

EAST RENFREWSHIRE COUNCILLOCAL REVIEW BODY7 November 2018Report by Deputy Chief ExecutiveREVIEW OF CASE - REVIEW/2018/21FORMATION OF DRIVEWAY INCORPORATING REDUCTION IN GROUND LEVELS
AND ERECTION OF BOUNDARY WALL AT 29 EAST KILBRIDE ROAD, BUSBY**PURPOSE OF REPORT**

1. The purpose of the report is to present the information currently available to allow a review of the decision taken by officers, in terms of the Scheme of Delegation made in terms of Section 43A of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc (Scotland) Act 2006 in respect of the application detailed below.

DETAILS OF APPLICATION

2. Application type: Full Planning Permission (Ref No:- 2018/0385/TP).
- Applicant: Mr Paolo Di Mambro.
- Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall.
- Location: 29 East Kilbride Road, Busby.
- Council Area/Ward: Clarkston, Netherlee and Williamwood (Ward 4).

REASON FOR REQUESTING REVIEW

3. The applicant has requested a review on the grounds that the Council's Appointed Officer refused the application.

RECOMMENDATIONS

4. The Local Review Body is asked to:-
- (a) consider whether it has sufficient information to allow it to proceed to determine the review without further procedure and, if so, that:-
- (i) it proceeds to determine whether the decision taken in respect of the application under review should be upheld, reversed or varied; and
- (ii) in the event that the decision is reversed or varied, the reasons and the detailed conditions to be attached to the decision letter are agreed.

- (b) In the event that further procedure is required to allow it to determine the review, consider:-
 - (i) what further information is required, which parties are to be asked to provide the information and the date by which this is to be provided; and/or;
 - (ii) what procedure or combination of procedures are to be followed in determining the review.

BACKGROUND

5. At the meeting of the Council on 29 April 2009, consideration was given to a report by the Director of Environment seeking the adoption of a new Scheme of Delegation in terms of the new Section 43A of the Town and Country Planning (Scotland) Act 1997, subject to approval of the scheme by Scottish Ministers.

6. The report provided details of the new hierarchy of developments that took effect from 6 April 2009 explaining that the Scheme of Delegation related to those applications within the “local development” category as set out in the Town and Country Planning (Hierarchy of Development) (Scotland) Regulations 2009, but would in future be determined by an “appointed officer”. In the Council’s case this would be either the Director of Environment or the Head of Roads, Planning and Transportation Service now designated the Head of Environment (Strategic Services).

7. The report highlighted that historically appeals against planning decisions were dealt with by Scottish Ministers. However, following the introduction of the new planning provisions which came into effect on 3 August 2009 all appeals against decisions made in respect of local developments under delegated powers would be heard by a Local Review Body. The Local Review Body would also deal with cases where the appointed officer had failed to determine an application within two months from the date it was lodged.

NOTICE OF REVIEW – STATEMENT OF REASONS FOR REQUIRING THE REVIEW

8. The applicant in submitting the review has stated the reasons for requiring the review of the determination of the application. A copy of the applicant’s Notice of Review and Statement of Reasons is attached as Appendix 5.

9. The applicant is entitled to state a preference for the procedure (or combination of procedures) to be followed by the Local Review Body in the determination of the review and has indicated that his stated preference is the assessment of the review documents only, with no further procedure.

10. The Local Review Body is not bound to accede to the applicant’s request as to how it will determine the review and will itself decide what procedure will be used in this regard.

11. However, at the meeting of the Local Review Body on 10 August 2016, it was decided that the Local Review Body would carry out unaccompanied site inspections for every review case it received prior to the cases being given initial consideration at a meeting of the Local Review Body.

12. In accordance with the above decision, the Local Review Body will carry out an unaccompanied site inspection on Wednesday, 7 November 2018 immediately before the meeting of the Local Review Body which begins at 2.30pm.

INFORMATION AVAILABLE TO ALLOW REVIEW OF APPLICATION

13. Section 43B of the Planning etc (Scotland) Act 2006 restricts the ability of parties to introduce new material at the review stage. The Local Review Body is advised that the focus of the review should, therefore, be on the material which was before the officer who dealt with the application under the Scheme of Delegation.

14. The information detailed below is appended to this report to assist the Local Review Body in carrying out the review of the decision taken by the Appointed Officer:-

- (a) Application for planning permission – Appendix 1 (Pages 65 - 74);
- (b) Copies of Objections/Representations – Appendix 2 (Pages 75 - 126);
- (c) Report of Handling by the planning officer under the Scheme of Delegation - Appendix 3 (Pages 127 - 136);
- (d) Decision notice and reasons for refusal - Appendix 4 (Pages 137 - 140); and
- (d) A copy of the applicant's Notice of Review and Statement of Reasons - Appendix 5 (Pages 141 - 190).

15. The applicant has also submitted the drawings listed below (available for inspection within the Planning Division of the Environment Department prior to the meeting and for reference at the meeting) and these are attached as Appendix 6 (Pages 191 - 198).

- (a) Visual measurement of the bend;
- (b) Visual representation of a car entering and parking in one of the 2 garages;
- (c) Visual representation of a car entering and parking in the other garage and leaving;
- (d) Refused – Location Plan
- (e) Refused – Proposed Elevation and Section Rev B;
- (f) Refused – Proposed Plans.

16. The Local Review Body is advised that initial consultation responses and representations received if any, relating to the application will be listed in the planning officer's Report of Handling.

17. All the documents referred to in this report can be viewed online on the Council's website at www.eastrenfrewshire.gov.uk with the exception of any representations that have been made to the application.

RECOMMENDATIONS

18. The Local Review Body is asked to:-

- (a) consider whether it has sufficient information to allow it to proceed to determine the review without further procedure and, if so, that:-
 - (i) it proceeds to determine whether the decisions taken in respect of the application under review should be upheld, reversed or varied; and

- (ii) in the event that the decision is reversed or varied, the reasons and the detailed conditions to be attached to the decision letter are agreed.
- (b) In the event that further procedure is required to allow it to determine the review, consider:-
 - (i) what further information is required, which parties are to be asked to provide the information and the date by which this is to be provided; and/or;
 - (ii) what procedure or combination of procedures are to be followed in determining the review.

Report Author: Paul O'Neil

Director - Caroline Innes, Deputy Chief Executive

Paul O'Neil, Committee Services Officer
e-mail: paul.o'neil@eastrenfrewshire.gov.uk
Tel: 0141 577 3011

Date:- October 2018

**APPLICATION
FOR
PLANNING PERMISSION**

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2 Spiersbridge Way Thornliebank G46 8NG Tel: 0141 577 3001 Email: planning@eastrenfrewshire.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100124763-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

- Application for planning permission (including changes of use and surface mineral working).
- Application for planning permission in principle.
- Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Excavate the ground to a height of 75CM with a slope to the drive way opening. Remove the entire wall along the boundary with east kilbride road. Create a 2M section of pavement giving 60CM of the boundary to the pavement area for 10M from the wooden fence. Leave an opening of 5M from the wooden fence. Build a wall along the new boundary in common brick. create drainage to conduct rain water from site and mono block the area to the front of the property.

Is this a temporary permission? * Yes No

If a change of use is to be included in the proposal has it already taken place?
(Answer 'No' if there is no change of use.) * Yes No

Has the work already been started and/or completed? *

No Yes – Started Yes - Completed

Please state date of completion, or if not completed, the start date (dd/mm/yyyy): *

Please explain why work has taken place in advance of making this application: * (Max 500 characters)

There was an error in interpretation of permitted development. I had not factored into the fact that this was a classified road.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text"/>
First Name: *	<input type="text" value="Paolo"/>	Building Number:	<input type="text" value="29"/>
Last Name: *	<input type="text" value="Di Mambro"/>	Address 1 (Street): *	<input type="text" value="East Kilbride RD"/>
Company/Organisation	<input type="text"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text" value="[REDACTED]"/>	Town/City: *	<input type="text" value="Glasgow"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="G76 8JY"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="[REDACTED]"/>		

Site Address Details

Planning Authority:	<input type="text" value="East Renfrewshire Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="29 EAST KILBRIDE ROAD"/>
Address 2:	<input type="text" value="BUSBY"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="GLASGOW"/>
Post Code:	<input type="text" value="G76 8JY"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="656517"/>	Easting	<input type="text" value="258177"/>
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Pre-Application Discussion

Have you discussed your proposal with the planning authority? *

Yes No

Site Area

Please state the site area:

700.00

Please state the measurement type used:

Hectares (ha) Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

There is no drive access currently and there is limited parking within the surrounding area which causes friction in the local community.

Access and Parking

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

Yes No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? *

Yes No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

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

0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *

2

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? *

Yes No

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

- Yes – connecting to public drainage network
 No – proposing to make private drainage arrangements
 Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? *
(e.g. SUDS arrangements) *

Yes No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

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

- Yes
 No, using a private water supply
 No connection required

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

Assessment of Flood Risk

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

Yes No Don't Know

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

Do you think your proposal may increase the flood risk elsewhere? *

Yes No Don't Know

Trees

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

Yes No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

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

Yes No

If Yes or No, please provide further details: * (Max 500 characters)

The rain water would be conducted to the gully system which is within my boundary to ensure no water was released onto the road.

Residential Units Including Conversion

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

Yes No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? *

Yes No

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013? *

Yes No Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

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

Yes No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? *

Yes No

Is any of the land part of an agricultural holding? *

Yes No

Certificate Required

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

Certificate A

Land Ownership Certificate

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

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: Mr Paolo Di Mambro

On behalf of:

Date: 12/06/2018

Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

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

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

Yes No Not applicable to this application

b) If this is an application for planning permission or planning permission in principal where there is a crown interest in the land, have you provided a statement to that effect? *

Yes No Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

Yes No Not applicable to this application

Town and Country Planning (Scotland) Act 1997

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

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

Yes No Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

Yes No Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

Yes No Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- Site Layout Plan or Block plan.
- Elevations.
- Floor plans.
- Cross sections.
- Roof plan.
- Master Plan/Framework Plan.
- Landscape plan.
- Photographs and/or photomontages.
- Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

- | | |
|--|--|
| A copy of an Environmental Statement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Flood Risk Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Drainage/SUDS layout. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Contaminated Land Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Habitat Survey. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Processing Agreement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

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

Declaration Name: Mr Paolo Di Mambro

Declaration Date: 13/06/2018

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COPIES OF OBJECTIONS/REPRESENTATIONS

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East Renfrewshire Council
 Development Management Service
 2 Spiersbridge Way
 Thornliebank
 Glasgow
 G46 8NG

Network Rail
 Town Planning
 1st Floor George House
 36 North Hanover Street
 Glasgow
 G1 2AD

Martin Henderson
 Town Planning Technician

Planning reference: 2018/0385/TP
 Case Officer: Derek Scott

E-Mail:
TownPlanningScotland@networkrail.co.uk

Network Rail ref: 321 2018
 12/09/2018

Dear Mr Scott,

Town and Country Planning (Scotland) Act 1997 (as amended)
Re: Formation of driveway incorporating reduction in ground levels and erection of boundary wall at 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Thank you for consulting Network Rail regarding the above development.

Whilst Network Rail has no objections in principle to the proposal, due to its close proximity to the operational railway, we would request that the following matters are taken into account, and if necessary and appropriate included as advisory notes, if granting the application:

Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

- Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset

Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, see contact details below:

Network Rail Asset Protection Engineer
151 St. Vincent Street, GLASGOW, G2 5NW
Tel: 0141 555 4352
E-mail: AssetProtectionScotland@networkrail.co.uk

We trust full cognisance will be taken of these comments. We would be grateful if Local Planning Authorities would provide a copy of the Decision Notice.

Yours sincerely



Martin Henderson
Town Planning Technician

**Roads Service
OBSERVATIONS ON
PLANNING APPLICATION**

Our Ref: 2018/0385/TP
D.C Ref Derek Scott
Contact: Malcolm Matheson
Tel: 0141-577-8431

Planning Application No: 2018/0385/TP **Dated:** 26/07/18 **Received:** 26/07/18
Applicant: Mr Paolo Di Mambro
Proposed Development: Formation of driveway incorporating reduction in ground levels and erection of boundary wall
Location: 29 East Kilbride Road, Busby, G76 8JY
Type of Consent: Full Planning Permission
Ref No. of Dwg.(s) submitted: As per Idox

RECOMMENDATION**Refusal**

Proposals Acceptable Y/N or N/A

Proposals Acceptable Y/N or N/A

Proposals Acceptable Y/N or N/A

1. General

(a) General principle of development	Y
(b) Safety Audit Required	N
(c) Traffic Impact Analysis Required	N

2. Existing Roads

(a) Type of Connection (junction / footway crossing)	N
(b) Location(s) of Connection(s)	N
(c) Pedestrian Provision	N/A
(d) Sightlines	N

3. New Roads

(a) Widths	N/A
(b) Pedestrian Provision	N/A
(c) Layout (horizontal/vertical alignment)	N/A
(d) Turning Facilities (Circles / hammerhead)	N/A
(e) Junction Details (locations / radii / sightlines)	N/A
(f) Provision for P.U. services	N/A

4. Servicing & Car Parking

(a) Drainage	N
(b) Car Parking Provision	N
(c) Layout of parking bays / Garages	N
(d) Servicing Arrangements/Driveways	N

5. Signing

(a) Location	N/A
(b) Illumination	N/A

Ref.	Reasons for Refusal
	<p>In the interest of road safety this Service has no option but to refuse this application.</p> <p>The proposed development, if permitted, would involve the construction of a new vehicular access onto the A727 East Kilbride Road where visibility is severely restricted by the road's existing horizontal alignment and would be likely to give rise to conditions detrimental to road safety.</p> <p>The installation of a new access on to the A727 East Kilbride Road would result in the manoeuvring of vehicles on the adjoining road, taking access to or from the site, to the detriment of road safety.</p>

Ref.	Comments
1(a)	It is noted that the applicant decided to withdraw his previous planning application for the formation of a driveway at the same location – Planning application 2018/0102/TP.
2(a & b)	<p>The proposal is to form a new vehicular access on to the A727 for the property at 29 East Kilbride Road. The property sits in the apex of a triangle formed by the Glasgow to East Kilbride railway line to the northeast and the A727 district distributor road (East Kilbride Road) to the southwest, which carries in excess of 19,000 vehicles per day (as per Traffic Survey – 3606-SCO East Kilbride Road, Busby).</p> <p>Given its unusual location, no vehicular access to the property currently exists and Cleansing advise that they do not service the property from East Kilbride Road.</p>
2(d)	The location being proposed for the new access lies west of a low bridge (signed 4.2m / 13'9" clearance) which carries the Glasgow to East Kilbride railway line. Northwest bound traffic approaching the bridge has to negotiate a left hand bend which restricts forward visibility to the site and adversely affects the achievable secondary direction visibility splay of the proposed access.

Controller (M&O)	N/A	Date		by	
VC letter	N/A	Date		by	

DEV File Ref	N/A	Date		by	
CC File Ref	N/A	Date		by	

Due to the horizontal and vertical profile of the road, there is a double white line system installed on this section of the A727 from its junction with the B759 Carmunnock Road to a point 45 metres southeast of its junction with The Paddock. It should be noted that there are no other accesses to individual dwellings along this double white lined section of road or indeed, for some length thereafter.

Fronting the site and over most of the length of the double white line system, there is a 'no waiting/no loading at any time restriction with sections of 'no waiting; 8am – 6pm; Monday to Friday' over the lengths of road opposite the site and Carmunnock Road.

Immediately northwest of the proposed access, and thus adversely impacting the primary direction visibility splay, is an existing lighting column (R9) and a bus stop with associated infrastructure including a bus shelter and a 'no waiting' bus stop marking.

If permitted the proposal would introduce right turn vehicular movements into and out of the site which would lead to an increased probability of rear end shunts as vehicles stop to execute a right turn into the site or, when executing a right turn out of the site, interfere with free flow traffic on the A727.

The required visibility for a 30mph road is 2.5m x 90m in both the primary and secondary directions with no interference allowed within the splay above a height of 1.05m. This can clearly not be achieved at the location being proposed for the new access. This is shown within Drawing 903, Rev I where the visibility in the primary direction is significantly less than required. It should be noted that the visibility splays here should be measured to the edge of the nearside carriageway.

For the secondary direction the shown 2.5 x 90m visibility splay is through private land which the applicant has no control over.

Drawing no. 904 shows other junctions / accesses within the Busby area. It is noted that the visibility splays are incorrect as they have not been taken from the correct points. For example the visibility splay for the A727 East Kilbride Road / B759 Carmunnock Road has not been measured from the existing give way line, and 65 East Kilbride Road's driveway junction has not been measured from the edge of the kerb which separates the carriageway from the footway.

The applicant must under the terms of The Roads (Scotland) Act 1984, apply to this Service for a Section 56 'Road Opening Permit' to carry out the proposed works.

This Roads Service has considered all of the plans submitted with planning application 2018/0385/TP as well as the following supporting statements/information/emails from the applicant:

22/6 Speed data measured by applicant
 1/8 email – example of other driveway
 7/8 email – example of other driveway
 9/8 University of Plymouth paper on calculating speed on a bend
 10/8 email re visibility
 13/8 email re Designing Streets
 13/8 email re Designing Streets
 13/8 email re visibility
 14/8 email re Designing Streets
 14/8 Supporting Statement by applicant
 17/8 email re Designing Streets
 17/8 Supporting Statement by applicant
 19/8 email covering additional info submitted
 20/8 email re bus stop
 20/8 Supporting Document – excerpt from Designing Streets
 20/8 Supporting Document – National Roads Development Guide
 20/8 Supporting Document – Weather
 20/8 Supporting Statement from applicant
 21/8 further email re bus stop
 27/8 email re right turn into driveway
 5/9 email re table in National Roads Development Guide.

Designing Streets (Scottish Government) and the National Roads Development Guide are both guidance documents.

	<p>Designing Streets defines 'roads' as, <i>'thoroughfares whose main function is to facilitate the movement of motor traffic.'</i></p> <p>Designing Streets defines 'streets' - <i>'Streets have important public realm functions beyond those related to motor traffic. They are typically lined with buildings and public spaces and, whilst facilitation of movement is still a key function, they normally support a range of social, leisure, retail and commercial functions.'</i></p> <p>With reference to the above definitions ERC Roads would define A727 East Kilbride Road at this section as a 'road' and therefore this guidance is not appropriate in considering this application.</p> <p>Also, <i>'Designing Streets is expected to be used predominantly for the design, construction, adoption and maintenance of new streets, but it is also applicable to existing streets subject to re-design.'</i> Regardless of the A727 East Kilbride Road not being considered a 'street' at this location this planning application does not include a street (or road) re-design therefore again, Design Streets is not appropriate in considering this application.</p> <p>Section 1.2 of the National Roads Development Guide states that, <i>'The National Roads Development Guide provides advice and does not set out any new policy or legal requirements.'</i></p> <p>As evidenced above, this Service has a number of road safety concerns with regard to this proposal and has no option therefore, but to recommend refusal.</p>
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Notes for Intimation to Applicant:

(i) Construction Consent (S21)*	Not Required
(ii) Road Bond (S17)*	Not Required
(iii) Road Opening Permit (S56)*	Required

* Relevant Section of the Roads (Scotland) Act 1984

Comments Authorised By: John Marley
pp Environmental Services Manager

Date: 14.09.18

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Richard Allison

Address: 440 castle gait, paisley pa1 2he

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: I wish to have this application reviewed by committee to check visibility splay requirements

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Claudio Bernacchi

Address: 29 East Kilbride Road, Busby, East Renfrewshire G76 8JY

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object that my friend what my uncle says local engineers are ignoring national guidance.

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mrs Fiona Black

Address: 4Magnolia Gardens, Motherwell, Glasgow ML1 5TL

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to have this application reviewed by committee to check visibility splay requirements

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Miss Suzan Bono

Address: 60 Castleton Drive, Newton Mearns, East Renfrewshire G77 5LE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I have stayed in Unlces pauls house many times. He would create a lovely new house when he gets the chance for him and his family. He tells me that a strange anomaly has come out where national rules dont match local ones. He fits in the national rules. I think a committee review is required.

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Graeme Church

Address: 67 Lesmuir Drive, Glasgow G14 0EF

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: I wish to have this application reviewed by committee to check visibility splay requirements.

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From:Patricia Collum
Sent:15 Aug 2018 13:56:12 +0100
To:EN Planning
Subject:Application no: 2018/0385/TP

Application number: 2018/0385/TP
Application Location: 29 East Kilbride Road, Busby, East Renfrewshire. G76 8JY

To Whom It May Concern,

I am writing to you with regards to the proposed formation of driveway incorporating a reduction in ground levels and erection of boundary wall at 29 East Kilbride Road, Busby. Unfortunately I feel I have to object to these proposals due to the road safety issues it would cause. The positioning of the property is on a blind bend of a very busy main road, with the train station bridge right beside it, with high traffic levels and that traffic driving at speed meaning traffic coming in and out of the proposed driveway would cause safety issues, insufficient reaction time for drivers and therefore a high chance of accident. It is also the only side of the road at that point that has a pavement for pedestrians to walk on. Given these factors I feel it would cause a serious safety issue for road users and pedestrians, and therefore I feel I have to object to these plans.

Yours Sincerely,
Patricia Collum-Friel

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Brian Corbett

Address: 11 Stamperland Crescent, Clarkston, East Renfrewshire G76 8LQ

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to have this application reviewed by committee to check visibility splay requirements

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Ian Danskin

Address: 191 maxwell avenue, Glasgow G61 1hs

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: Not enough info

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Miss Alicia Di Mambro

Address: 60 Castleton Drive, Newton Mearns, East Renfrewshire G77 5LE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I don't know what to write but I think I like a committee hearing

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Anthony Di Mambro

Address: 60 Castleton Drive, Newton Mearns, East Renfrewshire G77 5LE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Uncle has advised me this needs access to a committee and i object that i need to write this

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Miss Beverly Di Mambro

Address: 60 Castleton Drive, Newton Mearns, East Renfrewshire G77 5LE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Am just not happy

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mrs Bridget Di Mambro

Address: 60 Castleton Drive, Newton Mearns, East Renfrewshire G77 5LE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Brother in law is advising me that there is a lack of rule following. Been told best looked at by the committee

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Frank Di Mambro

Address: 60 Castleton Drive, Newton Mearns, East Renfrewshire G77 5LE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is an issue for the committee

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Frank Jnuior DiMambro

Address: 60 Castleton Drive, Newton Mearns, East Renfrewshire G77 5LE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I think having listed to my uncles reasoned argument. That there is an issue that needs a planning committee to look at.

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Ms Marina di mambro

Address: 118 Burnside crescent, blantyre G720LE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to have this application reviewed by committee to check visibility splay requirements

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Paolo Di Mambro

Address: 29 East Kilbride Road, Busby, East Renfrewshire G76 8JY

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As the home owner i am not objecting to the application as i have provided many case of it being safe. But what i require is a Committee hearing to review the applicability of Designing streets. The verification that national guidelines on residential streets are safe. This can only be conducted at a higher level than local level given that in discussions there seems to be an argument that Designing streets is only for new developments and is only applicable to these. So existing streets are not governed by this document. Despite the document stating its for the redesign of existing roads. So any new creation on a road be it existing or fully newly created should be governed by the same document. No exceptions.

A committee hearing i feel needs to be created to answer this question. As its far greater than Mr Scott. He is a hard working individual but the scope of this has legal implications on if Designing streets is limited to full new roads or all new road developments. So instead of one road standard you create an environment of many tiers or standards. To answer this question is important.

For this reason i object to this application and wish it to be referred to committee.

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Yen Di Mambro

Address: 29 East Kilbride Road, Busby, East Renfrewshire G76 8JY

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I wish this to be put up for committee review.

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Alastair Dunlop

Address: 27 Waverley Gardens, Glasgow G41 2DW

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: I would suggest this application be reviewed by a Planning Committee to check the applicable visibility splay Scottish Government requirements.

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Patrick Kieran

Address: 101, Stockiemuir Ave, Glasgow G61 3LX

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I don't think this is a good idea at all and National Guidelines need to be applied.

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Fraser Richardson

Address: 26 northland drive, Scotstoun, Glasgow G14 9BA

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: There is limited information on this

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Comments for Planning Application 2018/0385/TP

Application Summary

Application Number: 2018/0385/TP

Address: 29 East Kilbride Road Busby East Renfrewshire G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Case Officer: Mr Derek Scott

Customer Details

Name: Mr Scott Richardson

Address: 46 glendaruel avenue, Glasgow G612pr

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This application ought to be reviewed by committee chiefs to review the visibility splay requirements and any available drawings

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Beverly Di Mambro
60 Castleton Drive
Glasgow
G775LE

05/10/2018

Ref No : Review/2018/21
Location : 29 East Kilbride Road, Busby, East Renfrewshire
Proposal : Formation of driveway incorporating reduction in ground levels and erection of boundary wall

To whom it may concern,

I would like to advice that I am writing with support from the other individuals who made a representation and were cast aside.

The matter I wish to show is that in a residential area Designing streets should apply as not to do so would be **unsafe**. I read roads reply with dismay. I will explain why but first wish to introduce Designing streets.

