 60 metres east). These traffic signals are to be linked, so as to better manage traffic flow through this key corridor and there is potential for such an access if made permanent to impede traffic flow on the local & strategic road networks.*
- *Access (non-motorised), no provision has been made to make the site accessible to pedestrians/cyclists etc. against policy set within Design Streets to prioritise consideration of pedestrians, cyclists and public transport to and within the site.*
- *Turning facilities, the proposals do not alter the existing road layout within the site and the applicant has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear.*
- *Loading, no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow.*

The transportation reasons for refusal given by Perth & Kinross Council in the Planning Decision Notice were:

The proposal is contrary to Policy TA1B: Transport Standards and Accessibility Requirements of the Perth and Kinross Local Development Plan 2014, as the formation and use of the access for car sales will have a detrimental impact on the proper operation of the traffic control at both the slip and the old Perth Mart. There is no provision for to make the site accessible to pedestrians/cyclists.

It has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear and no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow. As a consequence, it will have a detrimental impact on the road network and undermine the benefits associated with Phase 1 of the Perth Transport Futures Project.

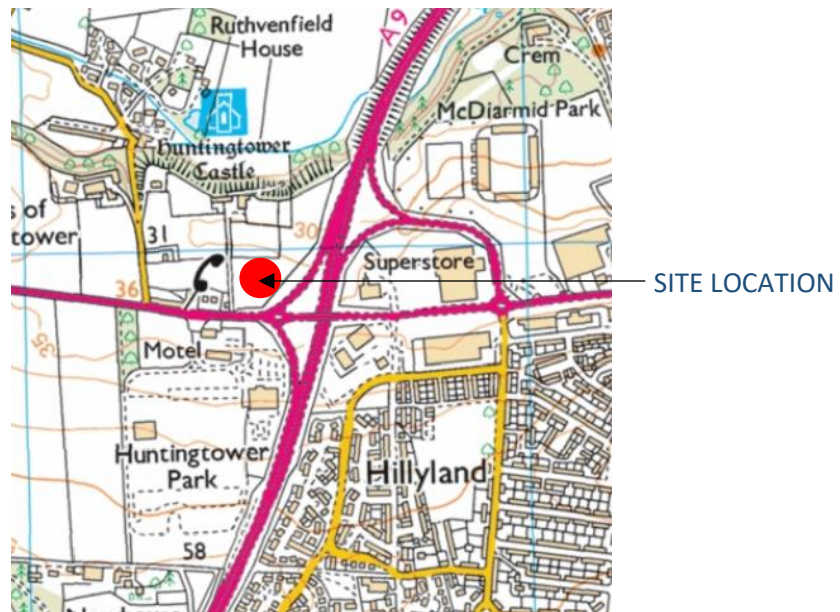
This report has been prepared to address the transportation concerns highlighted within the Decision Notice. No other reasons for refusal have been considered.

2. Proposed Development

2.1 Site Location

The proposed development site lies on land 60 Metres North East of Benclloch East Huntingtower Perth as indicated in Figure 1 below.

Figure 1 Site Location



Source: Bing Maps

2.2 Site Description

The site comprises an area of hardstanding which is currently used as a temporary construction compound in connection with Phase 1 of the Perth Transport Futures Project. Boundaries to the site include:

- North: Greenfield;
- South: A85;
- East: A9 slip road;
- West: Private Access Lane.

2.3 Development Proposals

The development will retain the existing access onto the A85 alongside the area of hardstanding which will be used for open car sales as well as a vehicle repair and wash storage area to the north east corner of the site. The proposal also seeks to install a portable building at the site entrance with a connection to an existing septic tank. Internal alterations to the site are to be made to facilitate the proposed use.

3. Existing Transport Network

3.1 The Site

The proposed development site is located on the outskirts of Perth on the A85 Crieff Road. Access to the site is directly from Crieff Road as indicated below in Figure 2.

Figure 2 Existing Access



Source: Site Photographs (January 2019)

3.2 Walking

Existing footways are present along the southern boundary of the site on Crieff Road as indicated in Figure 3 below.

Figure 3 A85 Crieff Road



Source: Site Photographs (January 2019)

The pedestrian facilities in the vicinity of the site provide uninterrupted connection to the surrounding areas, including the wider residential conurbations and local amenities. The footways are approximately 1.8m in width and benefit from street lighting. Dropped kerbs and pedestrian refuges are present at key crossing points. A controlled pedestrian crossing with dropped kerbs and tactile paving is present to the east of the site as indicated below in Figure 4.

Figure 4 A85



Source: Site Photographs (January 2019)

3.3 Cycling

Formal cyclist facilities are limited however on-road cycling is available.

3.4 Public Transport

3.4.1 Bus Services

The closest bus stop to the site is located on the westbound carriageway of the A85, approximately 150m to the west. A second bus stop is located on the eastbound carriageway, approximately 250m away as indicated in Figure 5 overleaf. Both stops offers a shelter, timetable information and seating.

Figure 5 Existing Public Transport Facilities



Bus Stop on A85 (westbound)



Bus Stop on A85 (eastbound)

Source: Site Photographs (January 2019)

Bus timetable information is contained in Table 1 below:

Table 1 Bus Timetable Information

Service	Operator	Route	Monday to Friday			Saturday		Sunday	
			Peak	Day	Eve	Day	Eve	Day	Eve
14/15 14A/15A	Stagecoach	Perth – Crieff Road – Ruthvenfield - Perth	Start: 06:03			Start: 06:30		Start: 09:43	
			Finish: 23:18			Finish: 23:18		Finish: 21:28	
			Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 60 minutes	Every 120 minutes	
155	Docherty's Midland Coaches	Perth – Crieff Road – Ruthvenfield - Crieff	Start: 08:22			Start: 12:12		No service	
			Finish: 16:41			Finish: 16:12			
			4 services per day			2 services per day			
614	Stagecoach	Pitcairngreen circular - Perth	1 service per day			No service		No service	

The above timetable information was correct at the time of writing this report.

3.4.2 Rail Services

The closest railway station is Perth Railway Station approximately 4.2km from the site.

3.5 Existing Road Network

The following section presents an overview of the existing road network in the vicinity of the site.

3.5.1 Crieff Road

The A85 Crieff Road forms the southern boundary of the proposed development site and extends in a general east-west direction from the A9 in the east to the A84 in the west. In the vicinity of the site, the route is single carriageway,

approximately 6.0m in width and benefits from street lighting. Direct frontage access is available. Signal controlled junctions are present both east and west of the development site access. Crieff Road is indicated below in Figure 6.

Figure 6 Crieff Road



Crieff Road (looking east)

Crieff Road (new signalised junction)

Source: Site Photographs (January 2019)

3.6 Wider Road Network

The A9 is accessible east of the site providing convenient access south to the M90 and north towards Dunkeld and Pitlochry and beyond. To the west, the A85 continues towards Methven and offers access to the local road network. The site is considered well placed to offer access to the strategic road network.

4. Exiting Transportation Network Review

Footways in the vicinity of the site are of good quality with adequate street lighting and offer an attractive option to access the site from the surrounding area. Local amenities including retail and convenience offer are located within 10-15 minutes' walk.

Footways are in general, contiguous and well-lit and provide a continuous link to nearby public transport facilities which are considered suitable to accommodate the increase in trips from the proposed development.

The local road network is considered suitable for on-road cycling.

Bus services are available close to the site on Crieff Road, with services operating every 30 minutes (120 on a Sunday), seven days a week to a range of destinations.

The site is well located with regards to access to the strategic road network, with the A9 accessible immediately east of the site.

4.1 Exiting Transportation Network Summary

In summary, the site is well positioned to take advantage of a range of sustainable modes of transport with a genuine choice of travel mode available. Public transport facilities are conveniently located with availability of services considered adequate to serve the proposed development. Local amenities and facilities are located within acceptable walking distances.

It is therefore considered that the proposal would represent a sustainable form of development with reference to Local and National policy objectives.

5. Measures to Support the Development

Pedestrian accessibility will be catered for within the site through the provision of internal footpaths which will connect the development with the existing footway provision on Crieff Road to accommodate pedestrian desire lines. The internal layout of the site is currently being developed and will be submitted to Perth & Kinross Council for approval in due course.

The development proposals will include for direct links to the existing footway provision, providing contiguous access to the surrounding network.

The location of the site offers a high degree of accessibility to local services and to public transport facilities. The public transport services in the area offer access to many of the local employment, leisure and commercial zones within Perth and beyond.

5.1 Development Vehicular Access

The proposed development will retain the existing access from Crieff Road.

6. Proposed Development Travel Characteristics

Local and National transport policies focus on providing integrated transport solutions, with emphasis on the accommodation and provision of alternative modes of transport to the private car. The need to consider sustainable modes of transport is an underlying theme throughout current guidance. This chapter therefore considers the trip generation potential of the development in terms of people trips and the travel modes that people will use.

6.1 People Trip Generation

The proposed development comprises a vehicle sales and display area, alongside the siting of a reception/sales office building, formation of parking areas and associated works covering an area of approximately 2,000sqm.

The development has been assessed on a people trip basis to identify the likely number of people trips generated by the site and its associated modal split. The industry standard programme TRICS (Trip Rate Information Computer System) has been used for this purpose, using similar sites to that proposed (Car Showrooms), to develop an accurate trip profile.

The selection of sites used within the TRICS analysis has been undertaken to best represent the characteristics of the area (Suburban and Edge of Town). In accordance with best practice, sites within London and the South East have been excluded.

A total of 6 sites have been included within the analysis which is considered sufficient to provide a robust analysis. Details of the primary and secondary filtering criteria and full TRICS output are contained in Appendix B of this report.

A summary of the TRICS output and people trips is provided below in Table 1.

Table 2 Vehicle Trips

2,500sqm	Weekday AM Peak			Weekday PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	0.853	0.219	1.072	0.415	0.910	1.325
Vehicle Trips	18	5	23	9	19	27

A review of the TRICS database highlights minimal multimodal information available for the proposed development type with only 1 site being available. The trip generation profile is presented overleaf in Table 3.

Table 3 People Trips by Mode of Travel

Mode	Weekday AM Peak			Weekday PM Peak		
	In	Out	Total	In	Out	Total
Pedestrian	1	1	2	1	1	2
Cycling	1	0	1	0	1	1
Public Transport	1	0	1	0	1	0
Train	0	0	0	0	0	0
Underground, metro, light rail or tram	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
OGV	1	1	2	1	1	2
Total	4	2	6	2	4	5

As indicated in Tables 2 and 3, the proposed development is anticipated to generate a total of 23 and 27 two-way vehicle trips in the weekday AM and PM peak periods respectively and a total of 4 and 3 two-way people trips are anticipated to be made by sustainable modes (i.e. walking, cycling and public transport) during the weekday AM and PM peak periods respectively.

