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Redacted 11/2

From: Redacted 11/2
Sent: 01 November 2018 18:55
To: Redacted 11/2
Cc:
Subject: parture

Hi Redacted

Just to note I will be looking at this and liaise with colleagues in standards. I'll aim to respond asap, but hope to have at least an initial response with you at some point next week.

Thanks

Redacted 11/2

Development Management
Network Operations
Roads Directorate

T: Redacted 11/2

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Buchanan House
58 Port Dundas Road
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G4 0HF

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From: Redacted 11/2
Sent: 30 October 2018 09:59
To: Redacted 11/2
Cc:
Subject: A9 Roadside Services - Potential DMRB Departure

Good Morning Redacted 11/2

I was informed that you may be able to assist me in seeking correspondence with Transport Scotland regarding the potential requirement for a departure from the Design Manual for Roads and Bridges (DMRB) as outlined below?

We (SYSTRA) have produced a Transport Assessment as attached (*108021 - FINAL Transport Statement 25.10.2018.pdf*) on behalf of GB Grove Ltd. in support of a forthcoming planning application for a new roadside services station on the A9 – east of Kinbuck, Stirlingshire (*Site Location.png*). Included is a preliminary access junction design (left-in / left-out) as per the DMRB, the geometry of which can be viewed on the attached drawing (*108021-I-GL-001_Access Junction Design.pdf*). It is worth noting that the current access into the site takes the form of a simple priority junction in which the central reserve barrier has been dropped to allow right-turn movements (*Current Site Access.png*). We have had previous discussions with Transport Scotland regarding this planning application as per the attached emails which set out the terms of the access arrangements to the site.

We now require some guidance from Transport Scotland regarding the opportunity to agree a potential departure from the DMRB for the “weaving length” between the junctions to the south-west (*South-west conflicting junction.png*) and the site access; and the site access and the junction to the north-east (*North-east conflicting junction.png*). Currently the designed spacing between these junctions are 125m and 328m respectively. The DMRB states that a minimum 1.0km “weaving length” should be provided between major junctions to allow the appropriate time for drivers to manoeuvre lanes, however, due to the nature of the conflicting junctions in proximity to the site access being small-scale agricultural and single residential accesses, we believe that there is sufficient argument for a departure from the regulations.

Currently, the existing accesses are around 790m apart which contravenes the weaving length, and we realise that this is on the basis of the small-scale nature of the junctions. Based upon this and our development trip generation within the attached TA, we are seeking your guidance on the likelihood of a departure from the DMRB regarding junction spacing for the attached access design.

The form of the access being left-in/left-out ensures there will be no conflict on the A9 with right turning vehicles and the nearest major junctions to the site access are around 2.4km to the south-west and 3.0km to the north-east allowing appropriate weaving length between these.

Any advice on this would be greatly appreciated, I look forward to hearing from you.

Best Regards,

Redacted 11/2

Assistant Engineer

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Redacted 11/2

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Redacted 11/2

From: Redacted 11/2
Sent:
To: Redacted 11/2
Cc:
Subject: RE: A9 Roadside Services - Potential DMRB Departure

Good afternoon Redacted
t d

Thanks for passing this on. We will review in the new year and return to you to arrange a meeting to discuss the issues raised as you suggest.

Have a good Christmas.

Best Regards,

Redacted 11/2

Assistant Engineer

SYSTRA Ltd.
124 St. Vincent Street
Glasgow
United Kingdom
G2 5HF

The SYSTRA logo consists of the word "SYSTRA" in a bold, red, sans-serif font.

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From R
Sent: Friday, December 21, 2018 3:13 PM
To: Redacted 11/2
Cc: Redacted 11/2
Subject: RE: A9 Roadside Services - Potential DMRB Departure

Hello Reda
t d

Please find attached a response to your proposals for the Roadside Services on the A9.

Given the comments raised we would recommend a meeting in the new year to discuss these further.

Kind regards,

Redacted 11/2

Redacted 11/2

Development Management
Roads Directorate
Redacted 11/2

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



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A9 – Firs of Kinbuck, A9 Roadside Services – Proposed Access – Stirling Council – Pre-application

DATE: 21 December 2018

TS REFERENCE:

Introduction

SYSTRA have made initial enquiries regarding the potential requirement for a departure from the Design Manual for Roads and Bridges (DMRB), and supported by a Transport Statement and preliminary access junction design associated with a forthcoming planning application for a new roadside services station on the A9 – east of Kinbuck, Stirlingshire, comprising the following services:

- Petrol Filling Station (PFS) – 12 standard + 2 HGV high-speed pumps;
- 2 no. drive-through fast food restaurants (330m² each);
- Amenity and welfare building (2000m²);
- Leisure facility (4000m²);
- Hotel (90 bedrooms)
- Restaurant (800m²);
- HGV truck stop area with 46 HGV parking spaces;
- Electric vehicle charge points; and
- Picnic area; open green-space; and woodland walks.

