

## B810 within 75m of direct access to Springbank Cottage

1.3 Accident Reference:111100585 Serious B810, Shieldhill Road, Reddingmuirhead directly outside Rhimsdale. Accident 8 of 8

1.7 Date & 1.9 Time.....Friday 18/03/2011 07:30	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....291000/677570	1.14 Road type.....Single c'way
1.10 Local Authority.....Falkirk	1.16 Junction detail.....Not at or within 20m of juncti
1.12/1.13 1st road identity..B810	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Other	1.25 Carriageway hazards..None
1.21 Light conditions.....Light/no lights	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties..1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Ice

## Contributory Factors

Slippery road due to weather (Road Environment Contrib)  
 Loss of control (Driver/Rider - Error)  
 Road layout (Driver/Rider - Vision Affected)

Participant	Confidence	Did a police officer attend
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes

## Accident Description

About 0730 hours on 18/03/2011, V1 was traveling in a southwesterly direction on the B810, Shieldhill Road, Reddingmuirhead. At this time V1 struck black ice, causing V1 to spin and collide with a garden wall at the property known as Rhimsdale, causing damage.

## 1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Other permanent object
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....West East	2.22 Driver age.....20
2.7 Manoeuvres.....Going ahead other	2.27 Driver postcode..... FK14HJ
2.11 Skidding.....Yes	2.24 Hit and Run.....No
2.13 Left c'way.....Left c'way nearside & rebounded	2.23 Breath test.....Not provided
2.6 Towing.....No	2.29 Journey purpose.....Commuting to/from work
2.28 Foreign vehicle.....Not foreign	

## 1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....20	3.13 School pupil.....Other
3.18 Casualty postcode... FK14HJ	(3.19 School .....)
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Site NO. 22222222

Site Reference: 22222222

Shieldhill Road, Reddingmuirhead  
From 25/08/2011 To 31/08/2011

At Ruman

## Speed Summary (All Days)-Limit 30 Mph

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<35	Bin 8 35-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
0:00	4	-	38.2	4.2	0	0	0	0	0	0	1	2	1	0	0	0	0
0:15	3	-	41.7	7.5	0	0	0	0	0	0	0	1	0	1	0	0	0
0:30	4	-	39.3	5.1	0	0	0	0	0	0	1	1	1	0	0	0	0
0:45	3	-	38.9	5.0	0	0	0	0	0	0	1	1	1	0	0	0	0
1:00	3	-	37.4	4.1	0	0	0	0	0	0	1	1	0	0	0	0	0
1:15	1	-	38.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
1:30	1	-	41.0	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
1:45	2	-	37.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0
2:00	1	-	42.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	2	-	39.3	4.2	0	0	0	0	0	0	0	1	1	0	0	0	0
2:30	1	-	41.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	1	-	42.8	-	0	0	0	0	0	0	0	0	1	0	0	0	0
3:00	1	-	40.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	1	-	40.6	-	0	0	0	0	0	0	0	0	1	0	0	0	0
3:30	2	-	38.5	5.0	0	0	0	0	0	0	0	1	1	0	0	0	0
3:45	1	-	41.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
4:00	0	-	36.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	-	41.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	1	-	39.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	1	-	36.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	-	36.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	1	-	38.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	3	-	40.1	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	2	-	38.5	-	0	0	0	0	0	0	0	2	0	1	0	0	0
6:00	3	-	41.8	6.5	0	0	0	0	0	0	0	1	1	0	0	0	0
6:15	8	-	39.5	4.4	0	0	0	0	0	0	1	1	1	1	0	0	0
6:30	7	-	40.6	4.0	0	0	0	0	0	0	2	3	3	0	0	0	0
6:45	11	44.1	39.8	5.6	0	0	0	0	0	1	1	4	2	0	0	0	0
7:00	11	44.9	38.6	6.1	0	0	0	0	0	1	1	5	3	1	0	0	0
7:15	15	44.7	40.2	4.9	0	0	0	0	0	1	3	3	3	1	0	0	0
7:30	20	44.4	39.5	4.4	0	0	0	0	0	0	2	6	4	2	0	0	0
7:45	17	41.4	37.3	4.5	0	0	0	0	0	0	4	9	5	1	0	0	0
8:00	28	41.6	37.6	4.8	0	0	0	0	0	1	5	7	3	0	0	0	0
8:15	35	40.5	36.4	4.8	0	0	0	0	0	2	8	13	4	1	0	0	0
8:30	45	40.6	36.7	5.0	0	0	0	0	1	3	12	15	4	0	0	0	0
8:45	38	41.5	39.0	6.0	0	0	0	1	1	2	13	20	6	1	0	0	0

42.3 mph

Includes Data Entry, Includes C&amp;W Exam

Printed at 08:30:04 on 5 Sep 2011

Site No: 22222222

Site Reference: 22222222

Shieldhill Road, Reddingmuirhead  
From 25/08/2011 To 31/08/2011At: RUMAH

## Speed Summary (All Days)-Limit 30 Mph

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 ≥61
18:00	40	40.1	35.3	4.9	0	0	0	0	0	6	17	12	3	1	0	0	0
18:15	43	39.8	34.8	5.1	0	0	0	0	2	8	16	14	3	0	0	0	0
18:30	37	39.9	34.7	5.0	0	0	0	0	1	7	14	11	3	0	0	0	0
18:45	34	40.2	34.9	5.8	0	0	0	0	2	5	13	10	3	1	0	0	0
19:00	34	40.2	35.5	5.0	0	0	0	0	1	5	12	12	3	0	0	0	0
19:15	31	40.6	35.5	5.2	0	0	0	0	1	5	13	9	4	0	0	0	0
19:30	33	39.7	34.5	5.5	0	0	0	0	1	7	12	9	2	1	0	0	0
19:45	25	40.1	34.4	6.2	0	0	0	0	2	5	9	6	2	1	0	0	0
20:00	27	40.5	35.3	5.8	0	0	0	0	1	4	10	8	3	1	0	0	0
20:15	27	40.1	34.6	5.7	0	0	0	0	2	5	10	7	3	0	0	0	0
20:30	21	38.0	33.5	6.0	0	0	0	1	1	4	8	5	1	0	0	0	0
20:45	23	39.0	34.0	6.2	0	0	0	0	2	4	10	6	1	0	0	0	0
21:00	20	39.5	34.5	5.4	0	0	0	0	1	4	8	5	2	0	0	0	0
21:15	20	40.1	35.6	5.6	0	0	0	0	0	4	8	6	2	1	0	0	0
21:30	15	39.8	35.0	4.7	0	0	0	0	0	3	6	4	1	0	0	0	0
21:45	14	39.1	34.5	4.7	0	0	0	0	0	3	6	4	1	0	0	0	0
22:00	13	40.0	35.6	4.7	0	0	0	0	0	2	5	4	1	0	0	0	0
22:15	12	39.8	35.2	4.6	0	0	0	0	0	2	5	4	1	0	0	0	0
22:30	11	39.0	35.1	4.3	0	0	0	0	0	2	4	3	0	0	0	0	0
22:45	10	-	34.7	5.0	0	0	0	0	0	2	4	2	1	0	0	0	0
23:00	6	-	34.3	4.0	0	0	0	0	0	1	3	2	0	0	0	0	0
23:15	6	-	33.1	3.0	0	0	0	0	0	0	1	3	0	0	0	0	0
23:30	4	-	35.6	5.6	0	0	0	0	0	1	1	1	0	0	0	0	0
23:45	5	-	37.3	6.4	0	0	0	0	0	0	2	2	1	1	0	0	0
12H,7-19	1668	39.8	34.4	5.1	0	0	0	1	62	349	633	500	128	9	0	0	0
16H,6-22	2054	40.0	34.5	5.2	0	0	0	2	74	407	764	609	165	14	0	0	0
18H,6-24	2121	40.0	34.6	5.2	0	0	0	2	74	417	789	630	169	15	0	0	0
24H,0-24	2170	40.0	34.6	5.2	0	0	0	2	74	420	805	646	174	15	0	0	0
Am Peak	7:45 179	- -	0:30 38.2	1.00 7.0	10:15 0	11:00 0	- -	11:00 1	10:30 8	8:00 45	7:45 69	7:00 59	6:45 16	7:00 3	7:30 0	8:30 0	- -
Pm Peak	17:00 178	23:00 40.6	23:00 36.3	22:45 6.7	- -	14:30 0	18:00 0	15:30 1	14:45 8	15:00 39	17:00 71	16:30 52	17:30 15	19:30 2	22:45 1	14:30 0	22:30 0