The owner of the site has confirmed that there will be 5 employees based at the site. It is estimated that there will be 10 visitors on average per day, who visit the site. In view of the information presented in Tables 2 and 3 above, this would suggest that the figures are robust and, in all likelihood, will be less than that presented.

Given the low number of vehicles predicted to access the site during the peak hours (<1 vehicle every two minutes), it is not considered likely to result in a significant impact on the operation of the nearby traffic signal junctions and local road network. It is therefore concluded that the proposed development can be accommodated within the local road network and that no further assessment is considered necessary.

7. Site Access

Access to the site is currently via Crieff Road. This access will be maintained to provide access to the vehicle car sales development, with alterations to the internal layout to provide adequate manoeuvring space and storage within the site.

In response to the comments received from Perth & Kinross Council and to demonstrate that a suitable loading vehicle such as a car transporter can access & egress the site in a forward gear, swept path analysis has been undertaken using the industry standard software Autodesk Vehicle Tracking. A copy of the swept path analysis is contained within Appendix C of this report.

The swept path analysis demonstrates that a typical vehicle can access and egress the site in forward gear. Given the layout of the existing junction and to facilitate ease of movement, transport vehicles will be required to access and egress the site from the west. This will be managed by the operator of the site via a site-specific Transport Management Plan.

In order to facilitate the loading/unloading of vehicles within the site, the area for loading has been indicated on Drawing SBA1789_106_1001. During these times, traffic will be routed internally around this area when loading/unloading is taking place to minimise disruption and the forthcoming site layout plan will be developed taking this into consideration.

The internal layout of the site is currently being developed and will provide the necessary manoeuvring space internally, to accommodate the swept path as indicated on Drawing SBA1789_106_1001.

8. Summary and Conclusions

Stuart Burke Associates (SBA) has been commissioned by Cnoclee Limited to undertake a Response to Transportation in support of an appeal against refusal of planning permission for a proposed Change of Use Application for a site located on land 60m North East of Bencloich, East Huntingtower, Perth.

The application was refused on the 21st November 2018. The reasons for refusal on transportation grounds were as follows:

- *Access (motorised), this uncontrolled junction sits on the key route of the A85 between two sets of traffic signals (the entrance to Dobbies Garden centre & consented 281 residential development approx. 70 metres west of the proposals & the slip roads on/off the A9 approx. 60 metres east). These traffic signals are to be linked, so as to better manage traffic flow through this key corridor and there is potential for such an access if made permanent to impede traffic flow on the local & strategic road networks.*
- *Access (non-motorised), no provision has been made to make the site accessible to pedestrians/cyclists etc. against policy set within Design Streets to prioritise consideration of pedestrians, cyclists and public transport to and within the site.*
- *Turning facilities, the proposals do not alter the existing road layout within the site and the applicant has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear.*
- *Loading, no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow.*

The development has been assessed in accordance with best practice guidance using people trip rates derived from the TRICS database and is presented in accordance with local and national transport policy.

The results of a vehicle trip assessment indicate that the proposed development is likely to generate in the region of 23 and 27 two-way people trips during the weekday AM and PM peak periods respectively.

Given the level of vehicular traffic predicted to access the site, it is considered that the proposed development can be accommodated within the local road network and will not result in a significant impact on the operation of the nearby linked signal junctions.

A total of 4 and 3 two-way people trips are anticipated to be made by sustainable modes during the Weekday AM and PM peak periods respectively. Pedestrian facilities within the area have been assessed and are of good quality throughout. Footways are in general, contiguous and well-lit and provide a continuous link to local facilities and local amenities which are conveniently located within acceptable walking distances.

The development will be connected to existing pedestrian infrastructure via a network of internal footpaths which will be indicated on the forthcoming layout which is currently being developed.

Formal cyclist facilities are limited however, the surrounding road network conducive for cyclists.

The existing level of public transport services is considered acceptable to support the demand from the site. Travel distances to public transport facilities have been identified as significantly below the maximum threshold of 400m to the nearest bus stop from the site.

The existing access onto Crieff Road will be maintained and the internal layout of the site designed to accommodate the swept path of the largest vehicle anticipated to access the site. Swept path analysis has been undertaken to demonstrate that the vehicle can enter and exit the site in a forward gear.

Loading/unloading will be facilitated within the internal layout with vehicular traffic temporarily routed around the transport vehicle during these times. This will be indicated on the forthcoming development site layout plan.

This report has demonstrated that the proposed development will integrate well with the existing transport network and also benefits from existing travel facilities for pedestrians, cyclists, and car users. Given the foregoing, alongside the good availability of public transport in the surrounding area and the proximity of the site to local facilities, it is considered that the site offers a choice of convenient and sustainable travel options and is presented in accordance with local and national transport policy guidance.

Appendix A Decision Notice

PERTH AND KINROSS COUNCIL

Mr Magnus Heron
Kingsfield
29 Barossa Place
Perth

Pullar House
35 Kinnoull Street
PERTH
PH1 5GD

Date 21st November 2018

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT

Application Number: **18/01718/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 27th September 2018 for permission for **Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works Land 60 Metres North East Of Bencloich East Huntingtower Perth** for the reasons undernoted.

Interim Development Quality Manager

Reasons for Refusal

1. The proposal is contrary to Policy PM4: Settlement Boundaries as the site is located out with the settlement boundary of the Local Development Plan (LDP) adopted 2014 where the principle of development is resisted.
2. The proposal is contrary to Policy HE1A: Scheduled Monuments as the proposed car sales use will be highly visible and have a significant impact on the setting of Huntingtower Castle a scheduled ancient monument.
3. The proposal is contrary to Policy PM1A: Placemaking as the car sales use with associated vehicle repair, wash storage area to the north east corner of the site will not contribute positively to the quality of the surrounding built and natural environment, respecting the character and amenity of the place.
4. The proposal is contrary to Policy EP3C: Water, Environment and Drainage of the Perth and Kinross Local Development Plan 2014, as the proposal is close to the settlement boundary and does not connect to a public sewer and instead utilises a septic tank system.

5. The proposal is contrary to Policy TA1B: Transport Standards and Accessibility Requirements of the Perth and Kinross Local Development Plan 2014, as the formation and use of the access for car sales will have a detrimental impact on the proper operation of the traffic control at both the slip and the old Perth Mart. There is no provision for to make the site accessible to pedestrians/cyclists. It has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear and no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow. As a consequence it will have a detrimental impact on the road network and undermine the benefits associated with Phase 1 of the Perth Transport Futures Project.
6. Approval of this application would be premature before the outcome of the Local Development Plan process is known. An approval would circumvent the will of the council without a proper assessment of all the alternatives having been undertaken and would not be in the long term public interest.

Justification

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

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

Plan Reference

18/01718/1

18/01718/2

18/01718/3

18/01718/4

18/01718/5

18/01718/6

18/01718/7

18/01718/8

Appendix B TRICS Output

Calculation Reference: AUDIT-701703-190131-0141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
 Category : A - CAR SHOW ROOMS
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	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: 1600 to 2659 (units: sqm)
 Range Selected by User: 1500 to 3000 (units: sqm)

Parking Spaces Range: Selected: 0 to 254 Actual: 0 to 254

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 29/11/17

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	1 days
Tuesday	1 days
Wednesday	1 days
Friday	3 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)	2
Edge of Town	4

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	2
Commercial Zone	2
No Sub Category	2

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:

Sui Generis

5 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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 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	1 days
1.1 to 1.5	4 days
1.6 to 2.0	1 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	CA-14-A-03 FORD STUKELEY MEADOWS HUNTINGDON		CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 1608 sqm <i>Survey date: FRIDAY 21/10/11</i>		<i>Survey Type: MANUAL</i>
2	DL-14-A-02 NISSAN & PEUGEOT NEVINSTOWN LANE DUBLIN SWORDS Edge of Town No Sub Category Total Gross floor area: 2659 sqm <i>Survey date: FRIDAY 21/09/12</i>		DUBLIN <i>Survey Type: MANUAL</i>
3	DO-14-A-02 SHOWROOM PORTAFERRY ROAD NEWTOWNARDS		DOWN
	Edge of Town Commercial Zone Total Gross floor area: 2076 sqm <i>Survey date: TUESDAY 08/06/10</i>		<i>Survey Type: MANUAL</i>
4	NY-14-A-04 LAND ROVER HUTTON BANK RIPON		NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 2160 sqm <i>Survey date: MONDAY 23/09/13</i>		<i>Survey Type: MANUAL</i>
5	RO-14-A-01 FORD & VOLVO R362 ATHLONE GATEWAY Edge of Town No Sub Category Total Gross floor area: 1600 sqm <i>Survey date: WEDNESDAY 24/09/14</i>		ROSCOMMON <i>Survey Type: MANUAL</i>
6	TW-14-A-02 RENAULT STONEYGATE CLOSE GATESHEAD		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2200 sqm <i>Survey date: FRIDAY 04/10/13</i>		<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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	5	2139	0.374	5	2139	0.000	5	2139	0.374
08:00 - 09:00	6	2051	0.853	6	2051	0.219	6	2051	1.072
09:00 - 10:00	6	2051	0.626	6	2051	0.423	6	2051	1.049
10:00 - 11:00	6	2051	0.528	6	2051	0.471	6	2051	0.999
11:00 - 12:00	6	2051	0.626	6	2051	0.675	6	2051	1.301
12:00 - 13:00	6	2051	0.715	6	2051	0.642	6	2051	1.357
13:00 - 14:00	6	2051	0.569	6	2051	0.585	6	2051	1.154
14:00 - 15:00	6	2051	0.667	6	2051	0.675	6	2051	1.342
15:00 - 16:00	6	2051	0.561	6	2051	0.650	6	2051	1.211
16:00 - 17:00	6	2051	0.577	6	2051	0.862	6	2051	1.439
17:00 - 18:00	6	2051	0.415	6	2051	0.910	6	2051	1.325
18:00 - 19:00	6	2051	0.057	6	2051	0.390	6	2051	0.447
19:00 - 20:00	1	2200	0.000	1	2200	0.045	1	2200	0.045
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.568			6.547			13.115

