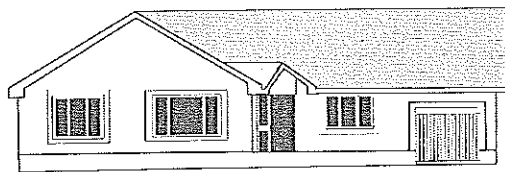
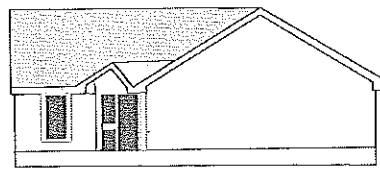


Building Form & Elevational Composition

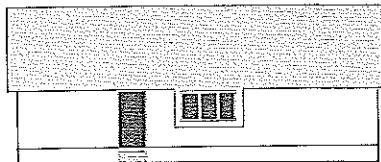
Examples of poor design improved through planning advice



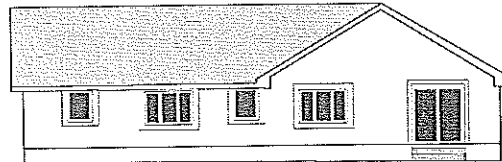
front



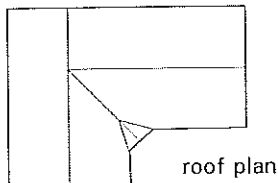
side 1



side 2

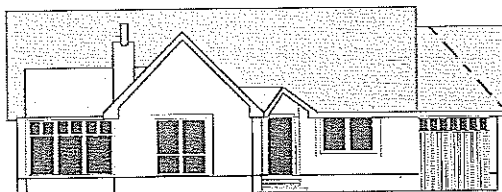


back

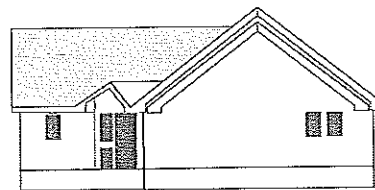


roof plan

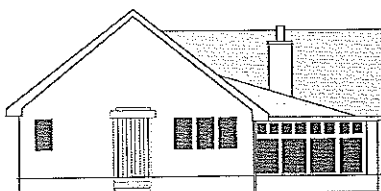
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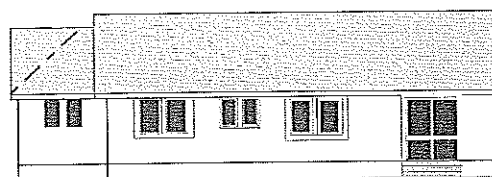
front



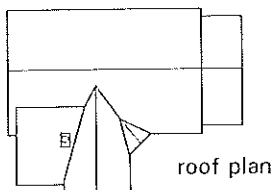
side 1



side 2



back



roof plan

IMPROVED

Figure 2.5 HOUSE DESIGN MODIFICATION A : BLAND ORIGINAL

Main ridge parallel with frontage and continuous, steeper roof pitch, formal gable contains primary front room, vertical proportion, tripartite elevation and set back garage "extension".