40mph

Includes Local Events, excludes Global Events

Printed at 08:29:54 on 5 Sep 2011

Site Reference: 22222222

Shieldhill Road, Reddingmuirhead  
From 25/08/2011 To 31/08/2011

At Rumah

## Speed Summary (All Days)-Limit 30 Mph

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
0:00	5	-	33.6	4.7	0	0	0	0	0	2	2	2	0	0	0	0	0
0:15	4	-	34.3	4.3	0	0	0	0	0	1	2	1	0	0	0	0	0
0:30	3	-	39.4	5.1	0	0	0	0	0	0	1	1	1	0	0	0	0
0:45	3	-	35.2	5.0	0	0	0	0	0	0	1	1	1	0	0	0	0
1:00	2	-	35.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0
1:15	1	-	35.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	1	-	33.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	1	-	35.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0
2:00	0	-	35.0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	1	-	33.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	1	-	32.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0
2:45	1	-	37.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	-	39.1	-	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	1	-	35.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0
3:30	2	-	35.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
3:45	1	-	39.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
4:00	1	-	32.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	1	-	35.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45	2	-	33.2	4.7	0	0	0	0	0	0	1	1	0	0	0	0	0
5:00	2	-	34.9	3.9	0	0	0	0	0	0	1	1	0	0	0	0	0
5:15	6	-	37.5	4.8	0	0	0	0	0	0	2	2	2	0	0	0	0
5:30	4	-	35.8	4.9	0	0	0	0	0	0	2	1	1	0	0	0	0
5:45	4	-	37.3	3.2	0	0	0	0	0	0	2	2	0	0	0	0	0
6:00	13	39.5	35.0	5.0	0	0	0	0	0	2	4	5	2	0	0	0	0
6:15	17	42.7	39.3	5.0	0	0	0	0	0	1	5	8	2	1	0	0	0
6:30	10	41.5	37.5	4.6	0	0	0	0	0	1	4	7	3	0	0	0	0
6:45	20	42.7	37.7	4.6	0	0	0	0	0	1	6	8	5	0	0	0	0
7:00	26	40.3	35.8	4.6	0	0	0	0	0	3	9	10	3	0	0	0	0
7:15	33	40.5	39.2	4.8	0	0	0	0	0	3	13	12	3	1	0	0	0
7:30	34	41.3	39.8	5.1	0	0	0	0	0	4	10	14	5	1	0	0	0
7:45	35	40.8	38.3	5.3	0	0	0	0	1	4	11	15	4	1	0	0	0
8:00	35	39.5	33.9	5.2	0	0	0	0	1	9	13	8	3	0	0	0	0
8:15	50	37.3	32.9	4.3	0	0	0	0	1	15	23	10	1	0	0	0	0
8:30	59	39.4	34.1	4.9	0	0	0	0	1	15	22	15	4	0	0	0	0
8:45	31	40.4	35.3	5.2	0	0	0	0	1	6	10	11	3	0	0	0	0

40.0 mph

Excludes Local Events, Includes Global Events

Printed at 08:29:54 on 5 Sep 2011

**MacKenzie, Roddy**

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**From:** Fraser, Andrew  
**Sent:** 05 September 2011 10:27  
**To:** MacKenzie, Roddy  
**Subject:** FW: B810 within 75m of private access to Springbank Cottage and Redding Rigg OS co-ordinates E290940 N677545 [NOT PROTECTIVELY MARKED]

Roddy,

Response from CSP.

Andrew

E: [andrew.fraser@falkirk.gov.uk](mailto:andrew.fraser@falkirk.gov.uk)  
T: 01324 50 4931  
F: 01324 50 4843

---

**From:** James Chalmers (195) [<mailto:Jim.Chalmers@centralscotland.pnn.police.uk>]  
**Sent:** 31 August 2011 08:21  
**To:** Fraser, Andrew  
**Subject:** RE: B810 within 75m of private access to Springbank Cottage and Redding Rigg OS co-ordinates E290940 N677545 [NOT PROTECTIVELY MARKED]

NOT PROTECTIVELY MARKED

Andrew

Sorry for delay. Our records show only one damage only outside the dwelling house known as Sandaig E291092 N677615 which is east of junction.