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:	1600 - 2659 (units: sqm)
Survey date date range:	01/01/10 - 29/11/17
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 shown. 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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	5	2139	0.000	5	2139	0.000	5	2139	0.000
08:00 - 09:00	6	2051	0.008	6	2051	0.008	6	2051	0.016
09:00 - 10:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
10:00 - 11:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
11:00 - 12:00	6	2051	0.024	6	2051	0.024	6	2051	0.048
12:00 - 13:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
13:00 - 14:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
14:00 - 15:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
15:00 - 16:00	6	2051	0.024	6	2051	0.024	6	2051	0.048
16:00 - 17:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
17:00 - 18:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
18:00 - 19:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	5	2139	0.000	5	2139	0.000	5	2139	0.000
08:00 - 09:00	6	2051	0.016	6	2051	0.008	6	2051	0.024
09:00 - 10:00	6	2051	0.008	6	2051	0.008	6	2051	0.016
10:00 - 11:00	6	2051	0.016	6	2051	0.016	6	2051	0.032
11:00 - 12:00	6	2051	0.033	6	2051	0.024	6	2051	0.057
12:00 - 13:00	6	2051	0.008	6	2051	0.016	6	2051	0.024
13:00 - 14:00	6	2051	0.000	6	2051	0.008	6	2051	0.008
14:00 - 15:00	6	2051	0.016	6	2051	0.016	6	2051	0.032
15:00 - 16:00	6	2051	0.008	6	2051	0.008	6	2051	0.016
16:00 - 17:00	6	2051	0.024	6	2051	0.008	6	2051	0.032
17:00 - 18:00	6	2051	0.033	6	2051	0.033	6	2051	0.066
18:00 - 19:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.162			0.145			0.307

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	5	2139	0.000	5	2139	0.000	5	2139	0.000
08:00 - 09:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
09:00 - 10:00	6	2051	0.016	6	2051	0.008	6	2051	0.024
10:00 - 11:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
11:00 - 12:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
12:00 - 13:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
13:00 - 14:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
14:00 - 15:00	6	2051	0.000	6	2051	0.008	6	2051	0.008
15:00 - 16:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
16:00 - 17:00	6	2051	0.008	6	2051	0.016	6	2051	0.024
17:00 - 18:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
18:00 - 19:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.032			0.056

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	5	2139	0.009	5	2139	0.000	5	2139	0.009
08:00 - 09:00	6	2051	0.008	6	2051	0.000	6	2051	0.008
09:00 - 10:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
10:00 - 11:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
11:00 - 12:00	6	2051	0.008	6	2051	0.000	6	2051	0.008
12:00 - 13:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
13:00 - 14:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
14:00 - 15:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
15:00 - 16:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
16:00 - 17:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
17:00 - 18:00	6	2051	0.000	6	2051	0.000	6	2051	0.000
18:00 - 19:00	6	2051	0.000	6	2051	0.024	6	2051	0.024
19:00 - 20:00	1	2200	0.000	1	2200	0.000	1	2200	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.024			0.049

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.

Calculation Reference: AUDIT-701703-190131-0134

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

MULTI-MODAL VEHICLES*Selected regions and areas:*

06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
17 ULSTER (NORTHERN IRELAND)	
DO DOWN	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: 2076 to 5700 (units: sqm)
 Range Selected by User: 1964 to 5700 (units: sqm)

Parking Spaces Range: Selected: 13 to 185 Actual: 13 to 185

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 24/10/13

*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:*

<u>Tuesday</u>	1 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.**Selected survey types:*

<u>Manual count</u>	2 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:*

<u>Suburban Area (PPS6 Out of Centre)</u>	1
Edge of Town	1

*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:*

<u>Industrial Zone</u>	1
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:*

<u>Sui Generis</u>	2 days
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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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	1 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	2 days
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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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DO-14-A-02	SHOWROOM		DOWN
	PORTAFERRY ROAD			
	NEWTOWNARDS			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	2076 sqm		
	Survey date: TUESDAY	08/06/10		Survey Type: MANUAL
2	WM-14-A-04	VOLKSWAGEN		WEST MIDLANDS
	LAWLEY MIDDLEWAY			
	BIRMINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	5700 sqm		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL

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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.167	2	3888	0.039	2	3888	0.206
08:00 - 09:00	2	3888	0.553	2	3888	0.193	2	3888	0.746
09:00 - 10:00	2	3888	0.399	2	3888	0.219	2	3888	0.618
10:00 - 11:00	2	3888	0.412	2	3888	0.296	2	3888	0.708
11:00 - 12:00	2	3888	0.476	2	3888	0.424	2	3888	0.900
12:00 - 13:00	2	3888	0.463	2	3888	0.566	2	3888	1.029
13:00 - 14:00	2	3888	0.386	2	3888	0.399	2	3888	0.785
14:00 - 15:00	2	3888	0.476	2	3888	0.450	2	3888	0.926
15:00 - 16:00	2	3888	0.399	2	3888	0.437	2	3888	0.836
16:00 - 17:00	2	3888	0.309	2	3888	0.476	2	3888	0.785
17:00 - 18:00	2	3888	0.296	2	3888	0.540	2	3888	0.836
18:00 - 19:00	2	3888	0.051	2	3888	0.270	2	3888	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.387			4.309			8.696

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:	2076 - 5700 (units: sqm)
Survey date date range:	01/01/10 - 24/10/13
Number of weekdays (Monday-Friday):	2
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 shown. 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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
08:00 - 09:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
09:00 - 10:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
10:00 - 11:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
11:00 - 12:00	2	3888	0.013	2	3888	0.039	2	3888	0.052
12:00 - 13:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
13:00 - 14:00	2	3888	0.013	2	3888	0.013	2	3888	0.026
14:00 - 15:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
15:00 - 16:00	2	3888	0.039	2	3888	0.039	2	3888	0.078
16:00 - 17:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
17:00 - 18:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
18:00 - 19:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.104			0.169

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
08:00 - 09:00	2	3888	0.013	2	3888	0.013	2	3888	0.026
09:00 - 10:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
10:00 - 11:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
11:00 - 12:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
12:00 - 13:00	2	3888	0.013	2	3888	0.039	2	3888	0.052
13:00 - 14:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
14:00 - 15:00	2	3888	0.026	2	3888	0.013	2	3888	0.039
15:00 - 16:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
16:00 - 17:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
17:00 - 18:00	2	3888	0.039	2	3888	0.013	2	3888	0.052
18:00 - 19:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.104			0.221

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
08:00 - 09:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
09:00 - 10:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
10:00 - 11:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
11:00 - 12:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
12:00 - 13:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
13:00 - 14:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
14:00 - 15:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
15:00 - 16:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
16:00 - 17:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
17:00 - 18:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
18:00 - 19:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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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TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.167	2	3888	0.039	2	3888	0.206
08:00 - 09:00	2	3888	0.592	2	3888	0.244	2	3888	0.836
09:00 - 10:00	2	3888	0.527	2	3888	0.296	2	3888	0.823
10:00 - 11:00	2	3888	0.463	2	3888	0.373	2	3888	0.836
11:00 - 12:00	2	3888	0.566	2	3888	0.527	2	3888	1.093
12:00 - 13:00	2	3888	0.566	2	3888	0.733	2	3888	1.299
13:00 - 14:00	2	3888	0.489	2	3888	0.476	2	3888	0.965
14:00 - 15:00	2	3888	0.579	2	3888	0.502	2	3888	1.081
15:00 - 16:00	2	3888	0.489	2	3888	0.502	2	3888	0.991
16:00 - 17:00	2	3888	0.373	2	3888	0.527	2	3888	0.900
17:00 - 18:00	2	3888	0.463	2	3888	0.682	2	3888	1.145
18:00 - 19:00	2	3888	0.064	2	3888	0.322	2	3888	0.386
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.338			5.223			10.561

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
08:00 - 09:00	2	3888	0.013	2	3888	0.013	2	3888	0.026
09:00 - 10:00	2	3888	0.026	2	3888	0.026	2	3888	0.052
10:00 - 11:00	2	3888	0.039	2	3888	0.039	2	3888	0.078
11:00 - 12:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
12:00 - 13:00	2	3888	0.039	2	3888	0.051	2	3888	0.090
13:00 - 14:00	2	3888	0.013	2	3888	0.026	2	3888	0.039
14:00 - 15:00	2	3888	0.051	2	3888	0.039	2	3888	0.090
15:00 - 16:00	2	3888	0.013	2	3888	0.013	2	3888	0.026
16:00 - 17:00	2	3888	0.039	2	3888	0.013	2	3888	0.052
17:00 - 18:00	2	3888	0.000	2	3888	0.026	2	3888	0.026
18:00 - 19:00	2	3888	0.013	2	3888	0.013	2	3888	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.259			0.259			0.518

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL BUS/TRAM PASSENGERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
08:00 - 09:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
09:00 - 10:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
10:00 - 11:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
11:00 - 12:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
12:00 - 13:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
13:00 - 14:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
14:00 - 15:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
15:00 - 16:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
16:00 - 17:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
17:00 - 18:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
18:00 - 19:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.039			0.078

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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
08:00 - 09:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
09:00 - 10:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
10:00 - 11:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
11:00 - 12:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
12:00 - 13:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
13:00 - 14:00	2	3888	0.013	2	3888	0.000	2	3888	0.013
14:00 - 15:00	2	3888	0.000	2	3888	0.013	2	3888	0.013
15:00 - 16:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
16:00 - 17:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
17:00 - 18:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
18:00 - 19:00	2	3888	0.000	2	3888	0.000	2	3888	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.039			0.078

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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TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