Designing streets is a document(guidance) created by the Scottish National Government to help in developing a **safe and inclusive** roads network. It is to be used in **every road, street, drive etc** in a residential area regardless of traffic flow as stated in the guidance. The guidance was created after a substantial amount of research was directed into investigating car accidents and traffic control.

Now I would like to show why I am alarmed at the roads reply. The figures provided by the roads department for a visibility splay of 1.05M by 2.5M by 90M which would be considered dangerous in a residential area. For the road's department they are safe but for a section where there is potential for young children to be walking as would be the case in a residential area they are unsafe as I wish to show with a simple but factual example.

Why would 1.05M by 2.5M by 90M be unsafe?

If we consider a situation which presents itself a lot and I have seen on a number of occasions at 29 East Kilbride Road. A father with 2 children, 1 in a pram the other walking ahead. *Note : A child takes 4-5 years to reach 1.05M.* Walking along the pavement in front of 29 East Kilbride road or any residential street.

Would a driver leaving 29 East Kilbride road see the young child of 4 a few paces in front of the dad. If the wall to the house is 1.05M high and the visibility stretches to 90M. The roads department would class this as safe. Designing streets would not. Given the driver will not be able to observe the child, who is obscured by the wall, could start to maneuver out of his drive way. The child and driver are now in a vulnerable position. The child is now running the risk of colliding with a moving vehicle. How can this be classed as safe.

Designing street would set the requirement from 1.05M to 60CM as a child would take to 4 Months to reach that height. I think it would be safe to say at 4 Months a child will not be walking a few paces in

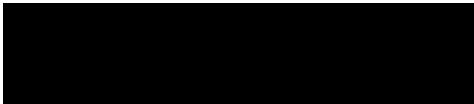
front of his parent. The risk of a child being run over in this circumstances has been eliminated.

Designing streets then looked at the other visibility requirements. Instead of 90M it set a figure of 43M in a 30 MPH zone. The reason for this is that in the research to create designing streets it showed that the braking distance to safely stop in a 30MPH zone was 43M. So there was no requirement to set this to 90M. As it would not make the situation any safer. As at 30MPH the driver will stop within 43M of observing an obstruction. It would just mean the driver would stop 37M further away and not add any efficiency into the safety of any proposal.

The other requirement of 2.5M was an undefined arbitrary figure created for roads and bridges. There is little difference in this figure but Designing streets set this to be 2.4M. Which was more related to bonnet lengths.

I asked for this to go to committee to ensure awareness to the fact that Designing streets be used on all residential roads, streets etc. As to not use the well prepared and researched guidance would be a major failing in East Renfrewshire. The figures have been robustly created by the national government from detailed and proper research. As I show in a simple real life event that I have seen. Roads figures are unsafe.

Thank you for your time,



Beverly Di Mambro.

REPORT OF HANDLING

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REPORT OF HANDLING

Reference: 2018/0385/TP

Date Registered: 23rd July 2018

Application Type: Full Planning Permission

This application is a Local Development

Ward: 4 -Clarkston, Netherlee And Williamwood

Co-ordinates: 258177/:656517

Applicant/Agent: Applicant: Agent:

Mr Paolo Di Mambro

29 East Kilbride RD

Glasgow

Scotland

G76 8JY

Proposal: Formation of driveway incorporating reduction in ground levels and erection of boundary wall

Location: 29 East Kilbride Road

Busby

East Renfrewshire

G76 8JY

CONSULTATIONS/COMMENTS:

Network Rail

No objection. Requests advisory notes to be attached to any planning permission granted to ensure the safe operation of the adjacent railway.

East Renfrewshire Council Roads Service

Refuse on the grounds of public road safety.

PUBLICITY: None.**SITE NOTICES:** None.

SITE HISTORY:

2018/0102/TP Formation of driveway Withdrawn 16.05.2018

2018/0299/TP Erection of two storey rear extension Refused 06.07.2018

REPRESENTATIONS:

21 representations have been received in respect of the application of which 14 have been submitted as objections, 2 in support and 5 neither objecting nor supporting the application. The representations are summarised as follows.

Objections

Detrimental to public road safety
Unhappy at proposal
Proposal not a good idea
National guidelines should be applied
Application should be determined by the Planning Applications Committee

In support

To be reviewed by committee to review the visibility splay requirements and any available drawings

Neither objecting to or supporting the application

Not enough information/limited information
The application should be reviewed by the Planning Committee to check the applicable visibility splays in line with Scottish Government requirements

It should be noted that the Council's approved Scheme of Delegated Functions requires "local" developments to be determined by the Planning Applications Committee if 10 or more objections have been received. There are 14 representations that have been submitted as objections however only one of the representations contains grounds of objection that relates to public road safety. Two others cite displeasure at the application but give no reason and the remaining 11 are requests to have the application determined by the Planning Applications Committee.

It is considered that objections that do not challenge the granting of planning permission on material planning grounds but which merely seek to drive procedure are not objections in the true sense. They would not therefore count towards the threshold requiring the application to be considered by the Planning Applications Committee as set out in the Council's approved Scheme of Delegated Functions. The Scheme of Delegated Functions does not allow for applicants or objectors to request that an application be determined by the Planning Applications Committee.

It is considered that this application is to be determined under delegated powers in accordance with the approved Scheme of Delegated Functions.

DEVELOPMENT PLAN & GOVERNMENT GUIDANCE: See Appendix 1

SUPPORTING TECHNICAL INFORMATION, STATEMENTS, PLANS AND EMAILS:

Speed data measurements of traffic on East Kilbride Road – Data gathered by applicant outside 29 East Kilbride Road on 4/6/2018.

Excerpts from an academic paper from the University of Plymouth titled "How fast can you drive round a bend?" – Mathematical formulae and a table of results.

Supporting statement from applicant (14/8/2018) – Concludes that the proposed visibility splay is adequate.

Supporting statement from applicant (17/8/2018) – Gives the applicant's view as to why Designing Streets should apply in this instance and concludes that the proposal would not impact on public road safety.

Supporting statement from applicant (21/8/2018) – States that traffic turning into proposed driveway would not cause accidents.

Supporting documents – excerpts from Designing Streets with covering email stating proposed visibility splay is adequate; excerpt from the National Roads Development Guide (without comment); and weather data on day of applicant's traffic count (without comment).

In addition, thirteen emails have been received from the applicant between 1 August 2018 and 5 September 2018. The emails argue the merits of the case in terms of public road safety and reference Designing Streets and the National Roads Development Guide.

Drawing 901 – Swept path analysis showing cars entering and exiting the proposed driveway and turning west.

Drawing 902 – Swept path analysis showing cars entering and exiting the proposed driveway and turning east.

Drawing 903 Rev I – Drawing showing achievable visibility splays.

Drawing 903 – Drawing showing examples of visibility splays elsewhere on East Kilbride Road.

ASSESSMENT:

The application site comprises a detached two storey dwelling and its curtilage and lies to the north side of the A727 East Kilbride Road, Busby, within an established residential area. The Glasgow to East Kilbride Railway sits elevated immediately to the east of the site and crosses the A727 East Kilbride Road via an overbridge. The railway overbridge lies 10 metres to the east of the application site. Flatted properties with their maintained common areas lie to the west and north of the site. The A727 is a district distributor road.

The curtilage was until recently characterised by established trees and shrubs although the applicant has cleared the entire site and formed areas of hardstanding. The property has a 1.4 metre high sandstone retaining wall that used to run along the entire frontage of the site with East Kilbride Road. The applicant has partially removed this and re-graded some of the ground in front of the dwelling to the level of the adjacent footway with a view to creating a vehicular access. Having been advised that the formation of an access onto a classified road, as well as the earthworks that have been carried out require planning permission, the applicant has ceased work on the formation of the access and positioned large stones to prevent vehicles entering the site. Historically there was no vehicular access to the property. The dwelling is unoccupied having recently been purchased by the applicant.

Planning permission is sought for the formation of driveway incorporating a reduction in ground levels and for the erection of a boundary wall. The access is proposed to be formed 5 metres wide with a dropped kerb at the western-most part of the frontage of the site. The earthworks that have been carried out involve the excavation of soil along the frontage of the site, re-grading the pre-existing ground to form a slope of 9 degrees from the dwelling down to the level of East Kilbride Road. The proposed boundary wall would stand 0.5 metres high and lie 0.6 metres further into the site from the alignment of the existing wall. The remainder of the wall is proposed to be reduced to 0.5 metres in height with the ground behind re-graded. An in-curtilage turning area and two car-parking spaces are proposed.

The application requires to be assessed against Policy D1 of the adopted East Renfrewshire Local Development Plan. Policy D1 requires that all development should not result in a significant loss of character to the surrounding area and that the Council's parking and access requirements are met.

It is considered that the visual amenity of the site is relatively poor in comparison the amenity of the surrounding area. However this is due to the fact that the dwelling has been unoccupied and unmaintained for some time and that the applicant has ceased the works. If the application is considered to be acceptable, details of the finish of the driveway and the retaining wall and a landscaping scheme can be submitted for further approval. This would ensure that the development is acceptable in appearance and in keeping with the character and visual amenity of the wider area.

The proposal must now be considered with regard to public road safety. The Council's Roads Service has recommended that the application is refused on the grounds of public road safety. Roads Service advises that the development, if permitted, would involve the construction of a new vehicular access onto the A727 East Kilbride Road where visibility is severely restricted by the existing horizontal alignment of the road and would be likely to give rise to conditions detrimental to road safety.

The Roads Service further advises that northwest bound traffic approaching the bridge has to negotiate a left hand bend which restricts forward visibility to the site and adversely affects the achievable secondary direction visibility splay of the access.

Due to the horizontal and vertical profile of the road, there is a double white line system installed on this section of the A727 from its junction with the B759 Carmunnock Road to a point 45m southeast of its junction with The Paddock. It should be noted that there are no other accesses to individual dwellings along this double white lined section of road or indeed, for some length thereafter.

The advice from the Roads Service also states that if permitted the proposal would introduce right turn vehicular movements into and out of the site which would lead to an increased probability of rear end shunts as vehicles stop to execute a right turn into the site or, when executing a right turn out of the site, interfere with free flow traffic on the A727.

The Roads Service also advised that the required primary visibility splay cannot be achieved at the location of the new access. In the secondary direction the visibility splay is through private land which the applicant has no control over.

The Roads Service therefore has significant roads safety concerns about the proposals. The Council's access requirements cannot therefore be met and the development is therefore contrary to Policy D1 of the adopted East Renfrewshire Local Development Plan.

As noted above, the applicant has submitted various supporting statements and technical data in support of the application. The technical data includes speed measurements taken on East Kilbride Road, examples of visibility splays elsewhere on East Kilbride Road, excerpts from an academic paper by the University of Plymouth titled "How fast can you drive round a bend" and excerpts from the National Roads Development Guide. The applicant has also submitted excerpts from the Scottish Government's Policy Document "Designing Streets". The supporting statements are the applicant's interpretation of the technical data and reference how he considers it relates it to this proposal. Supporting drawings showing measurements of the bend on East Kilbride Road as it passes under the railway overbridge, visibility splays at the site and swept path analyses showing vehicles entering and exiting the site have also been submitted. All of this data, and the emails from the applicant that relate to it and that are listed above and the supporting drawings and plans have been considered by the Council's Roads Service prior to providing their consultation response.

The Policy Document "Designing Streets" relates to the design, construction, adoption and maintenance of new streets. It can also be applicable to existing streets that are subject to redesign. The current application is for the formation of an access onto an existing road which is

not subject to a comprehensive redesign. It is therefore considered that Designing Streets has little weight in the determination of this application. The excerpts from the document that the applicant has brought to the attention of the planning authority, regardless of their interpretation, do not therefore outweigh the Local Development Plan and the advice of the Roads Service.

The following comments are made in respect of the representations not specifically addressed above. One objector states they are not happy with the proposal and another states that the proposal is not a good idea. However no reasons are given in either case. It is considered that there is sufficient information to determine the application with sufficient information available to allow the Council's Roads Service to submit its consultation response.

Overall conclusion

The proposal is considered contrary to Policy D1 of the adopted East Renfrewshire Local Development Plan as the proposed access, given its location on a section of East Kilbride Road where visibility is severely restricted by the road's horizontal alignment, would be detrimental to public road safety. There are no material planning considerations that would outweigh this policy and allow the application to be approved.

RECOMMENDATION: Refuse

PLANNING OBLIGATIONS: None

REASON FOR REFUSAL:

1. The proposal is contrary to Policy D1 of the adopted East Renfrewshire Local Development Plan as the access would be detrimental to public road safety given its location on a section of East Kilbride Road where visibility is severely restricted by the horizontal alignment of the road.

ADDITIONAL NOTES: None.

ADDED VALUE: None

BACKGROUND PAPERS:

Further information on background papers can be obtained from Mr Derek Scott on 0141 577 3034.

Ref. No.: 2018/0385/TP
(DESC)

DATE: 17th September 2018

DIRECTOR OF ENVIRONMENT

Reference: 2018/0385/TP - Appendix 1

DEVELOPMENT PLAN:

Strategic Development Plan

This proposal raises no strategic issues in terms of the Glasgow and the Clyde Valley Strategic Development Plan and therefore the East Renfrewshire Local Plan is the relevant policy document

Adopted East Renfrewshire Local Development Plan

Policy D1

Detailed Guidance for all Development

Proposals for development should be well designed, sympathetic to the local area and demonstrate that the following criteria have been considered, and, where appropriate, met. In some cases, where the criteria have not been met, a written justification will be required to assist with assessment.

1. The development should not result in a significant loss of character or amenity to the surrounding area;
2. The proposal should be of a size, scale, massing and density that is in keeping with the buildings in the locality and should respect local architecture, building form, design, and materials;
3. The amenity of neighbouring properties should not be adversely affected by unreasonably restricting their sunlight or privacy. Additional guidance on this issue is available in the Daylight and Sunlight Design Guide Supplementary Planning Guidance;
4. The development should not impact adversely on landscape character or the green network, involve a significant loss of trees or other important landscape, greenspace or biodiversity features;
5. Developments should incorporate green infrastructure including access, landscaping, greenspace, water management and Sustainable Urban Drainage Systems at the outset of the design process. Where appropriate, new tree or shrub planting should be incorporated using native species. The physical area of any development covered by impermeable surfaces should be kept to a minimum to assist with flood risk management. Further guidance is contained within the Green Network and Environmental Management Supplementary Planning Guidance;
6. Development should create safe and secure environments that reduce the scope for anti-social behaviour and fear of crime;
7. Developments must be designed to meet disability needs and include provision for disabled access within public areas;
8. The Council will not accept 'backland' development, that is, development without a road frontage;
9. Parking and access requirements of the Council should be met in all development and appropriate mitigation measures should be introduced to minimise the impact of new development. Development should take account of the principles set out in 'Designing Streets';
10. Development should minimise the extent of light pollution caused by street and communal lighting and any floodlighting associated with the development;
11. Developments should include provision for the recycling, storage, collection and composting of waste materials;
12. Where possible, all waste material arising from construction of the development should be retained on-site for use as part of the new development;
13. Where applicable, new development should take into account the legacy of former mining activity;
14. Development should enhance the opportunity for and access to sustainable transportation, including provision for bus infrastructure, and particularly walking and cycle opportunities including cycle parking and provision of facilities such as showers/lockers, all where

appropriate. The Council will not support development on railways solums or other development that would remove opportunities to enhance pedestrian and cycle access unless mitigation measures have been demonstrated;

15. The Council requires the submission of a design statement for national and major developments. Design statements must also be submitted in cases where a local development relates to a site within a conservation area or Category A listed building in line with Planning Advice Note 68: Design Statements.
16. Where applicable, developers should explore opportunities for the provision of digital infrastructure to new homes and business premises as an integral part of development.

GOVERNMENT GUIDANCE: None

Finalised 17/09/18 AC(3)

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**DECISION NOTICE
AND
REASONS FOR REFUSAL**

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**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
(AS AMENDED BY THE PLANNING ETC (SCOTLAND) ACT 2006)
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(SCOTLAND) REGULATIONS 2013**

REFUSAL OF PLANNING PERMISSION

Ref. No. **2018/0385/TP**

Applicant

Mr Paolo Di Mambro
29 East Kilbride Road
Glasgow
Scotland
G76 8JY

Agent:

With reference to your application which was registered on 23rd July 2018 for planning permission under the abovementioned Act and Regulations for the following development, viz:-

Formation of driveway incorporating reduction in ground levels and erection of boundary wall

at: 29 East Kilbride Road, Busby, East Renfrewshire, G76 8JY

the Council in exercise of their powers under the abovementioned Act and Regulations hereby refuse planning permission for the said development.

The reason(s) for the Council's decision are:-

1. The proposal is contrary to Policy D1 of the adopted East Renfrewshire Local Development Plan as the access would be detrimental to public road safety given its location on a section of East Kilbride Road where visibility is severely restricted by the horizontal alignment of the road.

Dated 17th September 2018



Director of Environment
East Renfrewshire Council
2 Spiersbridge Way,
Spiersbridge Business Park,
Thornliebank,
G46 8NG
Tel. No. 0141 577 3001

The following drawings/plans have been refused

Plan Description	Drawing Number	Drawing Version	Date on Plan
Location Plan	P-441-001		
Block Plan Proposed	DP-441-001		
Elevations Proposed	DP-441-002	B	

GUIDANCE NOTE FOR REFUSAL OF LOCAL DEVELOPMENTS DETERMINED UNDER DELEGATED POWERS**REVIEW BY EAST RENFREWSHIRE COUNCIL'S LOCAL REVIEW BODY**

1. If the applicant is aggrieved by a decision to refuse permission (or by an approval subject to conditions), the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. A Notice of Review can be submitted online at www.eplanning.scotland.gov.uk. Please note that beyond the content of the appeal or review forms, **you cannot normally raise new matters** in support of an appeal or review, unless you can demonstrate that the matter could not have been raised before, or that its not being raised before is a consequence of exceptional circumstances. Following submission of the notice, you will receive an acknowledgement letter informing you of the date of the Local Review Body meeting or whether further information is required.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

CONTACT DETAILS

**East Renfrewshire Council
Development Management Service
2 Spiersbridge Way,
Spiersbridge Business Park,
Thornliebank,
G46 8NG**

**General Inquiry lines 0141 577 3895 or 0141 577 3878
Email planning@eastrenfrewshire.gov.uk**

**NOTICE OF REVIEW
AND
STATEMENT OF REASONS**

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2 Spiersbridge Way Thornliebank G46 8NG Tel: 0141 577 3001 Email: planning@eastrenfrewshire.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100124763-018

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant Agent

Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text"/>
First Name: *	<input type="text" value="Paolo"/>	Building Number:	<input type="text" value="29"/>
Last Name: *	<input type="text" value="Di Mambro"/>	Address 1 (Street): *	<input type="text" value="East Kilbride RD"/>
Company/Organisation	<input type="text"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text" value="REDACTED"/>	Town/City: *	<input type="text" value="Glasgow"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="G76 8JY"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="REDACTED"/>		<input type="text"/>

Site Address Details

Planning Authority:

East Renfrewshire Council

Full postal address of the site (including postcode where available):

Address 1:

29 EAST KILBRIDE ROAD

Address 2:

BUSBY

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

GLASGOW

Post Code:

G76 8JY

Please identify/describe the location of the site or sites

Northing

656517

Easting

258177

Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *

(Max 500 characters)

I am looking to create a vehicular access onto East Kilbride road, This is achieved by removing 10M of wall, create an opening of 5M and rebuild a new wall 60CM back. Creating a pavement of 2M for 10M. Then taking the rest of the current wall frontage with East kilbride road down to 50CM. Internally reduce the soil level and create a gully at the opening to catch all rain water from site. Then with the help of Mr Adams of road and lighting re-locate the infrastructure to ensure visibility splay.

Type of Application

What type of application did you submit to the planning authority? *

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? *

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

I will be providing a supporting statement. I ask for the review as the planners are not following national guidelines for a safe drive way. They are also not taking into account the requirement of parking in the location which is substantially lacking. National guide lines set a safe visibility splay at 60CM by 2.4M by 43M. The reason why they moved from 1.05M by 2.5M by 90M was firstly its dangerous for small children and secondly this figure was not backed by research. My figures are.

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? *

Yes No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

I wish to add the road speed data, the visibility splay data and a supporting statement.

Application Details

Please provide details of the application and decision.

What is the application reference number? *

2018/0385/TP

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

13/06/2018

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

17/09/2018

Review Procedure

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

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

Yes No

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

Can the site be clearly seen from a road or public land? *

Yes No

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

Yes No

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. *

Yes No

Have you provided the date and reference number of the application which is the subject of this review? *

Yes No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

Yes No N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

Yes No

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

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

Yes No

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

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Mr Paolo Di Mambro

Declaration Date: 25/09/2018

Statement in support of my application:

Firstly I added the relevant sections of the national road development guide and designing streets. They are very large documents so I have taken the relevant pages for this statement to add as supporting documents that will allow you to see if the Scottish government would define East Kilbride road as a road or a street. The name of the road be it Road, street, avenue, drive etc does not matter its function matters.

Firstly before I explain more about the section of East kilbride road being defined as a street let me pass comment to the road's objections.

Before I start I would also like to remind the roads services that this is a new connection to East Kilbride road. So the guidance currently in place should be adopted. Which is designing streets. The question should be asked is the proposal safe. What visibility splay is safe for a vehicle to stop? Guidance in Designing streets put this figure at 43M at 30MPH. I surpass this with a slower traffic speed than 30MPH which means following guidance the proposal is safe. The actual speed in under 30MPH(which this section is actually substantially slower). I enclosed the speed test and visibility splays with my appeal as they have not been put on public display.

The bin's collections while I appreciate the interest in my refuge provisions I am unsure why this is referenced in a road consultation. Personally I have never lived at 29 East Kilbride road and had the opportunity to empty my bins as I would not be able to bring my family to live there as it currently is but I have been advised my bins are emptied within Printerland the development beside mine. I hope that helps the roads department with where my bins are collected. Since they do seem to take interest in this.

The other point of no other residential drive ways is close to the proposed drive way would be because the property is not close to another residential house. So the comment there is no vehicular access along the double line formation is a strange observations. Yes its true but I find it has no bearing. There is junctions with substantially more through put than a residential house. This property would create 15 movements a day. Nothing close to the junctions of the B759 as an example or over the double white line into the railways stations parking and commercial units. Are you saying due to the fact many years ago no one built a house close to the proposed location that the location does not deserve an ability to park and relieve parking tension in the location.

The question of rear end shunts I believe I answered with the supporting statement that cars are doing an equivalent to a right hand turn into my drive way. I have asked to have that statement included with this statement. I hope you can have a read over this statement. There has been zero accidents in the last 10 years at my drive way. So it should be no different with the 5 possible right hand turns I would make. Every drive way will have a right turn into it and out from it at some point.

The other items I have been told by Mr Adams of road and lighting that once approved he will move the items mentioned that are currently in my visibility splay at my full cost. Which i am more than happy to pay. This will mean the council has new infrastructure and long term savings as the infrastructure would have longer longevity.

The roads department questions the accuracy of the visibility splay of the B759 and 65 East Kilbride road, a planning application approved in 2017. If the visibility splay of the B759 and 65 East Kilbride road is wrong. I would like to see the visibility splay roads have. As they will not be out by much. The B759 and 65 East Kilbride road has a visibility splay of about 20M. It would need to be a substantial error in measurement from a civil engineer to be out by over 2 times to just meet current guidance. At this point I would like to say my drive way meets and passes current guidance.

I also find it annoying that the semantics of a definition of a street or road is being used to refuse this application on safety. The fact that all said and done the guidance puts a safe visibility for a 30MPH zone at 2.4 by 43M with a vertical view at 60CM. Proves the safety of a driveway having a visibility splay of over 43M as safe in a 30MPH zone.

I agree that the national road development guide is a guide not enforceable in law but it is the guide by which all new developments need to adhere to or what was the point the government spending a considerable amount of money creating the guidance. The national government would not create policy guidance that was unsafe. The point I am making is my proposal is safe.

So let me examine the national road development guide and see its content to see the definition of East Kilbride road.

- 1, I think we can most certainly agree that East kilbride road is within a urban boundary.
- 2, I think we can again most certainly agree that the speed of he road is 30MPH.

If we look at the 2 graphs which the national development guide gives in connection to how to apply designing street. You can have high movement but with a speed under 60KPH designing street applies. It does state though that this diagram is not the complete picture. Although if you go to the visibility splay information on Designing streets it is. It is to be used independent of traffic flow for speeds under 60KPH. I am most certainly not disagreeing that East Kilbride road is not a busy road. But how does a busy road make a person's time to brake increase.

How can a car traveling on the road before your car make you take longer to stop. How can 1 car being on the road before your car or 100000 cars for that matter have an impact on your braking time. As the visibility splay is based on the safe distance for a car to stop. Another car can't change the reaction time and breaking system deceleration of the car to stop. That can only be influenced by the driver and vehicle's speed as well as the vehicles breaking system. Another car traveling on the road has no bearing on your safe breaking distance. Which takes into account a lot of variables to ensure a lot of buffer is added when giving a safe distance to stop. So this figure does not change with traffic flow. In Designing streets it suggest it should be used for every road with a speed lower than 60KPH regardless of traffic flow.