Regards

Jim

NOT PROTECTIVELY MARKED

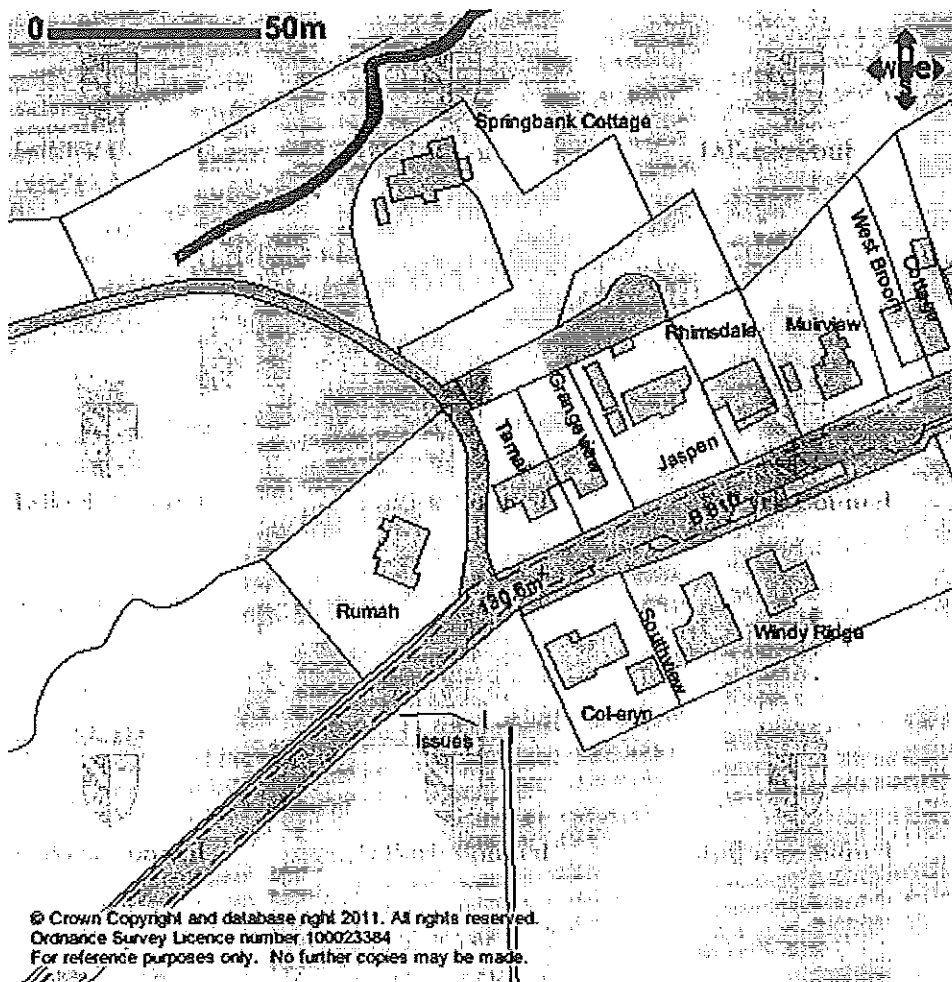
---

**From:** Fraser, Andrew [<mailto:Andrew.Fraser@falkirk.gov.uk>]  
**Sent:** 08 August 2011 16:05  
**To:** James Chalmers (195)  
**Subject:** B810 within 75m of private access to Springbank Cottage and Redding Rigg OS co-ordinates E290940 N677545

Jim,

Request from our development control people:

would you be able to provide details of damage-only accidents in the area described in the title? The location of the access is shown in the sketch below:



Kind regards,

Andrew.

Andrew Fraser  
Senior Accident Investigation Officer  
Falkirk Council  
Development Services  
Abbotsford House  
David's Loan  
FALKIRK FK2 7YZ

E: [andrew.fraser@falkirk.gov.uk](mailto:andrew.fraser@falkirk.gov.uk)  
T: 01324 50 4931  
F: 01324 50 4843

\*\*\*\*\*  
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The views and opinions expressed in this e-mail are the senders own and do not necessarily represent the views and opinions of Falkirk Council.  
\*\*\*\*\*

Caution!

07/09/2011

Site No: 22222222

Site Reference: 22222222

Shieldhill Road, Reddingmuirhead  
From 25/08/2011 To 31/08/2011

AT RUMAH

## Speed Summary (All Days)-Limit 30 Mph

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <53mph	Bin 2 54-60	Bin 3 61-67	Bin 4 68-74	Bin 5 75-81	Bin 6 82-88	Bin 7 89-95	Bin 8 96-102	Bin 9 103-109	Bin 10 110-116	Bin 11 117-123	Bin 12 124-130	Bin 13 131-137
18:00	52	42.2	38.0	4.4	0	0	0	0	0	2	13	26	10	1	0	0	0
18:15	49	41.9	36.9	5.6	0	0	0	1	1	2	14	21	8	1	0	0	0
18:30	38	42.4	37.5	4.8	0	0	0	0	0	3	9	18	7	1	0	0	0
18:45	38	44.0	38.8	5.1	0	0	0	0	0	2	7	17	8	3	0	0	0
19:00	37	42.0	37.8	4.5	0	0	0	0	0	2	9	19	7	1	0	0	0
19:15	36	42.1	37.7	4.5	0	0	0	0	0	1	12	15	5	1	0	0	0
19:30	36	42.4	37.8	4.6	0	0	0	0	0	2	9	17	6	1	0	0	0
19:45	30	41.4	37.6	4.7	0	0	0	0	0	2	8	15	4	1	0	0	0
20:00	31	41.3	37.7	4.8	0	0	0	0	0	1	9	15	4	2	0	0	0
20:15	31	42.4	37.6	4.9	0	0	0	0	0	2	9	13	5	1	0	0	0
20:30	28	41.4	37.6	4.2	0	0	0	0	0	1	9	13	5	0	0	0	0
20:45	25	42.1	37.6	4.6	0	0	0	0	0	1	7	12	4	1	0	0	0
21:00	25	42.7	38.2	4.7	0	0	0	0	0	1	7	11	4	1	0	0	0
21:15	25	43.6	38.6	5.1	0	0	0	0	0	1	7	11	4	2	0	0	0
21:30	23	41.1	37.4	4.7	0	0	0	0	0	1	7	10	3	1	0	0	0
21:45	19	40.5	37.6	4.3	0	0	0	0	0	1	6	9	3	0	0	0	0
22:00	16	42.6	38.0	4.3	0	0	0	0	0	0	5	6	4	0	0	0	0
22:15	14	41.3	37.3	4.5	0	0	0	0	0	1	4	6	2	0	0	0	0
22:30	12	43.0	38.9	4.0	0	0	0	0	0	0	3	6	3	0	0	0	0
22:45	9	-	38.7	5.2	0	0	0	0	0	1	2	4	3	0	0	0	0
23:00	7	-	39.7	5.5	0	0	0	0	0	0	2	3	1	1	0	0	0
23:15	6	-	39.4	5.9	0	0	0	0	0	0	1	2	1	1	0	0	0
23:30	6	-	37.3	5.3	0	0	0	0	0	0	2	1	2	0	0	0	0
23:45	5	-	39.6	4.9	0	0	0	0	0	0	1	1	2	0	0	0	0
12H,7-19	1659	42.2	37.2	5.0	0	0	1	3	16	122	499	731	270	47	1	0	0
16H,6-22	2074	42.3	37.3	4.9	0	0	1	3	16	139	603	904	334	61	1	0	0
16H,8-24	2149	42.4	37.4	4.9	0	0	1	3	16	141	623	933	352	63	1	0	0
24H,0-24	2189	42.4	37.4	4.9	0	0	1	3	16	141	629	948	359	65	1	0	0
Am	8:00	-	2:30	-	-	11:00	10:15	8:45	11:00	8:30	8:15	8:00	8:00	6:45	6:00	0:30	8:30
Peak	146	-	41.2	-	-	0	1	1	3	13	44	64	20	6	1	0	0
Pm	16:30	23:00	22:30	15:00	-	15:30	13:15	15:00	15:00	15:15	16:30	17:15	17:15	18:45	12:15	22:30	21:00
Peak	216	44.5	39.1	5.7	-	0	1	1	6	15	61	104	38	6	1	0	0

42.3 mph

RUMAH LOCAL EVENTS, INCLUDES OTHER EVENTS

Printed at 08:30:04 on 5 Sep 2011

ATTACHMENT 5

## Reddingmuirhead and Wallacestone Community Council

2 Nobel View  
Reddingmuirhead  
Falkirk  
FK2 0EF

2 Sept 2011

The Director of Development Services  
Falkirk Council  
Abbotsford House  
David's Loan  
Falkirk  
FK2 7YZ  
Att David Paterson

Dear Sirs

### **Objection to Planning Application P/11/0465/PPP Rumah, Reddingmuirhead.**

Following consultation with members of our Community Council, I object to this planning application on behalf of Reddingmuirhead & Wallacestone Community Council.