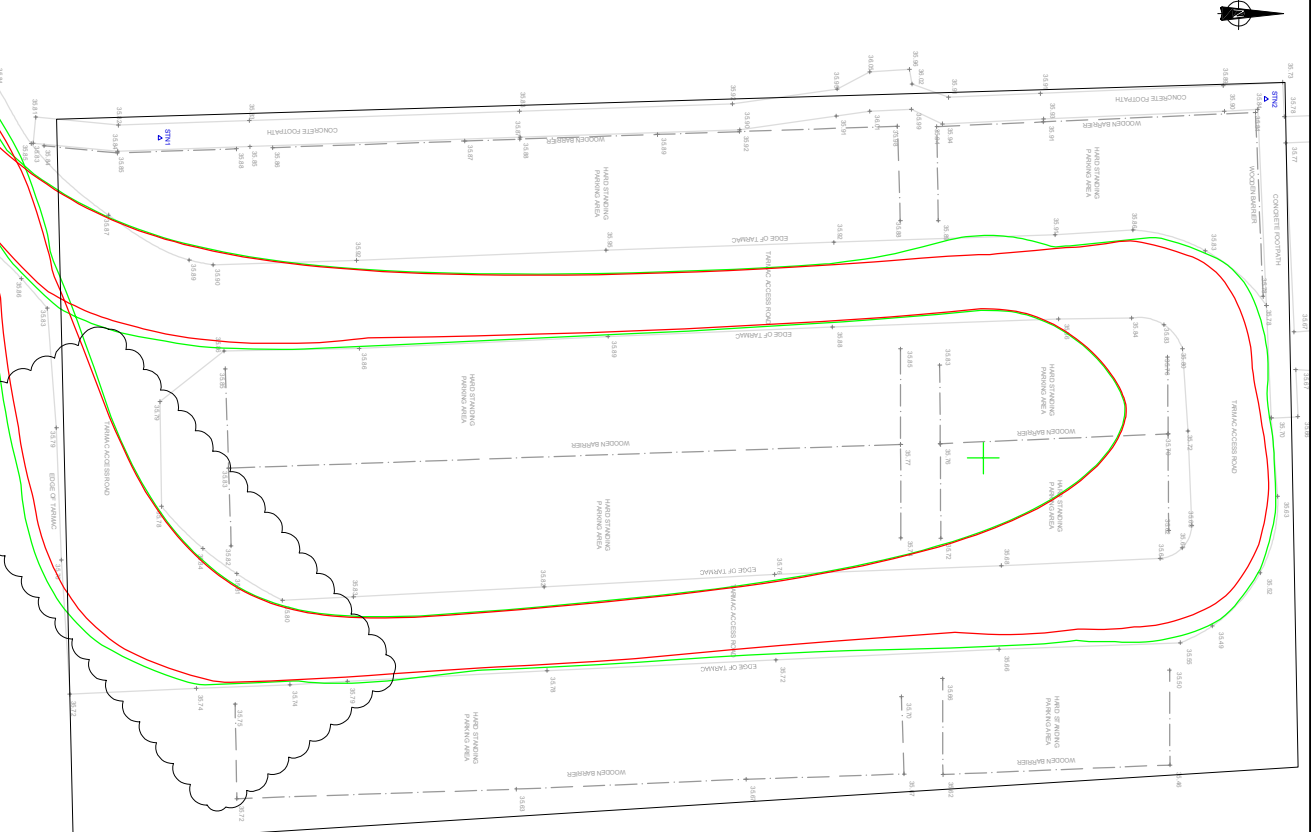
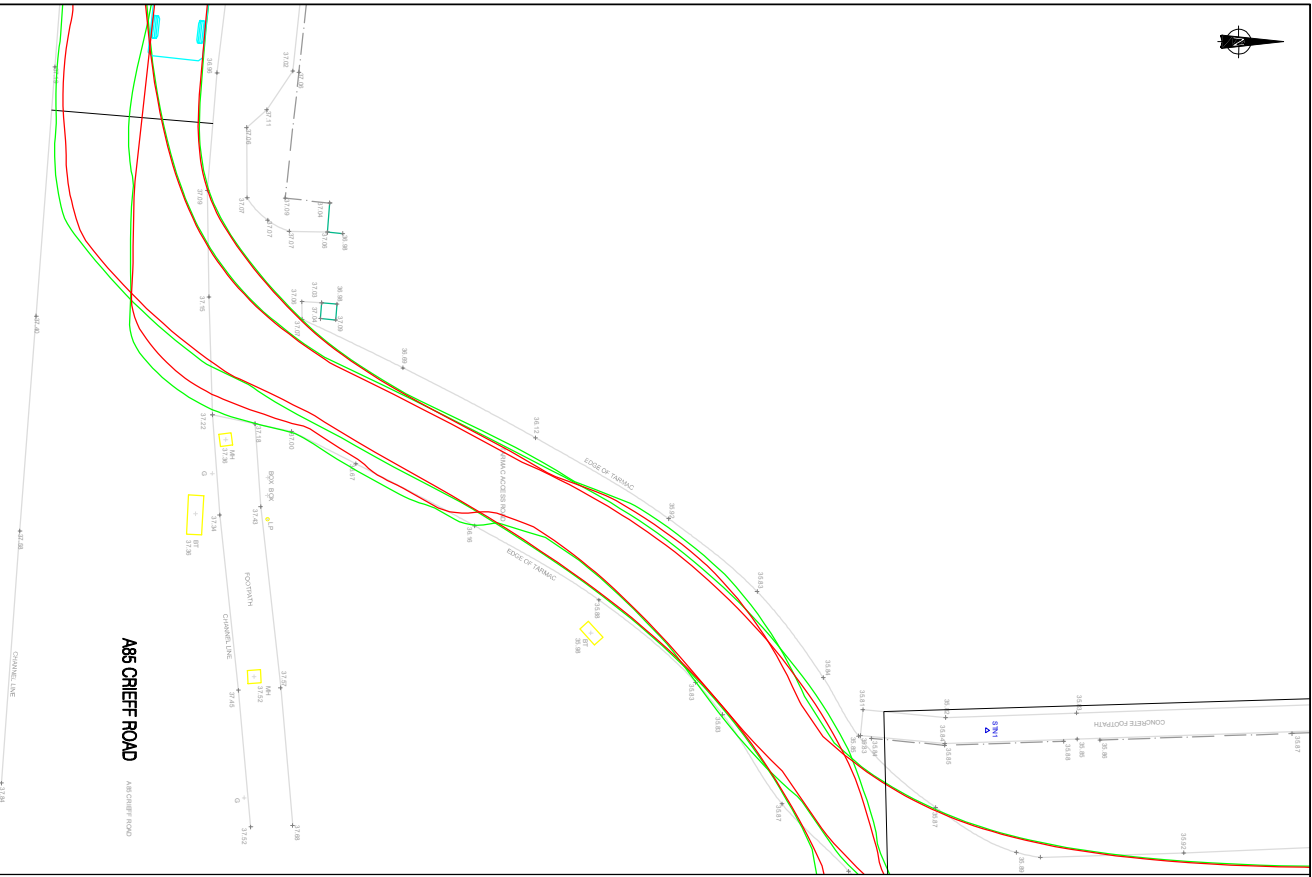
MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
06:00 - 07:00									
07:00 - 08:00	2	3888	0.167	2	3888	0.039	2	3888	0.206
08:00 - 09:00	2	3888	0.617	2	3888	0.257	2	3888	0.874
09:00 - 10:00	2	3888	0.566	2	3888	0.322	2	3888	0.888
10:00 - 11:00	2	3888	0.502	2	3888	0.424	2	3888	0.926
11:00 - 12:00	2	3888	0.592	2	3888	0.527	2	3888	1.119
12:00 - 13:00	2	3888	0.604	2	3888	0.797	2	3888	1.401
13:00 - 14:00	2	3888	0.514	2	3888	0.502	2	3888	1.016
14:00 - 15:00	2	3888	0.630	2	3888	0.553	2	3888	1.183
15:00 - 16:00	2	3888	0.502	2	3888	0.514	2	3888	1.016
16:00 - 17:00	2	3888	0.412	2	3888	0.553	2	3888	0.965
17:00 - 18:00	2	3888	0.463	2	3888	0.707	2	3888	1.170
18:00 - 19:00	2	3888	0.077	2	3888	0.334	2	3888	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.646				5.529			11.175

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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Appendix C Swept Path Analysis



GENERAL NOTES

1. DO NOT SCALE THIS DRAWING. ANY DISCREPANCY IS TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS, ARCHITECTS OR OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
3. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
4. THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
5. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
6. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.

00	01/02/19	ISSUED IN REPORT	MG
Rev	Date	Description	Dn Cnt

Amendments

Project

Title

EAST HUNTINGTOWER

SWEPT PATH ANALYSIS

Client

CNOCCLEE LIMITED



Stuart Burke Associates
Local Engineering for Local Clients
Pavilion 5
Fairways Business Park
Inverness
IV2 6AA
t: 0830 223 0929
enquiries@stuartburke.com
www.stuartburke.com

PRELIMINARY

Drawn by	Date	Designed by	Checked by
MG	JAN 2019	N/A	SMCB
Scale @ A3	work to ground dimensions only	1:250	Project No. SBA1789
Drawing No. SBA1789_106_1001			Rev 00



Head Office
Windsole Garage
Auchterarder
PH3 1PB
VAT No: 308614413

Local Review Body
2 High Street
Perth
PH1 5PH

25th January 2019

Dear Sirs/Madams

**CHANGE OF USE FROM CONSTRUCTION COMPOUND TO VEHICLE SALES AND
DISPLAY AREA AT LAND 60M NORTH OF EAST OF BENCLOICH, EAST
HUNTINGTOWER, PERTH (REFERENCE: 18/01718/FLL)**

I am writing to add my support to appeal the decision to refuse the above planning application.

After the Council and Balfour Beatty vacate the site, my company (Scot Motorhomes) would like to take on the site and display and sell motorhomes from it.

Scot Motorhomes has been established for ___ years now and have become one of the main motorhome dealerships in Scotland. We sell new and used motorhomes, with people all over the UK visiting us and purchasing motor homes. We also rent out motorhomes too.

To service the expansion of the motorhome sales business we require an additional hardstanding area to display and sell our motorhomes from. The application site at Huntingtower is ideally located and suited for a motorhome sale and display premise.

This site will assist the company to continue to grow and enhance Perth's reputation as a motorhome sales destination. We anticipate that taking on the Huntingtower site will yield additional 4-5 full times jobs.



Head Office
Windsole Garage
Auchterarder
PH3 1PB
VAT No: 308614413

With this site already being established, located in a strategic location and along the road from other vehicle sale and display premises, I cannot understand why there would any resistance to this proposal.

Please take my comments into consideration in determining this appeal.

