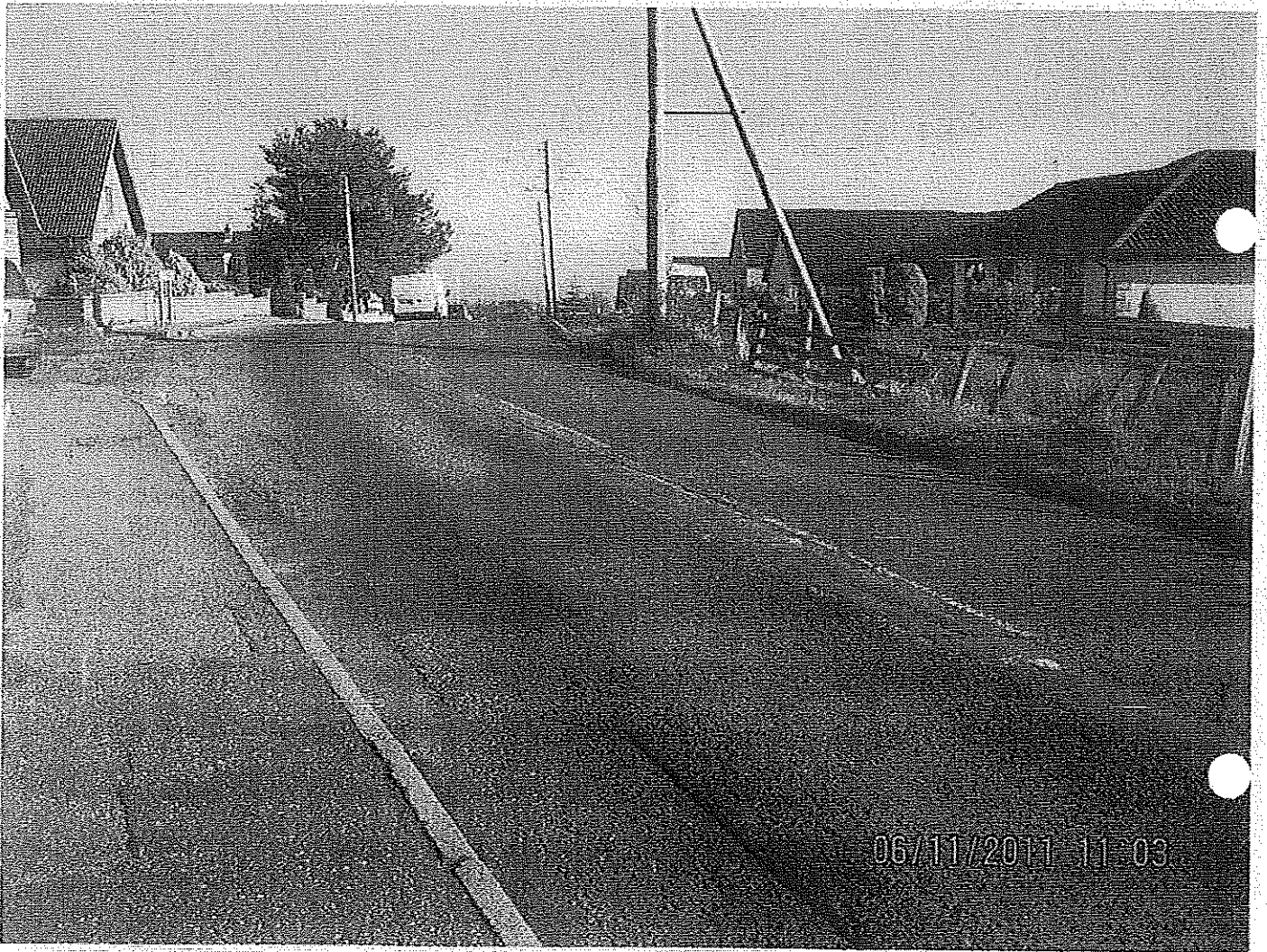
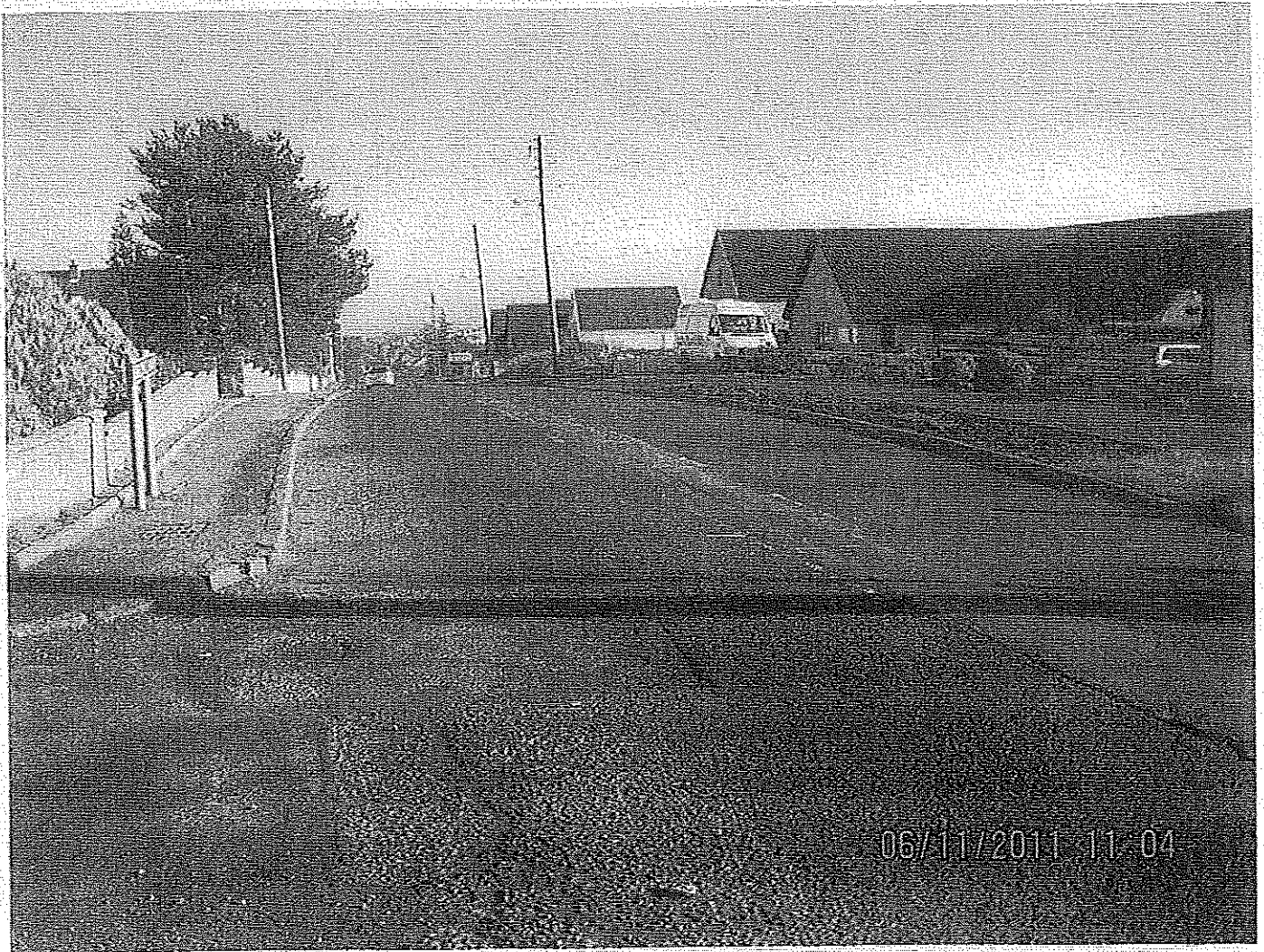