Our objection is on the following grounds.

- This development will further lead to the joining of the settlements of Shieldhill & Reddingmuirhead the proposed construction being on the Shieldhill side of Rumah the last house in Reddingmuirhead. This being contrary to the Polmont local plan chapter 13. Para 13.1 *"The villages are grouped very closely, with many merging, resulting in some loss of identity and blurring of the divisions between communities"* Allowing this development will further lead to the joining of settlements.
- This application is for a further sub-division of the garden ground of this property and is over-development as a PPP has already been granted for another area of this garden ground: P/09/0572/PPP
- A previous planning application P10/0306/PPP has been applied for this parcel of land with the same of very similar proposal. This application was refused and also subsequently refused by a Planning Committee Review. My understanding is that you cannot reapply for planning permission when the details are the same or similar within 5 years of a refusal for the same site.
- The proposed access road is just below the brow of a hill and traffic entering or emerging from this access will be totally blind to traffic travelling from Reddingmuirhead. A previous application for development of this site P/08/0755/OUT was refused permission and one of the grounds for refusal *"The proposal would result in an unacceptable risk to road safety, by virtue of the unacceptable intensification of the use of an existing junction in an area where traffic speeds commonly exceed the recognised limit"* Application P10/0306/PPP was also refused on grounds of road safety. Nothing has changed on this dangerous road other than traffic volumes continue to increase. A car proceeding west bound and awaiting opportunity to turn right from the Shieldhill Road into the proposed site access would be sitting in a blind position below the brow of the hill and round a bend for any other vehicles approaching from the east. Similarly a car awaiting to join the Shieldhill Road from the site and wanting to travel west will not be able to see an approaching vehicle coming from the east. I have enclosed a



photograph taken from the position and height of a driver waiting to exit the site and looking east. This clearly shows how little can be seen.

- The applicant has submitted a supporting statement particularly on the Shieldhill Road safety issue.

They have also made the statement that they had a meeting with planning officer Kevin Brown following the last refusal and he is supposed to have said "*Falkirk Council planning dept have in principle no objections to the application based upon the site location, location of the construction on site, size of the dwelling and the general areas of design that would be considered from a planning perspective.*" This statement must be disregarded as it is the opinion of one officer and not the council.

Also in this supporting statement they include a letter from roads and design dept of the Council regarding Accident and Traffic Data. The letter stated that there have been no recorded personal injury accidents in the last 3 years. However this does not take into account the number of non recorded accidents. Just down from the site there is currently a garden wall which has been demolished as result of a recent accident. A few years ago a vehicle ended upside down in the field next to the site. In the past there was a fatality at the exact site of the proposed vehicle access.

The B810 as it enters Reddingmuirhead cannot be deemed a safe road. It is on a bend and blind summit and is 50 mtrs from the proposed site access.

Speed checks have been carried out close to the site on the 40mph limit area and in last week close to the site access. These speed checks using 2 of rubber strips across the road only give accurate vehicle flow but not speed. Most drivers on seeing these strips assume them to be for speed cameras and automatically slow up. Therefore the recorded speeds are totally inaccurate. Until a more suitable method of checking speed without the driver detecting the checking device then their results must be discounted. I have had discussions with local police officers at the Community Council meeting and they are in agreement on this point.

The statement made about traffic speeds at the point of proposed development are only supposition. If anyone stand there with a high visibility jacket as I would hope the surveyor carrying out this inspection did. Drivers will automatically slow down.

The statement also gives their interpretation of visibility splays which will be quite different if you are driving large 4 x 4 and driving a small low sports car and the view from the low sports car has to be the figures used.

We ask the council to take these points into consideration and refuse this planning application.

Yours,

Danny Callaghan  
Convener  
Reddingmuirhead & Wallacestone Community Council

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We ask the council to take these points into consideration and refuse this planning application.

Yours,

Danny Callaghan  
Convener  
Reddingmuirhead & Wallacestone Community Council

## Application Comments for P/11/0465/PPP

### Application Summary

Application Number: P/11/0465/PPP

Address: Rumah Shieldhill Road Reddingmuirhead Falkirk FK2 0DU

Proposal: Sub-Division of Plot and Erection of New Dwellinghouse

Case Officer: David Paterson

### Customer Details

Name: Mr Danny Callaghan

Address: 2 Nobel View, Reddingmuirhead, Falkirk FK2 0EF

### Comment Details

Commenter Type: Community Councillor

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the application on the following points.

Allowing this development which is to the west of the last house in Reddingmuirhead would possibly lead to the further developments between Reddingmuirhead & Shieldhill therefore eroding the separation of communities and would be contrary to the local plan for Polmont para 13.1 and the Village plan for Shieldhill para 25.4

The proposed access road is just below the brow of a hill and traffic entering or emerging from this access will be totally blind to traffic travelling from Reddingmuirhead. A previous application for development of this site P/08/0755/OUT was refused permission and one of the grounds for refusal The proposal would result in an unacceptable risk to road safety, by virtue of the unacceptable intensification of the use of an existing junction in an area where traffic speeds commonly exceed the recognised limit

Application P10/0306/PPP was also refused on grounds of road safety. Nothing has changed on this dangerous road other than traffic volumes continue to increase.

A car proceeding west bound and awaiting opportunity to turn right from the Shieldhill Road into the proposed site access would be sitting in a blind position below the brow of the hill and round a bend for any other vehicles approaching from the east. Similarly a car awaiting to join the Shieldhill Road from the site and wanting to travel west will not be able to see an approaching vehicle coming from the east

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field next to the site. In the past there was a fatality at the exact site of the proposed vehicle access.

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The B810 as it enters Reddingmuirhead cannot be deemed a safe road. It is on a bend and blind summit and is 50 mtrs from the proposed site access.

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Until a more suitable method of checking speed without the driver detecting the checking device then their results must be discounted. I have had discussions with local police officers at the Community Council meeting and they are in agreement on this point.

The statement made about traffic speeds at the point of proposed development are only supposition. If anyone stand there with a high visibility jacket as I would hope the surveyor carrying out this inspection did. Drivers will automatically slow down.

The statement also gives their interpretation of visibility splays which will be quite different if you are driving large 4 x 4 and driving a small low sports car and the view from the low sports car has to be the figures used.

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The statement also gives their interpretation of visibility splays which will be quite different if you are driving large 4 x 4 and driving a small low sports car and the view from the low sports car has to be the figures used.

## Application Comments for P/11/0465/PPP

### Application Summary

Application Number: P/11/0465/PPP

Address: Rumah Shieldhill Road Reddingmuirhead Falkirk FK2 0DU

Proposal: Sub-Division of Plot and Erection of New Dwellinghouse

Case Officer: David Paterson

### Customer Details

Name: Mr Alexander Whyte

Address: 9 Nobel View, Reddingmuirhead, Falkirk FK2 0EF

### Comment Details

Commenter Type: Community Councillor

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: In view of serious concerns expressed regarding traffic on the B810 and efforts by the CC to improve traffic management in the area adjacent to Rumah i e Shieldhill Rd, It is not considered safe to increase the number of accesses on to this road. Supporting material should be disregarded as it chooses to forget a number of accidents recently, which only by luck did not result in any reported injury, including a collision into a telegraph pole, which had to be replaced, a vehicle landing upside down in a field and in the past one fatality at the very point where the new access would be. I have personally witnessed a near miss involving the Free Colliers March and a car which rounded that same corner as the policeman leading the march arrived at it.