Yours Faithfully

Ally Blyth /

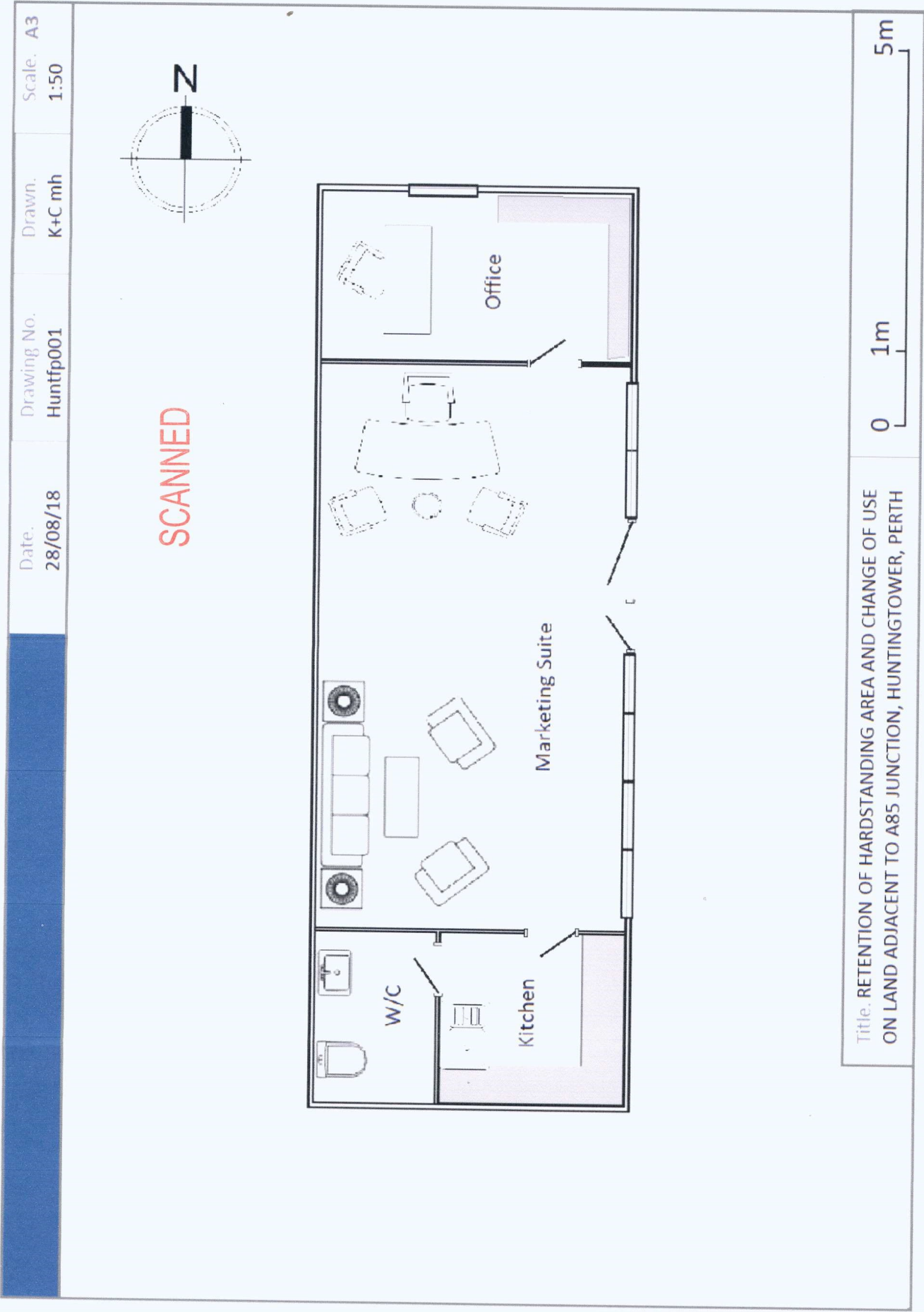
Scot Motorhome

TCP/11/16(586) – 18/01718/FLL – Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works on land 60 metres north east of Bencloich, East Huntingtower, Perth

PLANNING DECISION NOTICE *(included in applicant's submission, see pages 645-646)*

REPORT OF HANDLING *(included in applicant's submission, see pages 647-658)*







REFERENCE DOCUMENTS *(part included in applicant's submission, see pages 615-644)*

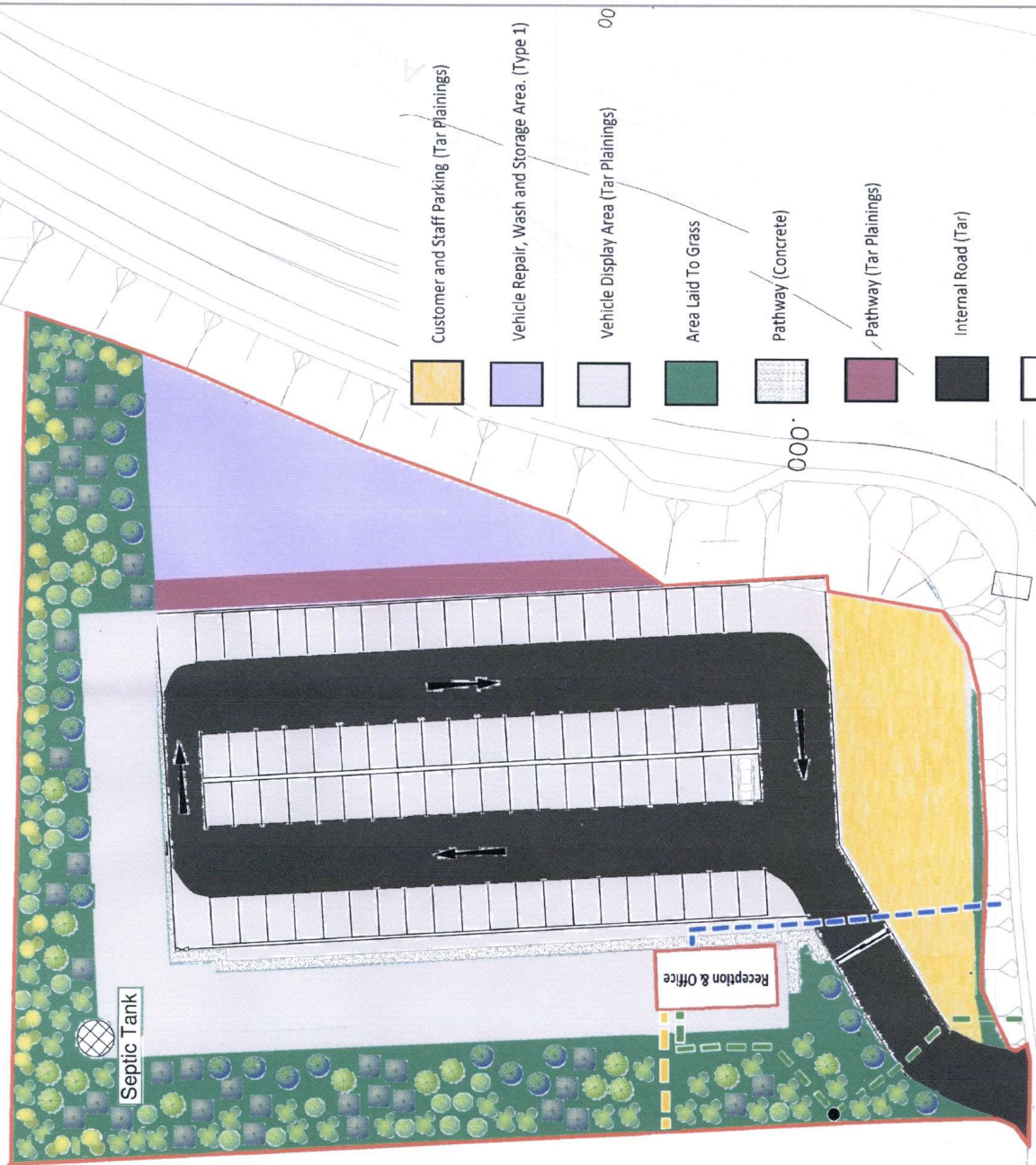















SCANNED

Landscaping Legend

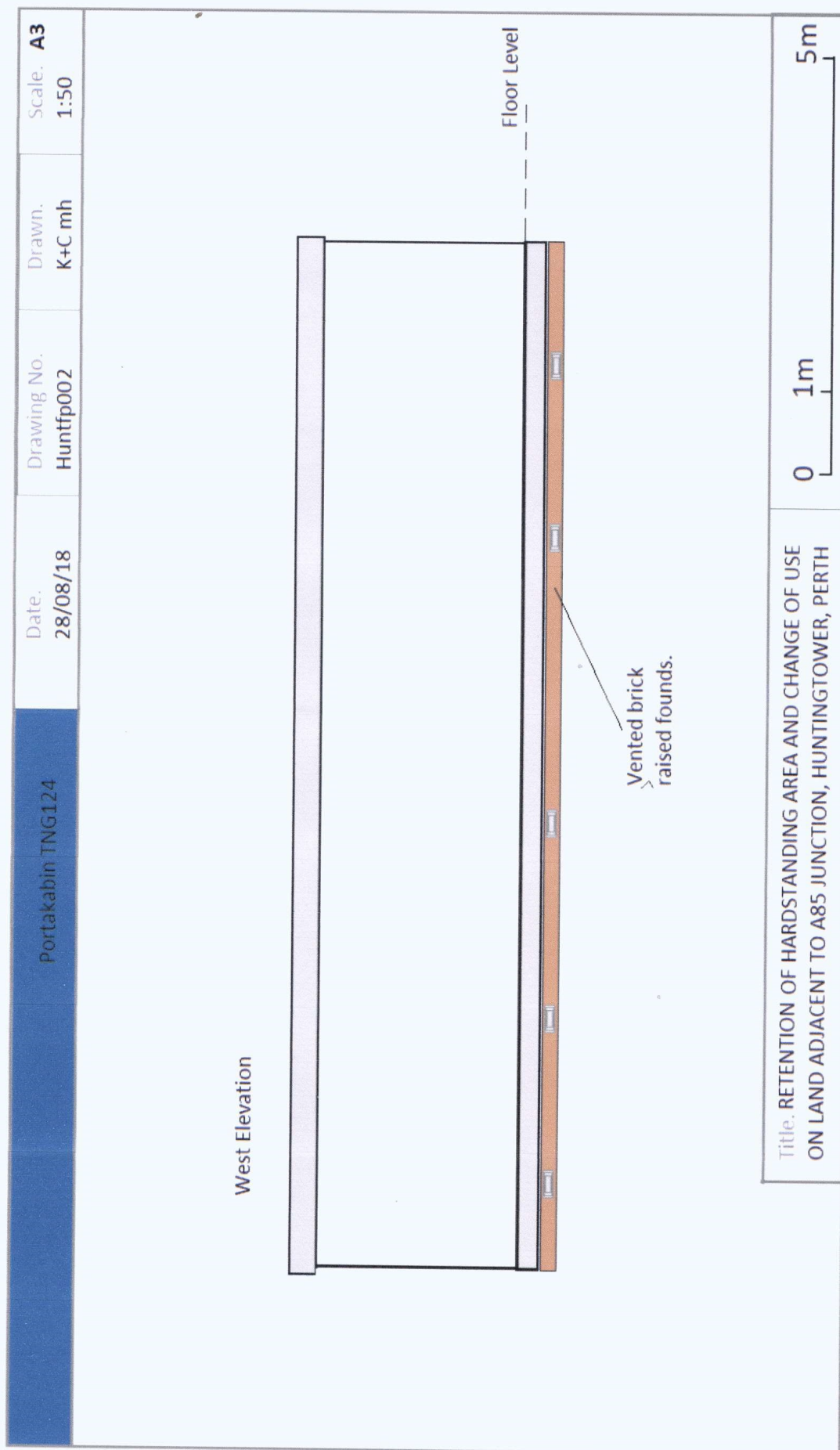
-  Alder (Tree)
-  Common Hawthorn
-  Wild Privet, Guelder Rose & Hazel
-  Scots Pine (Tree)
-  Downy Birch (Tree)
-  Common Oak (Tree)