Although that being said the national guide does create another diagram to take into account traffic flow. It could be argued this is for sections with a speed substantially greater than 30MPH. But I am happy to look at this diagram too. So in this diagram it wishes to establish place importance. So sections that have no local content. It is in an urban area but act solely for going from one location to another. A through put section. Which would be the definition of a road. The national road development guide shows how place importance can change along a section of road. So while one section can have zero importance be classed as a road another section along the same road can be classed as a street. I enclosed the relevant page of the national road development guide.

My section does not show this characteristics of solely for through put. It has 2 bus stop's, a train station and pedestrian lights either side of my house within 150M. So this section has a substantial amount of place importance. So the two diagrams where Designing streets has to be applied both are supportive that it is a street. There is no other diagrams. The assumption that because there is a lot of cars that designing street does not apply is to ignore where the document is to be used.

So given there is nothing in the guidance to support that the section of my drive way is a road. I would say it is a street. Therefore we should look at what the guide lines suggest is safe for a new opening onto an existing road. The guidance should apply as the drive way is effectively under construction.

So the first thing Designing streets asks in any new road proposal is know your road speed. So I conducted this in June 2018 for a period of 7 days during a beautiful heat wave. The speeds obtained where 85 percentile of 28.7MPH Westbound and 29.7MPH East bound. This brings me fully into designing street as the speed of the road is now known. Although the visibility splay is for wet weather so this figure can be reduced by 2.5MPH. I am happy to leave this figure as is. As my visibility splay can fit within the 30MPH speed limit.

So the question now falls what is the national guide lines for visibility splay at 30MPH. This is in the section of designing streets where there is a table which is included with my appeal. At 30MPH or 48KPH the **safe** visibility splay is 43M. What I demonstrate is 45M and 46M if you look at my visibility splay diagrams. The requirement here is that this is seen to a height of 60CM. As the 1.05M suggested by roads would mean missing small children and dogs and could be hazardous to these. Why in a residential area 1.05M is no longer adopted as safe. So Designing street changed the requirement for 1.05M to 60CM. To achieve the height I have reduced my entire frontage to 50CM. To create a 2.4M gap from kerb to sight line. I have taken my wall back to give a 2M section of pavement for 10M. Allowing full view of the road without having to go onto the road for visibility.

I would like to note that Eastbound my visibility splay is measured to the central line which is in keeping with designing streets as the section has a solid double white line formation which prohibits overtaking. I enclosed the relevant pages with this appeal confirming everything I have said.

The visibility splay diagrams are correct but I would like to advise that the OS plan has slight discrepancies which makes them look like I am overlapping others land when I am not. The two main issues with the OS plan is it has my pavement in front of my house as the same as the bus stop pavement. My pavement is 60CM smaller. The road on East kilbride road bends along my frontage. The OS plan has my frontage as straight. Easily seen on a sight visit or drive by.

I am not going to include other procedures with my appeal as I dont want to burden you with being forced to come out and view my drive way proposal given you will more likely drive by the location regularly but I would ask if you have time to have a look and stand at my drive opening and watch the traffic flow by also confirm what I mean by slight errors in the OS plan. Traffic goes by the house nice and slowly and my proposal would be safe with the visibility splay I have.

The guide lines in Designing streets were created with safety as its first guiding principle.

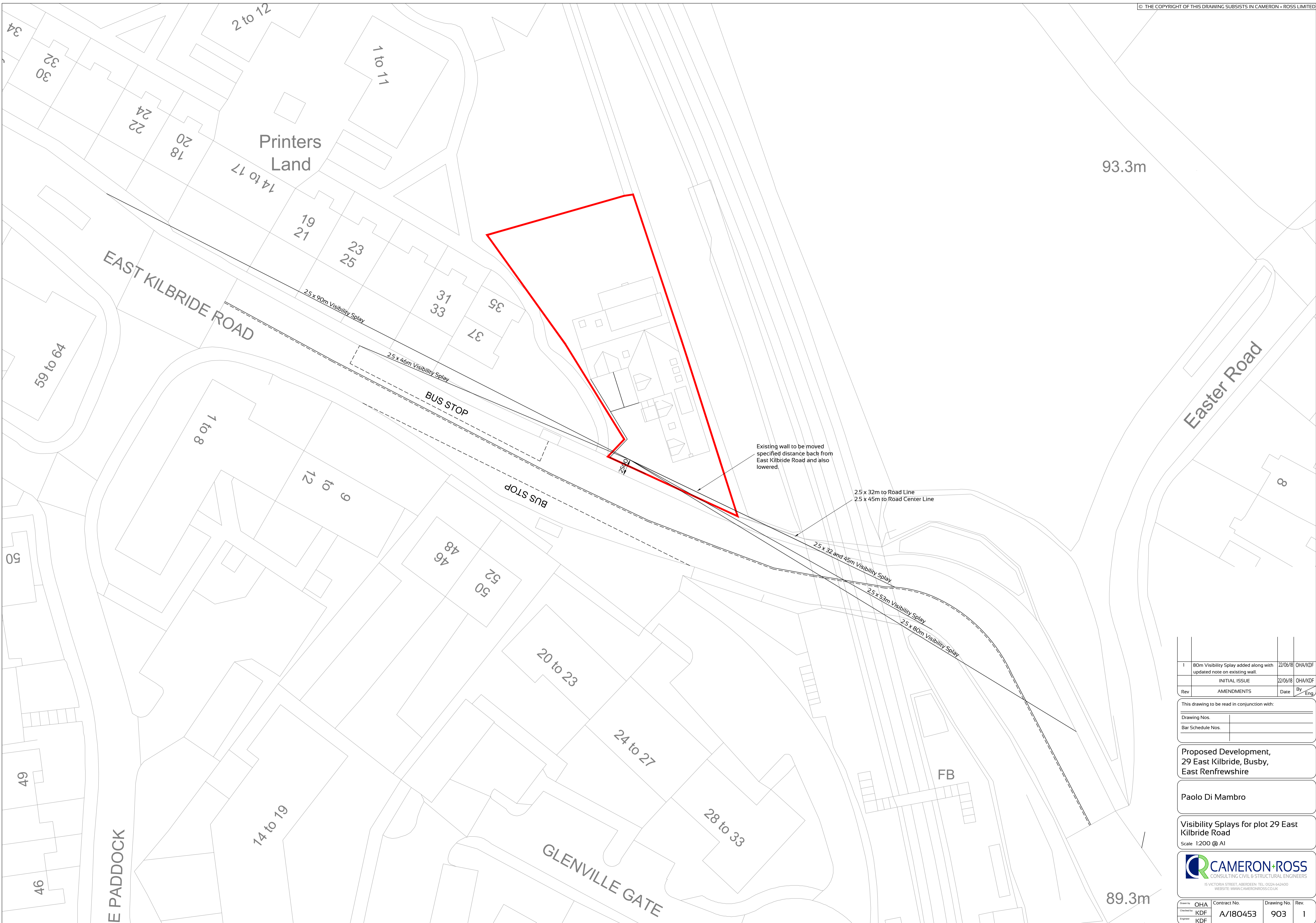
East Kilbride road has had 2 planning applications accepted in last 2 years. 2017/0717/TP for an increase in drive way to allow for higher flow from the busby hotel just along from my house and 2016/0286/TP for a drive way opening.

My drive way would have little or no impact on East Kilbride road. Given it would create 15 movements a day from a residential house.

The area is very limited for parking. My drive way would of course remove all my cars from the location and would alleviate a lot of parking tension there exists in the location.

The first question to ask over all others though is my drive way safe. I believe the national road development guide was created as safety as its core. So given I fit within this guidance and the Designing street policy. I would say my drive way is safe.

End of statment



Existing wall to be moved specified distance back from East Kilbride Road and also lowered.

25 x 32m to Road Line
25 x 45m to Road Center Line

1	80m Visibility Splay added along with updated note on existing wall.	22/06/18	OHA/KDF
	INITIAL ISSUE	22/06/18	OHA/KDF
Rev	AMENDMENTS	Date	By Eng

This drawing to be read in conjunction with:
 Drawing Nos. _____
 Bar Schedule Nos. _____

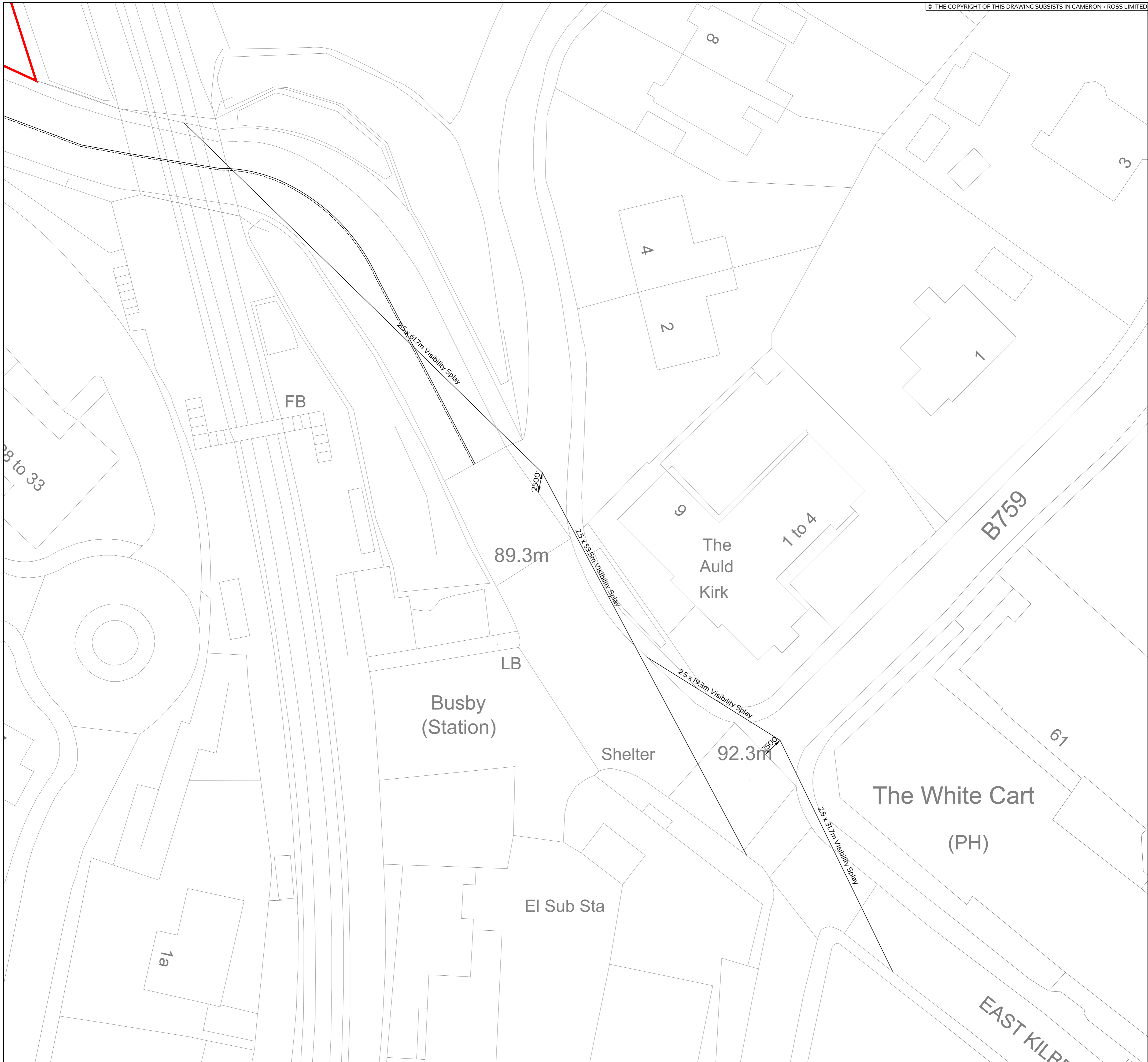
**Proposed Development,
 29 East Kilbride, Busby,
 East Renfrewshire**

Paolo Di Mambro

**Visibility Splays for plot 29 East
 Kilbride Road**
 Scale 1:200 @ A1



Drawn by	OHA	Contract No.	A/180453	Drawing No.	903	Rev.	1
Checked by	KDF						
Engineer	KDF						



Rev	INITIAL ISSUE	22/06/18	OHA/KDF
	AMENDMENTS	Date	By Eng

This drawing to be read in conjunction with:
 Drawing Nos. _____
 Bar Schedule Nos. _____

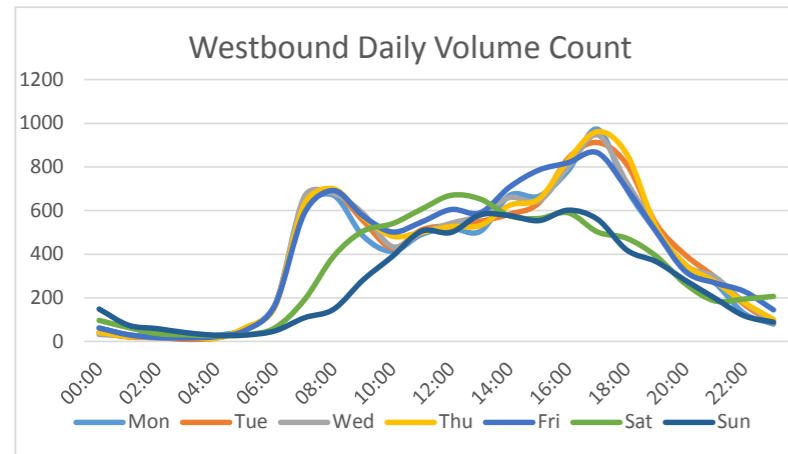
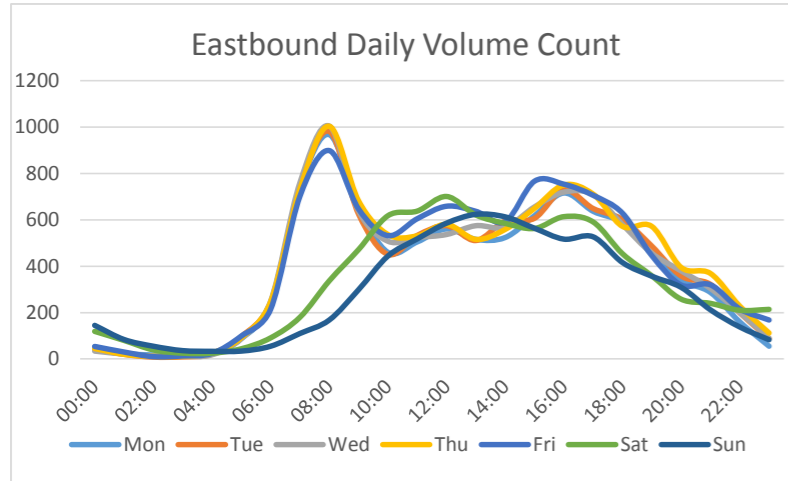
Proposed Development,
 29 East Kilbride, Busby,
 East Renfrewshire

Paolo Di Mambro

Visibility Splays for Easter Road,
 B759 and 65 East Kilbride Road
 Scale



Drawn by	OHA	Contract No.	A/180453	Drawing No.	904	Rev.	-
Checked by	KDF	Engineer	KDF				

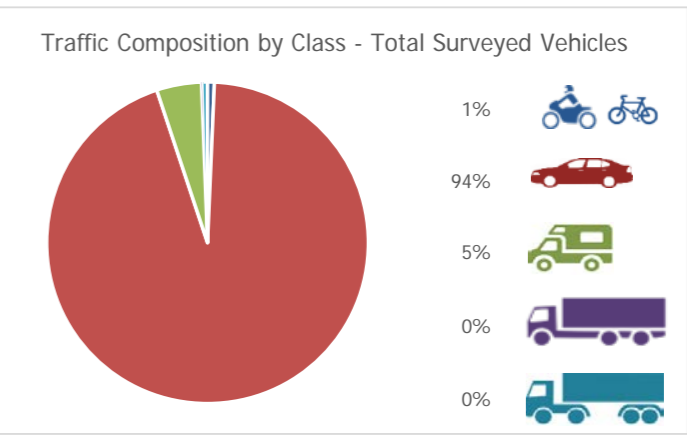


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	26.2	29.8
Westbound	24.2	28.7
Combined	25.2	29.3

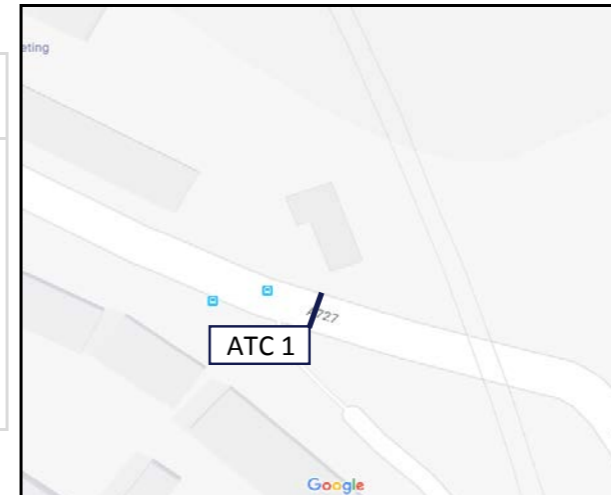


mph mph

On a 7-day average		
13.9%	1.4%	0.0%
7.6%	0.6%	0.0%
10.8%	1.0%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (35mph)	of vehicles are 15mph over PSL (45mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekday Traffic Total
Eastbound	9674	9053.9	63377
Westbound	9543	8897	62279
Combined	19217	17951	125656



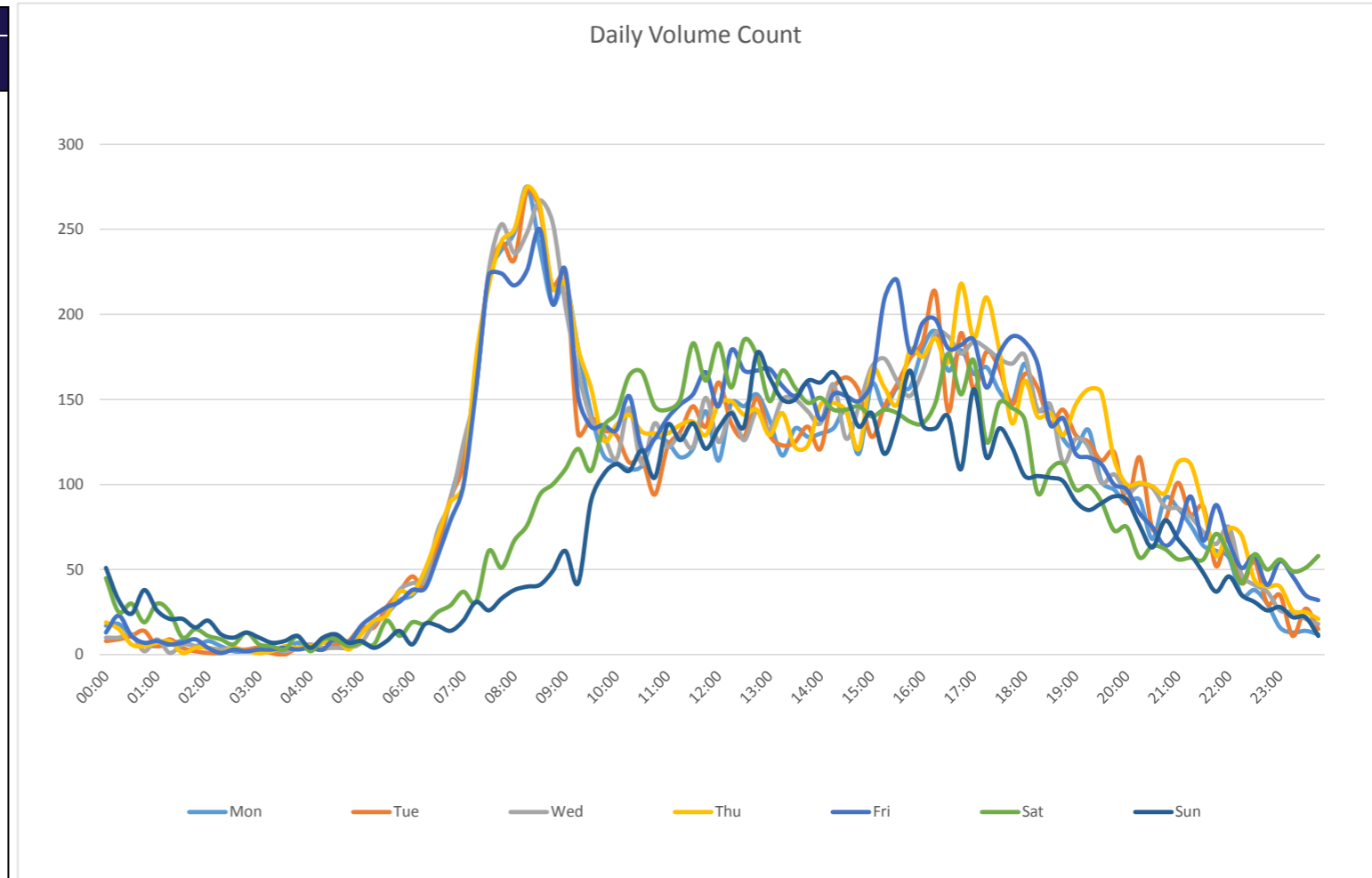
Incidents/Observations
No incidents or observations during the survey period.