Appendix 5



06/11/2011 11:03

Ag



24

Planning Appeal

Traffic Report in support of

**Proposal : Subdivision of Plot and Erection of New
Dwellinghouse.**

**Location : Rumah, Shieldhill Road, Reddingmuirhead,
Falkirk FK2 0DU.**

Application : P/11/0465/PPP

Planning Appeal

Proposal : Subdivision of Plot and Erection of New Dwellinghouse.

Location : Rumah, Shieldhill Road, Reddingmuirhead, Falkirk FK2 0DU.

Application : P/11/0465/PPP

I have been requested to comment on the above and in particular to the comments provided on the 8th September by the Council's Road Engineer. I will respond to the comments made in the same order as raised by the Roads Engineer after I have detailed my experience and the proposal.

Experience

I am a Chartered Civil Engineer with over 37 years experience in Traffic and Maintenance Sections of Roads Departments, mainly with Local Authorities. During this time I have gained extensive experience in Development Control matters varying from single house plots to large housing areas.

The Proposal

The proposal is for one dwellinghouse taking access onto the B810, Shieldhill Road. The site is located to the west of the access road to Springbank Cottage, adjacent to the property known as Rumah and is well within the 30mph limit. The plans submitted include a turning area which will allow all vehicles to enter and leave the site in a forward gear at all times.

I will now deal with the Council's Roads Engineer's comments but I do not intend commenting on the previous submission, I will simply state the facts backed up with extracts from technical papers, on site measurements, photographs and plans.

1. Visibility to the East

Details of the required visibility splays are included in the Scottish Governments recently released policy document entitled Designing Streets (see appendix 1).
Page 37 of this document indicates that:-

Frontage Access - One of the key differences between streets with a 30 mph speed restriction or below and roads is that streets normally provide direct access to buildings and public spaces. This helps to generate activity and a positive relationship between the street and its surroundings. Providing direct access to buildings is also efficient in land-use terms.

It is recommended that direct access on roads with a 30 mph speed restriction is acceptable with flows of up to 10,000 vehicles per day.

- This is the situation at this site as the reported traffic flows are only in the region of 4400 vehicles per day and therefore Designing Streets is the appropriate document to use to determine the standards that are to apply in this instance.

Page 33 of appendix 1 details the appropriate Stopping Sight Distance (SSD) for a range of vehicle speeds. Two figures are appropriate in this instance, namely, 30 mph and 37 mph. 30 mph is the speed limit and the speed that approaching vehicles should be travelling at, and 37 mph is the approximate wet weather speed closest to the actual measured speeds of 40 mph and 42 mph. The SSDs for these speeds from this table on page 33 are 40 metres and 56 metres or 43 metres and 59 metres adjusted for bonnet length. These figures represent the Y distances as shown on page 34, the X distance has been stated as 2.4 metres.

Page 34 indicates how the visibility splay should be measured. The primary splay, i.e. to the right, should be measured to the nearside kerbline. The secondary splay, i.e. to the left is also measured to the nearside kerbline except in circumstances where there are features which prevent vehicles from overtaking - this is the situation at this site due to the hatched red surfaced central area (see photographs in appendix 2 showing the splays and the hatched area).

The actual measurements from the proposed access were measured on site using 1.05 metre high sighting poles. The height of 1.05 metres being car drivers eye level, as shown on page 33 (appendix 1) of Designing Streets at a point 2.4 metres into the proposed driveway from the kerbline.

- a) Visibility to the right or the Primary Splay to the nearside kerbline is 252 metres.
- b) Visibility to the left or the Secondary Splay to the nearside kerbline is 81 metres.
- c) Visibility to the left or the Secondary Splay to the Centreline is 87 metres.

It should also be noted that although 1.05 metres is the drivers eye level, recent vehicle design is for taller car roof levels (see photographs in appendix 3 - this shows the 1.05 metre high sighting pole against a 2007 Ford Fiesta which is seen as an average car) and therefore these can be seen from a further distance. This has been established on site and results in a Y distance of 95 metres being achieved from drivers' eye level to an average approaching vehicle roof.