To turn into the new access, if facing Shieldhill at any time when there is traffic from the West, would require the driver to sit just beyond the blind corner signalling right and hoping that no one was coming along behind. I also wonder if any of the supporting measurements were done from that position or from a sitting position as would be required of a car driver. It makes no sense to further complicate matters on a bad bend using highly selective data. The B810 should not be considered a very safe road using such material. I therefore, on behalf of the Community Council, urge refusal of this application.

P/11/0465 / PPP.

ACU - 10/8/11 - CUA

SPRINGBANK COTT

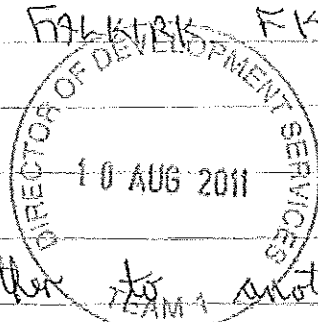
RE.

SHIELDHILL RD

PLANNING APPLICATION

FALKIRK FK20DU

'RUMAH'



Dear Sir / Madam

Further to another

planning application at RUMAH, as stated in the Herald, I really must object again. The grounds are the same again - now one is RUMAH is situated on a very bad corner. How many times do we have to object to this man, who doesn't even live here. The application has repeatedly been turned down. What a waste of council's time!

RUMAH sits on an accident hot spot. Please reject again.

Yours faithfully.





'Col-eryn',  
Shieldhill Road,  
Reddingmuirhead,  
Falkirk FK2 0DU.  
11.08.11



Falkirk Council,  
Planning Department,  
Abbotsford House,  
Bainsford,  
Falkirk.

Ref: P/11/0465/PPP – Site adjacent to Rumah, Shieldhill Road Reddingmuirhead.

Dear Sir/Madam,

I refer to my previous correspondence to yourselves with regards to previous planning applications for this site and request that you submit all my previous letters to you as letters of objection against this planning application. My standpoint with regards to objecting to the previous applications and this current application remains and I wholeheartedly agree with the previous decisions to reject the applications. I also would like to make further representation in objection to the current proposal.

Firstly, as far as I am aware, there has been no change whatsoever to the terms and conditions of this application compared to the previous application that was rejected and I can see no reason to reverse the original decision. I made a previous comment that the applicant appears to continually apply for permission and continues to pursue planning permission without appropriate justification in the hope that consent shall be passed. I do hope that a final decision can be made to finally end this process. I am unsure as to how often a person is legally permitted to apply for planning on a specific site

[REDACTED] 1. My concern in this regard is due to the application being submitted with absolutely no neighbour notification forms being sent out. This is a point I have previously raised as a concern and still await confirmation as to whether there has been a breach of regulations with the failure to notify neighbours of this application. I am also concerned that this application has been processed during the summer holidays which gives some thought that the applicant may have hoped that the application may have been missed by the neighbours due to being away at the time of the advert in the local newspaper.

The main crux of my objection does, however, remain the road safety concerns regarding the entrance to the property. I firmly believe that if this application was approved, there is a huge risk of a person being killed in a road accident at this entry point. I site the following points in support of my concerns;

1. The road up from Reddingmuirhead towards Shieldhill has a very steep incline towards the summit of the hill. After the summit of the hill, the road dips slightly making visibility over the summit restricted.
2. The road also bends greatly to the left at this point. This further restricts visibility in particular towards vehicular traffic in front heading up the hill towards Shieldhill.
3. At the top of the hill, at the left corner of the bend, there is a telegraph pole. This pole further restricts the view of traffic heading towards Shieldhill.
4. Although the applicant has provided data to support his application, these figures, in my opinion, have no bearing regarding road safety for vehicles coming up the hill towards Shieldhill. Any car waiting in the left hand lane to turn right into this access point will be at risk of being struck by a vehicle following up the hill behind them.
5. It is my belief that the line of sight from below the summit of the hill will not give drivers sufficient time to see vehicles waiting in the left hand lane to turn right into the entrance to



the proposed property. The gradient in the hill is too severe to provide sufficient visibility around the bend. The statistics provided by the applicant only provide the visibility splay 2.5 metres back from the carriageway. This fact does not consider the scenario of vehicles stationary in the left hand lane waiting to cross into the proposed entrance. I consider it impossible for vehicles to see a stationary vehicle at this point until it will be too late for the car to stop. Is it not correct that road and personal safety is paramount and this situation has not been considered?

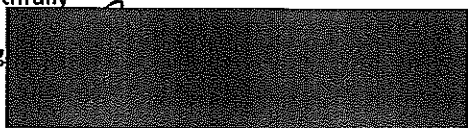
6. There have, to my knowledge, been at least three accidents on this road this year. In one case a car smashed into a wall having skidded at the top of the hill and there was also a two vehicle smash only a few metres away from the proposed entrance. I have also learnt of a vehicle being damaged having to take evasive action whilst trying to turn into the private road at the entrance to Rumah where the driver realised that a vehicle travelling behind it was driving too fast and too close to it and would have caused a more serious accident had the driver not swung into the private road. I do not know of any 'safe' roads that have seen three separate accidents in the past few months with it only by luck that there have been no injuries. This entrance increases the risk of accidents significantly and therefore the risk of casualties.
7. Furthermore, this entrance is on the only pavement on the main road from Shieldhill to Reddingmuirhead. This is the only route for schoolchildren to walk to and from the nearby Braes High School. The pavement is heavily used by children at times of day when traffic is at its peak. This proposed access across the pavement will increase the risk of injury to these children.
8. As I have stated in previous letters, the scenario of a stationary vehicle waiting to turn into the entrance would be a sitting target for vehicles driving at speed up the hill. The risk of a three car collision with an oncoming vehicle also coming down the hill is considerable. The impact of such a crash would inevitably lead to the death of the unsuspecting persons in the stationary vehicle at the centre of the collision.
9. The drawings attached to the planning application draw a line of sight which I cannot believe to be correct. The line around the corner is not a true reflection of the visibility splay as there are several trees as well as the telegraph pole in the way.
10. Although I cannot confirm the dates, I am aware that roadworks were on the carriageway during the Easter holiday period. This is around the time that the speed survey was conducted and this would impact severely on the statistics provided by the applicant.

I therefore respectfully request that this planning application be refused on the grounds of road safety. I am aware that the Scottish Government has a National Objective to reduce the level of Killed or Seriously Injured casualties from traffic collisions up until 2020 and it is the responsibility of Police and Local Authorities to do all they can to reach their targets by keeping our roads safer. Allowing access at this location would be a failing on the part of the council and would provide a further unnecessary risk which could cause a fatality on our roads.