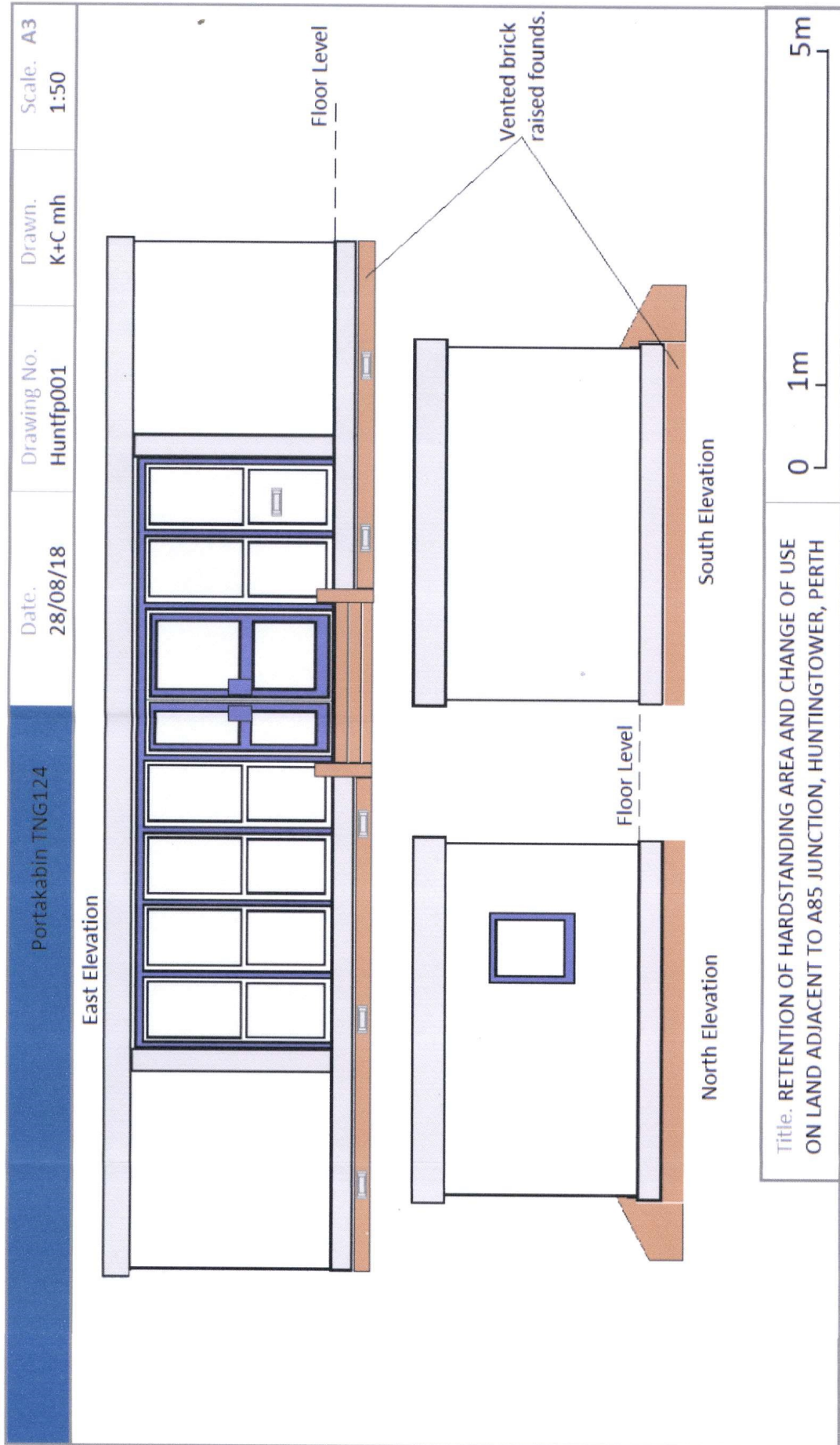


-  Customer and Staff Parking (Tar Plainings)
-  Vehicle Repair, Wash and Storage Area. (Type 1)
-  Vehicle Display Area (Tar Plainings)
-  Area Laid To Grass
-  Pathway (Concrete)
-  Pathway (Tar Plainings)
-  Internal Road (Tar)
-  BT Line
-  Water IN Pipeline
-  Electricity Cable (sub-terrain)
-  Site Boundary

Landscape Plan		Original Scale	Date
		1 : 500	26/09/18
		Station	
		Drawing Number	HC 1.2012
		PP	

THE RETENTION OF HEREINAFTER AREA AND CHANGE OF USE ON LAND ADJACENT TO A&S JUNCTION, HUNTINGTON, PERTH





SCANNED

PLANTING SCHEDULE & LANDSCAPING PLAN

FOR THE APPLICATION

**RETENTION OF HARDSTANDING AREA AND CHANGE OF USE FROM
CONSTRUCTION COMPOUND SITE TO DISPLAY AND SALE OF VEHICLES
PREMISES,**

ON LAND ADJACENT TO A85 JUNCTION, HUNTINGTOWER, PERTH, PH1 3JJ



Proposed Planting

The tree and hedging/shrub plants which are to be planted are native and have been selected as they compliment the existing trees in the immediate area and are suited to the ground and climatic conditions. Careful consideration has been given to their proposed siting.

Species:	Notes:
Alder (Tree)	Small-Medium sized tree. Fast growing.
Scots Pine (Tree)	Large Tree. Scots pine is the only truly native pine in the UK. It thrives in heathland and is also found in abundance in the Caledonian Forest in the Scottish Highlands.
Downy Birch (Tree)	Small Tree. Fast growing in all ground conditions.
Common Oak Tree)	Large tree. Slower growing and benefits from the shelter of the faster growing native trees around it.
Common Hawthorn (Tree)	Small shrub/tree. Tough and hardy, suitable to all ground and conditions.
Wild Privet, Guelder Rose & Hazel	Mixed shrubs/hedging to be planted mainly to the edge of the woodland. All species grow well in the conditions presented by the site and co-exist and flourish with each other

Protection and replacement

A post and wire fence will be erected along the north, eastern and southern boundaries to make the site stock proof.

The newly planted trees and hedging plants will be supported by an accompanying stake and surrounded by a plastic guard – to protect them against damage by wind and animals.

All trees and hedge plants which die within 5 years of planting will be replaced. The trees and hedges will also be maintained and managed in perpetuity.

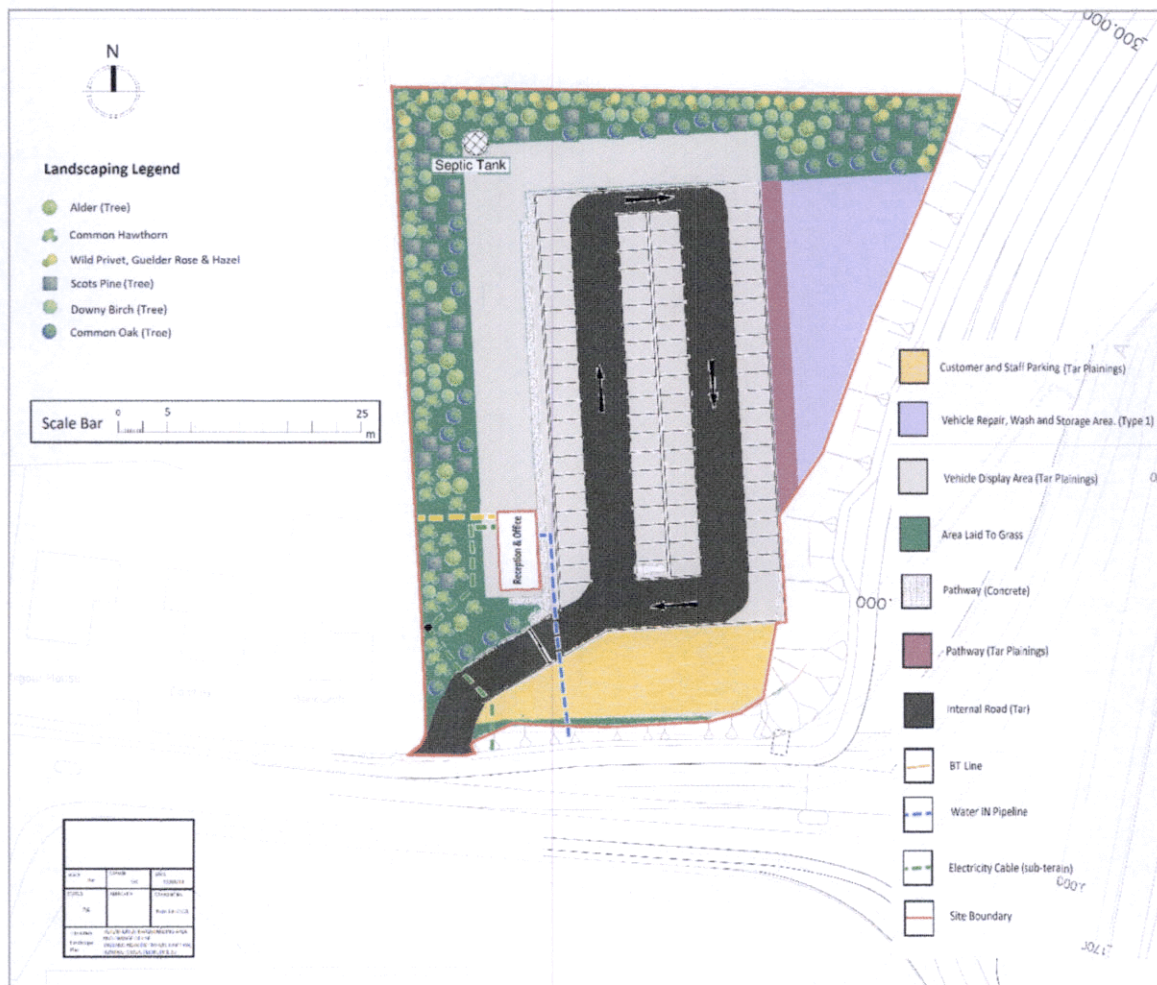
Existing Landscape

The existing compound area is currently permanently fenced on the western boundary only. All the other boundaries are subject to temporary security fencing.