The proposed development is located on land next to the A9 approximately 1.5km east of the village of Kinbuck and around 3.0km north-east of Dunblane.

The focus of this audit is based on the proposed access location and layout.

Junction Location and Layout

The information provided illustrates a left-in/left-out preliminary access junction design. The enquiry from SYSTRA seeks guidance regarding the potential departure from DMRB for the weaving lengths between the existing junction to the south-west and the existing junction to the north-east. As stated in the attached covering email from SYSTRA, the designed spacing between these junctions are 125m and 328m respectively, while it is also noted that:

“DMRB states that a minimum 1.0km “weaving length” should be provided between major junctions to allow the appropriate time for drivers to manoeuvre lanes, however, due to the nature of the conflicting junctions in proximity to the site access being small-scale agricultural and single residential accesses, we believe that there is sufficient argument for a departure from the regulations.”

However, Transport Scotland’s Standards Team have advised that DMRB does not deal with this issue (spacing of at-grade junctions) particularly well and that “weaving” as defined in DMRB appears only to apply to grade separated junctions, or to the vicinity of “lesser junctions” to the nearest grade separated merge or diverge, as outlined in TD22 paragraph 4.38:

“For All-Purpose Roads, the minimum length between a grade separated junction designed to this standard and an at-grade junction (including roundabouts), service area, lay-by or direct access must be the desirable minimum weaving length as defined in paragraph 4.36 for rural roads or the minimum length of weaving section as derived from paragraph 4.37 for urban roads”.

Also, Transport Scotland’s Standards Team note that there is no reference to weaving in TD41 (accesses), TD42 (at-grade junctions), TD40 (compact grade separated junctions), or TD69 (laybys).

Nevertheless, there is an argument that the proposed left-in/left-out junction, serving a considerable size of development and featuring merge and diverge facilities at high speeds, could be considered ‘equivalent’ to a grade separated junction and, that being the case, the spacing provided to the adjacent accesses might be considered very undesirable. However, it would not be a departure, as TD22 does not cover this form of junction. It is also noted that DMRB TD 41/95 states that “direct vehicular access on to trunk roads shall be avoided as far as practicable”.

Road Safety

Transport Scotland aspire to minimise right-turning traffic on this section of the A9 and acknowledge the provision of a left-in/left-out only junction layout at this location. However, Transport Scotland also actively seek to eliminate the possibility of U-turning traffic.

Transport Scotland’s Strategic Road Safety Team have expressed concerns with the proposed location and proximity to adjacent junctions. Referring to TD22/06 the Strategic Road Safety Team note the comments from the Standards Team and conclude that they have reservations on safety grounds given the weaving lengths being significantly below the 1km minimum as identified in DMRB – notwithstanding the comments from Transport Scotland’s Standards Team. There is a concern over the possibility of vehicles weaving between the proposed development junction and the neighbouring junctions increasing the risk of a collision. Given the development composition as outlined in the Transport Statement, it is considered that the proposals could be a ‘destination’ and the potential for U-turns at the neighbouring junctions could be considerable i.e. drivers entering or leaving the proposed development manoeuvring to U-turn at the first available gap.

Recommendations for Transport Scotland

It is on the basis of the observations set out in this response that Transport Scotland would recommend that we cannot support the proposed development.

Redacted 11/2

From: Redacted 11/2
Sent: 04 January 2019 11:26
To: Redacted 11/2
Cc:
Subject: A9 - NE3852018 - Stirling - 18/00830/PPP/ML - MUD - Roadside Services - GB
Grove Ltd - TR/NPA/1a - 04 January 2019
Attachments: TRNPA1 response 4-1-18.pdf

FAO: Redacted
11/2

Application Reference: 18/00830/PPP/ML
Roadside Services, 500 metres south west of Balhadie Farm Dunblane

Further to your consultation request and considering the associated documents, Transport Scotland are currently assessing the implications of the planning application on the trunk road but will not be able to respond within the normal timescale for the reasons stated in the attached.

I trust this is satisfactory, but any queries please let us know.

Thanks

Redacted 11/2

Development Management
Network Operations
Roads Directorate

T: Redacted 11/2

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I acknowledge receipt of the planning application 18/00830/PPP for Proposed roadside services comprising petrol filling station (sui generis), truck stop, restaurants and drivethru (Class 3/sui generis), amenity building (Class 1 & 3 and ancillary uses), hotel (Class 7) and leisure (Class 11), landscaping, access and ancillary works at Land Some 500 Metres South West Of Balhaldie Farm Dunblane which was received on 21/12/2018.

Planning Officer: Redacted

I am currently assessing the implications of the planning application on the trunk road but will not be able to respond within the normal timescale for the reasons stated below. I should therefore be obliged if you would extend the consultation period until this process is completed.