- All of the splays detailed above are greater than that required as detailed in Designing Streets.
- a) and c) are appropriate in this instance and therefore the visibility requirements for this site can be easily met.

From all of the above, I conclude that visibility from the site driveway is sufficient to safely enter and exit this access.

2. Safety Record

The Nationally agreed time duration for analysing an accident record to be statistically accurate is 3 years or sometimes a maximum of 5 years. Police, Accident Investigators and Road Safety Professionals all use this standard. To use a period of 24 years, as the Council's Engineer has done, is ludicrous.

However, using the Council's figures I would comment as follows:-

2 accidents occurred in 2011.

0 accidents occurred in the 20 years between 1990 to 2010.

6 accidents occurred in the 3 years between 1987 to 1990.

Therefore looking at the last 3 year period only 2 accidents have occurred, 1 serious and 1 slight involving a total of 2 casualties.

This accident record deserves further examination starting from the most recent, with reference to the plan in appendix 4, as follows:-

1) 18/03/2011 @ 07.30 - single vehicle going from west to east, travelled past the site and lost control on black ice at the property known as Rhimsdale (some 80 metres beyond the site).

2) 09/01/2011 @ 21.40 - single vehicle going from west to east, travelled past the site and lost control on black ice at the driveway of Redding Rigg (not shown on plan and therefore at least 100 metres beyond the site).

- These are the only 2 accidents that should appear on any statistically accurate 3 year accident analysis.
- Neither of these 2 accidents involved any turning manoeuvre into or out of an access and therefore are not attributed to development traffic.
- These 2 accidents involved skidding on black ice and happened during one of the worst winters for 40 years when many Local Authorities had to ration their salt supplies to conserve stocks.

There now follows a 20 year period from 2010 to 1990 without any accidents. The details of the earlier accidents are as follows:-

3) 27/05/1990 @ 02.20 - single vehicle going from west to east, travelled past the site and collided with a parked car at 200 yds west of Nobel View (not shown on plan). No causation given.

4) 20/11/1988 @ 15.30 - single vehicle going from east to west, travelled past the site and collided with a parked car half a mile west on the site (not shown on plan). Causation given as blinded by bright sunlight.

5) 09/08/1988 @ 12.30 - single vehicle going from west to east, travelled past the site, lost control and hit a wall 400 yds west of Nobel View. No causation given but driver 18 years old.

6) 05/06/1988 @ 11.20 - single vehicle going from east to west, well before the site, lost control and hit telegraph pole 200 yds west of Nobel View (not shown on plan). No causation given but driver 19 years old.

7) 18/12/1987 @ 17.30 - single vehicle going from west to east, collided with parked car with hazards on half a mile west of Fairhaven Terrace. No causation given.

8) 29/07/1987 @ 13.15 - LGV going from west to east turning left into the access for Springbank Cottage collided with an opposing vehicle.

- None of the above accidents would be included in any statistically accurate accident analysis at this site.
- None of the above accidents involved any development traffic turning into or out of their driveways.

From all of the above, I conclude that there are no reasons to refuse this application on accident grounds.

3. Traffic Survey Data

The traffic survey information submitted by Council indicates that this road only carries in the order of 4400 vehicles per 24 hour day or 325 vehicles in the AM peak hour and 349 vehicles in the PM peak hour. This is not a large flow and equates to approximately 6 vehicles per minute creating lots of gaps to safely exit from a driveway. As the daily variation of flow is generally in the order of 10% an additional dwelling house generating 0.8 of a trip in the peak hours will have an insignificant effect on conditions at this site.

The existing 85th percentile speed should give the Council cause for concern, 42.4 mph for westbound traffic and 40.0 mph for eastbound traffic is significant within a 30 mph limit. However, the Council cannot have it both ways:-

- a) If they are concerned about the speed they should be taking steps to install devices to lower this speed such as fixed signs, vehicle activated signs, road markings, traffic calming or speed cameras, the existing residents deserve this. If they do install something this will, of course, lower the 85th percentile speed which in turn will make the applicants proposals even more acceptable. The existing central hatched lining is extremely poor (see appendix 5) and this should be refurbished as soon as possible.
- b) If they are not concerned about this speed they should not be concerned about one additional dwelling.

The other reasons given for refusal can also be discounted as follows:-

- c) There is no reason for vehicles to this site to park on the B810 as there is ample off street parking provided within the application site. No restrictions have been imposed on the frontage of the existing dwellings where forward visibility is less.
- d) Vehicles turning left into or out of the site will create no conflict with any other approaching traffic.
- e) Vehicles turning right into the site have excellent visibility for oncoming traffic from the west and the vehicle completing this manoeuvre controls the speed of vehicles behind. Also the forward visibility for vehicles from the east is in the order of 85 metres.
- f) Vehicles turning right out of the site have visibility which is greater than that specified in Designing Streets.

- The Road Safety concerns for this site have been grossly overstated and one additional property will not create a significant road safety hazard.
- The Council should be taking steps to improve the compliance with the signed speed limit.

From all of the above, I conclude that one additional dwellinghouse will have no significant effect on the road safety and if the Council are serious about improving conditions they should take immediate steps to install devices to slow approaching traffic and advise them of the perceived hazards.

Conclusions

- 1) This proposal meets the requirements of the Scottish Governments latest standards for access and visibility - the actual Y distances achieved are 252 metres to the right (primary splay) and at least 81 metres to the left (secondary splay) as opposed to the Governments stated standard of 59 metres.
- 2) The accurate accident record is two accidents in 3 years - both of which involved skidding on black ice during one of the worst winters in 40 years. The locations of the accidents were not at the site and this development would have no effect on this accident record.
- 3) Existing vehicle speeds are higher than the 30 mph limit. One dwellinghouse will make no difference to this and will not create any significant additional hazard.
- 4) The Council can easily improve the existing speed and accident situation by installing low cost measures such as renewing the lining, installing warning signs either fixed signs or vehicle activated signs to advise approaching drivers of the perceived hazard.
- 5) The applicant will agree to assist the Council in improving the conspicuity of this area by contributing £1500.00 for the provision of refurbished markings and the provision of warning signs for the benefit of the other residents in this area.