Building Form & Elevational Composition

Examples of poor design improved through planning advice

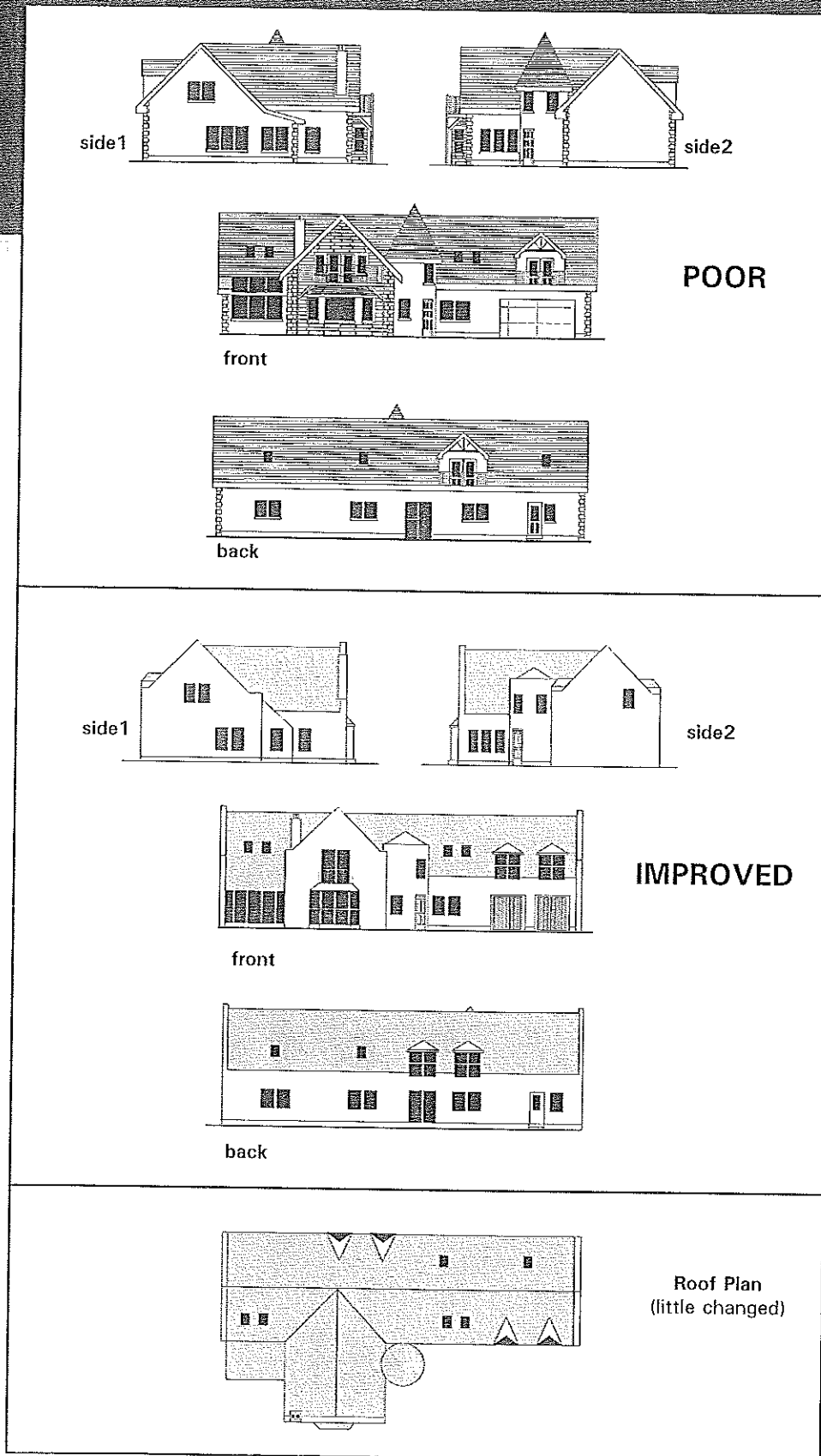


Figure 24 . HOUSE DESIGN MODIFICATION B : OVER FEATURED ORIGINAL

"Features" simplified, integrated and understated, consistent emphasis applied.

Further Information

Useful Contacts and Checklist

4.1 Useful Contacts

Information on Planning Permission, Building Warrants, Permitted Development, Listed Buildings and Conservation Area control, Tree Preservation Orders, Road Design/Warrants and Neighbour Notification can be obtained from:

Falkirk Council Development Services
Development Management Unit
 Abbotsford House
 David's Loan
 Falkirk FK2 7YZ
 Tel: 01324 504950

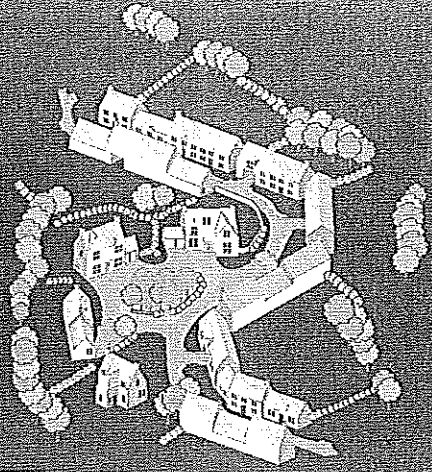
A list of architects can be obtained from:

RIAS
 (Royal Incorporation of Architects in Scotland)
 15 Rutland Square
 Edinburgh EH1 2BE
 Tel: 0131 229 7205
www.rias.org.uk

The RIAS offers a Client Advisory Service and maintains a list of Conservation Accredited Architects.

4.2 Checklist

- Does the proposal retain, locate and enhance the best elements of built and landscape heritage within the site?
- Does the new development reflect the unique character of the buildings, public spaces and landscaping found in the adjoining areas?
- Will the proposed pattern of routes and open spaces be adequately supervised and accessed from the housing edges within the site and be well connected to adjacent areas and to public transport and community facilities?
- Has special attention been paid to the design of the main edges, entrances, and focal points which form the development?
- Have the benefits of mixing community uses with the housing in a larger development been considered?
- Does the configuration of the housing density allow for a well composed streetscape pattern of terrace and semi terrace houses and, if required, widely spaced detached houses?
- Does the development contain appropriate public open space in meaningful civic locations?
- Are screen fences and side gables either designed out of public areas or, where occurring occasionally, are they given special design treatment?
- Are the enclosed public spaces designed to integrate the housing and roads layout in tidy formation?
- Is priority given to high quality and unique building architecture which respects traditional models but is sustainable and contemporary, avoiding fussy affectation?



هذه الوثيقة متاحة عند الطلب
في اللغات الأخرى في المجتمع.