Reasons

Transport Scotland are currently in discussions with the clients' agent in respect to the suitability of the access design and location for the proposed level of development.

Until the formal issue of a TR/NPA/2 this Notice must be taken as intent to respond recommending conditions relating to this application, or to refuse the application. On this basis the interest of the Transport Scotland, an agency of the Scottish Government, as a Statutory Body must be taken into account.

Redacte

e-mail: development_management@transport.gov.scot

04/01/2019

From: Redacted 11/2
Sent: 07 January 2019 12:21
To: Redacted 11/2
Cc:
Subject: FW: A9 Roadside Services - Potential DMRB Departure
Attachments: 11 02 09 Transport Scotland response.pdf; 14 05 13 Redacted 11/2 confirmation TS would not object to proposal.pdf

Hi Redacted
td

Happy New Year! Hope you're well and that you had a nice break over the festive period.

Thank you for forwarding Transport Scotland's response to the above development proposal. We are currently reviewing the comments and hope to provide a response before the end of this week. I also agree that it would be beneficial to have a meeting to discuss the proposals in a bit more detail and to understand what Transport Scotland may accept at this location in terms of development content / services. I would therefore be grateful if you could confirm your availability over the next couple of weeks (we would be happy to host but we can sort out the venue once we have a date in the diary)?

In the meantime and as you may or may not be aware, there were some pre-application discussions with Stirling Council and Transport Scotland some time ago. I've attached an email from Redacted 11/2 to Redacted 11/2 (Stirling Council) dated 9th February 2011, when TS advised that they would not object to a left in / left out priority junction, provided that a DMRB compliant access is provided and there are no safety implications on the network. I've attached another email from Redacted 11/2 to Redacted 11/2 (the Applicant's agent) dated 13th May 2014, confirming that the position on the development and access remained the same. Therefore, while it is recognised that the access needs to be DMRB compliant and that there are no road safety implications, we would suggest that the principle of an access has already been agreed and therefore TD 41/95 (with reference to '*direct vehicular access on to trunk roads shall be avoided as far as practicable*') is not applicable to this development proposal.

Something to discuss in more detail at the meeting.

Kind Regards

Redacted
td
11/2

Associate
124 St Vincent Street, Glasgow, United Kingdom, G2 5HF

Direct Dial: Redacted 11/2
Main Office: +44 141 468 4205
Mobile Phone: Redacted 11/2

From: Redacted 11/2

Sent: 09 February 2011 15:57

To: Redacte

Cc: Redacted 11/2

Subject: Proposed Road Services on A9(T) at Firs of Kinbuck, Stirling [Scanned]

Redacted
11/2

I refer to your letter dated 24 January 2011 requesting Transport Scotland's early comments on the proposed road services facility on the A9(T) at Kinbuck.

If the local planning authority is minded to permit such a development at this location, then Transport Scotland would not object provided that a DMRB compliant access can be provided and there are no safety implications on the adjacent network. In addition

- In terms of detail, the access arrangement would be in the form a left in / left out priority (right turns into or out of the site, across the northbound carriageway would not be permitted).
- The internal layout would require to be designed to prevent traffic queuing onto the A9.
- 'Services' signing might be permitted provided the appropriate facilities identified in PAN75 are included.
- One other point for consideration is that if the Little Chef is to relocate, there would need to be an agreement to stop up/close the existing access points.

I hope these initial comments are helpful.

Regards

Redacted 11/2

[a](#)

Redacted 11/2

Development Management North
Development Management and Strategic Road Safety
Trunk Road and Bus Operations

Redacted 11/2

From: Redacted 11/2
Sent: 13 May 2014 13:51
To: Redacted 11/2
Subject: RE: Proposed Trunk Road Services on A9(T) at Firs of Kinbuck, Stirling

Redacted
11/2

Apologies for the length of time to reply to your e-mail but I am just getting through the mound of e-mails on my return from leave. To answer your question – nothing has materially changed since the time of my earlier e-mail.

Regards

Redacted 11/2

a

Redacted 11/2

Development Management North
Development Management and Strategic Road Safety
Trunk Road and Bus Operations

T: Redacted 11/2
M: Redacted 11/2
F: 0141 272 7373

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From: Redacted 11/2
Sent: 11 April 2014 16:22
To: Redacted 11/2
Subject: Proposed Trunk Road Services on A9(T) at Firs of Kinbuck, Stirling

Redacte

I write with regard to our clients proposal to develop a trunk road services facility at Firs of Kinbuck, Stirling. Redacted
previously undertook discussions with yourself in relation to this proposal in early 2011. A copy of Redacted 11/2
previous correspondence is attached for your reference.

The initial comments provided by Transport Scotland on the 9th February 2011, detailed that if the local planning authority is minded to permit such a development at this location, then Transport Scotland would not object provided that a DMRB compliant access can be provided and there are no safety implications on the adjacent network. Our client is now looking to progress this application and we would like to confirm if Transport Scotland's position remains the same?