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Eastbound



Time	Eastbound							5 Day Avg	7 Day Avg
	Mon 04-Jun	Tue 05-Jun	Wed 06-Jun	Thu 07-Jun	Fri 08-Jun	Sat 09-Jun	Sun 10-Jun		
00:00	17	8	10	19	13	45	51	13	23
00:15	18	9	10	15	23	25	32	15	19
00:30	11	11	12	6	11	30	24	10	15
00:45	6	14	2	5	7	19	38	7	13
01:00	5	5	9	7	8	30	26	7	13
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07:00	120	112	124	99	99	37	20	111	87
07:15	157	166	157	174	156	31	31	162	125
07:30	223	222	226	217	223	61	26	222	171
07:45	238	242	253	243	224	51	33	240	183
08:00	248	232	236	250	217	67	38	237	184
08:15	275	273	248	275	226	76	40	259	202
08:30	239	261	267	264	250	94	41	256	202
08:45	206	216	254	215	206	100	49	219	178
09:00	219	224	205	219	226	109	61	219	180
09:15	180	130	166	180	152	121	42	162	139
09:30	142	139	139	157	134	108	90	142	130
09:45	117	132	129	126	135	134	106	128	126
10:00	113	129	115	135	132	142	112	125	125
10:15	109	113	145	141	152	164	108	132	133
10:30	111	115	112	131	121	166	120	118	125
10:45	127	94	136	130	127	146	104	123	123
11:00	125	122	122	130	139	144	135	128	131
11:15	116	131	129	135	147	150	126	132	133
11:30	121	146	122	137	153	183	136	136	143
11:45	143	134	151	129	166	161	121	145	144
12:00	114	160	125	147	146	183	133	138	144
12:15	148	136	143	149	179	157	142	151	151
12:30	146	128	126	141	167	185	134	142	147

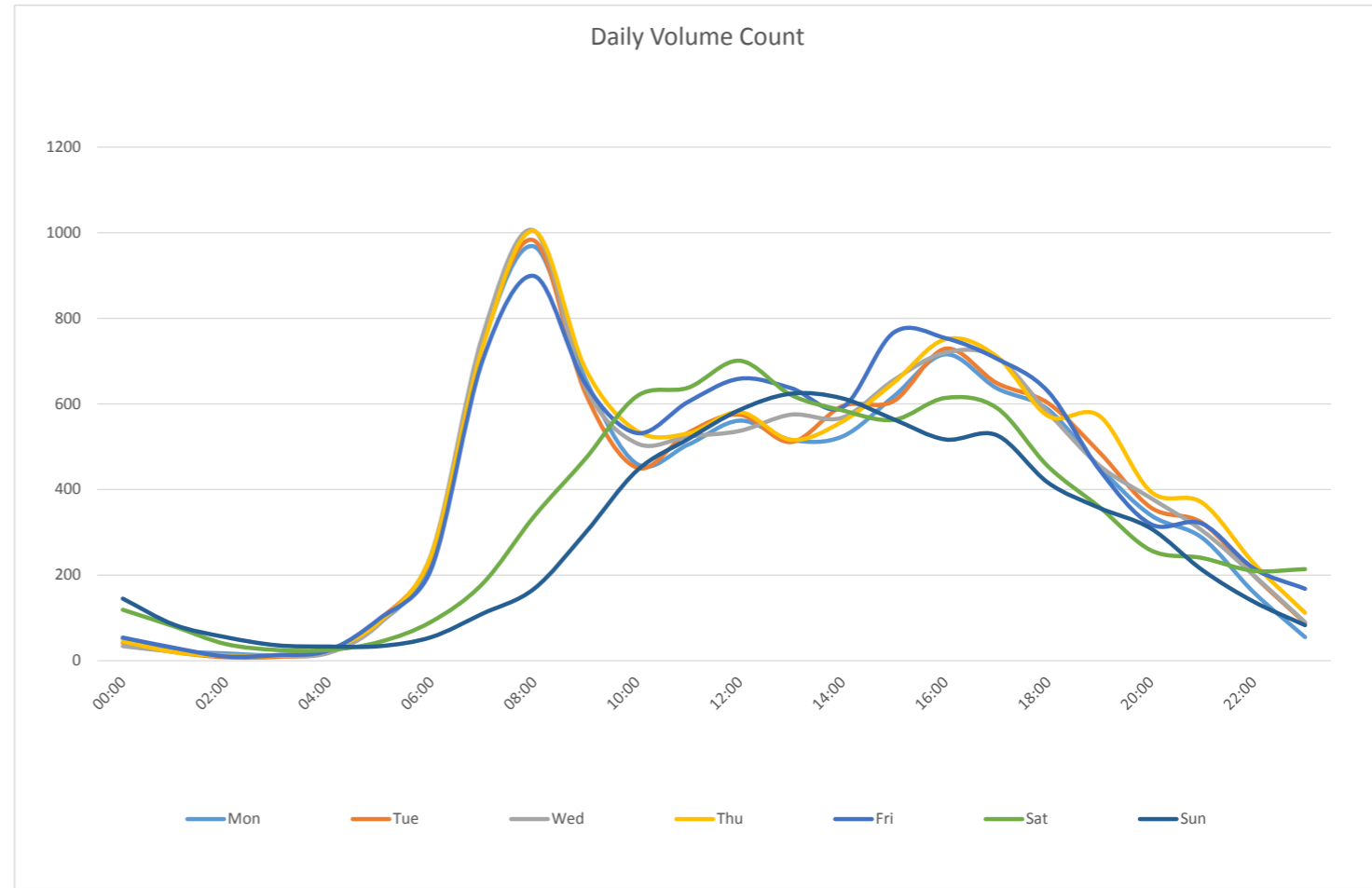


12:45	153	151	143	144	167	176	177	152	159
13:00	138	129	132	129	168	149	163	139	144
13:15	117	123	150	142	158	167	150	138	144
13:30	133	125	150	122	152	157	150	136	141
13:45	128	134	143	123	159	148	161	137	142
14:00	130	121	136	147	138	151	160	134	140
14:15	133	156	159	148	153	144	166	150	151
14:30	143	163	127	143	152	144	153	146	146
14:45	118	155	146	121	149	146	134	138	138
15:00	159	128	169	167	160	140	142	157	152
15:15	145	146	174	157	209	144	118	166	156
15:30	157	159	161	147	220	142	137	169	160
15:45	157	174	152	179	178	137	167	168	163
16:00	180	184	167	175	195	136	135	180	167
16:15	190	213	189	186	197	148	133	195	179
16:30	167	143	187	172	180	177	140	170	167
16:45	179	189	177	218	182	153	109	189	172
17:00	165	156	184	186	185	173	156	175	172
17:15	169	178	180	210	157	125	116	179	162
17:30	155	168	174	179	177	148	133	171	162
17:45	148	147	171	136	187	145	122	158	151
18:00	171	165	176	161	184	138	105	171	157
18:15	144	157	144	140	171	95	105	151	137
18:30	145	136	147	142	135	109	104	141	131
18:45	127	144	113	129	139	112	102	130	124
19:00	121	129	127	147	118	97	90	128	118
19:15	132	125	122	156	116	99	85	130	119
19:30	102	114	101	154	112	90	89	117	109
19:45	97	119	106	115	100	73	93	107	100
20:00	89	89	95	100	97	75	91	94	91
20:15	91	116	100	101	83	57	76	98	89
20:30	68	74	98	99	75	64	63	83	77
20:45	92	79	87	95	64	62	79	83	80
21:00	86	101	86	113	72	56	68	92	83
21:15	76	82	81	112	93	57	59	89	80
21:30	64	87	72	86	67	56	48	75	69
21:45	61	52	65	58	88	71	37	65	62
22:00	57	72	75	74	66	59	46	69	64
22:15	35	42	47	70	51	42	35	49	46
22:30	38	55	41	44	58	59	31	47	47
22:45	30	30	37	40	41	50	26	36	36
23:00	16	35	26	40	55	56	28	34	37
23:15	13	11	25	26	46	49	22	24	27
23:30	14	27	21	25	35	51	22	24	28
23:45	12	15	18	21	32	58	11	20	24
07-19	7488	7601	7781	7827	8129	6374	5386	7765	7227
06-22	8801	9011	9170	9409	9428	7322	6319	9164	8494
06-00	9016	9298	9460	9749	9812	7746	6540	9467	8803
00-00	9235	9495	9645	9955	10042	8078	6927	9674	9054

Eastbound



Time	Eastbound							5 Day Avg	7 Day Avg
	Mon 04-Jun	Tue 05-Jun	Wed 06-Jun	Thu 07-Jun	Fri 08-Jun	Sat 09-Jun	Sun 10-Jun		
00:00	52	42	34	45	54	119	145	45	70
01:00	24	20	21	20	30	80	84	23	40
02:00	17	8	13	11	10	39	55	12	22
03:00	13	9	12	12	13	25	36	12	17
04:00	25	21	18	26	24	25	33	23	25
05:00	88	97	87	92	99	44	34	93	77
06:00	234	243	249	246	214	91	55	237	190
07:00	738	742	760	733	702	180	110	735	566
08:00	968	982	1005	1004	899	337	168	972	766
09:00	658	625	639	682	647	472	299	650	575
10:00	460	451	508	537	532	618	444	498	507
11:00	505	533	524	531	605	638	518	540	551
12:00	561	575	537	581	659	701	586	583	600
13:00	516	511	575	516	637	621	624	551	571
14:00	524	595	568	559	592	585	613	568	577
15:00	618	607	656	650	767	563	564	660	632
16:00	716	729	720	751	754	614	517	734	686
17:00	637	649	709	711	706	591	527	682	647
18:00	587	602	580	572	629	454	416	594	549
19:00	452	487	456	572	446	359	357	483	447
20:00	340	358	380	395	319	258	309	358	337
21:00	287	322	304	369	320	240	212	320	293
22:00	160	199	200	228	216	210	138	201	193
23:00	55	88	90	112	168	214	83	103	116
07-19	7488	7601	7781	7827	8129	6374	5386	7765	7227
06-22	8801	9011	9170	9409	9428	7322	6319	9164	8494
06-00	9016	9298	9460	9749	9812	7746	6540	9467	8803
00-00	9235	9495	9645	9955	10042	8078	6927	9674	9054



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Client: Paolo Di Mambro
 Project: 3606-SCO East Kilbride Road, Busby
 Site: 01-Outside 29 East Kilbride Road, Busby G76 8JY
 Start Date: 04/06/2018

ARX Classification Scheme					
Class No.	No. Axles	Axle Groups	Description	Aggregate	Vehicle Example
1	2	1 or 2	Very Short - Bicycle or Motorcycle	Light	
2	2	1 or 2	Short - Car, 4WD or Light Van		
3	3/4/5	3	Short Towing - Trailer, Caravan etc.		
4	2	2	2-Axle Truck or Bus	Medium	
5	3	2	3-Axle Truck or Bus		
6	>3	2	4-Axle Truck		
7	3	3	3-Axle Articulated Vehicle or Rigid Vehicle & Trailer	Heavy	
8	4	>2	4-Axle Articulated Vehicle or Rigid Vehicle & Trailer		
9	5	>2	5-Axle Articulated Vehicle or Rigid Vehicle & Trailer		
10	>=6	>2	6 (or more) Axle Articulated Vehicle or Rigid Vehicle & Trailer		
11	>6	4	B-Double or Heavy Truck & Trailer		
12	>6	>=5	Double or Triple Heavy Truck & 2 (or more) Trailers		

Monday ▼ Eastbound ▼

Eastbound
Classes

	Total	1	2	3	4	5	6	7	8	9	10	11	12
04-Jun													
00:00	17	0	14	0	3	0	0	0	0	0	0	0	0
00:15	18	0	15	0	3	0	0	0	0	0	0	0	0
00:30	11	0	10	0	1	0	0	0	0	0	0	0	0
00:45	6	0	6	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0
01:15	6	0	6	0	0	0	0	0	0	0	0	0	0
01:30	8	0	7	0	1	0	0	0	0	0	0	0	0
01:45	5	0	5	0	0	0	0	0	0	0	0	0	0
02:00	8	0	8	0	0	0	0	0	0	0	0	0	0
02:15	5	0	4	0	1	0	0	0	0	0	0	0	0
02:30	2	0	2	0	0	0	0	0	0	0	0	0	0
02:45	2	0	2	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0
03:15	1	0	1	0	0	0	0	0	0	0	0	0	0
03:30	2	0	2	0	0	0	0	0	0	0	0	0	0
03:45	7	1	6	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0
04:15	7	0	6	0	1	0	0	0	0	0	0	0	0
04:30	8	0	8	0	0	0	0	0	0	0	0	0	0
04:45	6	0	5	0	1	0	0	0	0	0	0	0	0
05:00	13	0	13	0	0	0	0	0	0	0	0	0	0
05:15	19	1	14	0	2	1	1	0	0	0	0	0	0
05:30	24	0	20	0	3	1	0	0	0	0	0	0	0
05:45	32	0	28	0	4	0	0	0	0	0	0	0	0
06:00	35	0	31	0	4	0	0	0	0	0	0	0	0
06:15	45	1	42	0	2	0	0	0	0	0	0	0	0
06:30	62	0	55	0	5	1	0	0	1	0	0	0	0
06:45	92	0	86	0	5	0	0	0	1	0	0	0	0
07:00	120	2	111	0	7	0	0	0	0	0	0	0	0
07:15	157	0	150	0	6	0	0	0	0	1	0	0	0
07:30	223	0	213	0	9	0	0	0	1	0	0	0	0
07:45	238	1	220	2	14	1	0	0	0	0	0	0	0
08:00	248	0	233	1	13	0	0	0	1	0	0	0	0
08:15	275	2	254	3	13	0	2	0	0	0	1	0	0
08:30	239	1	223	1	12	0	1	0	1	0	0	0	0
08:45	206	1	197	0	7	1	0	0	0	0	0	0	0
09:00	219	1	208	2	7	0	0	0	1	0	0	0	0
09:15	180	0	166	4	10	0	0	0	0	0	0	0	0
09:30	142	0	135	0	7	0	0	0	0	0	0	0	0
09:45	117	0	109	0	8	0	0	0	0	0	0	0	0
10:00	113	2	102	0	9	0	0	0	0	0	0	0	0
10:15	109	0	98	0	9	0	1	0	1	0	0	0	0
10:30	111	0	95	0	14	0	1	0	1	0	0	0	0

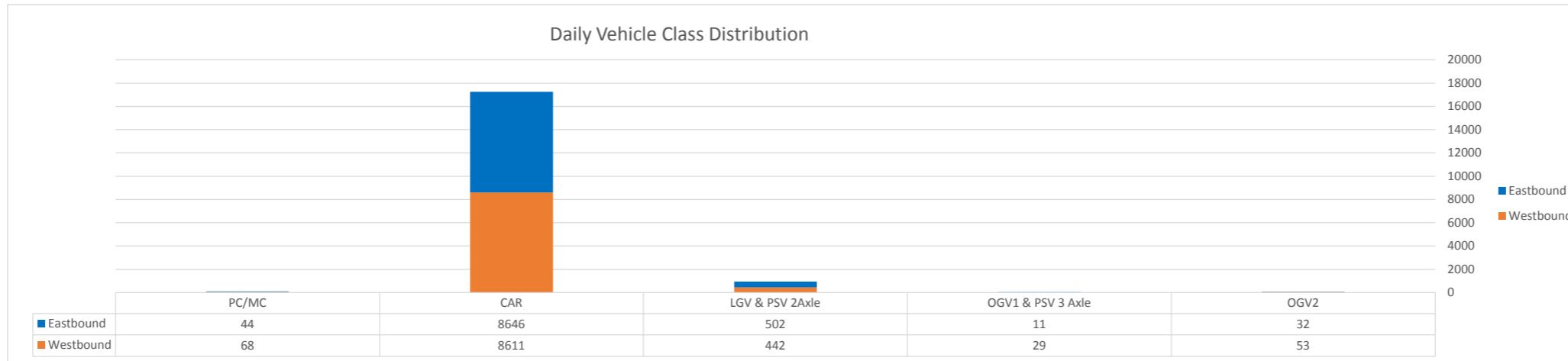
10:45	127	1	112	0	13	0	0	0	0	0	1	0	0
11:00	125	0	116	0	9	0	0	0	0	0	0	0	0
11:15	116	0	107	1	8	0	0	0	0	0	0	0	0
11:30	121	1	107	0	13	0	0	0	0	0	0	0	0
11:45	143	0	134	0	9	0	0	0	0	0	0	0	0
12:00	114	1	105	0	8	0	0	0	0	0	0	0	0
12:15	148	1	136	0	9	0	1	1	0	0	0	0	0
12:30	146	0	134	1	9	2	0	0	0	0	0	0	0
12:45	153	2	138	1	11	1	0	0	0	0	0	0	0
13:00	138	1	127	0	10	0	0	0	0	0	0	0	0
13:15	117	0	107	1	9	0	0	0	0	0	0	0	0
13:30	133	1	124	1	6	0	0	0	1	0	0	0	0
13:45	128	0	115	0	12	0	1	0	0	0	0	0	0
14:00	130	0	124	1	4	0	0	0	1	0	0	0	0
14:15	133	0	121	1	11	0	0	0	0	0	0	0	0
14:30	143	0	129	2	11	0	1	0	0	0	0	0	0
14:45	118	0	113	0	5	0	0	0	0	0	0	0	0
15:00	159	0	147	0	12	0	0	0	0	0	0	0	0
15:15	145	1	136	0	8	0	0	0	0	0	0	0	0
15:30	157	0	148	0	8	0	0	0	0	1	0	0	0
15:45	157	1	142	1	13	0	0	0	0	0	0	0	0
16:00	180	2	169	0	8	0	1	0	0	0	0	0	0
16:15	190	0	173	0	17	0	0	0	0	0	0	0	0
16:30	167	1	156	0	9	0	1	0	0	0	0	0	0
16:45	179	1	166	2	8	1	1	0	0	0	0	0	0
17:00	165	1	159	0	5	0	0	0	0	0	0	0	0
17:15	169	0	159	0	9	1	0	0	0	0	0	0	0
17:30	155	1	151	0	3	0	0	0	0	0	0	0	0
17:45	148	0	141	1	6	0	0	0	0	0	0	0	0
18:00	171	0	163	1	6	0	1	0	0	0	0	0	0
18:15	144	0	135	1	7	1	0	0	0	0	0	0	0
18:30	145	0	137	0	7	0	1	0	0	0	0	0	0
18:45	127	2	118	1	4	0	1	0	0	0	1	0	0
19:00	121	1	118	0	2	0	0	0	0	0	0	0	0
19:15	132	0	129	0	3	0	0	0	0	0	0	0	0
19:30	102	1	97	1	3	0	0	0	0	0	0	0	0
19:45	97	1	95	0	1	0	0	0	0	0	0	0	0
20:00	89	1	87	0	1	0	0	0	0	0	0	0	0
20:15	91	2	86	0	3	0	0	0	0	0	0	0	0
20:30	68	0	67	0	1	0	0	0	0	0	0	0	0
20:45	92	1	87	1	3	0	0	0	0	0	0	0	0
21:00	86	0	81	0	4	0	0	0	1	0	0	0	0
21:15	76	0	73	0	3	0	0	0	0	0	0	0	0
21:30	64	2	60	0	2	0	0	0	0	0	0	0	0
21:45	61	1	59	0	1	0	0	0	0	0	0	0	0
22:00	57	0	54	0	3	0	0	0	0	0	0	0	0
22:15	35	0	33	0	2	0	0	0	0	0	0	0	0
22:30	38	1	35	0	2	0	0	0	0	0	0	0	0
22:45	30	0	30	0	0	0	0	0	0	0	0	0	0
23:00	16	1	15	0	0	0	0	0	0	0	0	0	0
23:15	13	0	13	0	0	0	0	0	0	0	0	0	0
23:30	14	0	14	0	0	0	0	0	0	0	0	0	0
23:45	12	1	11	0	0	0	0	0	0	0	0	0	0
07-19	7488	28	6963	29	432	8	14	1	8	2	3	0	0
06-22	8801	39	8216	31	475	9	14	1	11	2	3	0	0
06-00	9016	42	8421	31	482	9	14	1	11	2	3	0	0
00-00	9235	44	8615	31	502	11	15	1	11	2	3	0	0

Eastbound						
Day	PC/MC	CAR	LGV & PSV 2Axle	OGV1 & PSV 3 Axle	OGV2	Total
Monday	44	8646	502	11	32	9235
Tuesday	74	8888	498	12	23	9495
Wednesday	62	9057	487	15	23	9644
Thursday	63	9336	513	25	17	9954
Friday	62	9405	525	20	26	10038
Saturday	39	7758	254	7	19	8077
Sunday	45	6706	167	0	9	6927
5day	61	9066	505	17	24	9673
7day	60	8889	455	16	22	9053

Westbound						
Day	PC/MC	CAR	LGV & PSV 2Axle	OGV1 & PSV 3 Axle	OGV2	Total
Monday	68	8611	442	29	53	9203
Tuesday	84	8851	464	39	69	9507
Wednesday	73	8882	475	29	68	9527
Thursday	72	9005	473	34	72	9656
Friday	70	9167	490	26	66	9819
Saturday	58	7547	223	6	20	7854
Sunday	48	6506	145	2	10	6711
5day	73	8903	469	31	66	9542
7day	68	8367	387	24	51	8897

Combined						
Day	PC/MC	CAR	LGV & PSV 2Axle	OGV1 & PSV 3 Axle	OGV2	Total
Monday	112	17257	944	40	85	18438
Tuesday	158	17739	962	51	92	19002
Wednesday	135	17939	962	44	91	19171
Thursday	135	18341	986	59	89	19610
Friday	132	18572	1015	46	92	19857
Saturday	97	15305	477	13	39	15931
Sunday	93	13212	312	2	19	13638
5day	134	17970	974	48	90	19216
7day	123	16909	808	36	72	17950

Monday



Monday

Eastbound

04-Jun	Total	Speed Ranges																		30		35		45		Avg	85th	95th		
		0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+	>PSL	%	ACPO	%				DFT	%
00:00	52	0	1	0	6	27	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	35%	4	8%	0	0%	28.9	33.9	36.3
01:00	24	0	1	0	4	7	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	50%	1	4%	0	0%	29.0	33.9	35.2
02:00	17	1	0	0	2	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7	41%	3	18%	0	0%	29.0	35.4	-
03:00	13	0	1	0	1	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	38%	3	23%	0	0%	29.2	36.3	-
04:00	25	0	0	0	1	5	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	19	76%	6	24%	0	0%	32.0	36.1	39.1
05:00	88	0	1	3	10	27	38	9	0	0	0	0	0	0	0	0	0	0	0	0	0	47	53%	9	10%	0	0%	29.5	34.0	36.6
06:00	234	0	3	6	16	116	80	10	3	0	0	0	0	0	0	0	0	0	0	0	0	93	40%	13	6%	0	0%	29.2	33.2	35.1
07:00	738	6	25	73	208	348	77	1	0	0	0	0	0	0	0	0	0	0	0	0	0	78	11%	1	0%	0	0%	25.0	29.4	31.3
08:00	968	4	31	120	388	395	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	3%	0	0%	0	0%	23.8	27.5	29.4
09:00	658	1	7	30	199	378	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	43	7%	3	0%	0	0%	25.7	28.8	30.4
10:00	460	0	5	30	116	246	61	2	0	0	0	0	0	0	0	0	0	0	0	0	0	63	14%	2	0%	0	0%	26.2	29.9	31.8
11:00	505	0	3	20	108	311	57	4	1	0	0	0	1	0	0	0	0	0	0	0	0	63	12%	6	1%	1	0%	26.7	29.8	31.9
12:00	561	0	8	15	148	338	49	0	3	0	0	0	0	0	0	0	0	0	0	0	0	52	9%	3	1%	0	0%	26.2	29.3	31.2
13:00	516	1	2	18	163	295	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37	7%	2	0%	0	0%	25.8	28.8	30.9
14:00	524	0	3	8	150	304	58	1	0	0	0	0	0	0	0	0	0	0	0	0	0	59	11%	1	0%	0	0%	26.4	29.4	31.1
15:00	618	0	1	17	233	322	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45	7%	2	0%	0	0%	25.6	28.6	30.5
16:00	716	2	8	60	244	327	65	9	1	0	0	0	0	0	0	0	0	0	0	0	0	75	10%	10	1%	0	0%	25.3	28.9	31.5
17:00	637	5	27	59	212	290	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	7%	0	0%	0	0%	24.4	28.4	30.5
18:00	587	1	5	32	147	319	78	5	0	0	0	0	0	0	0	0	0	0	0	0	0	83	14%	5	1%	0	0%	26.2	29.9	31.6
19:00	452	0	5	4	69	279	89	6	0	0	0	0	0	0	0	0	0	0	0	0	0	95	21%	6	1%	0	0%	27.7	30.4	32.3
20:00	340	0	1	15	56	189	71	7	0	1	0	0	0	0	0	0	0	0	0	0	0	79	23%	8	2%	1	0%	27.6	31.2	34.2
21:00	287	0	2	7	30	196	49	3	0	0	0	0	0	0	0	0	0	0	0	0	0	52	18%	3	1%	0	0%	27.5	30.3	31.8
22:00	160	1	1	6	28	78	36	9	1	0	0	0	0	0	0	0	0	0	0	0	0	46	29%	10	6%	0	0%	27.8	32.8	35.4
23:00	55	0	1	0	3	22	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	29	53%	6	11%	0	0%	30.2	34.0	38.3
07-19	7488	20	125	482	2316	3873	637	29	5	0	0	0	1	0	0	0	0	0	0	0	0	672	9%	35	0%	1	0%	25.5	29.0	31.0
06-22	8801	20	136	514	2487	4653	926	55	8	1	0	0	1	0	0	0	0	0	0	0	0	991	11%	65	1%	2	0%	25.8	29.5	31.5
06-00	9016	21	138	520	2518	4753	985	68	11	1	0	0	1	0	0	0	0	0	0	0	0	1066	12%	81	1%	2	0%	25.9	29.5	31.7
00-00	9235	22	142	523	2542	4832	1067	91	14	1	0	0	1	0	0	0	0	0	0	0	0	1174	13%	107	1%	2	0%	26.0	29.7	31.9

Abbreviations	
PSL	Posted Speed Limit
ACPO	Association of Chief Police Officers (Used to display the speed limit the police will generally enforce, 110% of PSL +2mph)
DFT	Department for Transport (Used to display a speed statistic used by the government looking at vehicles travelling over 15mph above the PSL)

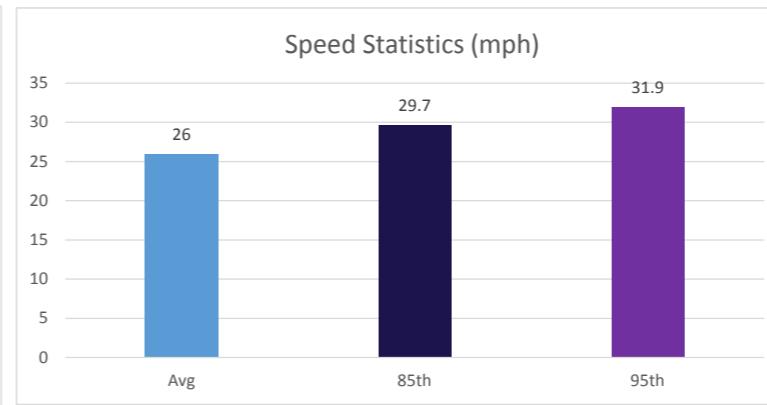
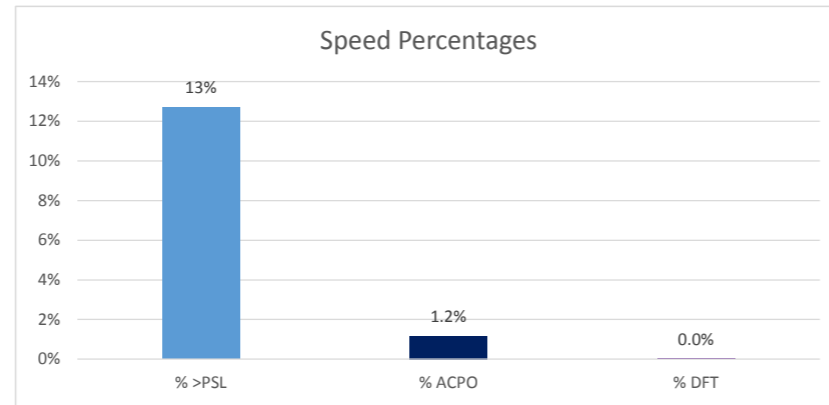
Eastbound						
Day	Avg	85th	95th	% >PSL	% >ACPO	% >DFT
Monday	26	29.7	31.9	13%	1%	0.0%
Tuesday	25.8	29.6	31.9	13%	1%	0.0%
Wednesday	25.8	29.6	32	13%	1%	0.0%
Thursday	25.6	29.5	31.8	12%	1%	0.0%
Friday	26.1	29.5	32.1	12%	1%	0.0%
Saturday	26.9	30.3	32.7	18%	2%	0.0%
Sunday	27.3	30.6	32.9	19%	2%	0.0%
5day	25.9	29.6	32	12%	1%	0.0%
7day	26.2	29.8	32.2	14%	1%	0.0%

Westbound						
Day	Avg	85th	95th	% >PSL	% >ACPO	% >DFT
Monday	23.8	28.3	30.6	7%	1%	0.1%
Tuesday	23.2	28.4	30.6	7%	1%	0.0%
Wednesday	23.5	28.4	30.5	7%	0%	0.0%
Thursday	23.3	28.3	30.4	6%	0%	0.0%
Friday	24.2	28.5	30.5	7%	0%	0.0%
Saturday	26	29.3	31.3	10%	1%	0.0%
Sunday	26.4	29.5	31.7	11%	1%	0.0%
5day	23.6	28.4	30.5	7%	1%	0.0%
7day	24.2	28.7	30.8	8%	1%	0.0%

Combined						
Day	Avg	85th	95th	% >PSL	% >ACPO	% >DFT
Monday	24.9	29.1	31.3	10%	1%	0.0%
Tuesday	24.5	29.1	31.4	10%	1%	0.0%
Wednesday	24.6	29	31.4	10%	1%	0.0%
Thursday	24.5	28.9	31.2	9%	1%	0.0%
Friday	25.2	29.1	31.4	10%	1%	0.0%
Saturday	26.5	29.8	32.1	14%	1%	0.0%
Sunday	26.9	30.1	32.4	16%	1%	0.0%
5day	24.7	29	31.3	10%	1%	0.0%
7day	25.2	29	31.3	11%	1%	0.0%

Eastbound ▼

Monday ▼



Abbreviations	
PSL	Posted Speed Limit
ACPO	Association of Chief Police Officers (Used to display the speed limit the police will generally enforce, 110% of PSL +2mph)
DFT	Department for Transport (Used to display a speed statistic used by the government looking at vehicles travelling over 15mph above the PSL)

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Statement in support of my application:

Firstly I added the relevant sections of the national road development guide and designing streets. They are very large documents so I have taken the relevant pages for this statement to add as supporting documents that will allow you to see if the Scottish government would define East Kilbride road as a road or a street. The name of the road be it Road, street, avenue, drive etc does not matter its function matters.