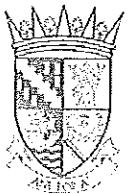
ਇਹ ਪਰਚਾ ਸਮਾਜ ਦੀਆਂ ਹੋਰ
ਭਾਸ਼ਾਵਾਂ ਵਿਚ ਪ੍ਰਿੰਟ ਕੀਤਾ ਗਿਆ ਹੈ।

此文件設有其他
語文。請向有關
方面索取。

یہ دستاویز دوسری کمیونٹی زبانوں میں مطالبے پر دستیاب ہے۔

If you would like a copy in community languages, braille, large print or audio tape
call Development Services, Falkirk Council on 01324 504715.

Designed by Planning & Environment Unit / Development Services, Falkirk Council



Falkirk Council
Development Services

FILE COPY

214



Date: 10 February 2012
Our Ref: SB/SMcG

Falkirk Council

Chief Executive Office

Governance

Mrs Rhona Geisler
Director of Development Services
Abbotsford House
David's Loan
Falkirk

Enquiries to: Shona Barton
Direct Dial: 01324 506116
Fax No: 01324 506071
e-mail: shona.barton@falkirk.gov.uk

Dear Mrs Geisler,

**LOCAL PLANNING REVIEW COMMITTEE – PLANNING APPLICATION
P/11/0465/PPP, SUBDIVISION OF PLOT AND ERECTION OF NEW
DWELLINGHOUSE AT RUMAH, SHIELDHILL ROAD,
REDDINGMUIRHEAD, FALKIRK, FK2 0DU**

The Planning Review Committee met on 9 February 2012 to consider the above application for review. At the Meeting the Committee determined that they did not have enough information to determine the application, and requested, in accordance with Regulation 15 of the Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2008 ("the 2008 Regulations"), that further information by way of written submissions be provided by the Planning Authority. The Committee also agreed that they would conduct, in accordance with Regulation 16 of the 2008 Regulations, an unaccompanied inspection of the site in question.

The information requested by way of written submissions is for the Roads Development Unit to provide a report which gives a clear explanation of the accepted position (referencing relevant guidance and policies) in relation to road junctions of the nature proposed at this location including expected size, dimensions, configuration, visibility splay and distances involved.

As the Committee agreed to a timescale of 14 days for provision of this information, I would be grateful if you could forward to me any appropriate information on or before **Friday 24 February 2012**

A copy of this letter has been sent to the applicant in accordance with Regulation 15(a) of the 2008 Regulations.

Please note that you are required to send a copy of your response to this letter to the applicant. The applicant will then have a period of 14 days to comment in response.

Please contact me if you require any further clarification.

Yours sincerely

Chief Governance Officer: Rose Mary Glackin

Committee Services Officer
for Chief Governance Officer

Municipal Buildings
Falkirk FK1 5RS
LP 1 Falkirk-2

www.falkirk.gov.uk

Development Services

Memo

To: Shona Barton
Administration Services (Democratic Services)

From: Craig Russell
Roads and Design (Roads Development & Flooding)

Date: 21st February 2012 **Enquiries:** 4732 **Fax:** 4850

Our Ref: 120221/CR/P/11/0465/PPP **Your Ref:** SB/SmcG

Proposal : Sub-Division of Plot and Erection of New Dwellinghouse
Location : Rumah Shieldhill Road Reddingmuirhead Falkirk FK2 0DU

I refer to your letter dated the 10 February 2012 concerning the above application and would offer the following comment.

Falkirk Council's "Design Guidelines & Construction Standards for Roads in the Falkirk Council area" is the relevant document detailing visibility requirements at the application site.

Figure 6 from the guidelines depicts two of the three main components required in order to achieve the relevant level of visibility at junctions & accesses, the "x" and "y" distances. The "x" distance is measured back along the centreline of the minor road from the continuation of the line of the nearest edge of the running carriageway of the major road. An "x" distance of 2.4m is required for a single dwellinghouse onto Shieldhill Road. The "y" distance is measured in both directions from the intersection of the centreline of the minor road with the nearer edge of the major road. A "y" distance of 70m must be provided onto Shieldhill Road.