Having spent a large amount of time writing several letters on this proposal I hereby hope that this issue can finally come to an end. My concern is that the applicant will continue time and again to apply for permission until you eventually concede to his constant demands. I most definitely hope that this will not be the case. There are several other points that I have made previously regarding the impact upon drainage, wildlife, the environment and the look of the rural area which I have gone into in detail in previous letters. I again reiterate that you take all these points into consideration whilst determining this application.

Yours Faithfully

Colin Heg



Mr & Mrs J. Morton  
 Jaspen House, Shieldhill Road,  
 Reddingmuirhead  
 Falkirk.  
 FK2 0DU  
 August 12, 2011



The Director of Development Services,  
 Abbotsford House,  
 Davids Loan,  
 Falkirk.  
 Fk2 7YZ

Dear Sirs,

With reference to the recent planning application P/11/0465/PPP (Rumah, Shieldhill Road, Reddingmuirhead, Falkirk FK2 0DU). I wish to register an objection to the planning application on the basis of general inaccuracies of information provided on the planning application and supporting documentation. Particular information provided by the Roads & Design department (Mr Duncan Gardner – Letter Ref:- 3055100/NS/TM5-1/DEHG dated 4<sup>th</sup> May 2011) is inaccurate and misleading in that during our occupancy of Jaspen House (approx. 4-years) there have been two significant road traffic accidents which have resulted each time in the cars being written-off and significant structural damage to the road-side boundary wall of both our own and our neighbour Mr James Leckie's property. This damage can be viewed on the current google earth street view from 2-years ago with the actual damage from the most recent incident still visible at this time within Mr Leckie's property. On both occasions the accidents occurred early morning with no pedestrians, particularly school children, injured or killed. This is purely down to timing of these incidents. Our wall has also suffered glancing blows from out of control cars causing damage which also still remains clearly visible for your inspection if required. Police have attended these incidents with at least one of these resulting in charges being pressed.

There have been many instances of cars travelling at excessive speed in both an East and Westerly direction on the hill to/from Shieldhill, with only last winter a car overturning and sliding upside down on the road adjacent to the land of the proposed application again due to speed. Again, police were in attendance. Your traffic management survey fails to highlight these incidents and the fact that police regularly sit with speed-guns at Nobel Drive to catch speeding drivers coming off the hill.

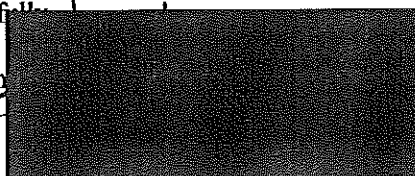
There have been requests at community council meetings for an automated radar speed reduction sign to be installed at the current 30 mile per hour sign on entry from Shieldhill to Reddingmuirhead. This has always been rejected due to costs with no particular regard to any duty of care that the Council may actually have responsibility for.....What price safety!!

I do not believe that this is a considered and safe application for access on to a safe road when the supporting information provided is so fundamentally flawed, inadequately researched and inaccurate.

Thanks for your consideration of this letter. I hope that it supports a rejection of the proposed application. I also hope that subject to going to writing there are no further more serious incidents resulting in fatalities or injury to pedestrians, particularly to children making their way to and from the Braes High School.

Yours Faithfully

John Morton



Reddingrigg  
Shieldhill Road  
Reddingmuirhead  
Falkirk  
FK2 0Du  
15th August 2011

The Director of Development Services  
Falkirk Council  
Abbotsford House  
David's Loan  
FK2 7YZ

Dear Sir

Planning Application P/11/0465/ppp Rumah, Shieldhill Road, Reddingmuirhead.

We object on the following points :-

The access to the plot is directly onto a bad bend on the Shieldhill Road where traffic coming up hill could easily cause an accident if there was a vehicle turning into the site.

During the last 2 years there has been at least three accidents to mind - on the bend and ending into garden walls, the other before the bend overturned. Luckily there were no serious injuries.

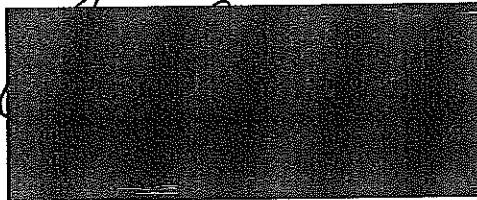
The traffic survey data for 07/04/2011 To 13/04/2011 was recorded during the School Holidays when there was less traffic using this road. We feel this does not give accurate survey of the usual volume of traffic using this road.

The Surveyer's report takes the angle of the plot access from the pavement area and not from the other side of the road which is a blind bend.

Please take these points into consideration when making the decision.

Yours faithfully,

James Aitken  
&  
Miss May Aitken



**From:** MacKenzie, Roddy

**Sent:** 06 December 2011 14:42

**To:** Morris, John

**Subject:** RE: Request for Local Review - Rumah, Shieldhill Road Reddingmuirhead (Ref AP/11/003/REV\_DD) Sub-division of Plot and Erection of Dwellinghouse

John,

I have no additional comments to add to this planning application.

Roddy

**Morris, John**

---

**From:** e-mail sandy\_whyte [REDACTED]  
**Sent:** 05 December 2011 11:04  
**To:** Morris, John  
**Cc:** callaghan danny; Anne Marie Barclay  
**Subject:** Rumah

John,

Ref AP/11/003/REV\_DD/DP

May I take the opportunity to reaffirm the Community Council's view on this development. There remain serious concerns regarding traffic and access issues on this one. There have been new signs placed on the Shieldhill Road along with some improved road markings but consensus seems to be that in reality little can be done to reduce speeds here or improve the corner.

As I understand it, the police view is that there is no point in changing the speed limit to the west downwards to 30 mph as, due to the layout of the road ie a straight with good visibility between Rumah and Hillcrest, it is likely to make no difference. However they have made efforts to use the speed gun there, though there are issues regarding the safety of the officers doing this work, and have caught some speeding drivers. Even at reduced speed the danger to anyone accessing or egressing the proposed driveway and those following or cresting the blind summit is too great. Work done by the Falkirk Council and measurements and photos from this are evidence enough to support what locals have always thought. This corner and blind summit remains a concern in its present form and would be worse if another hazard is introduced. An accident there in recent weeks involving a taxi and a yellow car is thought, in common with many such events, not to have been reported. This occurred during the school rush. It is thought that there were no injuries.

There are also clearly issues regarding what is subdivision of the plot, a practice which over the years has been detrimental to many areas.

It is doubtful too that associated construction traffic and deliveries could be safely managed as the lane adjacent is private and there is no other obvious lay down area available.

We therefore urge that common sense prevails and that the proposal is refused and this appeal is dismissed.

Sandy Whyte ( Reddingmuirhead and Wallacestone Community Council )

Morris, John

---

**From:** Danny Callaghan [REDACTED]  
**Sent:** 08 December 2011 12:21  
**To:** Morris, John  
**Subject:** AP/11/003/RED\_DD  
**Attachments:** P9020201.JPG  
Hi John Morris

I have received your notification of the planning application P/11/0465/PPP Rumah, Shieldhill Road, Reddingmuirhead and the applicant asking for a review of the decision.

I wish that my previous comments are included but also wish to make further comments.