Should you have any queries in relation to the above and attached, please do not hesitate to contact me at the telephone number below.

Kind regards
Redacted
11/2



Graham
+ Sibbald
Redacted 11/2

Principal Planner

Graham + Sibbald - **thecompleteproperty service** | 18 Newton Place | Glasgow | G3 7PY Re | <http://www.g-s.co.uk>
tel: Redacted | fax: 0141 332 5914 | mob: Redacted

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Redacted 11/2

From: Redacted 11/2
Sent: 22 January 2019 13:57
To: Redacted 11/2
Cc:
Subject: RE: A9 Roadside Services - Pre-application Access Discussions
Attachments: Response to TS Road Safety Audit Note Regarding A9 Roadside Services [22.01.2019].pdf

Good afternoon Red ,
t

I hope you are well.

In advance of our meeting on Monday, please find attached a response to Transport Scotland's Road Safety Audit Note (21/12/2018) regarding the A9 Roadside Services near Kinbuck. We look forward to discussing these matters with you further on Monday.

Best Regards,

Redacted 11/2

Assistant Engineer

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SYSTRA



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Redacted 11/2



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From: Redacted 11/2
Sent: Tuesday, January 15, 2019 12:14 PM
To: Redacted 11/2
Cc: Redacted 11/2
Subject: RE: A9 Roadside Services - Potential DMRB Departure

Hi Redacted
11/2

No worries. Please note that I have pencilled in a meeting room in Buchanan House for the 28 January between 13.00 – 15.00. Hopefully this suits.

Thanks

Redacted 11/2

Development Management
Network Operations
Roads Directorate

Redacted 11/2

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From: Redacted 11/2
Sent: 15 January 2019 08:32
To: Redacted 11/2
Cc: Redacted 11/2
Subject: RE: A9 Roadside Services - Potential DMRB Departure

Good Morning Red
acted

You may have received the planning consultation request for this project from Stirling Council. If it's not too much to ask, can we request on behalf of our client that Transport Scotland delay their response until after our meeting?

Kind Regards

Redacted

Redacted 11/2

Associate

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Redacted 11/2

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From: Redacted 11/2

Sent: 11 January 2019 10:31

To: Redacted 11/2

Subject: RE: A9 Roadside Services - Potential DMRB Departure

Hi Red
acte

Can we say 28th? We're happy to host if it helps.

Kind Regards

Redac
t d

From: Redacted 11/2

Sent: 11 January 2019 10:28

To: Redacted 11/2

Subject: RE: A9 Roadside Services - Potential DMRB Departure

Hi Redacte
d 11/2

Just to confirm it would appear that 21st, 23rd, and 28th would be the best dates to get the appropriate people around the table. Are any of these dates suitable for you?

Thanks

Reda
cted

Redacte
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Redacted
Assistant Engineer
Redacted 11/2

A9, Firs of Kinbuck Roadside Services
Pre-Application – Proposed Access Discussions

22nd January 2019

Dear Red ,

I am writing in relation to our recent correspondence with Transport Scotland regarding the A9, Firs of Kinbuck Roadside Services Planning Proposal, namely, the discussions concerning the access design and the potential issue in attaining a suitable 'weaving length' between junctions. SYSTRA has been commissioned to provide Traffic & Transport consultation for the forthcoming application including a Transport Statement and a DMRB compliant access design.

As per our previous correspondence on the matter, SYSTRA has produced a preliminary access design in accordance with the DMRB (*Volume 6 Section 2 - TD 42/95*) in the form of a left-in/left-out at-grade junction (as appended to the end of this letter) which takes access from the A9 between Glassinghall and Balhaldie. The outcome of previous pre-application discussions between Transport Scotland and Stirling Council was that Transport Scotland would not object to a DMRB compliant access, provided that:

- There are no safety implications on the adjacent network;
- The access arrangement would be in the form of a left in / left out priority; and
- The internal layout is designed to prevent traffic queuing onto the A9.

Therefore, while it is recognised that the access needs to be DMRB compliant and that there are no road safety implications, we would suggest that the principle of an access has already been agreed and therefore TD 41/95 (with reference to 'direct vehicular access on to trunk roads shall be avoided as far as practicable') is not applicable to this development proposal. SYSTRA has taken cognisance of these requirements and produced a design which we believe fully complies with what has been agreed during discussions, with the potential exception of the weaving length.