There are no valid reasons to refuse this application.



C. Eng., VICE, MCI HT.

List of Appendices

Appendix 1 – Extracts from the Scottish Governments document Designing Streets – pages 1, 33, 34 and 37.

Appendix 2 – Photographs taken from the proposed access in each direction showing the visibility splays of a) 252 m and b) 81 m.

Appendix 3 – a) Photograph of one sighting pole showing the height of driver's eye level against the height of the roof of an average car (2007 Ford Fiesta).
b) Photograph of the visibility splay to the left (secondary splay) showing a car roof at approximately 95 m.

Appendix 4 - Reproduction of the Council's map of the area.

Appendix 5 – Photographs showing the existing poor standard of red marking and lining on either side of the access to Springbank Cottage in the vicinity of the proposed site access.

Print Form

APPLICATION FOR PLANNING PERMISSION

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008

Please refer to the accompanying Guidance Notes when completing this application
 PLEASE NOTE IT IS FASTER AND SIMPLER TO SUBMIT PLANNING APPLICATIONS
 ELECTRONICALLY VIA <https://eplanning.scotland.gov.uk>

1. Applicant's Details		2. Agent's Details (if any)	
Title	MR.	Ref No.	
Forename	DAVID	Forename	DAVID
Surname	DONALDSON	Surname	NAPIEL
Company Name		Company Name	
Building No./Name	5	Building No./Name	15
Address Line 1	DEMFORD COURT	Address Line 1	COLINHILL ROAD
Address Line 2	DEMFORD AVE	Address Line 2	
Town/City	ST. ANNELOON SPA	Town/City	STRATHAVEN
Postcode	FYB 1EJ	Postcode	ML10 6EH
Telephone		Telephone	
Mobile		Mobile	
Fax		Fax	
Email		Email	
3. Postal Address or Location of Proposed Development (please include postcode)			
SITE ADJACENT TO RUMAN SHIELDHILL ROAD, READINGMURHEAD, FALKIRK. FK2 0DU.			
NB. If you do not have a full site address please identify the location of the site(s) in your accompanying documentation.			
4. Type of Application			
What is the application for? Please select one of the following:			
Planning Permission		<input type="checkbox"/>	
Planning Permission in Principle		<input checked="" type="checkbox"/>	
Further Application*		<input type="checkbox"/>	
Application for Approval of Matters Specified in Conditions*		<input type="checkbox"/>	
Application for Mineral Works**		<input type="checkbox"/>	
NB. A 'further application' may be e.g. development that has not yet commenced and where a time limit has been imposed a renewal of planning permission or a modification, variation or removal of a planning condition.			
*Please provide a reference number of the previous application and date when permission was granted:			
Reference No:		Date:	

**Please note that if you are applying for planning permission for mineral works your planning authority may have a separate form or require additional information.

5. Description of the Proposal

Please describe the proposal including any change of use:

SUB-DIVISION OF EXISTING PLOT & ERECTION
OF A NEW DWELLINGHOUSE.

Is this a temporary permission?

Yes ☐ No ☒

If yes, please state how long permission is required for and why:

/

Have the works already been started or completed?

Yes ☐ No ☒

If yes, please state date of completion, or if not completed, the start date:

Date started:

/

Date completed:

/

If yes, please explain why work has already taken place in advance of making this application

/

6. Pre-Application Discussion

Have you received any advice from the planning authority in relation to this proposal?

Yes ☒ No ☐

If yes, please provide details about the advice below:

In what format was the advice given?

Meeting ☒ Telephone call ☒ Letter ☒ Email ☒

Have you agreed or are you discussing a Processing Agreement with the planning authority? Yes ☐ No ☐

Please provide a description of the advice you were given and who you received the advice from:

Name:

KEVIN BROWN

Date:

15/6/11

Ref No.:

/

DISCUSSED SUBMITTING A NEW PLANNING APPLICATION FOR
PLANNING PERMISSION IN PRINCIPLE. & THE APPLICATION
SHOULD INCLUDE A SUPPORTING STATEMENT. NOTE: PREVIOUS
APPLICATION (P/10/0206/PPP) WAS REFUSED ON 24/8/10

7. Site Area

Please state the site area in either hectares or square metres:

Hectares (ha):

0.082

Square Metre (sq.m.)

/

8. Existing Use

Please describe the current or most recent use:

Café and bar

9. Access and Parking

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

Yes ☒ No ☐*If yes, please show in your drawings the position of any existing, altered or new access and explain the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.*

Are you proposing any changes to public paths, public rights of way or affecting any public rights of access?

Yes ☐ No ☒*If yes, please show on your drawings the position of any affected areas and explain the changes you propose to make, including arrangements for continuing or alternative public access.*

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

1

How many vehicle parking spaces (garaging and open parking) do you propose on the site? (i.e. the total number of existing spaces plus any new spaces)

4

*Please show on your drawings the position of existing and proposed parking spaces and specify if these are to be allocated for particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, etc.)***10. Water Supply and Drainage Arrangements**

Will your proposals require new or altered water supply or drainage arrangements?

Yes ☒ No ☐

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

Yes, connecting to a public drainage network

☒

No, proposing to make private drainage arrangements

☐

Not applicable – only arrangement for water supply required

☐

What private arrangements are you proposing for the new/alterd septic tank?

Discharge to land via soakaway

☐

Discharge to watercourse(s) (including partial soakaway)

☐

Discharge to coastal waters

☐*Please show more details on your plans and supporting information*

What private arrangements are you proposing?

Treatment/Additional treatment (relates to package sewer treatment plants, or passive sewage treatment such as a reed bed)

☐

Other private drainage arrangement (such as a chemical toilets or composting toilets)

☐*Please show more details on your plans and supporting information.*

Do your proposals make provision for sustainable drainage of surface water?