1. I attach a picture taken showing the view from the approx position and height that a driver would have driving a normal saloon car looking east, this quite clearly shows the reduced visibility of egress from the site and wish this to be included in my comments.
2. I commented on my original submission that there is a garden wall just down from the application site which is badly damaged due to an accident. This wall has now been repaired in last week in November
3. I commented that there are minor accidents at this spot which do not result in injuries and are therefore not notified to the police. There was a collision at the end October between a yellow car and a taxi at the location of the site. The yellow car had stopped close to the site travelling west and the taxi was overtaking and had to pull in quick as other traffic was approaching from the west and collided with the front wing of the yellow car. We do not have details of the registration numbers
4. At our Reddingmuirhead & Wallacestone Community Council meeting on 10 Nov 2011 we had a report from the local community police officer regarding speeding on the Shieldhill Road and they report that they had warned 50 motorists and ticketed 15 motorists in the Shieldhill Road area. They had carried out speed checks on the stretch of road west of the application site and had booked some motorists for speeding.
5. From the Central Scotland Police web site area section  
**Shieldhill/California PACT Priorities November - December 2011**
  1. Address complaints of motorists exceeding the speed limit at Shieldhill Road.

Regards  
Danny Callaghan  
2 Nobel View  
Reddingmuirhead  
Falkirk  
FK2 0EF



## PLANNING APPLICATION DETERMINED BY DIRECTOR OF DEVELOPMENT SERVICES UNDER DELEGATED POWERS – REPORT OF HANDLING

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**PROPOSAL** : Sub-Division of Plot and Erection of New Dwellinghouse  
**LOCATION** : Rumah, Shieldhill Road, Reddingmuirhead, Falkirk, FK2 0DU  
**APPLICANT** : Mr David Donaldson  
**APPN. NO.** : P/11/0465/PPP  
**REGISTRATION DATE** : 18 July 2011

### 1. SITE LOCATION / DESCRIPTION OF PROPOSAL

This application for planning permission in principle proposes the erection of a single dwellinghouse within the grounds of an existing detached dwellinghouse on the western edge of Reddingmuirhead. The application proposes a new vehicular access onto Shieldhill Road to serve the new dwellinghouse.

The application includes a supporting document addressing road traffic and access related concerns raised as a result of a previous application.

### 2. SITE HISTORY

P/08/0755/OUT - Subdivision of plot and erection of 2 dwellinghouses west of the existing dwellinghouse. Refused 09.07.2009.

P/09/0572/PPP - Subdivision of plot and erection of single dwellinghouse east of the existing dwellinghouse utilising the existing access. - Granted 05.11.2009.

P/10/0306/PPP - Subdivision of plot and erection of single dwellinghouse west of the existing dwellinghouse, including formation of new access. - Refused 24.08.2010.

It is noted that previous applications have been refused permission on grounds of road safety. Application P/10/0306/PPP is of particular relevance as the current application is a resubmission of this proposal, together with a supporting statement of case. It is noted that the refusal of application P/10/0306/PPP was subject to a local review. The local review upheld the decision to refuse planning permission in principle on road safety grounds.

### 3. CONSULTATIONS

The following responses to consultation were received:

Scottish Water	No objections.
Environmental Protection Unit	Contamination and window detail to be conditioned.
Roads Development Unit	Has advised that visibility eastwards towards a blind summit would be restricted to the extent that it is considered that road safety would be compromised. Granting of Planning Permission in Principle is advised against.
Reddingmuirhead And Wallacestone Community Council	Contrary to the Development Plan.  Could set precedent for development in the countryside.  Would constitute overdevelopment of the site on the basis that there is permission to erect a house at the



east side of the existing house.

The proposal was previously refused. This decision was subject to local review and subsequently dismissed. A further application cannot be submitted within 5 years.

The proposal would be detrimental to road safety.

The supporting statement states that :-

- The applicant has been advised that the proposal is acceptable in planning terms.
- Information provided to the applicant by the Roads authority suggest that speeds adopted by traffic adjacent to the application site and the accident record in respect of the road would suggest that the proposal would not be detrimental to road safety.
- There would be sufficient visibility at access to meet Council standards.

Where the local Community Council requested consultation, their comments appear above.

#### **4. PUBLIC REPRESENTATION**

In the course of the application, 6 contributor(s) submitted letter(s) to the Council. The salient issues are summarised below.

The proposal would result in an increase in the traffic taking access from the B810 which has a poor road accident record.

There would not be sufficient visibility at the proposed access, which would be in close proximity to a blind summit to the east. The proposal is detrimental to road safety.

Neighbour notification has not been carried out properly.

The applicant timed the submission of the application to coincide with the summer holiday period, when people are likely to be absent from home.

The information in the applicants supporting statement is not accurate.

The proposal would be detrimental to the safety of pedestrians using the footway abutting the application site, particularly school children.

#### **5. THE DEVELOPMENT PLAN**

The proposed development was assessed against the undernoted Development Plan(s) :

**Falkirk Council Structure Plan.**

There are no relevant policies within the Falkirk Council Structure Plan.

**Falkirk Council Local Plan**

The proposed development was assessed against the following policy or policies:

SC02 - Windfall Housing Development Within the Urban/Village Limit

SC08 - Infill Development and Subdivision of Plots

## **5A. MATERIAL CONSIDERATIONS**

Falkirk Council Supplementary Guidance

Responses to Consultation

Information Submitted in Support of the Proposal

Information Submitted in Support of the Proposal

Information Submitted in Support of the Proposal

Assessment of Public Representations

## **6. PLANNING ASSESSMENT**

### **The Development Plan**

The proposal raises no strategic issues and was therefore assessed against the Falkirk Council Local Plan alone.

### **Local Plan Policies**

The proposal is located within the urban limits as defined in the development plan and represents a subdivision of an existing large garden ground. The proposed development would benefit from sufficient space to accommodate adequate garden ground and parking provision for the proposed and the donor property and it is considered the site can accommodate a dwellinghouse whilst maintaining adequate privacy and good standards of design. The proposed vehicular access to the site out onto Shieldhill road is however problematic and it is considered that due to traffic speeds and the proximity of the access to a blind summit, the proposed access would not be in the best interests of road safety.

The proposed does not therefore accord with policies SC2 and SC8 of the Falkirk Council Local Plan "Windfall Housing Development Within The Urban/Village Limit" and "Infill Development and Subdivision of Plots" respectively.

### **Falkirk Council Supplementary Guidance**

It is considered that adequate garden ground could be afforded to both the proposed and existing dwellinghouse. Conditions could be attached to ensure that the new dwellinghouse would reflect the character of the area in terms of scale and design. Boundary treatments could be considered as part of an application for approval of matters specified in conditions, to ensure that the rural edge is suitably treated. The proposal accords with the principals of Supplementary Planning Guidance Note "Housing Layout and Design".

### **Responses to Consultation**

Contamination can be addressed by condition.

The Roads Development Unit has advised that the visibility eastwards towards a blind summit would be restricted to the extent that it is considered that road safety would be compromised. Granting planning permission in principle is advised against.

The concerns of the Community Council detailed above are noted.

The Development Plan assessment section of this report is noted. The proposal does not accord with the Development Plan.

It is not considered that setting a precedent for future development in the countryside is a relevant issue. The application site lies within the urban limit as identified in the Falkirk Council Local Plan. There would be no impact on the robustness of countryside related policies.