In October 2018 SYSTRA sought guidance from Transport Scotland on the potential requirement for a departure from the DMRB regarding the lack of a 1.0km minimum 'weaving length' between junctions. Subsequent correspondence, however, ascertained that the 'weaving length' standard within the DMRB refers only to grade-separated Junctions and not at-grade Junctions. The Audit Note received from Transport Scotland dated 21st December 2018 states "*Transport Scotland's Standards Team have advised that DMRB does not deal with this issue (spacing of at-grade junctions) particularly well and that 'weaving' as defined in DMRB appears only to apply to grade separated junctions, or to the vicinity of 'lesser junctions' to the nearest grade separated merge or diverge, as outlined in TD22 paragraph 4.38*". Hence, it is agreed that a full departure is not required.

Notwithstanding this, Transport Scotland refers to a wider road safety issue posed by the access junction and argues that it should be treated as grade-separated given the scale of development. It is understood that the DMRB does not refer to development size as a criterion in determining junction spacing, or as constitution for treating an at-grade junction as a grade-separated junction with regard to weaving length. Therefore, whilst we appreciate that there is a requirement to agree an appropriate and safe junction spacing between our access and the other local junctions, it would not be appropriate to apply the 1.0km weaving length standard to this situation. Moreover, we believe what we have proposed is safe, given the relatively minor nature of the local junctions in question, and it is noted that the nearest major junctions to the development access are approximately 2.5km in either direction. SYSTRA would seek to clarify whether Transport Scotland agrees that the weaving length standard does not apply to at-grade junctions. If so, we believe that there are no further concerns relating to the access junction, which is fully compliant with the DMRB.

In production of the Transport Statement, SYSTRA has carried out a trip generation exercise for the proposal using the TRICS database for the various land uses within the proposed development. The resultant data indicates that approximately 6 two-way movements will occur per minute during the PM peak-hour, split evenly between arrivals and departures. SYSTRA does not deem this level of traffic to be detrimental to road safety given the minor nature of the junctions to the north-east and south-west of the proposed access which serve as minor local access roads to property and agricultural land. It is also noted that the existing spacing between these junctions is around 794m which is less than the 1.0km weaving length. In cognisance of this, we would seek to have discussions on the matter at the meeting with Transport Scotland, with the aim of agreeing a suitable and compliant access strategy for the development that is both safe and efficient.



The Audit Note also highlights a concern that traffic generating aspects of the development will increase the likelihood of undesirable U-turns on the A9 due to the access strategy restricting southbound right-turn movements. We take note of these concerns and would seek also to open discussions on this matter to determine whether there are any programmes you may have to stop up right-turn movements on the A9.

In recognition of the above, we look forward to discussing these matters with you in greater detail at the meeting on January 28th.