Firstly before I explain more about the section of East kilbride road being defined as a street let me pass comment to the road's objections.

Before I start I would also like to remind the roads services that this is a new connection to East Kilbride road. So the guidance currently in place should be adopted. Which is designing streets. The question should be asked is the proposal safe. What visibility splay is safe for a vehicle to stop? Guidance in Designing streets put this figure at 43M at 30MPH. I surpass this with a slower traffic speed than 30MPH which means following guidance the proposal is safe. The actual speed in under 30MPH(which this section is actually substantially slower). I enclosed the speed test and visibility splays with my appeal as they have never been put on public display.

The bin's collections while I appreciate the interest in my refuge provisions I am unsure why this is referenced in a road consultation. Personally I have never lived at 29 East Kilbride road and had the opportunity to empty my bins as I would not be able to bring my family to live there as it currently is but I have been advised my bins are emptied within Printerland the development beside mine. I hope that helps the roads department with where my bins are collected. Since they do seem to take interest in this.

The other point of no other residential drive ways is close to the proposed drive way would be because the property is not close to another residential house. So the comment there is no vehicular access along the double line formation is a strange observations. Yes its true but I find it has no bearing. There is junctions with substantially more through put than a residential house. This property would create 15 movements a day. Nothing close to the junctions of the B759 as an example or over the double white line into the railways stations parking and commercial units. Are you saying due to the fact many years ago no one built a house close to the proposed location that the location does not deserve an ability to park and relieve parking tension in the location.

The question of rear end shunts I believe I answered with the supporting statement that cars are doing an equivalent to a right hand turn into my drive way. I have asked to have that statement included with this statement. I hope you can have a read over this statement. There has been zero accidents in the last 10 years at my drive way. So it should be no different with the 5 possible right hand turns I would make. Every drive way will have a right turn into it and out from it at some point.

The other items I have been told by Mr Adams of road and lighting that once approved he will move the items mentioned that are currently in my visibility splay at my full cost. Which i am more than happy to pay. This will mean the council has new infrastructure and long term savings as the infrastructure would have longer longevity.

The roads department questions the accuracy of the visibility splay of the B759 and 65 East Kilbride road, a planning application approved in 2017. If the visibility splay of the B759 and 65 East Kilbride road is wrong. I would like to see the visibility splay roads have. As they will not be out by much. The B759 and 65 East Kilbride road has a visibility splay of about 20M. It would need to be a substantial error in measurement from a civil engineer to be out by over 2 times to just meet current guidance. At this point I would like to say my drive way meets and passes current guidance.

I also find it annoying that the semantics of a definition of a street or road is being used to refuse this application on safety. The fact that all said and done the guidance puts a safe visibility splay for a 30MPH zone as 43M. Proves the safety of a driveway having a visibility splay of over 43M as safe in a 30MPH zone.

I agree that the national road development guide is a guide not enforceable in law but it is the guide by which all new developments need to adhere to or what was the point the government spending a considerable amount of money creating the guidance. The national government would not create policy guidance that was unsafe. The point I am making is my proposal is safe.

So let me examine the national road development guide and see its content to see the definition of East Kilbride road.

1, I think we can most certainly agree that East kilbride road is within a urban boundary.

2, I think we can again most certainly agree that the speed of he road is 30MPH.

If we look at the 2 graphs which the national development guide gives in connection to how to apply designing street. You can have high movement but with a speed under 60KPH designing street applies. It does state though that this diagram is not the complete picture. Although if you go to the visibility splay information on Designing streets it is. It is to be used independent of traffic flow for speeds under 60KPH. I am most certainly not disagreeing that East Kilbride road is not a busy road. But how does a busy road make a person's time to brake increase.

How can a car traveling on the road before your car make you take longer to stop. How can 1 car being on the road before your car or 100000 cars for that matter have an impact on your braking time. As the visibility splay is based on the safe distance for a car to stop. Another car can't change the reaction time and breaking system deceleration of the car to stop. That can only be influenced by the driver and vehicle's speed as well as the vehicles breaking system. Another car traveling on the road has no bearing on your safe breaking distance. Which takes into account a lot of variables to ensure a lot of buffer is added when giving a safe distance to stop. So this figure does not change with traffic flow. In Designing streets it suggest it should be used for every road with a speed lower than 60KPH regardless of traffic flow.

Although that being said the national guide does create another diagram to take into account traffic flow. It could be argued this is for sections with a speed substantially greater than 30MPH. But I am happy to look at this diagram too. So in this diagram it wishes to establish place importance. So sections that have no local content. It is in an urban area but act solely for going from one location to another. A through put section. Which would be the definition of a road. The national road development guide shows how place importance can change along a section of road. So while one section can have zero importance be classed as a road another section along the same road can be classed as a street. I enclosed the relevant page of the national road development guide.

My section does not show this characteristics of solely for through put. It has 2 bus stop's, a train station and pedestrian lights either side of my house within 150M. So this section has a substantial amount of place importance. So the two diagrams where Designing streets has to be applied both are supportive that it is a street. There is no other diagrams. The assumption that because there is a lot of cars that designing street does not apply is to ignore where the document is to be used.

So given there is nothing in the guidance to support that the section of my drive way is a road. I would say it is a street. Therefore we should look at what the guide lines suggest is safe for a new opening onto an existing road. The guidance should apply as the drive way is effectively under construction.

So the first thing Designing streets asks in any new road proposal is know your road speed. So I conducted this in June 2018 for a period of 7 days during a beautiful heat wave. The speeds obtained where 85 percentile of 28.7MPH Westbound and 29.7MPH East bound. This brings me fully into designing street as the speed of the road is now known. Although the visibility splay is for wet weather so this figure can be reduced by 2.5MPH. I am happy to leave this figure as is. As my visibility splay can fit within the 30MPH speed limit.

So the question now falls what is the national guide lines for visibility splay at 30MPH. This is in the section of designing streets where there is a table which is included with my appeal. At 30MPH or 48KPH the **safe** visibility splay is 43M. What I demonstrate is 45M and 46M if you look at my visibility splay diagrams. The requirement here is that this is seen to a height of 60CM. As the 1.05M suggested by roads would mean missing small children and dogs. So Designing street changed the requirement for 1.05M to 60CM. To achieve the height I have reduced my entire frontage to 50CM. To create a 2.4M gap from kerb to sight line. I have taken my wall back to give a 2M section of pavement for 10M. Allowing full view of the road without having to go onto the road for visibility.

I would like to note that Eastbound my visibility splay is measured to the central line which is in keeping with designing streets as the section has a solid double white line formation which prohibits overtaking. I enclosed the relevant pages with this appeal confirming everything I have said.

The visibility splay diagrams are correct but I would like to advise that the OS plan has slight discrepancies which makes them look like I am overlapping others land when I am not. The two main issues with the OS plan is it has my pavement in front of my house as the same as the bus stop pavement. My pavement is 60CM smaller. The road on East kilbride road bends along my frontage. The OS plan has my frontage as straight. Easily seen on a sight visit or drive by.

I am not going to include other procedures with my appeal I believe by default you come and visit the site. Which should help you gauge the safety of my proposal and designing streets. I would ask you just stand at my drive way and watch the traffic go by. Traffic goes by the house nice and slowly and my proposal would be safe with the visibility splay I have. You will also be able to confirm what I mean by slight errors in the OS plan.

The guide lines in Designing streets were created with safety as its first guiding principle.

East Kilbride road has had 2 planning applications accepted in last 2 years. 2017/0717/TP for an increase in drive way to allow for higher flow from the busby hotel just along from my house and 2016/0286/TP for a drive way opening.

My drive way would have little or no impact on East Kilbride road. Given it would create 15 movements a day from a residential house.

The area is very limited for parking. My drive way would of course remove all my cars from the location and would alleviate a lot of parking tension there exists in the location.

The first question to ask over all others though is my drive way safe. I believe the national road

development guide with Designing streets was created as safety as its core. So given I fit within this guidance and the Designing street policy. I would say my drive way is safe.



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National Roads Development Guide

The National Roads Development Guide was produced by SCOTS, supported by Transport Scotland and Scottish Government Planning and Architecture Division.

The guide supports [Designing Streets](#) and expands on its principles to clarify the circumstances in which it can be used.

Download the [National Roads Development Guide](#) (PDF, 37MB).

This page can be found at

WWW.SCOTNET.ORG.UK/PHONE/NATIONAL-ROAD-DEVELOPMENT-GUIDE.HTML

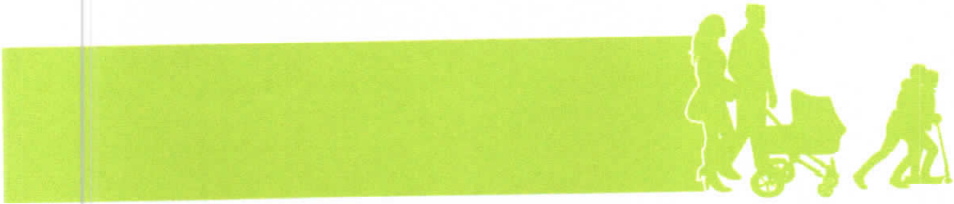
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<http://www.scotsnet.org.uk/phone/national-roads-development-guide.html>



NATIONAL ROADS DEVELOPMENT GUIDE



1.6 Road Network and Context

To assist designers with the place/movement graph in *Designing Streets* and addressing situations beyond the residential and low trafficked areas that *Designing Streets* predominantly addresses, the graph and illustrations are expanded to reflect all areas and types of roads with an additional indicator of possible appropriate traffic speeds

The plan (shown right) within *Designing Streets* indicating the relationship between *Designing Streets* to DMRB is expanded to assist with identifying arterial and rural roads which may not comply with either standard easily.

The graph on page 9 of *Designing Streets* provides a 'Place and Movement Matrix' diagram.

Place: *Place status denotes the significance of a street, junction or part of a street and therefore consideration of place is considered critical in the design of good transport networks.*

Movement: *Movement is activity and can be expressed in terms of traffic volume and strategic importance of the street, or section of that street, it also considers other street users such as pedestrians and cyclists.*

To understand the balance between place and movement, the relative importance of the two aspects need to be defined. Some streets will have a high movement status but a low place status, such as strategic or main urban roads. Others will have a low movement status but high place status such as residential streets. In between will be streets such as shopping streets, which are likely to have both high movement and place status.

DMRB only applies directly to trunk roads, but the standard has been adopted on higher speed Local Authority roads where there may be more latitude to depart from these standards at the discretion of the roads authority.

Designers do refer to DMRB and the related *Specification for Highway Works (SHW)* for detailed technical guidance or specification on specific aspects, for example on strategic inter-urban non-trunk roads, but it is recommended that the key principles of *Designing Streets* are applied consistently in a way that respects local context.

Examining the relationship between 'Place and Movement' in a different context it can be seen that there is a relationship between the place and movement matrix and the expected traffic speed.

Figure 2 *Designing Streets* policy and guidance should be applied within all urban and rural boundaries

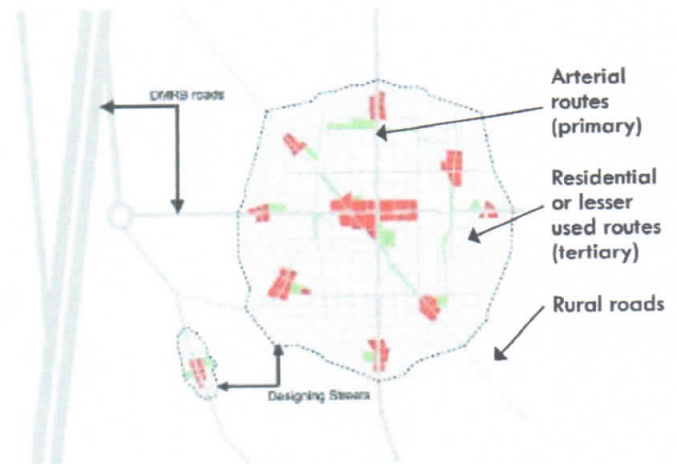
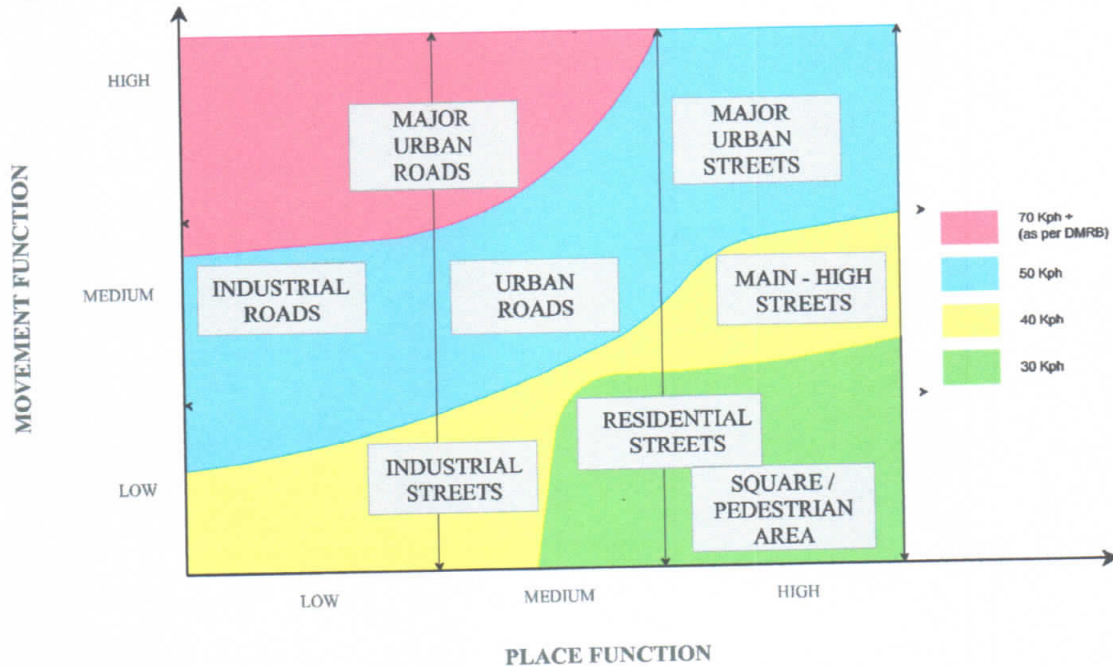


Figure 3





It is clear from this graph that adopting speed may be one way forward to identify where *Designing Streets* can be utilised. However, there are still many other principles which affect the design and any new design has to take account of local context and even identify where some aspects of *Designing Streets* may be less relevant.

Much of the research utilised in the preparation of *Designing Streets* is based on the stopping sight distance (SSD) at locations with traffic speeds of less than 40 mph. Similarly, in rural areas many parts of the road network are subject to the national speed limit but have traffic speeds significantly below 60 mph. Generally, in these situations where speeds are lower than 40 mph, evidenced by examination of the 85th percentile, the parameters used in *Designing Streets* are appropriate.

Town Centres, Commercial/Business areas and Residential areas should be the most walkable part of the network; they should accommodate public transport services, cycle routes and cycle parking, while remaining accessible by service vehicles and private car. Therefore, it is expected that *Designing Streets* applies.

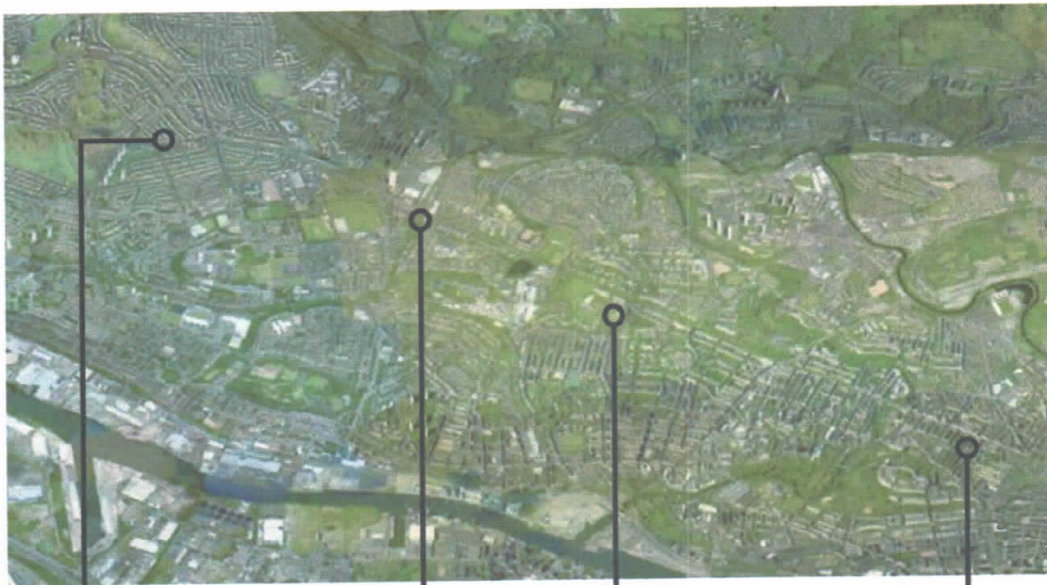
Strategic and arterial routes form essential parts of the wider road network acting as key links between towns, cities and local centres. They can also be part of the core network for the town or city where it is not easy or appropriate to remove or redirect traffic, including HGVs and buses. The level of activity along these links varies depending on location.

Along some sections of arterial routes the movement function will be most important; arterial routes are key to the functioning and economy of urban areas. Strategic and arterial routes within urban areas may have higher speed limits, in these limited cases it may be appropriate that *DMRB*  balance with *Designing Streets*  principles can be adopted for a range of reasons.

Road networks interlace and connect residential, commercial, urban and suburban areas of cities, towns and villages. They fulfil many functions along their routes catering for many types of journey by different modes. Their interrelated nature means that changes to one part of the network can have implications for adjacent routes and therefore must be understood and taken into account when designing and implementing road improvements.

Major routes in the road network are most commonly classified by the volume of traffic they carry and have been known as Principal Routes or Distributor Roads. In the past these standard classifications have remained constant for the whole route. However, by failing to take account of the changing context along the route this classification system limits understanding of how improvements or maintenance should reflect the wider functions such routes serve.

It is also recognised that the local context of place and movement can vary not only from road to road but also along the length of a road as detailed in images below.



Residential



Urban Road



Shopping Area



Strategic Road

This Figure shows that the Movement function remains largely the same along the route, but the Place function varies according to the changing importance of place within the road length; the predominant type of land use and the level of pedestrian activity. As the Place function becomes more important, the relative weight given to the Movement function will be reduced when deciding on priorities and an appropriate design.

Direct frontage access is common in all urban areas, including where 40 mph speed limits apply, without evidence to suggest that this practice is unsafe. This is confirmed in [TD41/953](#) (Annex 2 paragraph A2.10) which states that “in the urban situation there is no direct relationship between access provision and collision occurrence”. However, this is not true of rural roads ([TD41/953](#) A2.5) where the research identified a “statistically significant relationship for collisions on rural single carriageways with traffic flow, link length and farm accesses. On rural dual carriageways, the significant relationship extended to lay-bys, residential accesses and other types of access including petrol filling stations”. Consequently the level of access to the road network is a factor in deciding the appropriate balance of [Designing Streets](#) for busier routes.

A more formal approach to the determination of status level is given to the Place and Movement methodology in the following Table 1. This provides some definitions for different levels of Movement and Place, resulting in a ‘matrix’ defining where it is appropriate to use Design Streets, [DMRB](#) and other variations.

Table 1 identifies where there are significant levels of pedestrian activity associated with the movement of people along the road and this is related to the demand for pedestrians to cross the street. Where there are also high levels of kerbside activity generated by parking, loading and public transport, it would be appropriate to consider that the high level for pedestrian crossings should be utilised.

Four categories are included in the table and definitions of each are detailed below:

- (a) **DS:** The principles of [Designing Streets](#) should be applied.
- (b) **DS BM:** This location is predominantly Place dominated and the general principles of [Designing Streets](#) should be applied. However, there is also a higher level of traffic on these roads and this should be reflected in the design. The design should therefore be pedestrian dominated but the design elements such as road width, visibility, alignment should be less stringent such that vehicles are allowed to travel more freely at a slightly higher speed.
- (c) **DMRB BP:** This location is predominantly Movement dominated and the general principles of [DMRB](#) should be applied. However, there is a higher pedestrian movement at these locations and this should be reflected in the design. The design should therefore allow the free flow of traffic such that drivers realise the change in nature of the road and drive in a more considerate manner.
- (d) **DMRB:** The principles of [DMRB](#) should be applied. Strict adherence to [DMRB](#) is required on trunk roads but departures can be granted on application to Transport Scotland. Local Authority Roads may not require such strict adherence to the design parameters.

Table 1

Movement	Traffic Flows	High	Low	DMRB	DMRB	DMRB	DMRB	DS	DS
			High	DMRB	DMRB	DMRB	DS	DS	DS
			Low	DMRB	DMRB	DS	DS	DS	DS
		Medium	High	DMRB	DS	DS	DS	DS	DS
			Low	DS	DS	DS	DS	DS	DS
			High	DS	DS	DS	DS	DS	DS
	Number of Junctions	High	Low	DMRB	DMRB	DMRB	DS	DS	
			High	DMRB	DMRB	DMRB	DS	DS	
			Low	DMRB	DMRB	DS	DS	DS	
		Medium	High	DMRB	DS	DS	DS	DS	
			Low	DS	DS	DS	DS	DS	
			High	DS	DS	DS	DS	DS	
Low	High	Low	DS	DS	DS	DS	DS		
		High	DS	DS	DS	DS	DS		
		Low	DS	DS	DS	DS	DS		
	Medium	High	DS	DS	DS	DS	DS		
		Low	DS	DS	DS	DS	DS		
		High	DS	DS	DS	DS	DS		
		Pedestrians Crossing							
		Low	High	Low	High	Low	High		
				Pedestrians Activity					
		Low	Medium	High					
		Place							

Indications of 'Place' can also be given by other uses for example where there are high levels of kerbside activity generated by parking, loading and public transport, it would be appropriate to consider a higher level of 'Place'

The Movement function is defined by a combination of the level of traffic flow and the number of accesses on a particular section of road. It is not intended to define levels of traffic flows as the interpretation will vary depending upon the location within Scotland and where the road serves.

The characterisation of junction spacing within 'Movement' will also be location specific where urban situations will have a higher number of junctions than rural area. The decision whether the number of junctions is high or low should therefore be related to the typical number of junctions for that particular area.

An indication of the status of 'Movement' can also be gained from the actual speed of traffic for existing roads and the proposed traffic speeds for new developments. Where speeds are lower, *Designing Streets* parameters are recommended. Where there may be some doubt as to which guidance to adopt, actual speed measurements could be undertaken to help recommend a starting point for any design.