The planning history detailed above is noted. However, in terms solely of physical fit, the application site could accommodate a new dwellinghouse which affords adequate garden ground to the new, and the existing, dwellinghouse and which would sufficiently safeguard amenity and privacy. In terms of physical fit, the proposal would not constitute overdevelopment.

There is no restriction on the number, or timing, of planning applications that can be submitted in respect of a proposal.

It is noted that the Roads Development Unit has advised that would not be possible to achieve sufficient visibility at the proposed access to meet the Council's road safety standards.

There is no evidence to support the view that the applicant has been advised by the Planning Authority that the proposal is acceptable.

It is noted that the applicant received information from the Network Unit under freedom of information. This issue is addressed in the "Supporting Information" section of this report.

#### **Information Submitted in Support of the Proposal**

The applicant notes that the Council provided information at the Local Review in respect of application P/10/0306/PPP, detailed above, relating to the accident record at the B810, traffic speeds and visibility, which did not reflect well on the proposal.

The applicant has taken steps to collate information regarding these issues, which is claimed to be more accurate, and supports the proposal.

The applicant has submitted evidence to suggest that an eastwards visibility splay towards the blind summit of 6m x 70m can be achieved which would consequently accord with Council standards.

The applicant has received information from the Council's Network Unit under freedom of information which shows that:-

- There was no recorded accidents at the B810 in a three year period and
- Traffic travelling from the 40mph zone to the 30mph zone, in which the application site is located, have sufficiently reduced speed to render the proposed access safe.

#### **Information Submitted in Support of the Proposal**

The Roads Development Unit has carried out further site surveys to test the supporting statement. The Unit is satisfied that it is not possible to achieve a visibility splay of 6m x 70m eastwards towards the blind summit from the proposed new access. This is principally due to the falling levels and curvature of the road beyond the blind summit, and also to roadside vegetation

The traffic survey data provided to the applicant under FOI was taken on Reddingmuirhead Road/Shieldhill Road but not at the specific location that the applicant states, i.e. at a telegraph pole to the west of Rumah. The Traffic Survey in the support statement was part of the bi-annual programme of traffic counts and could have been taken at any point on that particular section of road. It is not known

exactly where on the B810 these speed statistics were taken and so they should be disregarded.

### **Information Submitted in Support of the Proposal**

The Roads Development Unit has actual data taken at the location to which the applicant refers in the supporting statement, approximately 100m to the west of the application site in the 40mph limit, taken between 23 June 2010 and 29 June 2010. The survey provided the actual speed of vehicles coming down the hill from Shieldhill. The 85%ile speed was found to be 45mph (the 85%ile speed is used when determining visibility requirements for road calculations). To be consistent, a traffic survey was carried out directly adjacent to Rumah itself within the 30mph limit. It was found that the 85%ile speed for westbound traffic was 42.4mph and 40mph eastbound. This clearly shows that most vehicles are travelling at least 33% faster than the legal speed limit at the blind summit. It is not therefore considered that this is a location where extra manoeuvring, overtaking, parking or queuing on the road should for safety reasons be encouraged. Albeit that traffic travelling faster than the legal speed limit is outwith the control of the applicant, the surveys emphasise the importance of satisfactory visibility at this location.

Furthermore, when the information under FOI was provided, the fact that there were no recorded personal injury accidents for 3 years may have been correct. There is now available more up to date and complete data. The up to date data shows that since 1987 there has been 8 personal injury accidents, 5 slight and 3 serious, all within 75m of the access to Rumah. This relates to an accident severity ratio of 37.5%. The normal ratio is considered to be 26%.

It is considered that road safety at this location is a concern.

The supporting statement submitted by the applicant does not demonstrate that concerns in respect of road safety can be overcome.

### **Assessment of Public Representations**

The consultation response of the Roads Development Unit and the "Supporting Information" section of this report are noted in terms of visibility and road safety.

The Planning Authority carried out the neighbour notification procedure in accordance with legislative requirements.

There is no restriction in terms of the timing of the submission of planning applications.

The "Supporting Information" section of this report addresses the issues raised in the applicant's supporting statement.

## **7. CONCLUSION**

The proposal does not accord with the Development Plan.

The proposal would result in an unacceptable risk to road safety by virtue of the creation of a new vehicular access in close proximity to a blind summit where traffic speeds commonly exceed the recognised limit.

The supporting statement submitted by the applicant does not demonstrate that concerns in respect of road safety can be overcome.

There are no material considerations to justify a departure from the Development Plan in this case.

## **8. RECOMMENDATION**


Refuse Planning Permission in Principle

**Refusal is recommended for the following****Reason(s):**

1. The proposal would result in an unacceptable risk to road safety, by virtue of the creation of a new vehicular access in close proximity to a blind summit where traffic speeds commonly exceed the recognised limit, and as such is contrary to the terms of Policies SC2 "Windfall Housing Development Within The Urban/Village Limit" and "SC8 " Infill Development And Subdivision Of Plots" of the Falkirk Council Local Plan.

**Informatives:**

1. For the avoidance of doubt, the plans to which this decision refers bear our reference 01, 02, 03, 04, 05 and 06.

  
Director of Development Services16.9.11  
Date

Contact Officer : David Paterson  
(Planning Officer) 01324 504757

Reference No. P/11/0465/PPP



Falkirk Council

Please note: this permission does not carry with it any necessary consent or approval for the proposed development under any other statutory enactments.

**Town and Country Planning (Scotland) Acts as Amended  
Issued under a Statutory Scheme of Delegation.**

**Refusal of Planning Permission in Principle**

**Agent**

Mr David Napier  
15 Colinhill Road  
Strathaven  
ML10 6EU

**Applicant**

Mr David Donaldson  
5 Denford Court  
Demford Avenue  
St Annes On Sea  
FY8 1ES

This Notice refers to your application registered on 18 July 2011 for permission in respect of the following development:-

Development      Sub-Division of Plot and Erection of New Dwellinghouse at  
Location          Rumah, Shieldhill Road, Reddingmuirhead, Falkirk, FK2 0DU

The application was determined under Delegated Powers. Please see the attached guidance notes for further information, including how to request a review of the decision.

In respect of applications submitted on or after 1 January 2010, Falkirk Council does not issue paper plans. Plans referred to in the informatives below can be viewed online at <http://eplanning.falkirk.gov.uk/online/>. In accordance with the plans docketted or itemised in the attached informatives as relative hereto, Falkirk Council, in exercise of its powers under the above legislation, hereby

**Refuses Planning Permission in Principle**

The Council has made this decision for the following reasons.

**Reason(s):**

1. The proposal would result in an unacceptable risk to road safety, by virtue of the creation of a new vehicular access in close proximity to a blind summit where traffic speeds commonly exceed the recognised limit, and as such is contrary to the terms of Policies SC2 "Windfall Housing Development Within The Urban/Village Limit" and "SC8 " Infill Development And Subdivision Of Plots" of the Falkirk Council Local Plan.

**Informatives:-**

1. For the avoidance of doubt, the plans to which this decision refers bear our reference 01, 02, 03, 04, 05 and 06.

16 September 2011

  
Director of Development Services