Yours sincerely,

Redacted 11/2

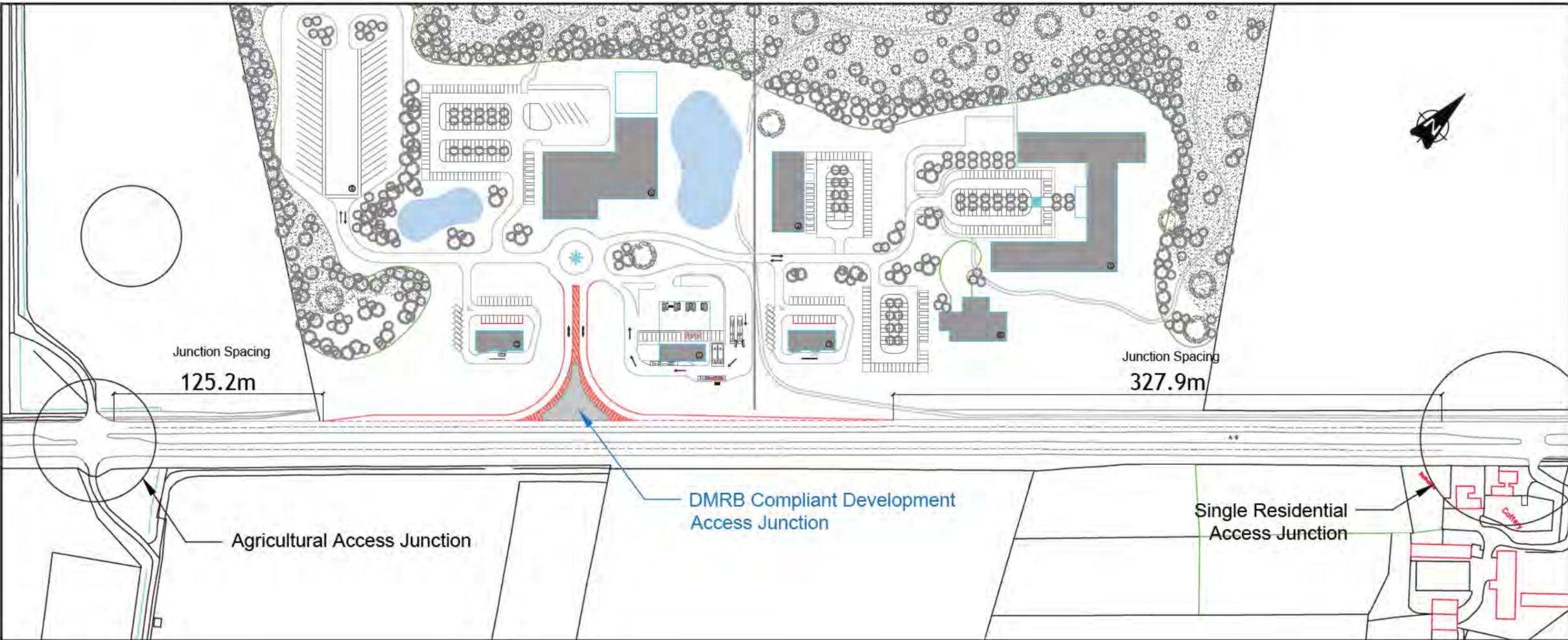
Assistant Engineer



Appendix

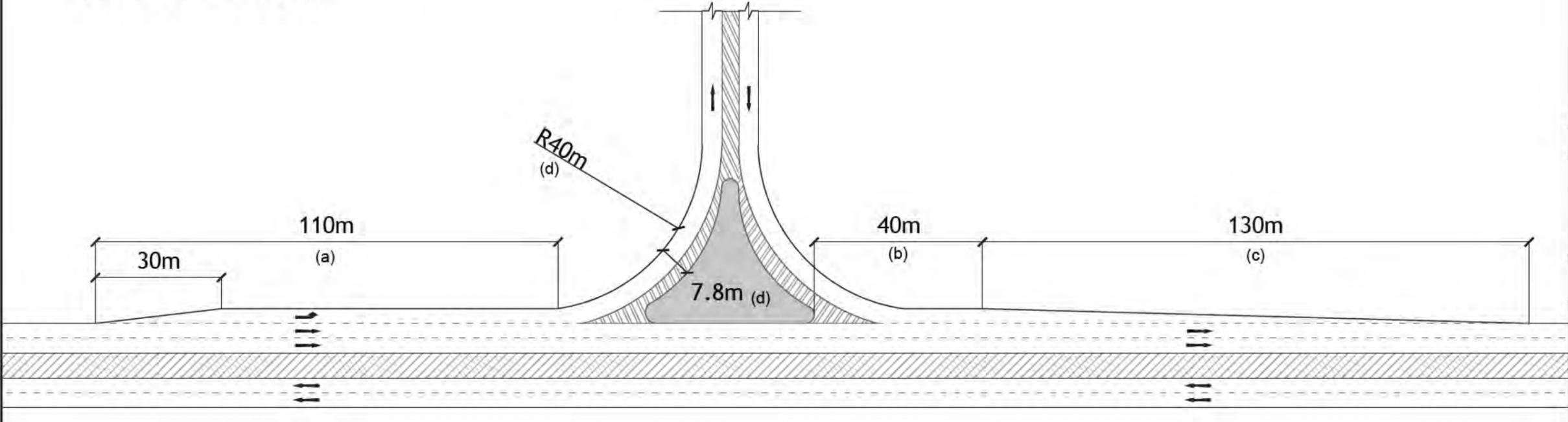
Firs of Kinbuck Roadside Services
Preliminary Access Design





- Notes:**
1. Do not scale from drawing
 2. All dimensions in meters unless otherwise stated
 3. Access layout has been designed in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 6 Section 2 - TD 42/95, Chapter 7 - Geometric Design of Major / Minor Priority Junctions:
 - (a) Diverge Taper - Table 7/4 & 7/5b
 - (b) Merge Nose - Page 7/15
 - (c) Merge Taper - Table 7/6
 - (d) Curve Widening & Curve Radii - Table 7/2

DMRB Minimum Standards Access Design (Left-in / Left-out)



Rev	Desc	Revision Date	Date	Checked	Approved
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 www.systra.co.uk					
124 St. Vincent Street, Glasgow, G2 5HF			T 0141 468 4205 F 0800 066 4367 E scotland@systra.co.uk		
Client: GB Grove Ltd.					
Project: Firs of Kinbuck, A9 Roadside Services					
Title: Access Junction Design General Layout					
Drawn	Checked	Approved			
R	R	R			
Or final size A3	Date Sept '18	Scale NTS			
Drawing Status DRAFT		Drawing Number 108021/IVL/001			

Redacted 11/2

From: Redacted 11/2
Sent: 04 February 2019 20:23
To: Redacted 11/2
Subject: A9 - NE3852018 - Stirling - 18/00830/PPP/ML - MUD - Roadside Services - GB Grove Ltd - Agent Discussions to Stirling - 04 February 2019

Hi Redacted 11/2

Apologies for not responding sooner. With regard to the meeting with the agent and their consultants we had raised concerns with potential u-tuning traffic especially in relation to some of the proposed development content e.g. leisure uses. There was a concern that the proposed development could be seen as a destination and therefore encouraging unsafe manoeuvres.