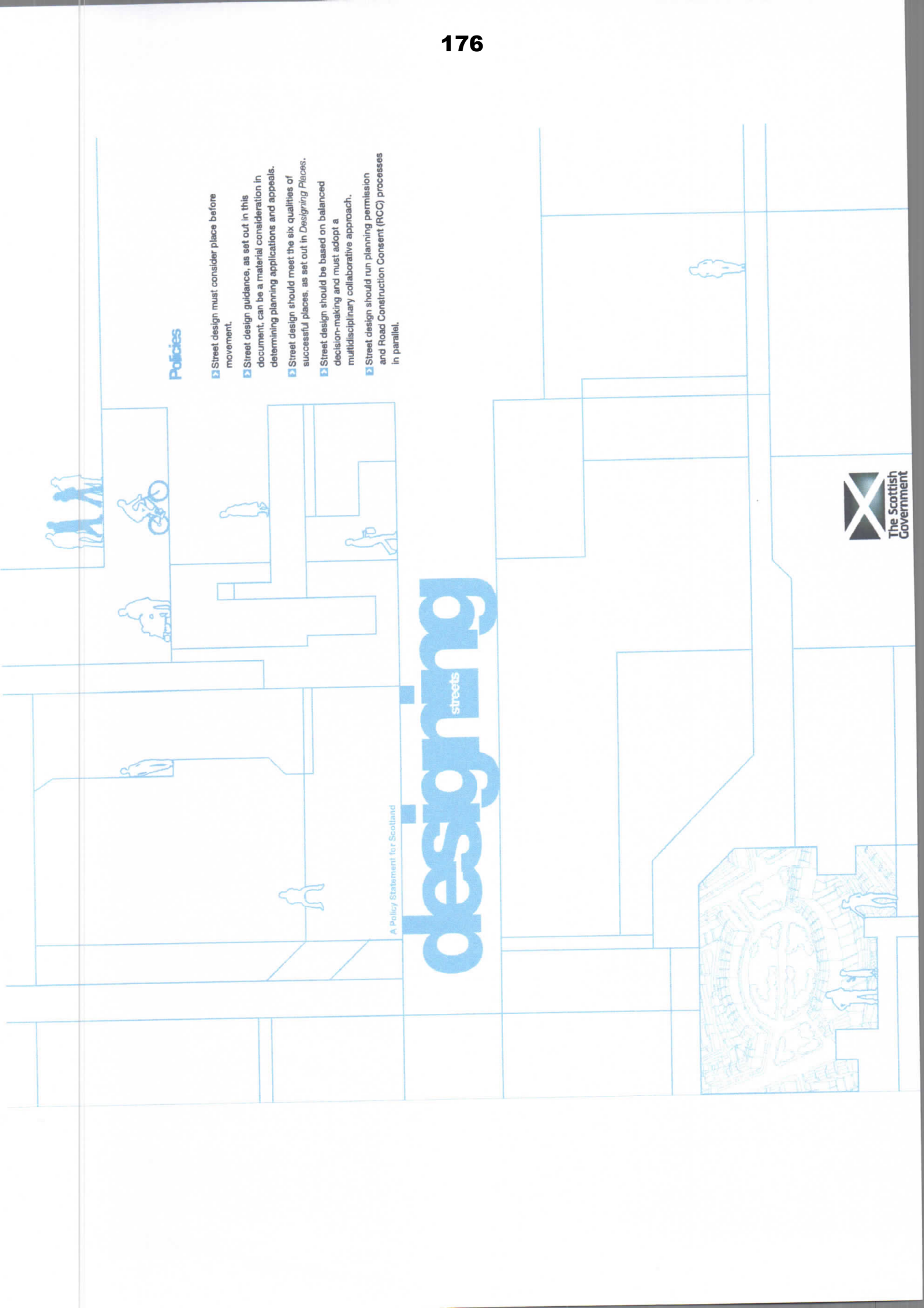
This approach demonstrates that the key *Designing Streets* principles can be applied widely to improve the quality of roads and their application is not necessarily limited to low speed or lightly trafficked routes.

Policies

- ▶ Street design must consider place before movement.
- ▶ Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
- ▶ Street design should meet the six qualities of successful places, as set out in *Designing Places*.
- ▶ Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- ▶ Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.

A Policy Statement for Scotland

designing streets



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.

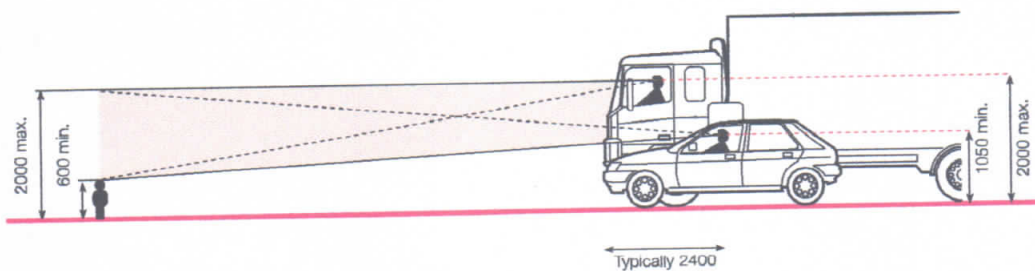
Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
	SSD (metres)	9	12	15	16	20	22	31	36	40	43	56
	SSD adjusted for bonnet length	11	14	17	18	23	25	33	39	43	45	59

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.



Detail

Visibility splays at junctions

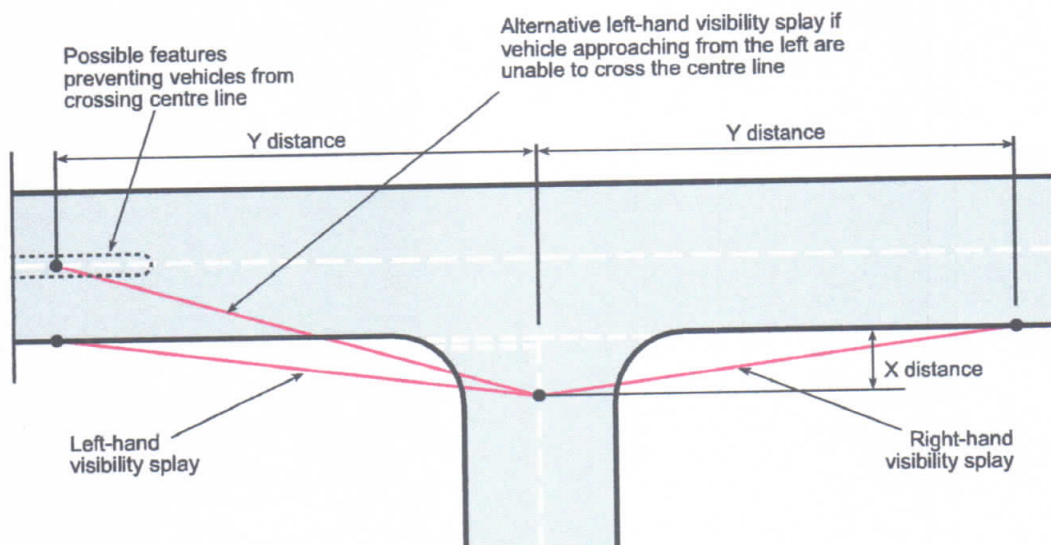
The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms.

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.

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.



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.

From:EN Planning
Sent:6 Aug 2018 08:54:44 +0100
To:Scott, Derek
Subject:FW: Planning application 2018/0385/TP

Hi Derek,

Could you help with this enquiry?

Thanks
Carla

-----Original Message-----

From: Lindsay Barr [REDACTED]
Sent: 04 August 2018 15:45
To: EN Planning
Subject: Planning application 2018/0385/TP

Dear Sir/Madam

With reference to your notification of Planning application 2018/0385/TP, the application form states that there are no trees on or adjacent to the site when in fact there are trees adjacent to the Northern boundary in Printers Land and also adjacent to the north-eastern boundary on land belonging to the railway.

Yours faithfully

Mr L Barr
19 Printers Land
Busby
G76 8HP

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I am now enclosing the visibility splay as defined in Designing streets page 33 so you have this page readily available. I also enclose how the 45M at the bend side is measured. This is defined on page 34 of Designing streets.

To explain my measurements are measured to the central line of the road as the white line formation does not allow overtaking at this section. Which can only be done on certain situations and a double white line stopping overtaking would be such a situation.

I also enclose the explanation on TRL 661 which is why on a assumption or as I call it a surrender to speeding. The roads departments at the time set visibility splay on an assumption cars speed. No desire to slow the roads down and make them safer. Traffic calming and knowing your road speed is now more important for road safety. As speed kills.

I also updated my drawing as my architect forgot to reduce the fence to 50CM. This drawing is also lodged on this additions information section.

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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.

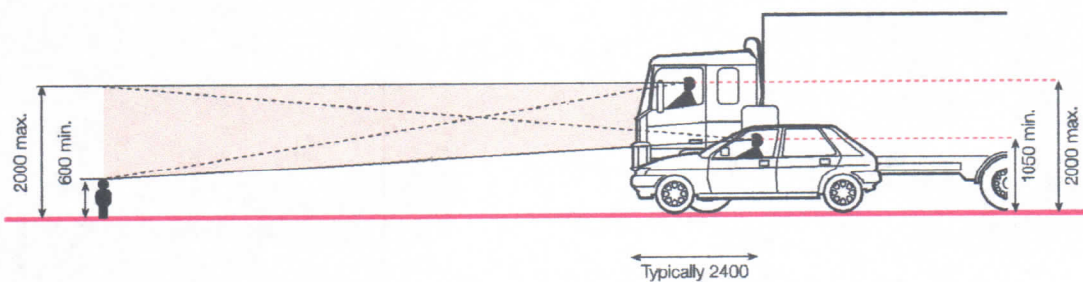
Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
	SSD (metres)	9	12	15	16	20	22	31	36	40	43	56
	SSD adjusted for bonnet length	11	14	17	18	23	25	33	39	43	45	59

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 splays at junctions

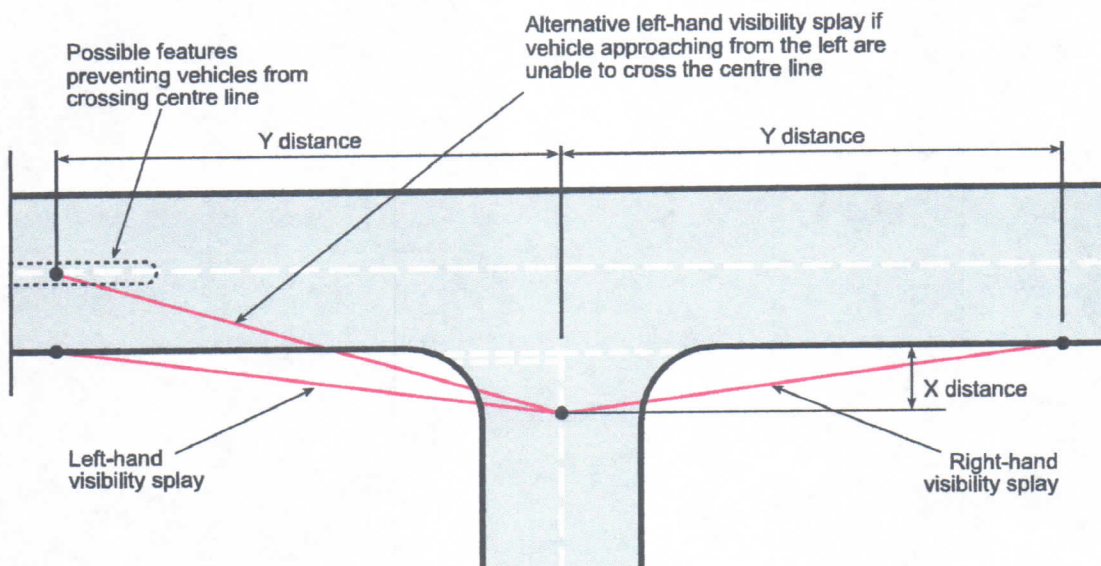
The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms.

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.

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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.

1 Introduction

The Manual for Streets (MfS) is intended to consolidate the necessary components for effective street design into a single source of information. The MfS builds upon and updates the guidance contained in Design Bulletin 32 (DB32) and its companion guide 'Places Streets and Movement: A Companion Guide To Design Bulletin 32, Residential Roads and Footpaths'. Its aim is to provide guidance for practitioners who will shape the developments of the future. It is therefore intended for:

- Developers.
- Local highway authorities.
- Local planning authorities.
- The emergency services.
- Utility and drainage companies.
- Access officers.
- Public transport providers.
- Architects.
- Highway engineers.
- Landscape architects.
- Town planners.
- Transport planners.
- Urban designers.

1.1 Manual for Streets

The Manual for Streets has been designed to recognise the full range of design criteria necessary for the delivery of multi-functional streets, assisting practitioners in making informed decisions relating to appropriate street design. The Manual will initially cover the design considerations for residential streets and other lightly trafficked local roads.

The Manual deals with underlying values that can be creatively deployed by practitioners in order to pursue the Government's 'placemaking' agenda of individually distinctive localities, while ensuring streets remain functional and safe. The Manual for Streets was prepared against a backdrop of sustainable development guidance and initiatives, including the Department for Communities and Local Government's Communities Plan 'Sustainable Communities: Building for the Future' (ODPM, 2003b) to ensure that it facilitates the long-term sustainability of streets, and contributes to an enhanced sense of place.

The Manual for Streets supports the objectives of the Government's commitment to sustainable development as expressed in 'A Better Quality of Life: A Strategy for Sustainable Development in the United Kingdom' (DETR, 1999) and in the latest document on delivering the UK's sustainable development strategy 'Securing the Regions' Futures: Strengthening Delivery of Sustainable Development in the English Regions' (DEFRA, 2006). This will ensure that residential streets meet the needs of all street users, not just motorised vehicles.

1.2 Design Bulletin 32

The document DB32 was used to assist in designing new housing developments. It was created to remove the

restrictive criteria imposed in the post-war period that resulted in a high degree of conformity between estates within the UK. Its purpose was to permit a more flexible approach to design that enabled developments to be better tailored to the requirements of residents, for example Home Zones in which a variety of techniques (speed reductions and surface treatments) are used to create a greater impression of shared space.

However, a number of requirements are included to ensure safety of pedestrians and road users within the estate. These include minimum sight distances in order that vehicles travelling at a design speed are able to react to a danger and safely stop. The sight distances are specified for an observer's eye being between 1.05 and 2 metres above ground level and in the case of a junction, the car being 4.5 metres from the stop line. The required visibility distances are summarised in Table 1.1, and Figure 1.1.

Table 1.1 DB32 visibility (Y) distances for different design speeds

Speed (mph)	5	10	15	20	25	30
Speed (kph)	8	16	24	32	40	48
Distance (metres)	6	14	23	33	45	60

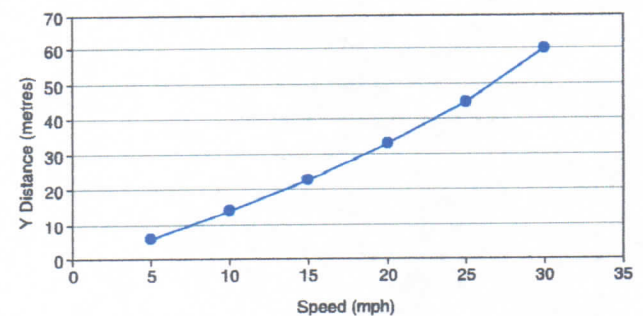


Figure 1.1 DB32 visibility (Y) distances for different design speeds

However, according to 'Places Streets and Movement: A Companion Guide To Design Bulletin 32, Residential Roads and Footpaths' these should be extended to 45 m in a 20 mph zone and 90 m in a 30 mph zone to allow for drivers exceeding the speed limit by up to 10 kph (Table 1.2). Also the Y-distance should be measured for vehicles at the following distances from the stop line on the minor arm of the junction:

- 9.0 m: The normal requirement for major new junctions and for the improvement of existing junctions between access roads and district or local distributor roads - for instances where the minor road is busy.
- 4.5 m: For less busy minor roads and busy private access points.
- 2.4 m: The minimum necessary for junctions within development to enable a driver who has stopped at a junction to see down the major road without encroaching onto it.
- 2.0 m: For single dwellings or small groups of up to half a dozen dwellings or thereabouts.

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Busby, United Kingdom

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Allergies: Low

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Extended

Month

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FISHER INVESTMENTS UK

May 2018

View:

June

2018

July 2018

SUN 5/27 Actual Temp 22°/7° <u>Hist. Avg.</u> 16°/8°	MON 5/28 Actual Temp 25°/9° <u>Hist. Avg.</u> 16°/9°	TUE 5/29 Actual Temp 19°/11° <u>Hist. Avg.</u> 16°/9°	WED 5/30 Actual Temp 25°/9° <u>Hist. Avg.</u> 16°/9°	THU 5/31 Actual Temp 20°/14° <u>Hist. Avg.</u> 16°/9°	FRI 6/1 Actual Temp 25°/11° <u>Hist. Avg.</u> 16°/9°	SAT 6/2 Actual Temp 25°/11° <u>Hist. Avg.</u> 16°/9°
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SUN 6/3 Actual Temp 21°/14° <u>Hist. Avg.</u> 16°/9°	MON 6/4 Actual Temp 21°/11° <u>Hist. Avg.</u> 17°/9°	TUE 6/5 Actual Temp 21°/10° <u>Hist. Avg.</u> 17°/9°	WED 6/6 Actual Temp 24°/9° <u>Hist. Avg.</u> 17°/10°	THU 6/7 Actual Temp 25°/9° <u>Hist. Avg.</u> 17°/10°	FRI 6/8 Actual Temp 22°/11° <u>Hist. Avg.</u> 17°/10°	SAT 6/9 Actual Temp 23°/10° <u>Hist. Avg.</u> 17°/10°
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SUN 6/10 Actual Temp 20°/9° <u>Hist. Avg.</u> 17°/10°	MON 6/11 Actual Temp 21°/9° <u>Hist. Avg.</u> 17°/10°	TUE 6/12 Actual Temp 20°/10° <u>Hist. Avg.</u> 17°/10°	WED 6/13 Actual Temp 15°/5° <u>Hist. Avg.</u> 18°/10°	THU 6/14 Actual Temp 16°/10° <u>Hist. Avg.</u> 18°/10°	FRI 6/15 Actual Temp 15°/9° <u>Hist. Avg.</u> 18°/11°	SAT 6/16 Actual Temp 16°/8° <u>Hist. Avg.</u> 18°/11°
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SUN 6/17 Actual Temp 16°/7° <u>Hist. Avg.</u> 18°/11°	MON 6/18 Actual Temp 17°/9° <u>Hist. Avg.</u> 18°/11°	TUE 6/19 Actual Temp 15°/9° <u>Hist. Avg.</u> 18°/11°	WED 6/20 Actual Temp 16°/9° <u>Hist. Avg.</u> 18°/11°	THU 6/21 Actual Temp 16°/8° <u>Hist. Avg.</u> 18°/11°	FRI 6/22 Actual Temp 17°/7° <u>Hist. Avg.</u> 18°/11°	SAT 6/23 Actual Temp 17°/8° <u>Hist. Avg.</u> 18°/11°
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SUN 6/24 Actual Temp 22°/7° <u>Hist. Avg.</u> 18°/11°	MON 6/25 Actual Temp 25°/7° <u>Hist. Avg.</u> 18°/11°	TUE 6/26 Actual Temp 26°/8° <u>Hist. Avg.</u> 18°/11°	WED 6/27 Actual Temp 30°/11° <u>Hist. Avg.</u> 18°/11°	THU 6/28 Actual Temp 32°/12° <u>Hist. Avg.</u> 18°/11°	FRI 6/29 Actual Temp 25°/12° <u>Hist. Avg.</u> 18°/11°	SAT 6/30 Actual Temp 25°/11° <u>Hist. Avg.</u> 18°/11°
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May 2018

July 2018

Temperature Graph June 2018

Weather for test period was hot and dry so wet weather speed is (29.8 - 2.5) => 27.3 MPH EAST BOUND => (28.7 - 2.5) => 26.2 MPH WEST BOUND OR 85 Percentile of 44 MPH EAST BOUND 42 MPH WEST BOUND

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O'Neil, Paul [CE]

From: McDaid, Sean
Sent: 25 September 2018 10:02
To: 'Paolo Di Mambro'
Subject: 2018/0385/TP

Mr Di Mambro,

I refer to your email below as well as your email dated 20/09/18.

I should advise you in the first instance that the submitted objections have not been deleted/ignored and they are retained on file. All the representations that were received to the planning application were assessed in determining the application and this was done in the Report of Handling which is available to view online.

In order for a "local" development to be determined at the Planning Applications Committee 10, or more objections have to be received. Given the nature of the submitted objections I sought an opinion from the Council's Legal Service on whether the application should be presented to the Planning Applications Committee or not. The advice from the Council's Legal Service is summarised in the "Representations" section of the Report of Handling.

Regards.

Sean Mc Daid
Principal Planner
East Renfrewshire Council

Data Protection Act 2018

The information you have supplied to us will be used by East Renfrewshire Council to process your enquiry or comments. We may also use your information to verify your identity where required, contact you by post, email or telephone and to maintain our records. The council will use this information because we need to do so to perform a task carried out in the public interest. You can find out more about how we handle this information and your rights in respect of it by going to www.eastrenfrewshire.gov.uk/dataprotection If you do not have access to a computer and wish a paper copy please let us know by contacting us at dpo@eastrenfrewshire.gov.uk or by telephone at 0141 577 3001.

From: Paolo Di Mambro [<mailto:pauljdiambro@live.co.uk>]
Sent: 21 September 2018 22:21
To: McDaid, Sean
Subject: Just to advice,

Sean,

I thought that the document you sent had no asterics but a clear defined threshold meant you could not delete objections and once met it would go to a planning committee. I was annoyed not to be going to committee. It seems within the councils right to delete objections on the bases of increasing procedure. I asked a planning lawyer. So while disappointed I thought no need send me the exact area of law as a planning lawyer confirmed it.

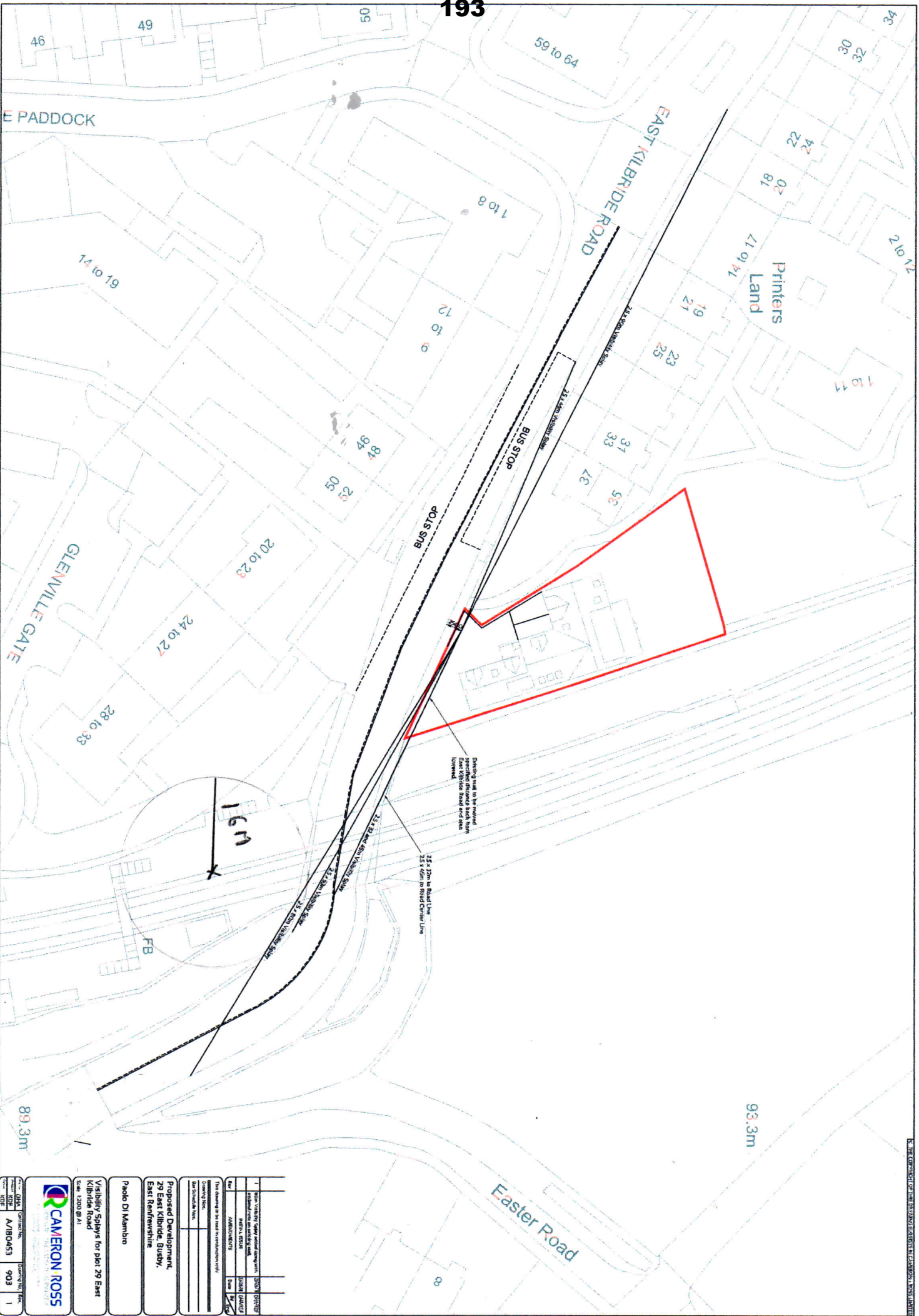
Take care,

Paul.