Yes ☐ No ☒

Note:- Please include details of SUDS arrangements on your plans

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

Yes ☒ No ☐

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

11. Assessment of Flood Risk

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

Yes ☐ No ☒

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

Do you think your proposal may increase the flood risk elsewhere? Yes ☐ No ☒ Don't Know ☐

If yes, briefly describe how the risk of flooding might be increased elsewhere.

12. Trees

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

Yes ☐ No ☒

If yes, please show on drawings any trees (including known protected trees) and their canopy spread as they relate to the proposed site and indicate if any are to be cut back or felled.

13. Waste Storage and Collection

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

Yes ☐ No ☒

If yes, please provide details and illustrate on plans.

If no, please provide details as to why no provision for refuse/recycling storage is being made:

14. Residential Units Including Conversion

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

Yes ☒ No ☐

If yes how many units do you propose in total?

1

Please provide full details of the number and types of units on the plan. Additional information may be provided in a supporting statement.

15. For all types of non housing development – new floorspace proposed

Does your proposal alter or create non-residential floorspace?

Yes ☐ No ☐

If yes, please provide details below:

Use type:

If you are extending a building, please provide details of existing gross floorspace (sq.m):

Proposed gross floorspace (sq.m.):

Please provide details of internal floorspace(sq.m)

Net trading space:

Non-trading space:

Total net floorspace:

16. Schedule 3 Development

Does the proposal involve a class of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008?

Yes ☐ No ☒ Don't Know ☐

If yes, your proposal will additionally have to be advertised in a newspaper circulating in your area. Your planning authority will do this on your behalf but may charge a fee. Please contact your planning authority for advice on planning fees.

17. Planning Service Employee/Elected Member Interest

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

Yes ☐ No ☒

Or, are you / the applicant / the applicant's spouse or partner a close relative of a member of staff in the planning service or elected member of the planning authority?

Yes ☐ No ☒

If you have answered yes please provide details:

DECLARATION

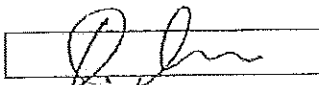
I, the applicant/agent certify that this is an application for planning permission. The accompanying plans/drawings and additional information are provided as part of this application.

I, the applicant/agent hereby certify that the attached Land Ownership Certificate has been completed ☒

I, the applicant/agent hereby certify that requisite notice has been given to other land owners and/or agricultural tenants

Yes ☐ No ☐ N/A ☒

Signature:



Name:

D. NAPIER

Date:

13/7/11

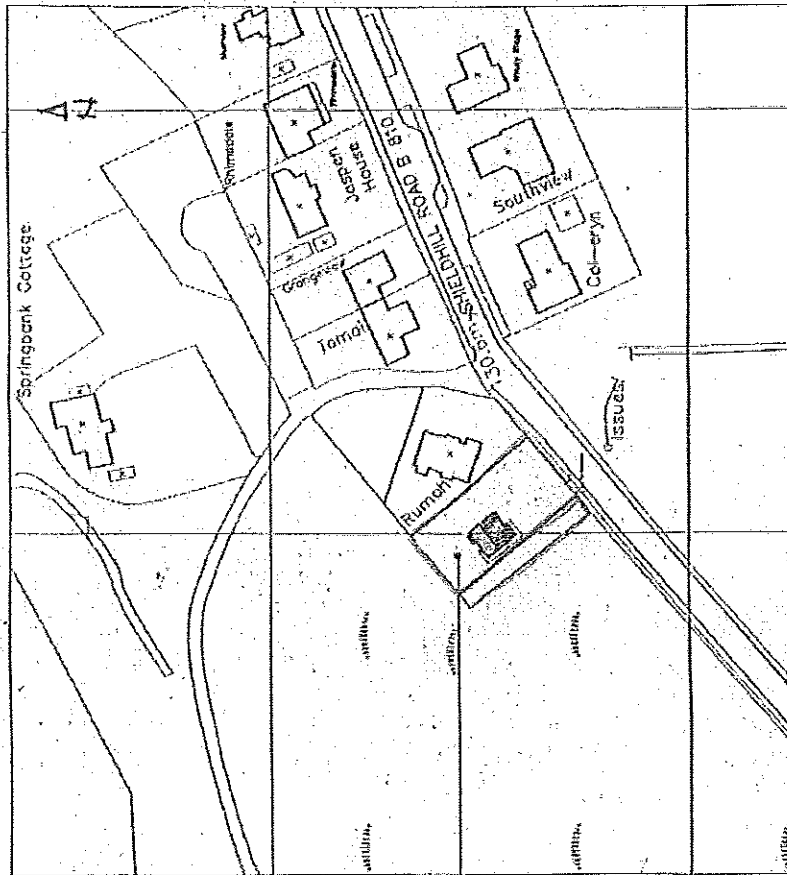
Any personal data that you have been asked to provide on this form will be held and processed in accordance with the requirements of the 1998 Data Protection Act.

00.00
20.00

MSD
TOTAL

1 PLANNING REP

11
05/90 05/90 276
18-07-2011/000 11.49 836



APPLICANT'S SITE

LOCATION PLAN SCALE 1:1250

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APPLICATION BY.....