Re: timescales, it will all depend on the outcome of the agents discussions with the developer and landowner. We await further information and I expect a revised Transport Assessment/Statement at some point.

If you require more detail or have any queries please let me know.

Thanks

Redacted 11/2

Development Management
Network Operations
Roads Directorate

Redacted 11/2

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

transport.gov.scot



Transport Scotland, the national transport agency
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From: Redacted 11/2
Sent: 29 January 2019 11:22
To: Redacted 11/2

Subject: RE: A9 - NE3852018 - Stirling - 18/00830/PPP/ML - MUD - Roadside Services - GB Grove Ltd - TR/NPA/1a - 04 January 2019

Hi Red
t

I have taken over from Red as the case officer for this application. I got a call from the agent who said they had met with yourselves and that an objection was raised relating to the inclusion of Class 11 leisure use due to impact on road safety on the A9 as it creates a destination rather than ancillary uses associated with roadside services. I understand that the below holding response was received on the 4th of January and I was just wondering if there was a timescale for formally responding to the consultation?

Regards,
Redacted 11/2
Planning Officer
Planning & Building Standards

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

T: Redacted
11/2

Please note my normal working days are Monday to Thursday

Redacted 11/2

From: Redacted 11/2
Sent:
To: Redacted 11/2
Cc:
Subject: RE: A9 Roadside Services - Pre-application Access Discussions

Hi Redacted 11/2

Was there a summary note prepared following our meeting on 28 January? Apologies if you have already sent one but I can't locate in my emails.

Thanks

Redacted 11/2

Development Management
Network Operations
Roads Directorate

Redacted 11/2

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Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

transport.gov.scot



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Redacted 11/2

From: Redacted 11/2
Sent: 03 May 2019 13:58
To: Redacted 11/2
Cc:
Subject: RE: A9 Roadside Services - Potential DMRB Departure
Attachments: Application Response from SC Roads.docx

Redacted 11/2

Good afternoon.

I notice that our client has now submitted a revised application for the A9 Roadside Services in Kinbuck which mirrors the previous application, minus the proposed leisure destination.

I refer you to the attached application response from Stirling Council which requests that Transport Scotland provide comment:

"The issue of vehicular access, and its effect on the operation of the A9 trunk road network, along with pedestrian and public transport requirements and mitigation, is an issue to be commented on by Transport Scotland, as Roads Authority for the trunk road network. As such I would ask that the Transport Scotland, or their appointed consultant, be offered the opportunity to comment on this application."

Could you advise if Transport Scotland are now in a position to support the application?

Best Regards,

Redacted 11/2

Assistant Engineer
124 St Vincent Street, Glasgow, United Kingdom, G2 5HF

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Main Office: +44 141 468 4205
Website: www.systra.co.uk

SYSTRA

https://twitter.com/SYSTRA_LTD

Redacted 11/2

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Redacted 11/2

Planning Officer
Planning Services
Stirling Council
Teith House
Kerse Road
Stirling
FK7 7QA

Infrastructure
Stirling Council
Teith House, Kerse Road, Stirling FK7 7QA
Senior Manager: Redacted
Tel: Redacted
Email: Redacted 11/2
Ref: DC/S/19/0243/ROPLAN-NP
Your Ref: 19/00243/PPP-MIM

Date: 16 April 2019

Dear Madam

**Proposed roadside services comprising Petrol Filling Station (sui generis), Truck Stop, Restaurants and Drive-thru (Class3/sui generis), Amenity Building (Class 1 & 3 and ancillary uses), Hotel (Class 7, landscaping, access and ancillary works
Land some 500 metres south west of Balhaldie Farm, Dunblane
G B Grove Ltd**

I refer to your consultation received on 12 April 2019 regarding the above planning application and would offer the following comments.

A similar development proposal was submitted last year under planning reference 18/00830/PPP-ML upon which transport comments were provided. This latest application largely mirrors the previous submission, minus the proposed leisure use, and as such I will reiterate the comments previously provided.

The application site is located adjacent to the A9 approximately 3km northeast of Dunblane, near to the Councils boundary with Perth and Kinross Council. The A9 at this location forms part of the Trunk Road Network.

The proposal seeks planning permission in principle for a mixed use development comprising the following components:

- Petrol Filling Station
- 2 no. Drive-thru fast foods restaurants
- Amenity and welfare building
- Hotel
- Restaurant
- HGV truck stop
- Electric vehicle charging points
- Picnic area, open space and woodland walks

As part of the planning submission that applicant has submitted a Transport Statement (TS) (prepared by their transport consultant SYSTRA Ltd.) to assess the development sites suitability for access via all modes of travel, and to consider the likely impact of the development on the surrounding road network.