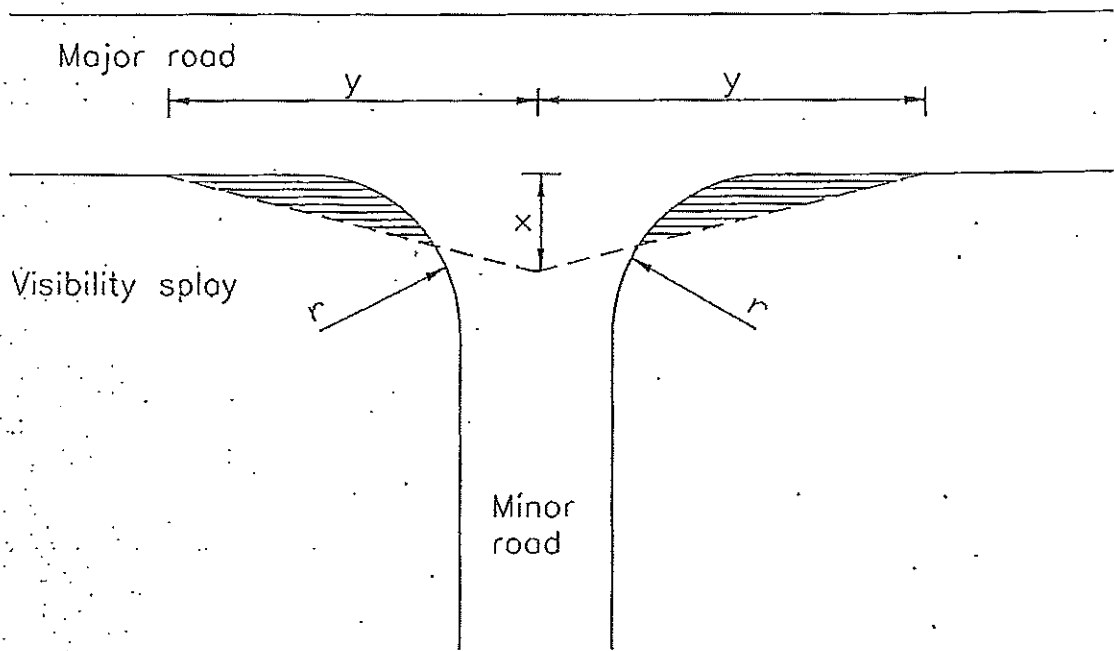


FIGURE 6 - GENERALISED LAYOUT OF A PRIORITY JUNCTION

The final component of visibility at junctions is the height of visibility envelope, shown in Figure 8 from the aforementioned guidelines.

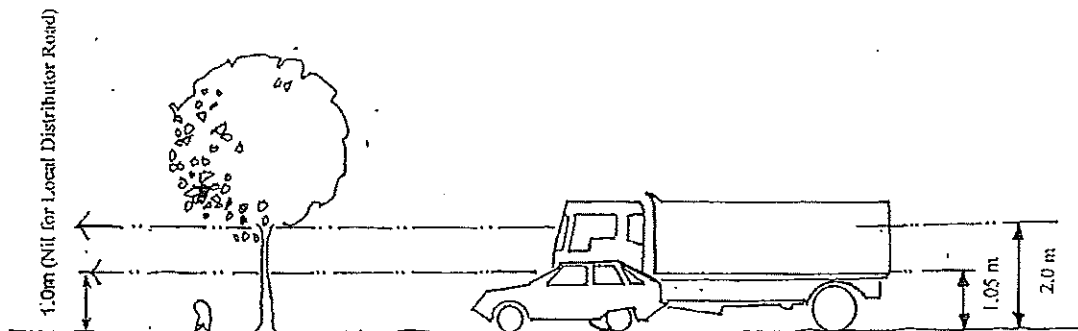
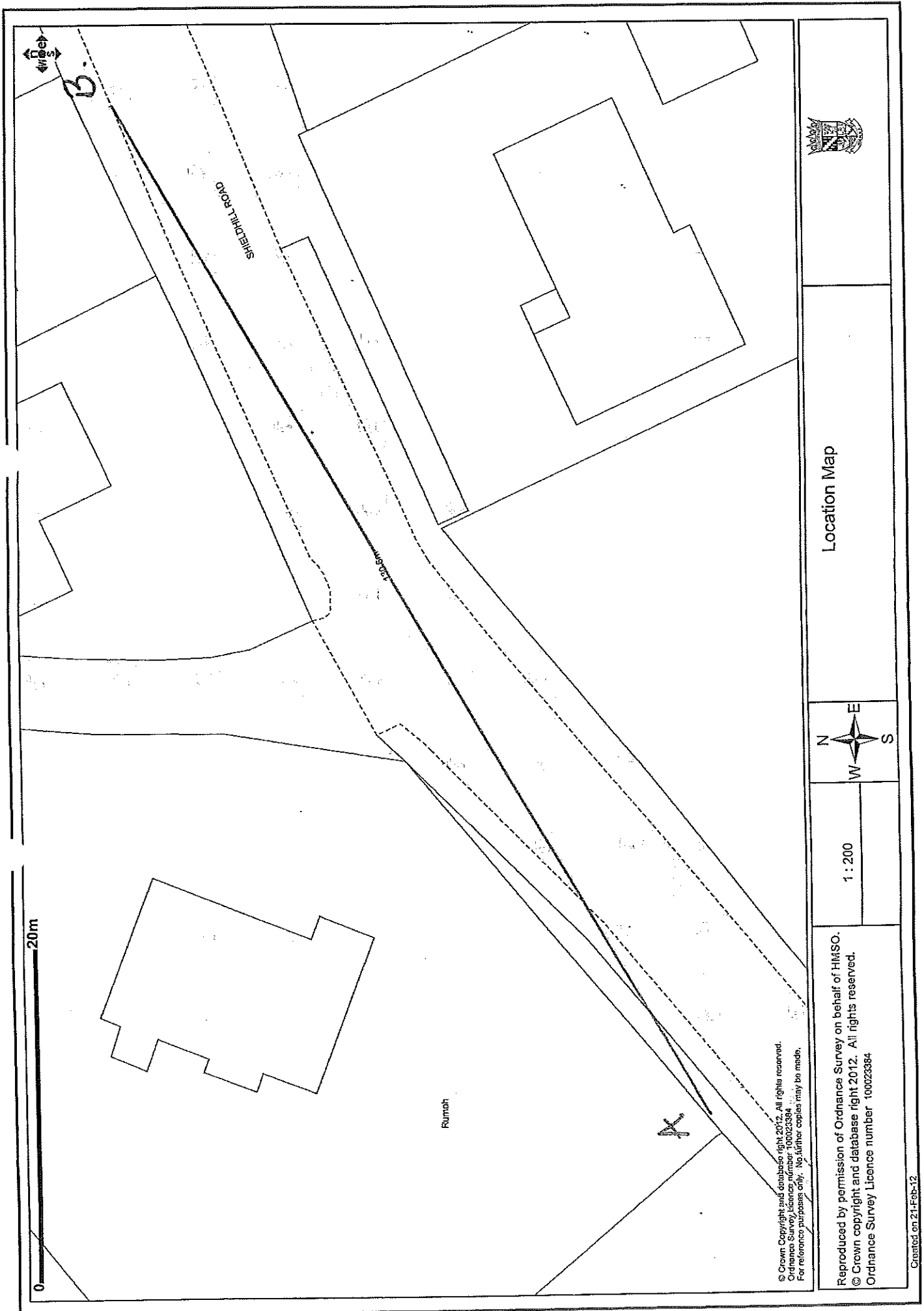