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PLANS/PHOTOGRAPHS/DRAWINGS

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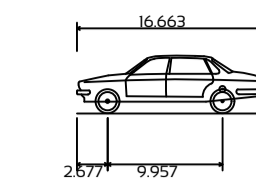
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100	1:000 - Visibility Study - road and kerbs	01/07/2019	01/07/2019

Proposed Development:
 29 East Kilbride, Gushy,
 East Renfrewshire

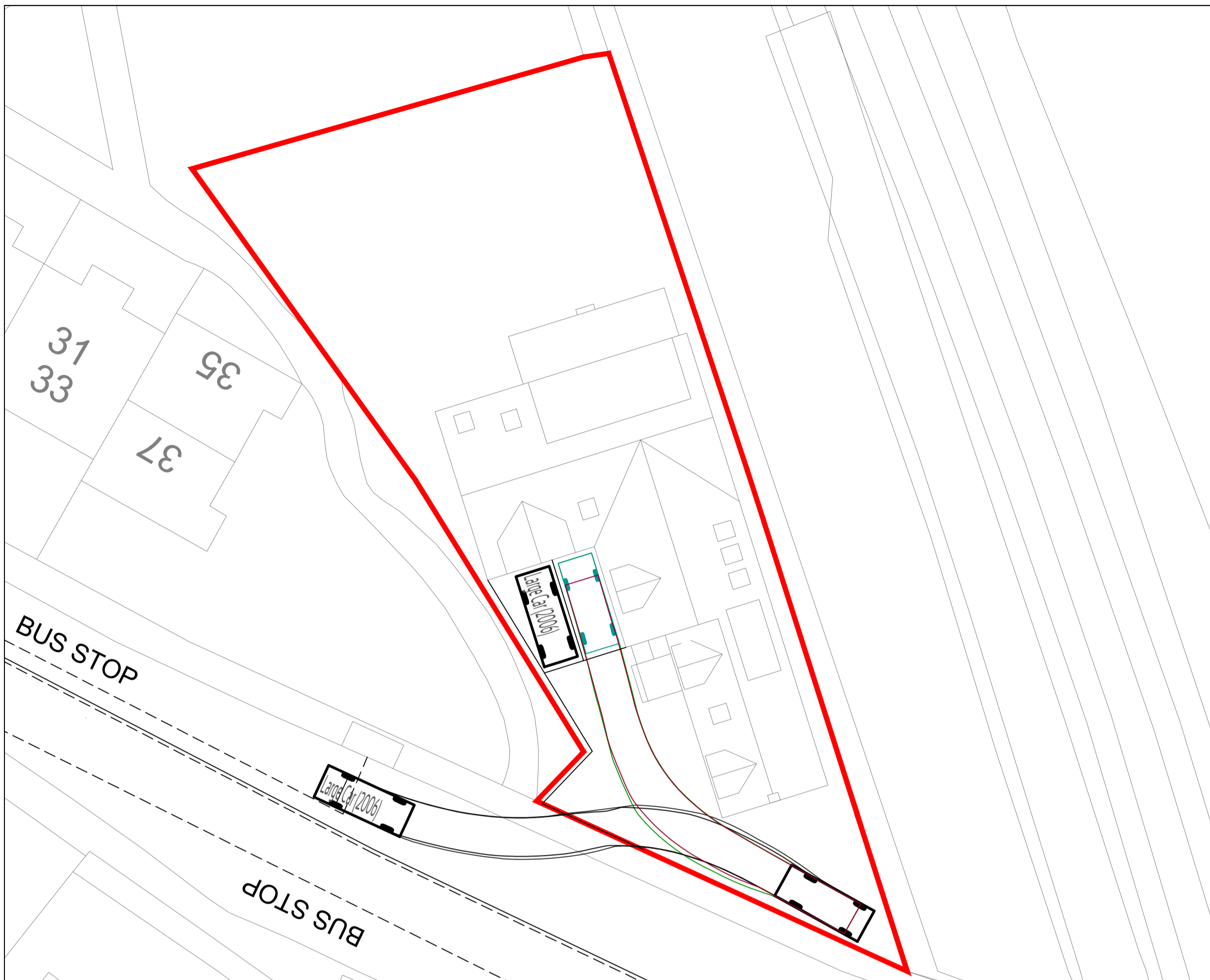
Paolo Di Mambro
 Visibility Solutions for plot 29 East
 Kilbride Road
 Scale: 1:200 @ A1

CAMERON ROSS
 CONSULTANTS
 1000 BATHURST STREET, GLASGOW, G3 7LN, SCOTLAND
 TEL: 0141 200 1000
 FAX: 0141 200 1001
 WWW.CAMERONROSS.CO.UK

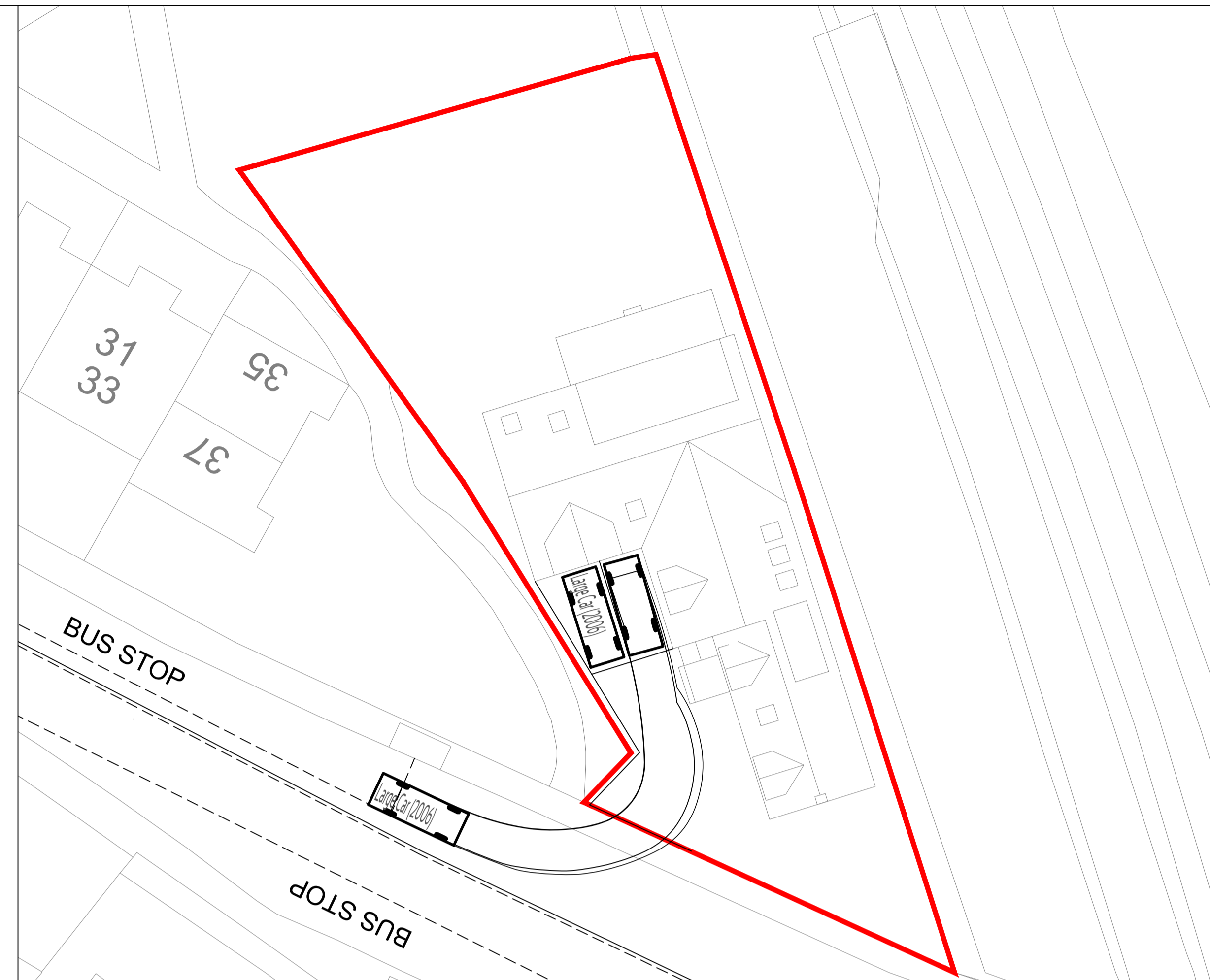
Project No:	008	Project Title:	Visibility Study
Client:	AMR/04/053	Drawing No.:	903
Scale:	1:200 @ A1	Date:	1



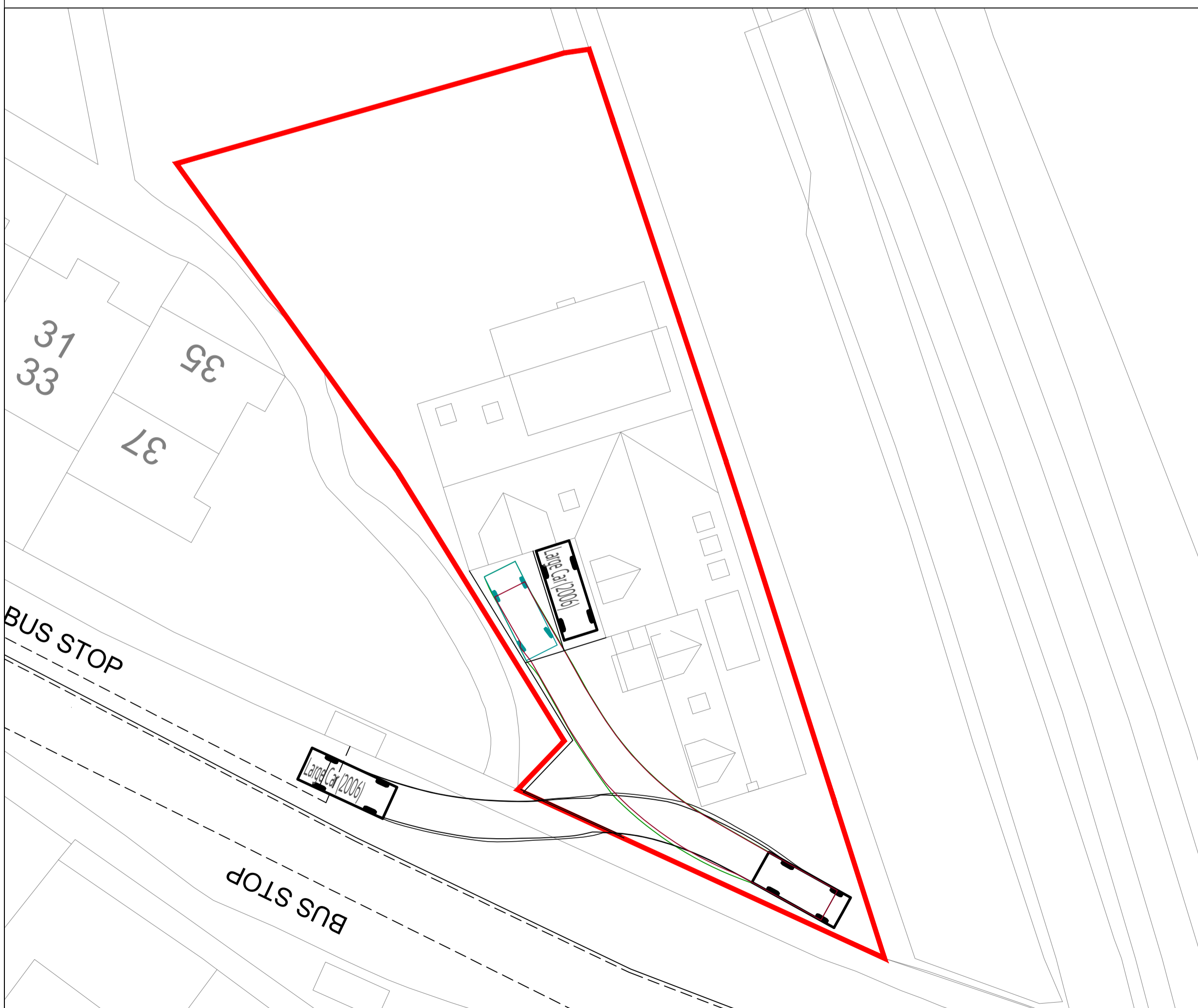
Large Car (2006)
 Overall Length 16.663ft
 Overall Width 6.142ft
 Overall Body Height 5.004ft
 Min Body Ground Clearance 1.018ft
 Max Track Width 6.007ft
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 19.357ft



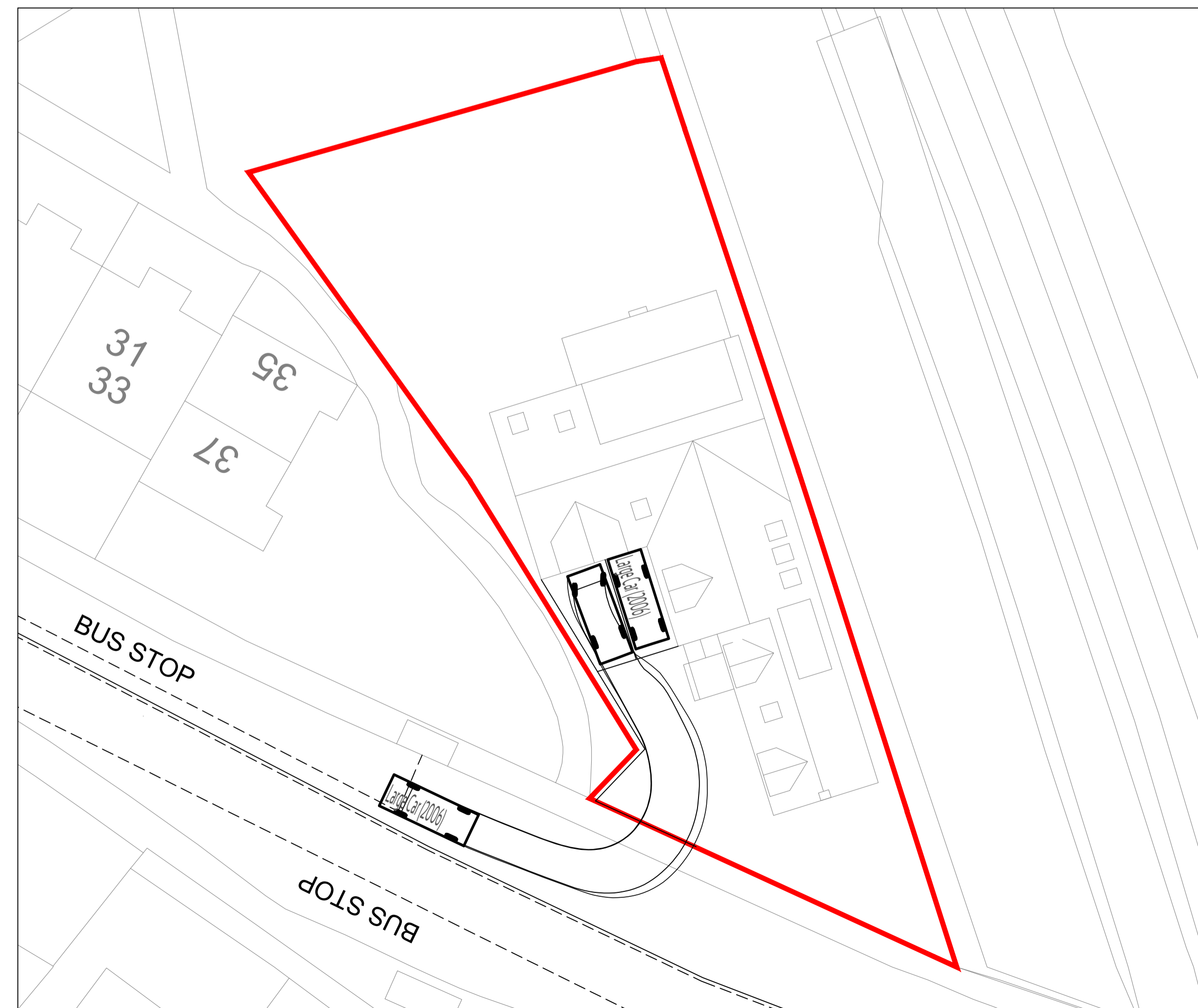
1. Driving from the left hand side, parked car in space one.



2. Option 2 regarding driving from the left with a parked car in space one.



3. Driving from the left hand side, parked car in space two.



4. Option 2 regarding driving from the left with a parked car in space two.

Rev	INITIAL ISSUE	20/06/18	OHA/KDF
	AMENDMENTS	Date	By Eng

This drawing to be read in conjunction with:
 Drawing Nos. _____
 Bar Schedule Nos. _____

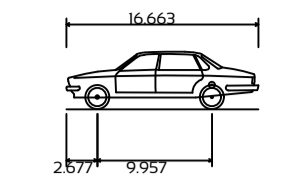
Proposed Developemnt,
 29 East Kilbride Road, Busby,
 East renfrewshire

Paolo Di Mambro

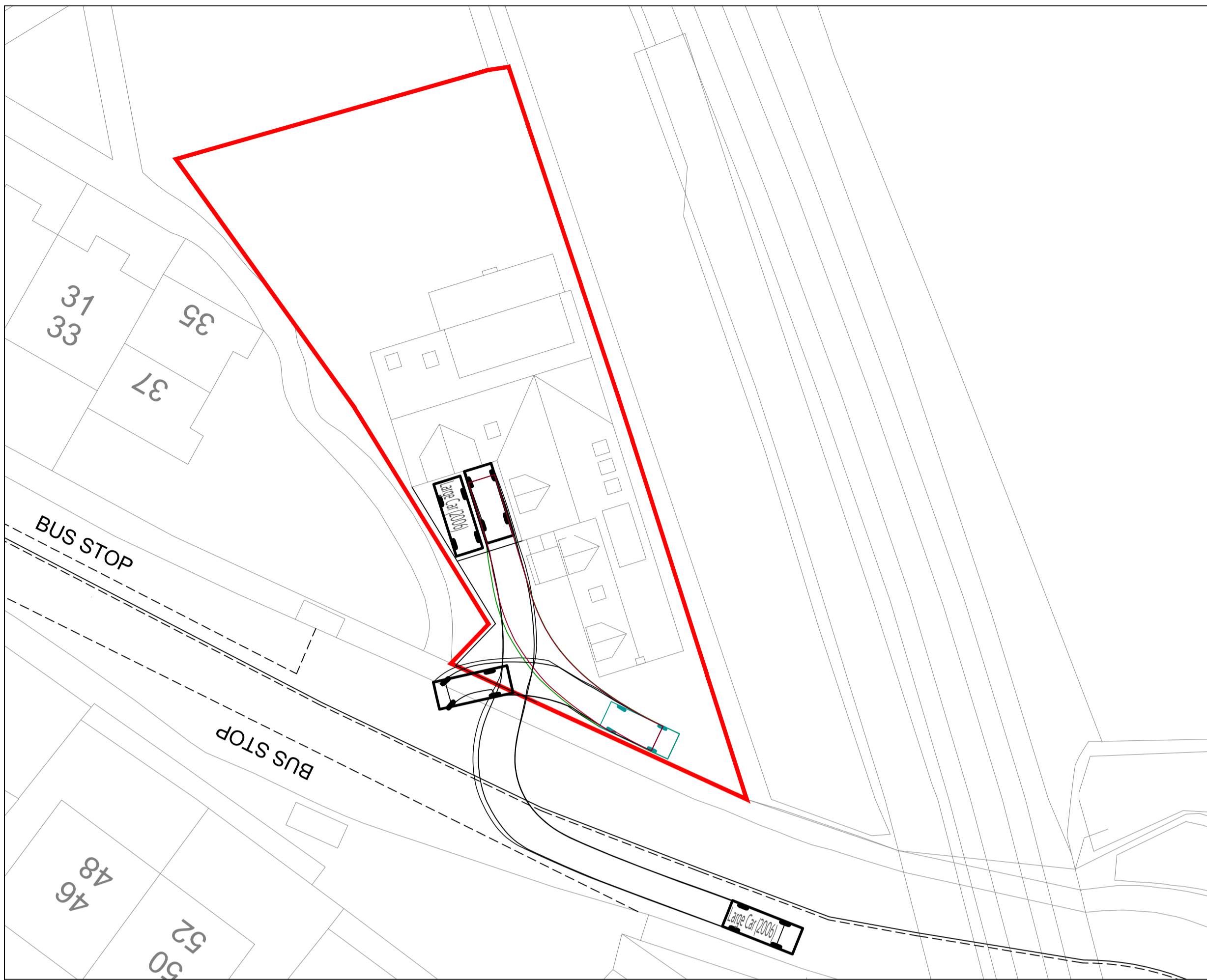
Swept Path Analysis
 Sheet 1 of 2
 Scale 1:200 @ A1



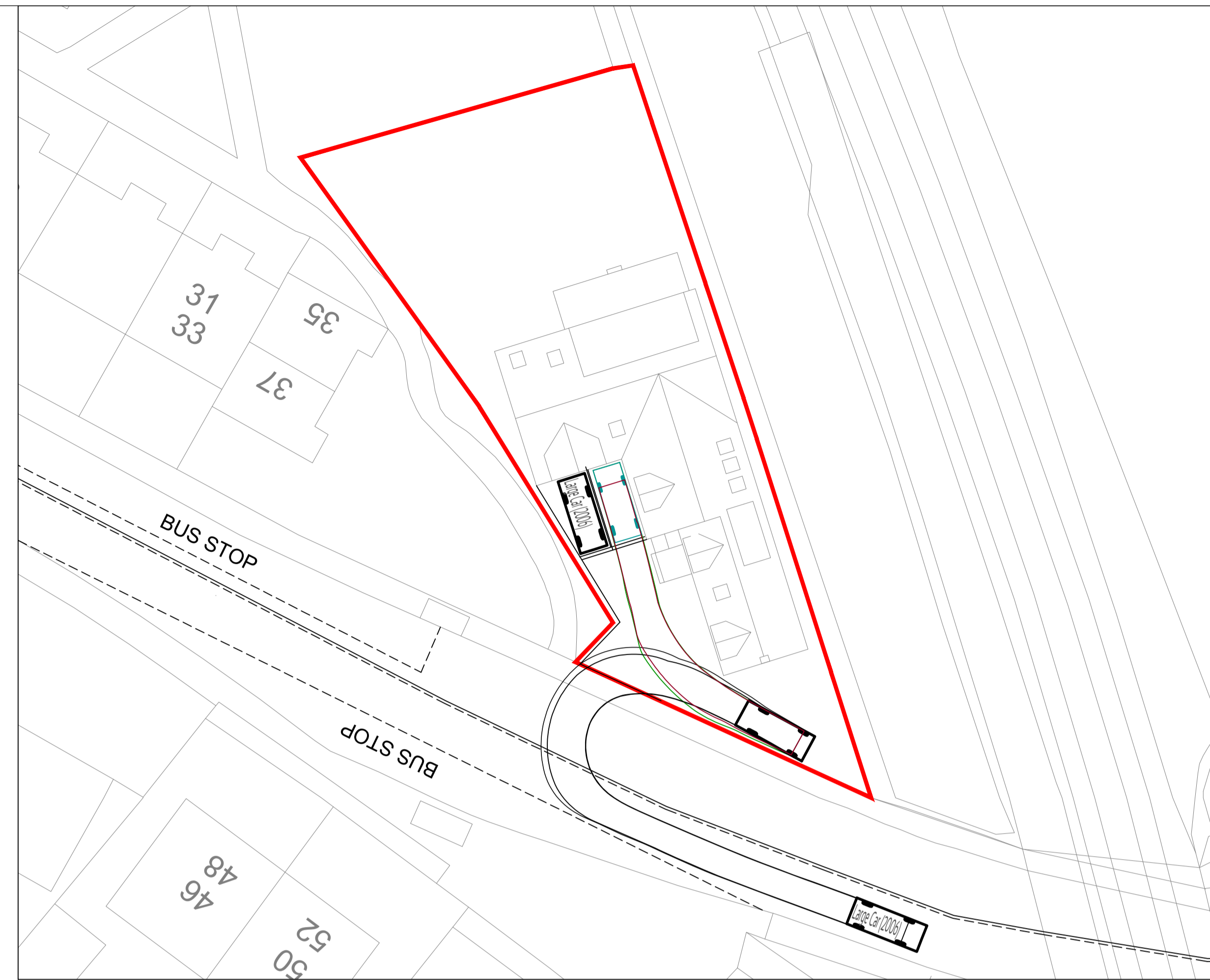
Drawn by: OHA	Contract No.	Drawing No.	Rev.
Checked by: KDF	A/180453	901	-
Engineer: KDF			