The site is Baron and boasts no existing Trees or shrubs, there is, however, large areas of mature woodland to the north and east of the site consisting of mature native specimens.

It is proposed that there is to be a substantial planting program of native woodland trees and shrubs to the west and north of the site to protect the visual impact of the development from the surrounding areas.

This is detailed on the plan below, (larger version of this plan attached).



Policy PM1B - Placemaking

All proposals should meet all eight of the placemaking criteria.

Policy PM4 - Settlement Boundaries

For settlements which are defined by a settlement boundary in the Plan, development will not be permitted, except within the defined settlement boundary.

These Plans may be inspected at Pullar House and at the Council's area offices and libraries. Most of the Plans can also be viewed on the Council's internet page at www.pkc.gov.uk. I would suggest that you should examine these documents when formulating your development proposals as it is not possible to identify all relevant policies and there are likely to be general policies that may be of relevance in considering your proposal.

Other policies or documents which will be applicable are:

- Developer Contributions SPG

In line with Planning Circular 3/2012 Planning Obligations and Good Neighbour Agreements this Council may use agreements under Section 75 of the Town & Country Planning (Scotland) Act 1997 to mitigate the impact of new development on infrastructure. Where a shortfall in infrastructure capacity has been identified the impact of new development may be mitigated through a financial contribution. This allows proposed development to be acceptable in planning terms and helps provide wider benefits across Perth and Kinross. Further information can be obtained from the Council's website at:

<http://www.pkc.gov.uk/developercontributions>

National planning guidance can be accessed online at:

<http://www.scotland.gov.uk/Topics/Planning>

Comments on Proposal

I can advise that the permanent retention of the compound will require planning consent.

I can advise that the site is located outwith the settlement boundary and in light of this there is no support for the permanent retention of this facility, see Policy PM4.

Limitations of This Advice

It is only by submitting a formal application that a measured and comprehensive response to a proposed development can be given as quickly as resources permit. A formal application involves considering a proposal in terms of the Development Plan and the Council's policies on the basis of detailed plans and any further information and justification which is considered necessary. Formal assessment will also involve visiting the site and the surrounding area; researching the planning history of the site and the surrounding area; carrying out any necessary

consultations; and taking account of any comments received from notified neighbours and the wider public.

You should note that I have not necessarily identified all the policies or material considerations which might influence the determination of any planning application. The Council would not in any event be bound by such advice in the event that you submit a planning application.

Please note that current staffing resources, priorities and workload will not permit me to respond to any further pre-application consultation regarding this proposed development.

I hope that this letter has been of some assistance to you.

Yours faithfully,

John Russell
Development Management Officer

TCP/11/16(586) – 18/01718/FLL – Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works on land 60 metres north east of Bencloich, East Huntingtower, Perth

REPRESENTATIONS



To:	John Russell, Planning Officer
From:	Sophie Nicol, Historic Environment Manager
Tel:	[REDACTED]
Email:	[REDACTED]
Date:	12th October 2018

18/01718/FLL | Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works | Land 60 Metres North East Of Bencloich East Huntingtower Perth

Thank you for consulting PKHT on the above application.

In respect to archaeology and the planning process, as outlined by Scottish Planning Policy, the proposed development does not raise any significant issues. No archaeological mitigation is required in this instance.

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	18/01718/FLL	Comments provided by	Katie Briggs
Service/Section	TES / Forward Planning	Contact Details	
Description of Proposal	Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works		
Address of site	Land 60 Metres North East Of Bencloich, East Huntingtower		
Comments on the proposal	<p>Perth and Kinross Local Development Plan (LDP) adopted 2014 This site is located outwith the settlement boundary of the LDP where the principle of development is resisted.</p> <p>Proposed Local Development Plan 2 (consultation 1st December till 2nd February 2018) The Proposed LDP2 identifies the site within the settlement boundary but within designated open space to protect the landscape value and setting of Huntingtower Castle.</p> <p>P Keir Doe made an objection to the Proposed LDP2 seeking the inclusion of the 1.6 ha temporary compound being used for the construction of Phase 1 of the CTRL for permanent employment use. Whilst a representation was made by James Ewan & Fraser Niven which supported the designation of land as open space for scheduled monument index 3630 and Huntingtower Castle (as they consider this to be an excellent amenity asset and the designation recognises their setting). The Council approved the summary of the representations made and modifications sought as well as the Council's response to them at the Council meeting on the 29th of August 2018. The Council's response defended the Proposed LDP2 position of identifying this land as open space within the settlement boundary and resisted its allocation for employment uses.</p> <p>Representations made to the Proposed LDP2 and the Council's response will all be considered at Examination by a Reporter. The Council submitted the Proposed LDP2 and associated documents to Scottish Ministers for Examination on the 14th of September. The Reporters are expected to take between 6-9 months to get back to the Council with any recommended changes the Council should make before finalising and adopting the Plan. With this proposal subject of objection to the Proposed LDP2 this is an unresolved issue for Examination and it would be premature to determine this planning application prior to the completion of the Examination.</p> <p>Comments In considering this planning application, the LDP policies likely to be considered particularly relevant to the assessment of this proposal are</p>		

	<p>policies which relate to: settlement boundaries, open space, placemaking, transport and accessibility, the historic environment and landscape.</p> <p>Since this proposal will be considered at Examination, until the Proposed LDP2 goes through Examination the existing LDP is the Development Plan. Since this proposal is not supported by the existing LDP and this issue is being considered at Examination it would also be premature to determine this planning application prior to the completion of the Examination.</p> <p>The Proposed LDP2 Strategic Environmental Assessment (SEA) of a proposal for employment uses on this site raised significant issues. The temporary compound is acceptable due to its proximity to this key roads infrastructure junction improvement to the A85 and A9. However the impact a permanent compound would have on the setting and views towards the Huntingtower Castle Scheduled Monument would be unacceptable and could not be controlled through design and layout. This is a sensitive site in landscape and visual terms and a long term compound or employment uses would be significantly detrimental. This site and this view of the castle from the A85 are extremely important to the setting of the castle and so the site should be reinstated as agricultural land after its use as a temporary compound and it should remain protected in LDP2 as openspace.</p> <p>The Council's Transport Planning have significant concerns regarding this proposal's potential impact on the proper operation of the existing traffic control at both the slip and the old Pert Mart, as well as the junction separation distance from the slip itself. It is also unclear whether Transport Scotland would accept a permanent access here onto the A85 so close to the new slip.</p> <p>The Development planning SEA concerns are also policy concerns which relate not just to this site lying outwith the settlement boundary, but also to its potential impact on the setting of the Huntingtower Castle and on the amenity and character of the area, and to the appropriateness of the vehicular access.</p>
Recommended planning condition(s)	
Recommended informative(s) for applicant	
Date comments returned	23 October 2018

Response On Development Affecting Trunk Roads and Special Roads

The Town and Country Planning (Scotland) Act 1997

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

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

To Perth & Kinross Council Pullar House 35 Kinnoull Street, PERTH PH1 5GD	Council Reference:-	18/01718/FLL
	TS TRBO Reference:-	NW/357/2018

Application made by Mr Magnus Heron, KKingsfield, 29 Barossa Place, Perth , and received by Transport Scotland on 16 October 2018 for planning permission for change of use from construction compound to vehicle sales and display area,,siting of reception/sales office building, formation of parking areas and associated works located at Land 60 Metres North East Of Bencloich East Huntingtower Perth affecting the A85 Trunk Road.

Director, Trunk Roads Network Management Advice

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

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

TS Contact:-

Route Manager (A85)
0141 272 7100
Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

Operating Company:-

NORTH WEST

Address:-

Bear House, Inveralmond Road, Inveralmond Industrial Estate, Perth, PH1 3TW

Telephone Number:-

0845 4130200

e-mail address:-

NWplanning@bearsotland.co.uk

Transport Scotland Response Date:- 25-Oct-2018

Transport Scotland Contact:- Fred Abercrombie

Transport Scotland Contact Details:-

Trunk Road and Bus Operations, Network Operations - Development Management

Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

Telephone Number: 0141 272 7382

e-mail: development_management@transport.gov.scot

NB - Planning etc. (Scotland) Act 2006

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

Comments for Planning Application 18/01718/FLL

Application Summary

Application Number: 18/01718/FLL

Address: Land 60 Metres North East Of Bencloich East Huntingtower Perth

Proposal: Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works

Case Officer: John Russell

Customer Details

Name: Mrs Holly Cammidge

Address: [REDACTED]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Adverse Effect on Visual Amenity
- Out of Character with the Area
- Traffic Congestion

Comment: Whilst I don't object fully to development on the land space next to our house I do have concerns that it is not suitable for a retail site. The entrance is very close to what is now a very busy junction with the new slip roads being open. To enter the site from the opposite side of road would prevent traffic behind passing through causing an increase in congestion at traffic lights.

The local plan does not outline this area for any type of development therefore feel this is inappropriate for the area, which will already see an increase in traffic once Barratt Homes start building.

I also don't think the application has taken into account the beauty of the East Huntingtower area. All the commercial developments such as Nissan and Struans are beside Tesco and B&Q which are at the other side of the bridge and not in East Huntingtower itself.



By email to:

developmentmanagement@pkc.gov.uk

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

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716

HMConsultations@hes.scot

Our ref: AMH/90164/10

Our case ID: 300031922

Your ref: 18/01718/FLL

08 November 2018

Dear Sir/Madam,

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

Land 60m North East of Bencloich, East Huntingtower, Perth

Change of use from construction compound to vehicle sales and display area, siting of
reception/sales office building, formation of parking areas and associated works

Thank you for your consultation which we received on 16 October 2018. We have
assessed it for our historic environment interests and consider that the proposals have
the potential to affect the following:

Ref	Name	Designation Type
SM90164	Huntingtower Castle	Scheduled Monument

You should also seek advice from your archaeology and conservation service for
matters including unscheduled archaeology and category B and C-listed buildings.

Our Advice

We have significant concerns about the potential adverse impact on the setting of the
scheduled monument known as Huntingtower Castle (SM 90164) which is also a
Property in the Care of Scottish Ministers. While we do not object to the proposals as
they do not raise historic environment issues of national significance, planning
authorities are expected to treat our comments as a material consideration, and this
advice should be taken into account in your decision making.

Our decision not to object should not be taken as our support for the proposals. This
application should be determined in accordance with national and local policy on
development affecting the historic environment, together with related policy guidance.