FIGURE 8 - HEIGHT OF VISIBILITY ENVELOPE

The visibility envelope is measured from a minimum driver's eye height of between 1.05m and 2.0m. The Council's guidelines advise that there must be no obstruction to visibility above carriageway level onto a Local Distributor Road.

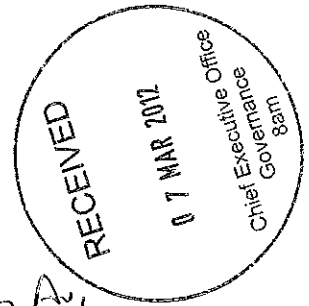
In summary, an unobstructed view of the carriageway should be available from a height of 1.05m when viewed from point A towards point B (refer attached plan).

Regards,
Craig Russell.





Graham Jinks
Planning and Development



FAO SHONA BAXTON

28 Eriskay Ave,
Hamilton
5.3.12

PLANNING REVIEW COMMITTEE
P/11/0465/VPP

I refer to your letter of 24.2.12 (ref SB/SMG)
and attach comments on the response from the
Roads & Design Section dated 21.2.12.

Clearly the visibility issue needs to be explained
in detail on site and I would be grateful if
provision could be made for my Roads Engineer to
be present at the site visit.

Yours sincerely,

Planning Consultant.

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/10/0465/PPP

Planning Appeal

Proposal : Subdivision of Plot and Erection of New Dwellinghouse.

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

Application : P/10/0465/PPP

I have been requested to comment on the Council's Roads and Design statement dated 21st February 2012. In summary this states that:-

- 1) Falkirk Council's "Design Guidelines & Construction Standards for Roads in the Falkirk Council area" is the relevant document detailing visibility requirements at the application site.

As previously indicated in my full report, I disagree with this statement for the following reasons:-

Designing Streets, issued in 2010, is the Scottish Governments new policy document. John Swinney MSP indicates in the Foreword (Appendix 1) that:-

"Designing Streets is now positioned at the heart of planning, transport and architecture policy. This document underpins Scottish Ministers' resolve to move away from a prescriptive, standards based approach in order to return to one which better enables designers and local authorities to unlock the full potential of our streets to become vibrant, safe and attractive places."

"This policy statement represents a step change in established practices and, given the direct influence that streets can have on our lives and environment, I believe it to be an essential change."

The Status and Aims of Designing Streets goes on to say that:-

"Designing Streets is not a standards based document. Balanced decision making is at the core of this policy. Design led solutions must be employed."

"In addition all previous road guidance and standards documents based on DB32 principles are superseded by Designing Streets. Many local authorities in Scotland have developed their own street design guidance and there is still an important role for local guidance to ensure that street design responds to local context. These existing documents may contain information on construction details and local palettes of materials which is still relevant; however information on principles, layout and street geometry which is not consistent with Designing Streets should be revised. Designing Streets should be adopted by all Scottish local authorities or should provide the basis for local and site specific policy and guidance."