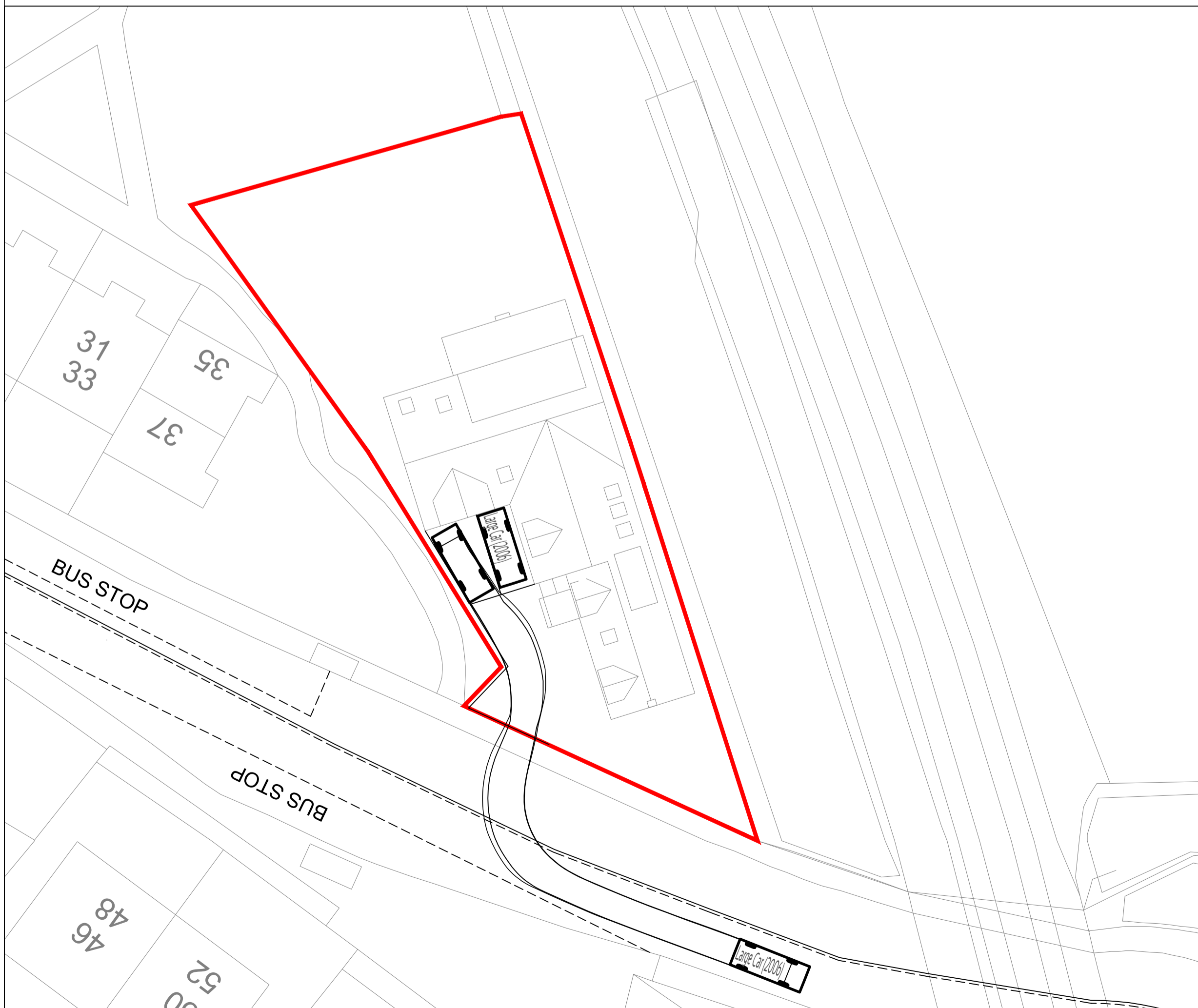
Large Car (2006)	16.663ft
Overall Length	6.142ft
Overall Body Height	5.004ft
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Max Track Width	6.007ft
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	19.357ft



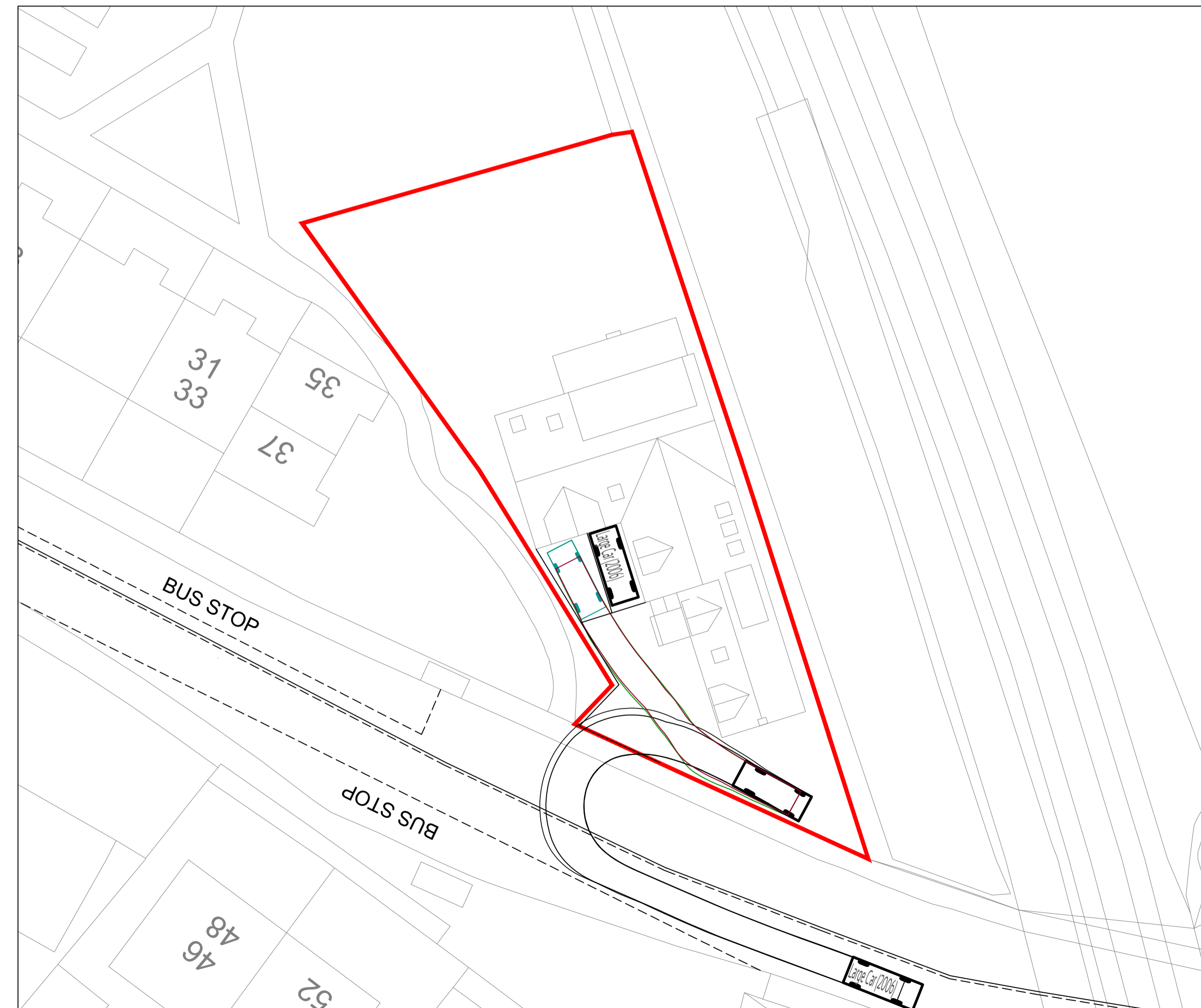
5. Driving from the right hand side, parked car in space one.



6. Option 2 regarding driving from the right with a parked car in space one.



7. Driving from the right hand side, parked car in space two.



8. Option 2 regarding driving from the right with a parked car in space two.

Rev	INITIAL ISSUE	20/06/18	OHA/KDF
	AMENDMENTS	Date	By Eng

This drawing to be read in conjunction with:
 Drawing Nos. _____
 Bar Schedule Nos. _____

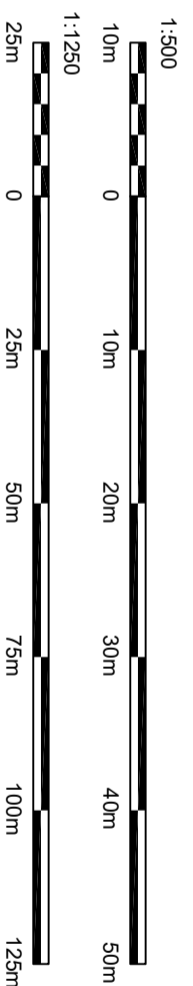
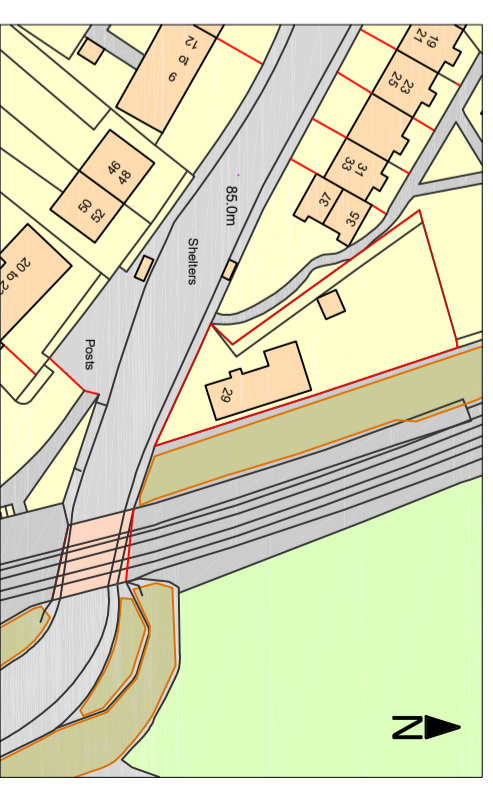
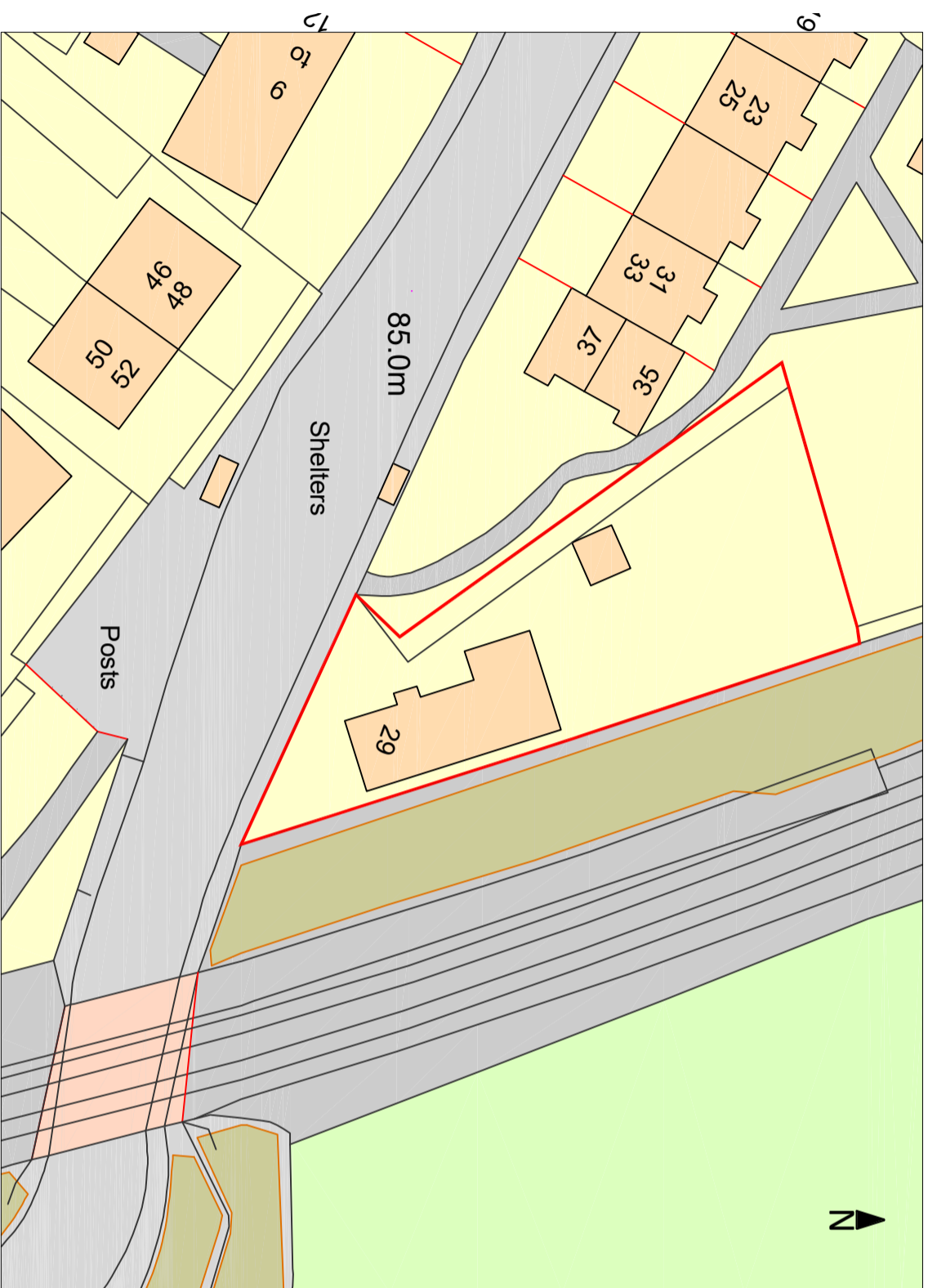
Proposed Development
 29 East Kilbride Road, Busby
 East Renfrewshire

Paolo Di Mambro

Swept Path Analysis
 Sheet 2 of 2
 Scale 1:250 @ A1



Checked by KDF	Contract No. A/180453	Drawing No. 902	Rev. -
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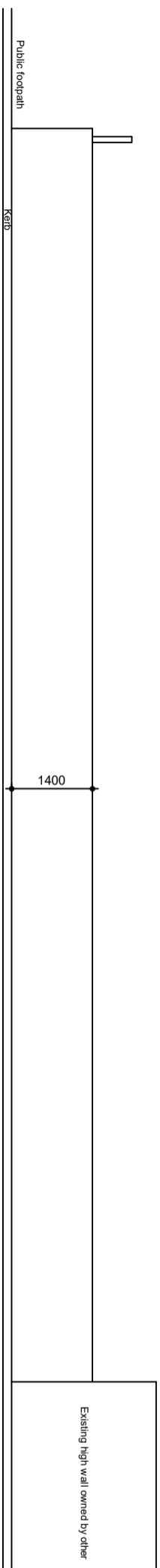
arc architectural services ltd

0141 844 0039 : 07799 401 577
 mail@arcarchitecture.com
 25 cortmallow avenue, glasgow g33 1te

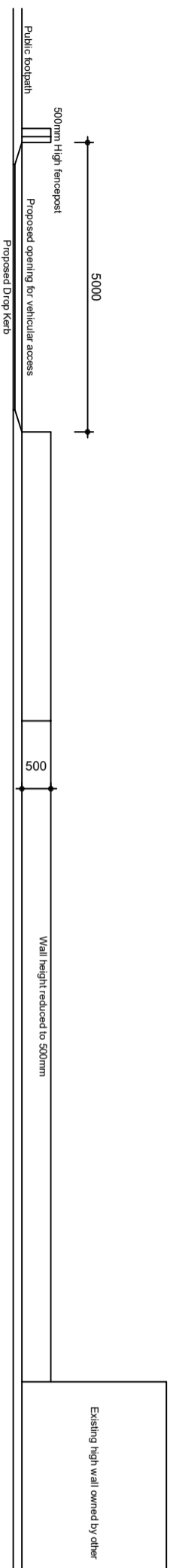
Mr. Paolo Di Mambro
 29 East Kilbride Road
 Busby
 East Renfrewshire
 G52 2SE

**Formation of driveway
 Existing location plan & site plan**

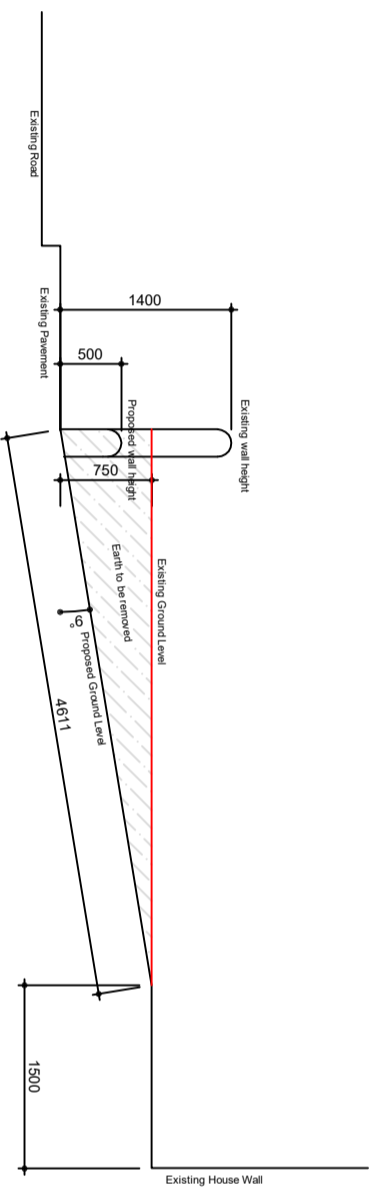
SCALE 1:1250 / 1:500	DATE Mar '18	BY
DWG NO P-441-001		REV



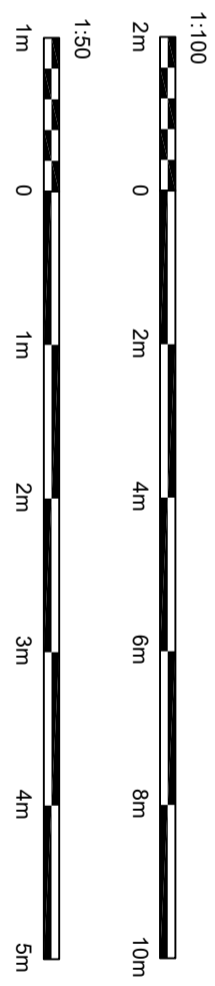
Elevation of existing wall 1:100



Elevation of proposed wall and driveway 1:100



Section through proposed driveway 1:50



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 G52 2SE

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 25 cortmallow avenue, glasgow g33 1te

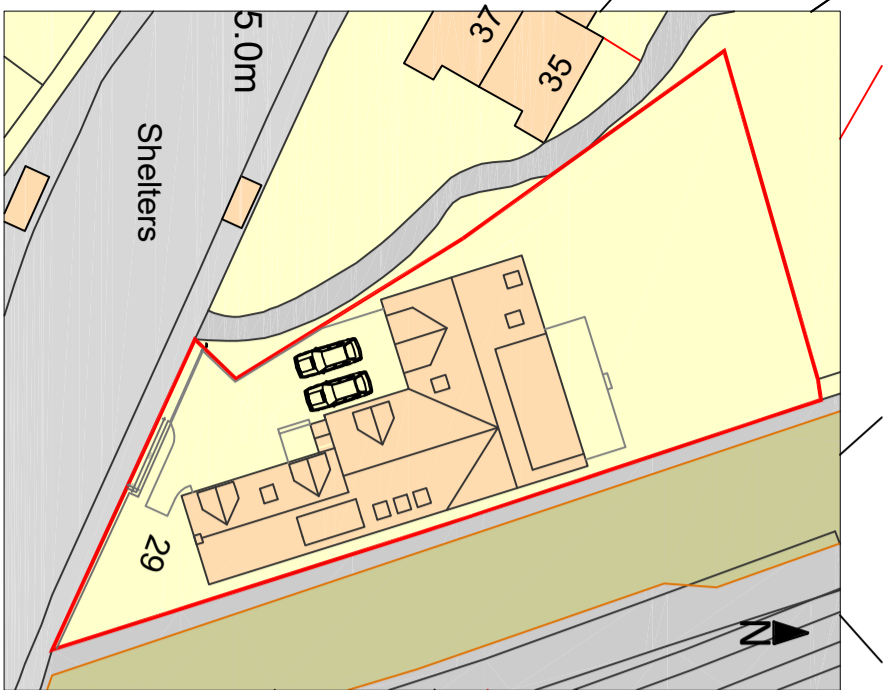
Formation of driveway
 Proposed elevations and section

SCALE 1:50	DATE July '18	BY
DWG NO DP-441-002		REV B

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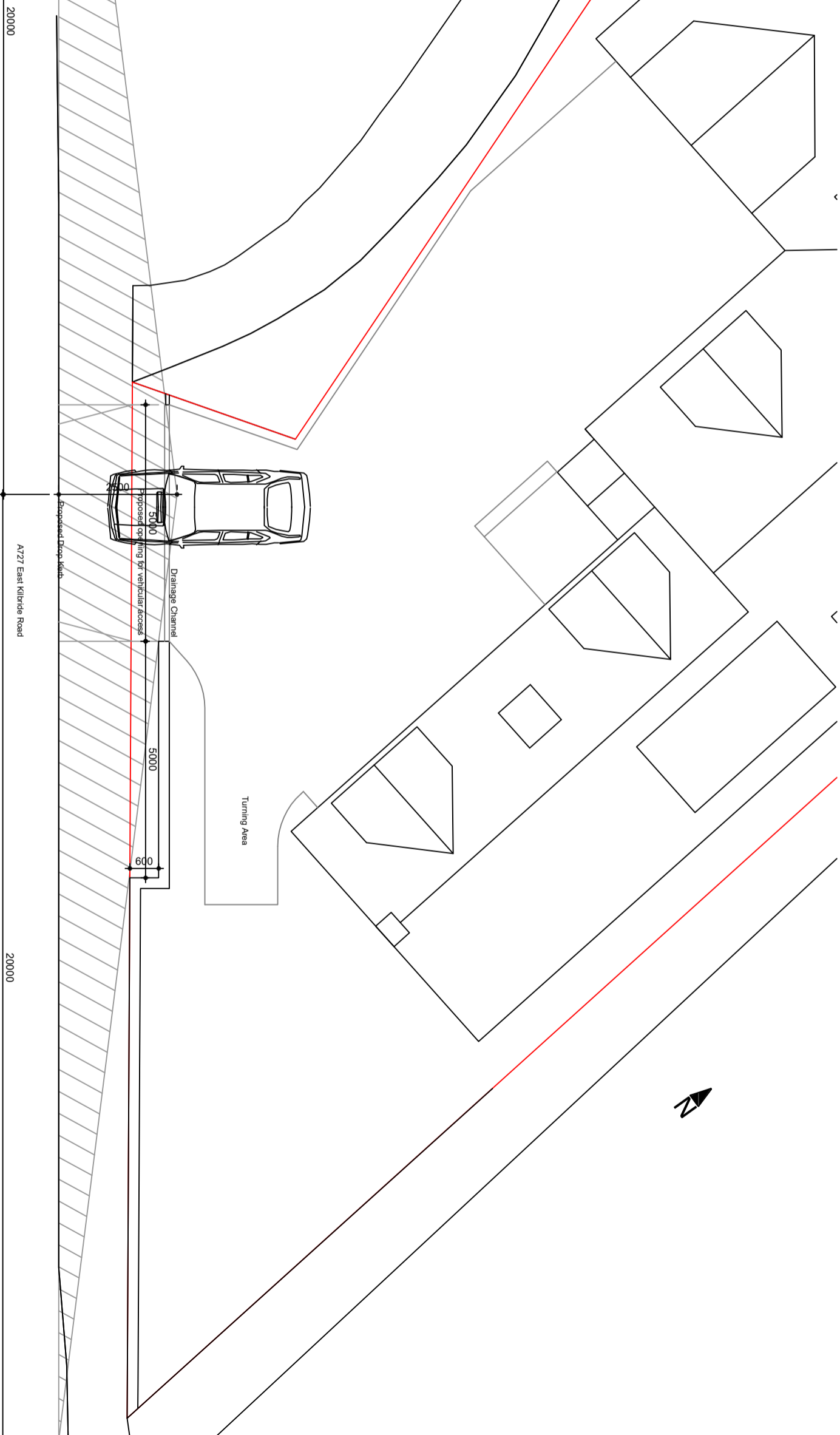
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Proposed site plan 1:500

198



Proposed plan 1:100

20000

20000

A727 East Kilbride Road

Proposed Drop kerb

Drainage Channel

Turning Area

Proposed opening for vehicular access

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 Busby
 East Renfrewshire
 G52 2SE

25 cornhalaw avenue, glasgow G33 1te

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Formation of driveway
 Proposed plans

SCALE As shown DATE July '18 BY

DWG NO DP-441-001 REV