The heritage asset and its significance

Huntingtower Castle comprises two 15th and 16th towers and a 17th century range. Inside are some of Scotland's finest painted ceilings of the period. The monument is of national importance because of its contribution to our understanding of medieval domestic and defensive architecture.

Although now located in a largely urban area near to a major road and other modern development, the castle is located within a large area of open ground which has not been developed, and this affords good views over the surrounding landscape, from both ground and upper levels. The castle is also a prominent feature within the landscape. These views, both from and towards the castle, are important elements of its setting (further information about our Managing Change in the Historic Environment Guidance Note on Setting is available here <https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549>)

The impact on the heritage asset

The development proposal is for a change of use from a temporary construction compound to a permanent development which would retain the hardstanding and create a vehicle sales/display area. I note that this area of land was due to be reverted back to agricultural land once the A9/A85 junction improvement works has been completed. I also note that the land is not allocated for development in the adopted TAYplan and Perth & Kinross Local Development Plan (2014), but identified as open space to protect the landscape value and setting of Huntingtower Castle.

The development proposal is located approximately 90m to the south-east of Huntingtower Castle, and would be highly visible from it at ground level and also from its upper views. We did not object to the A9/A85 Junction Redevelopment on the basis that this was a temporary construction compound associated with a major infrastructure project. We did however note in our response to the EIA that there would be an adverse impact on the setting of the monument, and therefore we recommended that tree planting would help to mitigate this impact. While the Environmental Management Plan for the development committed to this screening, it is unclear if this was ever implemented.

Conclusion

In summary, while we do not object, we do however have significant concerns about the adverse impact on the setting of Huntingtower Castle from the proposed permanent development. Should planning consent be granted, we strongly recommend that trees are planted around the development site to mitigate this impact by screening the proposal from view.



Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online at www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes/. Technical advice is available through our Technical Conservation website at www.engineshed.org.

Please contact us if you have any questions about this response. The officer managing this case is Nicola Hall who can be contacted by phone on 0131 668 8919 or by email on nicola.hall@hes.scot

Yours faithfully,

Historic Environment Scotland

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	18/01718/FLL	Comments provided by	Euan McLaughlin
Service/Section	Strategy & Policy	Contact Details	Development Negotiations Officer: Euan McLaughlin
Description of Proposal	Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works		
Address of site	Land 60 Metres North East Of Bencloich , East Huntingtower , Perth		
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 existing compound was only granted temporary planning consent in association with the delivery of the new junction works and as such was not subject to a contribution towards the Transport Infrastructure. To bring the site into permanent use would require the proposal to be considered against the Contributions Guidance.</p> <p>The proposal is for a car sales area and associated reception/sales office building. A contribution will be required from the new building. The Marketing Suit part of the building extends to 32m² and the Retail rate of £123 per m² will apply. The Office/Kitchen/W.C. extends to 20m² and the employment rate of £11 per m² will apply. No exemption will be given for the Office/kitchen/W.C. on the basis of this being Brownfield Land as the original consent was temporary.</p>		
Recommended planning condition(s)	<p>Summary of Requirements</p> <p>Transport Infrastructure: £4,516 (32m² x £123) + (20m² x £11)</p> <p><u>Total:</u> £4,516</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> <p>The contribution may be secured by way of a Section 75 Agreement. Please be aware the applicant is liable for the Council's legal expense in addition to their own legal agreement option and the process may take months to complete.</p> <p>If a Section 75 Agreement is entered into the full contribution should be received 10 days prior to completion of the Marketing Suit.</p>
<p>Recommended informative(s) for applicant</p>	<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 or cheques 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>Bank Transfers</p> <p>All Bank Transfers should use the following account details;</p> <p style="padding-left: 40px;">Sort Code: 834700</p> <p style="padding-left: 40px;">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	13 November 2018

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	18/01718/FLL	Comments provided by	Dean Salman Development Engineer
Service/Section	Transport Planning	Contact Details	
Description of Proposal	Change of use from construction compound to vehicle sales and display area, siting of reception/sales office building, formation of parking areas and associated works		
Address of site	Land 60 Metres North East Of Bencloich East Huntingtower Perth		
Comments on the proposal	<p>I have several concerns regarding the proposals within the application:</p> <ul style="list-style-type: none"> • Access (motorised), this uncontrolled junction sits on the key route of the A85 between two sets of traffic signals (the entrance to Dobbies Garden centre & consented 281 residential development approx. 70 metres west of the proposals & the slip roads on/off the A9 approx. 60 metres east). These traffic signals are to be linked, so as to better manage traffic flow through this key corridor and there is potential for such an access if made permanent to impede traffic flow on the local & strategic road networks. • Access (non-motorised), no provision has been made to make the site accessible to pedestrians/cyclists etc. against policy set within Design Streets to prioritise consideration of pedestrians, cyclists and public transport too and within the site. • Turning facilities, the proposals do not alter the existing road layout within the site and the applicant has not demonstrated that a suitable loading vehicle such as a car transporter could access & egress the site in a forward gear. • Loading, no dedicated loading facilities have been identified demonstrating a suitable location to load/unload vehicles onto the site in a safe manner without impeding traffic flow. <p>Insofar as the Roads matters are concerned I object to this proposal for the reasons stated above.</p>		
Recommended planning condition(s)			
Recommended informative(s) for applicant			
Date comments returned	20 November 2018		



HISTORIC
ENVIRONMENT
SCOTLAND

ÀRAINNEACHD
EACHDRAIDHEIL
ALBA

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

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

Enquiry Line: 0131 668 8716
HMAppeals@hes.scot

Our ref: AMH/90164/1/1
Our Case ID: 300031922
Your ref: 18/01718/FLL

18 February 2019

Dear Sir/Madam

Notification of Local Review Body Hearing
Change of use from construction compound to vehicle sales and display area, siting
of reception/sales office building, formation of parking areas and associated works
Land 60 Metres North East of Bencloich East, Huntingtower, Perth

We have been notified of the above review of the decision to refuse planning
permission.

We have made previous comments in relation to this proposal and have nothing
further to add. I attach a copy of our previous correspondence for ease of reference.

If the Review Body has specific questions where our expertise would be useful we
will be happy to provide further submissions in response to these.

Yours faithfully

Historic Environment Scotland



By email to:

developmentmanagement@pkc.gov.uk

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

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716

HMConsultations@hes.scot

Our ref: AMH/90164/10

Our case ID: 300031922

Your ref: 18/01718/FLL

08 November 2018

Dear Sir/Madam,

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

Land 60m North East of Bencloich, East Huntingtower, Perth

Change of use from construction compound to vehicle sales and display area, siting of
reception/sales office building, formation of parking areas and associated works

Thank you for your consultation which we received on 16 October 2018. We have
assessed it for our historic environment interests and consider that the proposals have
the potential to affect the following:

Ref	Name	Designation Type
SM90164	Huntingtower Castle	Scheduled Monument

You should also seek advice from your archaeology and conservation service for
matters including unscheduled archaeology and category B and C-listed buildings.

Our Advice

We have significant concerns about the potential adverse impact on the setting of the
scheduled monument known as Huntingtower Castle (SM 90164) which is also a
Property in the Care of Scottish Ministers. While we do not object to the proposals as
they do not raise historic environment issues of national significance, planning
authorities are expected to treat our comments as a material consideration, and this
advice should be taken into account in your decision making.

Our decision not to object should not be taken as our support for the proposals. This
application should be determined in accordance with national and local policy on
development affecting the historic environment, together with related policy guidance.



The heritage asset and its significance

Huntingtower Castle comprises two 15th and 16th towers and a 17th century range. Inside are some of Scotland's finest painted ceilings of the period. The monument is of national importance because of its contribution to our understanding of medieval domestic and defensive architecture.

Although now located in a largely urban area near to a major road and other modern development, the castle is located within a large area of open ground which has not been developed, and this affords good views over the surrounding landscape, from both ground and upper levels. The castle is also a prominent feature within the landscape. These views, both from and towards the castle, are important elements of its setting (further information about our Managing Change in the Historic Environment Guidance Note on Setting is available here <https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549>)

The impact on the heritage asset

The development proposal is for a change of use from a temporary construction compound to a permanent development which would retain the hardstanding and create a vehicle sales/display area. I note that this area of land was due to be reverted back to agricultural land once the A9/A85 junction improvement works has been completed. I also note that the land is not allocated for development in the adopted TAYplan and Perth & Kinross Local Development Plan (2014), but identified as open space to protect the landscape value and setting of Huntingtower Castle.

The development proposal is located approximately 90m to the south-east of Huntingtower Castle, and would be highly visible from it at ground level and also from its upper views. We did not object to the A9/A85 Junction Redevelopment on the basis that this was a temporary construction compound associated with a major infrastructure project. We did however note in our response to the EIA that there would be an adverse impact on the setting of the monument, and therefore we recommended that tree planting would help to mitigate this impact. While the Environmental Management Plan for the development committed to this screening, it is unclear if this was ever implemented.

Conclusion

In summary, while we do not object, we do however have significant concerns about the adverse impact on the setting of Huntingtower Castle from the proposed permanent development. Should planning consent be granted, we strongly recommend that trees are planted around the development site to mitigate this impact by screening the proposal from view.



Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online at www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes/. Technical advice is available through our Technical Conservation website at www.engineshed.org.

Please contact us if you have any questions about this response. The officer managing this case is Nicola Hall who can be contacted by phone on 0131 668 8919 or by email on nicola.hall@hes.scot

Yours faithfully,

Historic Environment Scotland

21st February 2019

LRB Committee
Perth & Kinross Council
2 High Street
PH1 5PH

Magnus Heron
Kingsfield
29 Barossa Street
Perth PH1 5HH

Dear Sir/Madam,

**LRB APPEAL: CHANGE OF USE FROM CONSTRUCTION COMPOUND TO VEHICLE
SALES AND DISPLAY AREA AT LAND 60M NORTH OF EAST OF BENCLOICH, EAST
HUNTINGTOWER, PERTH (REFERENCE: TCP/11/16(586))**

I write to you in response to Historical Environment Scotland (HES) Representation, following the submission of the LRB Appeal.

In this representation, HES have not added any further comments in addition to those already made in their response to the planning application

In their original consultation response to the planning application, HES stated that whilst they have significant concerns about the potential adverse impact that the proposed development would have on the setting of Huntingtower Castle, they did not object to the proposal. In their response, they go on to state that in the event of planning permission being granted, they recommend that trees are planted around the development site to mitigate the impact by screening the proposal from view. It is proposed that the northern and western boundaries of the site are to be extensively landscaped (trees, bushes, etc) which would reasonably quickly screen the site from the Castle.

We have nothing further to add.

Yours Faithfully

Magnus Heron