- There is no doubt that Designing Streets standards should be adopted by Falkirk Council and utilised when determining planning applications.

The standards that are appropriate in this instance were previously detailed and are now repeated on the next page.

Details of the required visibility splays are included in the Scottish Governments recently released policy document entitled Designing Streets (see Appendix 2).
Page 33 of this document indicates that:-

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.

The actual measurements from the proposed access were measured on site using 1.05 metre high sighting poles 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.

- All of the splays detailed above, as being available at the site access, are greater than that required, as detailed in Designing Streets.

- 2) The Council's Engineer goes on to state the Council's requirement for the "Y" distance using the Council's Design Guidelines as:-

"The "y" distance is measured in both directions from the intersection of the centreline of the minor road with the nearer edge of the major road. A "y" distance of 70m must be provided onto Shieldhill Road"

Again the actual site visibility splays that can be provided are:-

- 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.

- All of the splays detailed above, as being available at the site access, are greater than that required, as detailed in the Council's Design Guidelines.

From all of the above, I conclude that visibility from the site driveway meets the requirements of both Designing Streets and the Council's Design Guidelines and is sufficient to safely enter and exit this access.

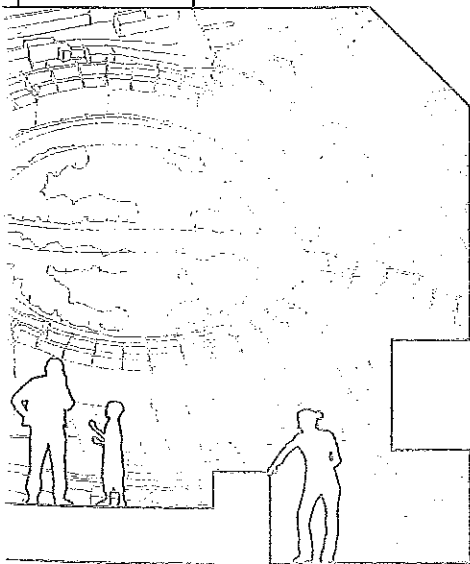
As this point was the only one preventing Council from issuing planning permission I can see no reason why this application should now be prevented from proceeding.

Appendix 1



A Policy Statement for Scotland

designing streets



The Scottish
Government



Foreword

Scotland's best streets provide some of the most valuable social spaces that we possess. The process of street design offers an opportunity to deliver far more to our society than simply transport corridors. Well-designed streets can be a vital resource in social, economic and cultural terms; they can be the main component of our public realm and a core element of local and national identity. Well-designed streets can also be crucial components in Scotland's drive towards sustainable development and responding to climate change. Attractive and well-connected street networks encourage more people to walk and cycle to local destinations, improving their health while reducing motor traffic, energy use and pollution.

Historically, Scotland has produced a wealth of unique and distinctive streets, squares, mews and lanes, and I believe that there is a great deal that can be learned from our past successes in this regard. *Designing Streets* is now positioned at the heart of planning, transport and architecture policy. This document underpins Scottish Ministers' resolve to move away from a prescriptive, standards-based approach in order to return to one which better enables designers and local authorities to unlock the full potential of our streets to become vibrant, safe and attractive places.

I welcome *Designing Streets* as a new policy document which puts place and people before the movement of motor vehicles. The Scottish Government is committed to an agenda of sustainable development that focuses on the creation of quality places and Scottish Ministers believe that good street design is of critical importance in this effort. This policy statement represents a step change in established practices and, given the direct influence that streets can have on our lives and environment, I believe it to be an essential change.

John Swinney MSP
Cabinet Secretary for Finance and Sustainable Growth

place
before movement

This document is the first policy statement in Scotland for street design.

The premise upon which the document is based is that good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. *Designing Streets* does not, thus, support a standards-based methodology for street design but instead requires a design-led approach. This demands taking into account site-specific requirements and involves early engagement with all relevant parties. *Designing Streets* marks the Scottish Government's commitment to move away from processes which tend to result in streets with a poor sense of place and to change the emphasis of policy requirements to raise the quality of design in urban and rural development.