MR DONALDSON

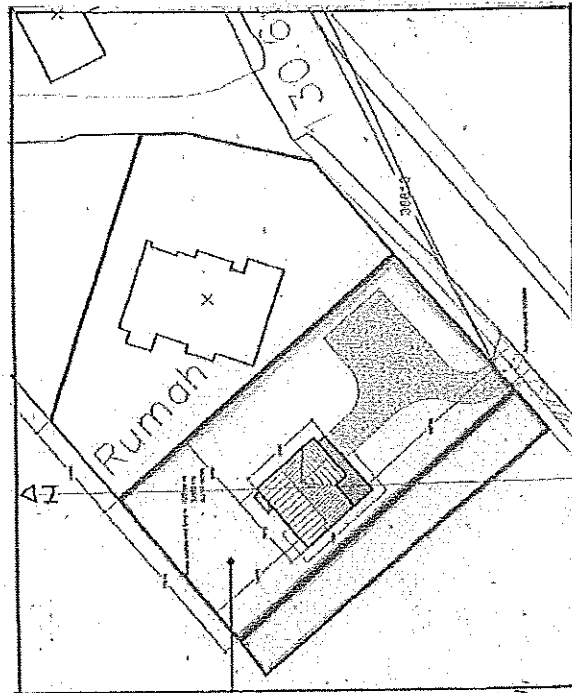
SITE ADJACENT TO RUMAH

SHIELDHILL ROAD

REDDINGMUIR

FALKIRK FK2 0DU

DRAWING NO RUMAH/2011/01



Block Plan Scale 1:500

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APPLICATION BY.....

MR DONALDSON

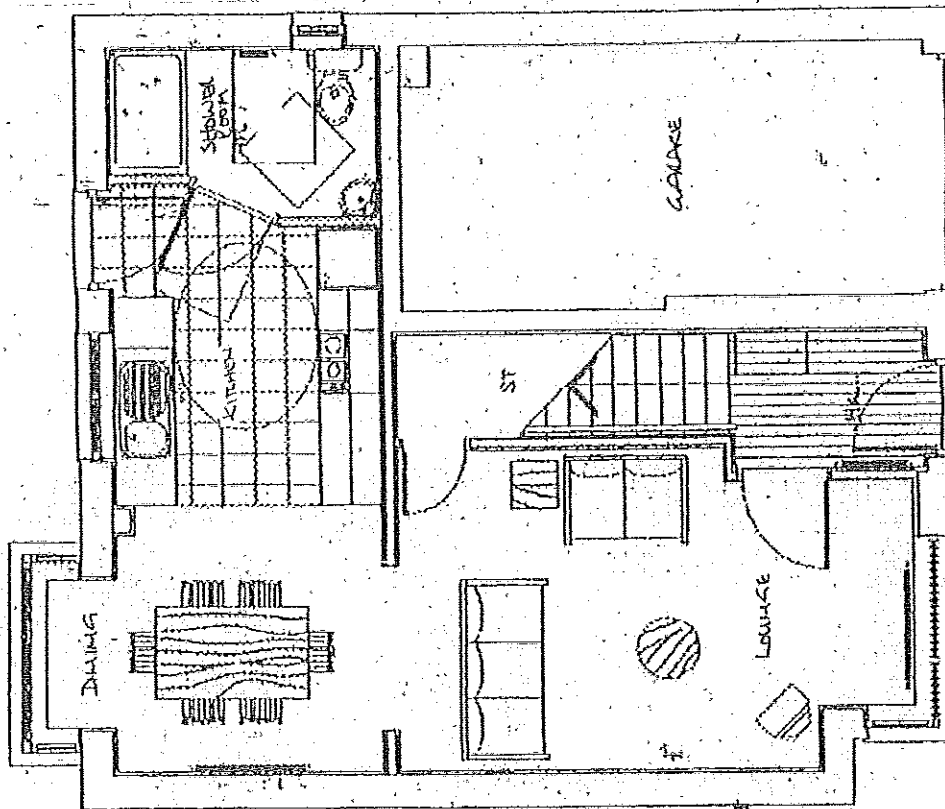
SITE ADJACENT TO RUMAH

SHIELDHILL ROAD

REDDINGMUJR

FALKIRK FK2 0DU

DRAWING No RUMAH/2011/02



PROPOSED GROUND FLOOR PLAN (INDICATIVE)

SCALE 1:50

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APPLICATION BY.....

MIR DONALDSON

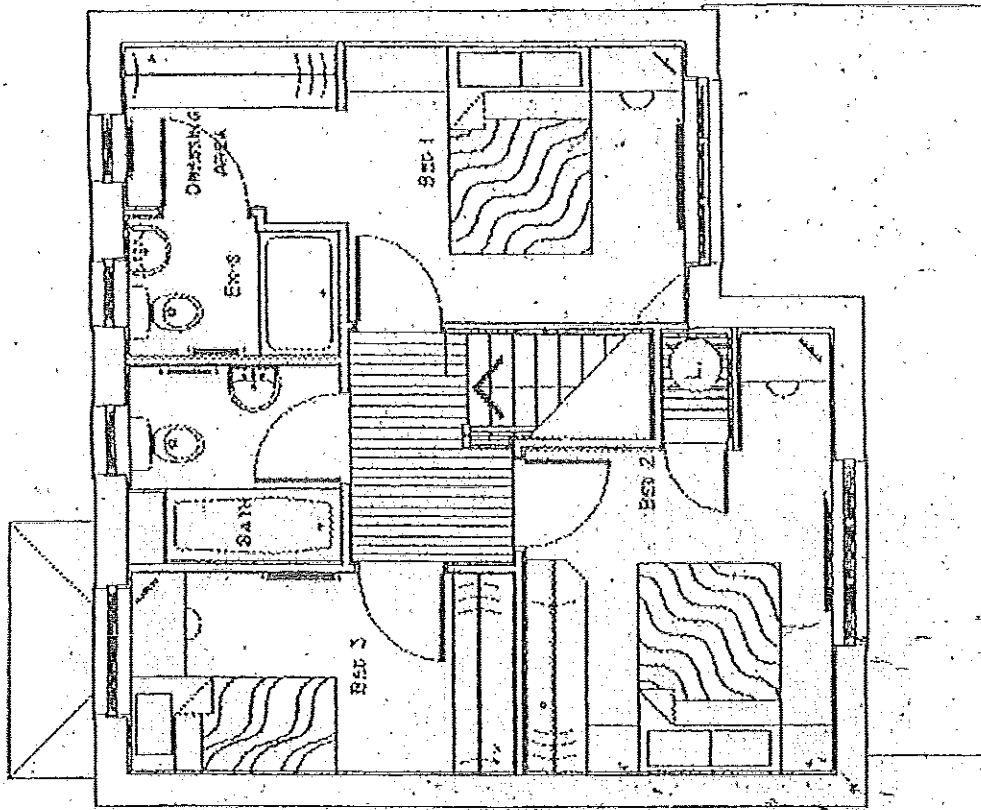
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SHIELDHILL ROAD

REDDINGMUJR

FALKIRK FK2 0DU

DRAWING No RUMAH/2011/04



PROPOSED UPPER FLOOR PLAN. SCALE 1:50
(INDICATIVE)

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APPLICATION BY.....

MR DONALDSON

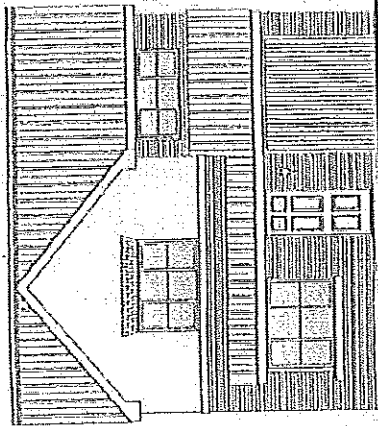
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SHIELDHILL ROAD

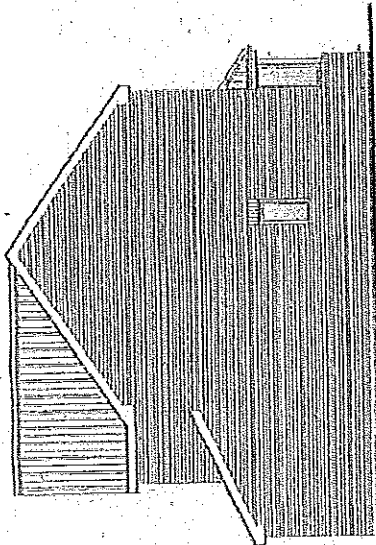
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FALKIRK FK2 0DU

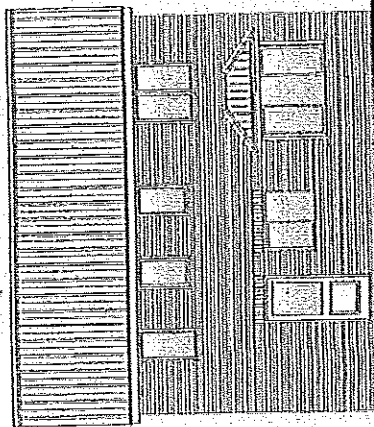
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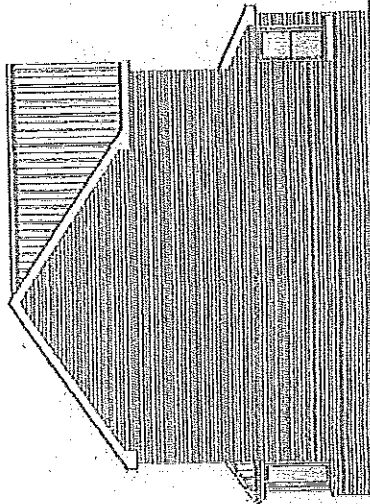
PROPOSED FRONT ELEVATION (INDICATIVE)
SCALE 1:100