The value of good street design

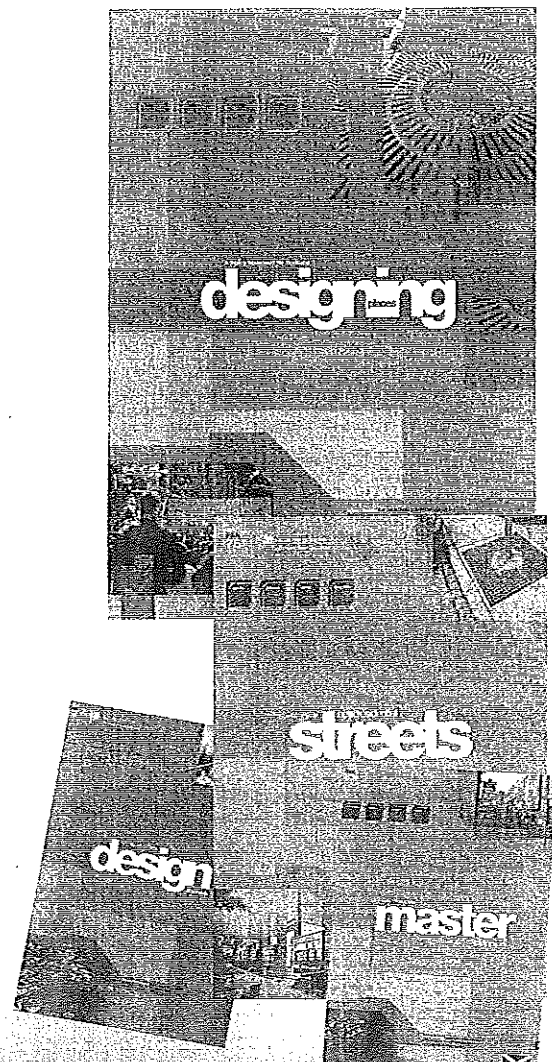
Streets exert an immense influence upon our lifestyles and behaviour. Street design also has a direct influence on significant issues such as climate change, public health, social justice, inclusivity and local and district economies. *Designing Streets* recognises these pressures and seeks to build a collective response through the design of new streets and the regeneration of existing streets that is informed by as wide a range of issues and stakeholders as possible. Through the introduction of this policy, the Scottish Government seeks to ensure that specific interests are no longer promoted without an appreciation of the wider context. Collaboration and awareness between what have often previously existed as singular processes is vital if the aims of *Designing Streets* are to be met.

Designing Streets is not a standards-based document. Balanced decision-making is at the core of this policy. Design-led solutions must be employed.

Policy relationship

This document sits alongside *Designing Places*¹, which sets out government aspirations for design and the role of the planning system in delivering these. Together, they are the Scottish Government's two key policy statements on design and place-making. Both documents are national planning policy and are supported by a range of design-based Planning Advice Notes (PANs).

Designing Streets updates and replaces *PAN 76 New Residential Streets*² (which is now withdrawn) and, in doing so, marks a distinct shift, raising the importance of street design issues from the subject of advice to that of policy. In addition, all previous road guidance and standards documents based on *DB32*³ principles are superseded by *Designing Streets*. Many local authorities in Scotland have developed their own street design guidance and there is still an important role for local guidance to ensure that street design responds to local context. These existing documents may contain information on construction details and local palettes of materials which is still relevant, however information on principles, layout and street geometry which is not consistent with *Designing Streets* should be revised. *Designing Streets* should be adopted by all Scottish local authorities or should provide the basis for local and site-specific policy and guidance.



Appendix 2

Stopping sight distance

The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed.

The SSD values used in *Designing Streets* are based on research into deceleration rates, driver perception-reaction times and speed. These SSD values are appropriate for residential and lightly trafficked streets. The table below shows the effect of speed on SSD. These values are independent of traffic flow or type of road. It is recommended that they are used on all streets with 85th percentile wet weather speeds up to 60 kph.

Below around 20 mph, shorter SSDs themselves may not achieve low vehicle speeds: the design of the whole street and how this will influence speed needs to be considered at the start of the process; e.g. the positioning of buildings and the presence of on-street parking.

Further information on SSDs, including details of the calculation formula, and also the relationship between visibility and speed is available in *TRL Report No. 332*¹¹ and *TRL Report No. 661*¹².

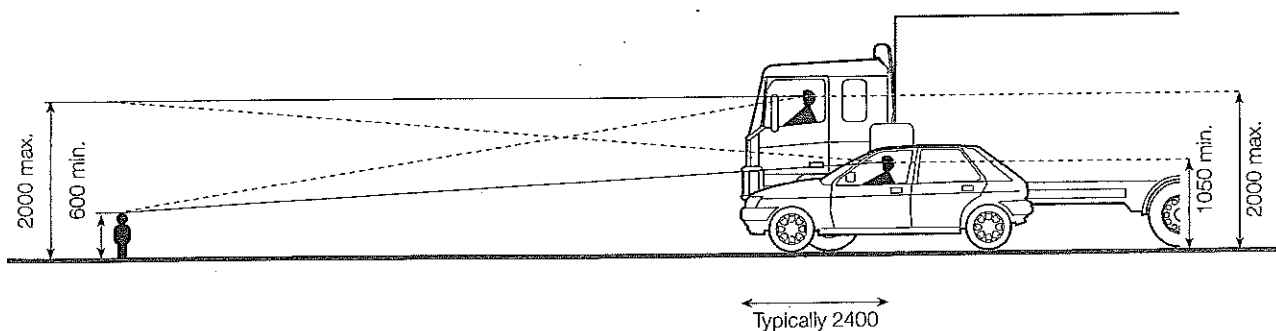
Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
	SSD (metres)	9	12	15	16	20	22	31	36	40	43	56
	SSD adjusted for bonnet length	11	14	17	18	23	25	33	39	43	45	59

Visibility requirements

Visibility should be checked at junctions and along the street. Visibility is measured horizontally and vertically.

Using plan views of proposed layouts, checks for visibility in the horizontal plane ensure that views are not obstructed by vertical obstructions.

Checking visibility in the vertical plane is then carried out to ensure that views in the horizontal plane are not compromised by obstructions such as the crest of a hill, or a bridge at a dip in the road ahead. It also takes into account the variation in driver eye height and the height range of obstructions. Eye height is assumed to range from 1.05 m (for car drivers) to 2 m (for lorry drivers). Drivers need to be able to see obstructions 2 m high down to a point 600 mm above the carriageway.



Visibility splay at junctions

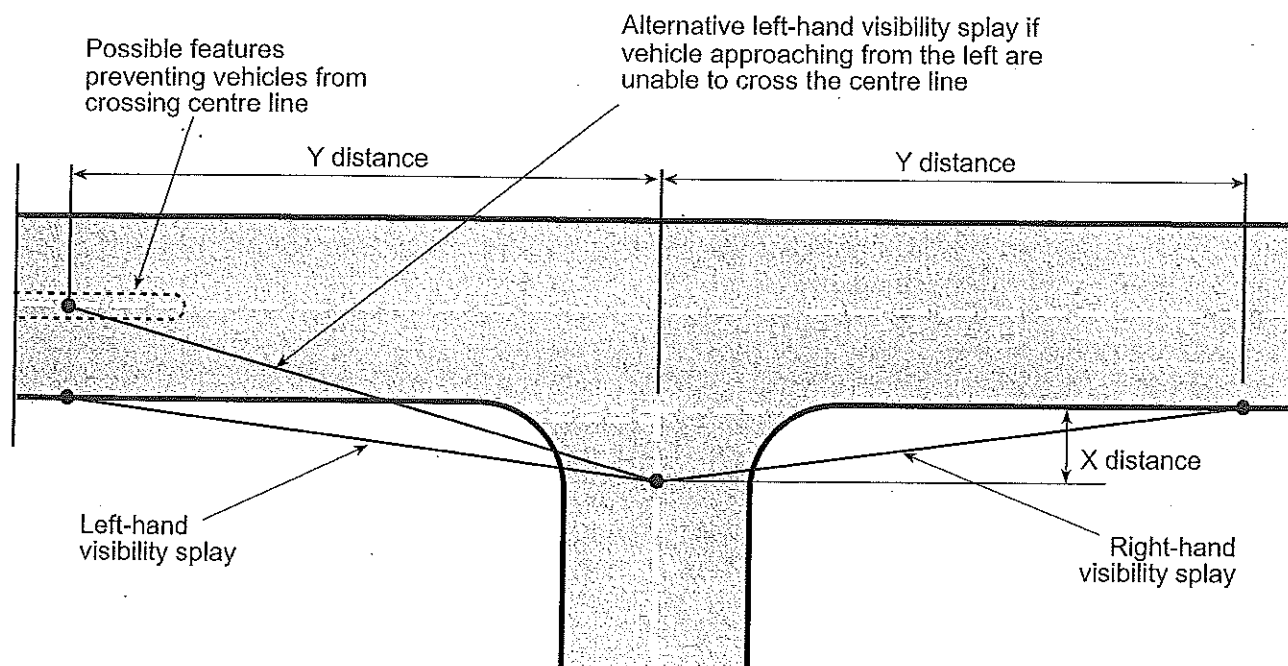
The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms.

The distance back along the minor arm from which visibility is measured is known as the X distance. It is generally measured back from the 'give way' line (or an imaginary 'give way' line if no such markings are provided). This distance is normally measured along the centreline of the minor arm for simplicity, but in some circumstances (for example where there is a wide splitter island on the minor arm) it will be more appropriate to measure it from the actual position of the driver.

The Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment. For simplicity, it is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance from the kerb line. The measurement is taken from the point where this line intersects the centreline of the minor arm (unless, as above there is a splitter island in the minor arm).

When the main alignment is curved and the minor arm joins on the outside of a bend, another check is necessary to make sure that an approaching vehicle on the main arm is visible over the whole of the Y distance. This is done by drawing an additional sight line which meets the nearest wheel track at a tangent.

In some circumstances make it unlikely that vehicles approaching from the left on the main arm will cross the centreline of the main arm – opposing flows may be physically segregated at that point, for example. If so, the visibility splay to the left can be measured to the centreline of the main arm.



Minimum X and Y distances

An X distance of 2.4 m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.

A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.

Using an X distance in excess of 2.4 m is not generally required in built-up areas.

The Y distance should be based on values for SSD.