PROPOSED SIDE ELEVATION (INDICATIVE)
SCALE 1:100



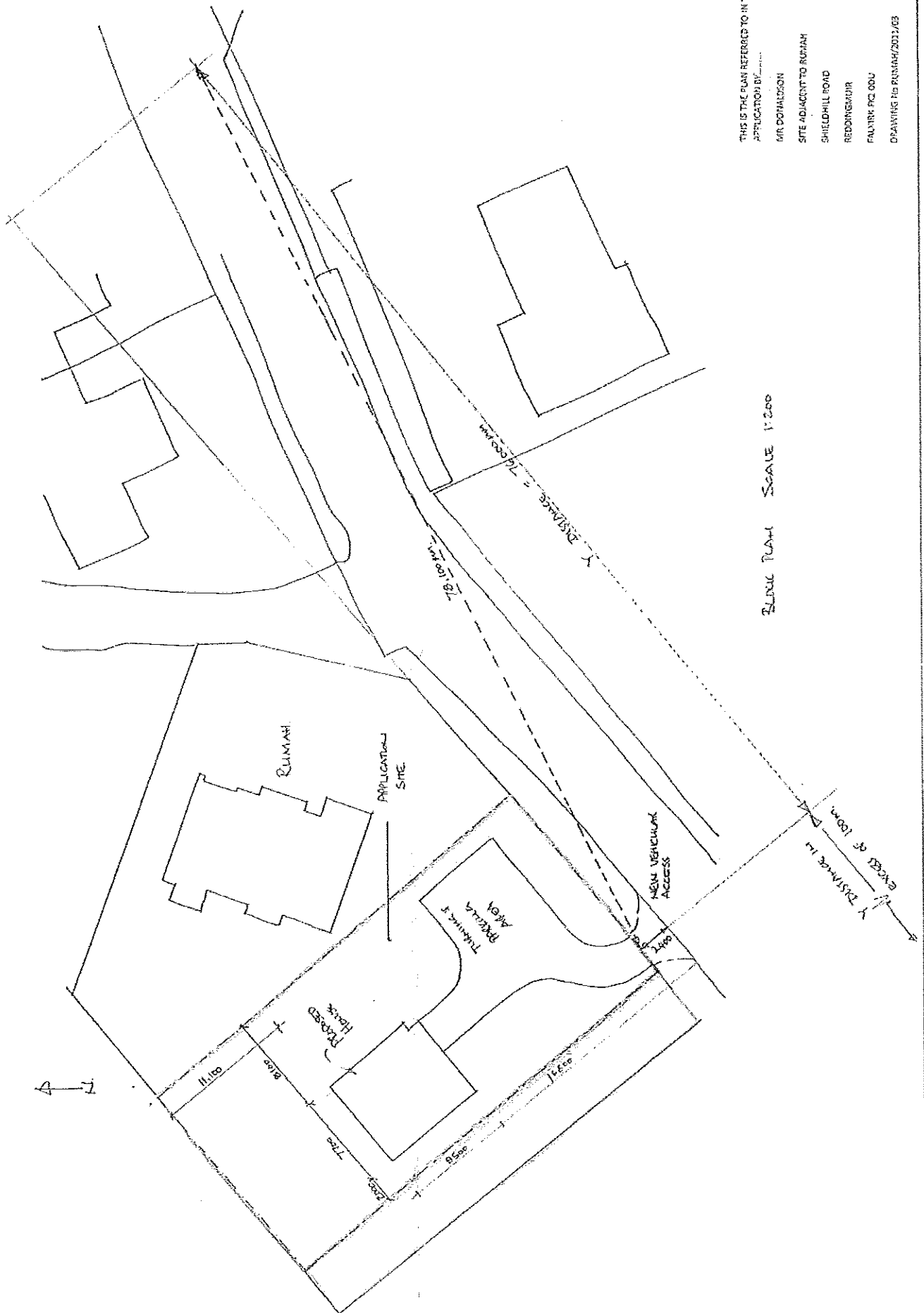
PROPOSED REAR ELEVATION (INDICATIVE)
SCALE 1:100



PROPOSED SIDE ELEVATION (INDICATIVE)
SCALE 1:100

THIS IS THE PLAN REFERRED TO IN THE APPLICATION BY.....

MR DONALDSON
SITE ADJACENT TO RUMAH
SHIELDHILL ROAD
REDDINGMUIR
FALKIRK FK2 0DU
DRAWING No RUMAH/2011/06



THIS IS THE PLAN REFERRED TO IN THE
APPLICATION BY
MR. DONALDSON
SITE ADJACENT TO RUMAH
SHIELDHILL ROAD
BEDDINGHAM
FALLEN PC 000
DRAWING NO RUMAH/2011/03

BLIND PLAN SCALE 1:200

Planning Permission in Principle - Supporting Statement

Sub-division of plot and erection of new dwelling house at Rumah, Shieldhill Road, Reddingmuirhead, Falkirk, FK2 0DU

Introduction:

This statement has been prepared in support of the planning permission in principle application attached. The application seeks permission for the subdivision of plot and erection of new dwelling house at Rumah, Shieldhill Road, Reddingmuirhead, Falkirk, FK2 0DU.

The structure of the statement covers reference to the previous planning in principle application and the subsequent local planning committee review. The statement references the previous objections raised and provides supportive material that should alleviate these concerns.

Previous applications

There has been a previous application for this site. The planning application for this is reference no.: P/10/0306/PPP received 11th May 2010. The decision notice refusing this application was published on the 24th August 2010.

There was then an application for a local planning committee review. This was submitted 19th November 2010 and the decision to uphold the refusal of planning permission was made at the planning committee review meeting of 2nd February 2011.

In a review of the above applications and a subsequent meeting with planning officer Kevin Brown we have ascertained that:

1. Falkirk Council planning department have in principle no objections to the application based upon the site location, location of the construction on the site, size of the dwelling and the general areas of design that would be considered from a planning perspective.
2. Falkirk Council roads development unit had objected to the location of the site and it was this objection which was the sole reason for the rejection of the application.

Roads Department objection

The Falkirk Council Planning Review Committee ("FCPRC") decision provides detailed points that were submitted by the Roads Development unit that were used to base the planning committees decision upon. These points of information are summarised below:

- Visibility splay required of a minimum of 2.5m back from the carriageway by 70.0m in both directions from the proposed vehicular access.
- A suggested visibility, looking to the east, restricted to around 50m.

- Users of the proposed access would increase the potential for conflict and give rise to road safety issues.
- Despite a 30 mph speed limit, the average speed was noted as 45 mph.

Submission of supporting material

Based upon the information provided in the FCPRC response, further investigation was begun to show satisfactory evidence to support safe access to the site.

1. Onsite measurements of the visibility splay were taken to determine the exact visibility splays that may be obtained from the proposed vehicular access.

NOTE: onsite measurements were taken, as due to the curvature of the road, measurement from plan does not provide an accurate figure for the visibility splay to the east of the proposed vehicular access. Measurement from plan provides an inaccurate east measurement of 50m.

These measurements show that the visibility splay required by the Roads Development unit of a minimum of 2.5m back from the carriageway by 70.0m in both directions from the proposed vehicular access can easily be achieved. Please see submitted plans which indicate visibility splays of:

- East – minimum visibility splay measured of 76m.
- West – visibility splay in excess of 100m, with clear unrestricted visibility west bound, uphill.

These measurements clearly demonstrate that both east and west visibility splays in excess of 70m can be obtained from the proposed vehicular access.

2. A Freedom of Information request was made on the 18th April 2011 to obtain the safety record of the road upon which the proposed vehicular access is to be made. The reference for this request is: 3055100/NS/TMS-1/DEHG.

In the response from Falkirk Roads & Design received on the 4th May 2011, Network Officer, Duncan Gardner, confirmed that "the available data indicates that there have been no recorded personal injury accidents on Shieldhill Road between Shieldhill and Reddingmuirhead during the last 3 years." - see Appendix A.

This clearly indicates that the Shieldhill Road at the proposed vehicular access is an extremely safe road today. This is particularly relevant as there are already 2 vehicular accesses to this road within 50m of the proposed access. If there were any safety issues on access to this road at this location, then it would be shown in the personal injury accident information referenced above.

Additionally, to increase the safety of the proposed vehicular access, off road parking has been submitted in the planning application situated in the site itself. This parking has been designed with a turning area within it, to allow all vehicular access from the site onto Shieldhill Road to be