The issue of vehicular access, and its effect on the operation of the A9 trunk road network, along with pedestrian and public transport requirements and mitigation, is an issue to be commented on by Transport Scotland, as Roads Authority for the trunk road network. As such I would ask that the

Transport Scotland, or their appointed consultant, be offered the opportunity to comment on this application.

As this is a planning in principle application the detail of many aspects of the development have still to be finalised. I note from the TS that parking provision for the various elements of the development is still to be determined, but that parking levels will be subject to agreement with Stirling Council. This approach is welcomed and I would point the applicant toward the Councils Supplementary Guidance SG14: Ensuring a Choice of Access for New Developments, which provides guidance on the level of parking required for different class uses.

Given the above I can confirm that the Transport Development Team has no objection to the proposal submitted, subject to the following conditions being applied to any consent granted:

Parking Provision: Parking requirements, including disabled spaces and cycle parking provision, shall be provided in accordance with Supplementary Guidance SG14: Ensuring a Choice of Access for New Developments, a copy of which can be downloaded via the following link:

<http://www.stirling.gov.uk/documents/temporary-uploads/economy,-planning- and - regulation/supp-guidance-sept-2012/sg14-ensuring-a-choice-of-access.pdf>

Public Transport: The access roads serving the site shall be designed to accommodate public transport vehicles. New bus stops and shelters shall be provided at strategic locations as required by the Roads Authority in consultation with the public transport operators.

Travel Plan: No part of the development shall be brought into use until a travel plan aimed at encouraging more sustainable means of travel, has been submitted and approved in writing with the Planning Authority. The travel plan will identify the measures to be provided, the system of management, monitoring, review reporting and the duration of the plan. Once agreed the Travel Plan and Residential travel pack shall be fully implemented concurrently with the opening of the premises to the public, and shall remain so unless agreed otherwise in writing by the Planning Authority.

Yours faithfully

Redacted 11/2

Senior Development Control Officer
Transport Development

From: Redacted 11/2
Sent: 08 May 2019 09:47
To: Redacted 11/2
Cc:
Subject: FW: Planning application consultation Stirling Council 19/00243/PPP
Attachments: planning-process-agreement - 1900243PPP-UPDATED 080519.docx

From: Redacted 11/2
Sent: 08 May 2019 09:40
To: development_management <development_management@transport.gov.scot>
Subject: Planning application consultation Stirling Council 19/00243/PPP

Good morning,

Apologies if this has been sent to the wrong email account but I am the case officer for the above application for a roadside services development at Balhadlie Farm Stirling. As far as I can tell a consultation was issued to Transport Scotland on 11th April with an expiry date of 25th April but I am not aware of any response being received. Can I just check to see if Transport Scotland intend to offer comment on this application and if so if you have a timescale for doing so?

We have drawn up a processing agreement with the applicant, attached for reference, and we aim to take this to panel, if it is a positive recommendation, no later than 30th July so I would be grateful to get of an idea of timescales to respond to this consultation to see if our processing agreement needs to be altered.

Regards,
Redacted 11/2
Planning Officer
Planning & Building Standards

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

Redacted 11/2

Please note my normal working days are Monday to Thursday

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PLANNING PROCESSING AGREEMENT



This processing agreement between Stirling Council and Graham + Sibbald aims to identify the key milestones in the planning application process and set out the information required to process the application. This processing agreement is not legally binding.

Site Address:

Land some 500 metres south west of Balhaldie Farm Dunblane

Brief description of proposal:

Proposed roadside services comprising Petrol Filling Station (sui generis), Truck Stop, Restaurants and Drive-thru (Class 3/sui generis), Amenity Building (Class 1 & 3 and ancillary uses), Hotel (Class 7), landscaping, access and ancillary works

Decision: Subject to the achievement of the timetable set out in this document, including provision of all necessary information by the applicant and consultees, the application will be referred to the appropriate committee of the Council no later than **Tuesday 30th July**.

Application Details	
Ref No:	19/00243/PPP
Site Address	Land Some 500 Metres South West Of Balhaldie Farm
Description of Development	Proposed roadside services comprising Petrol Filling Station (sui generis), Truck Stop, Restaurants and Drive-thru (Class 3/sui generis), Amenity Building (Class 1 & 3 and ancillary uses), Hotel (Class 7), landscaping, access and ancillary works
Application Type	N10A – Other Developments - Major
Other consents required	Others not covered by planning permission.
Likely delegated application	Only if minded to refuse. If minded to approve then the application will be referred to Planning and Regulation Panel.

Key Contacts	
<p>The persons identified below are the key contacts between the Council and the Applicant. The key contacts will liaise regularly on the progress of the application and will contact each other as soon as possible should any matter arise which is considered likely to delay progress with processing the application.</p>	
Applicant	<i>Name:</i>
	<i>'phone no(s):</i>
	<i>e-mail:</i>
Agent	<i>Name:</i> Redacted 11/2
	<i>'phone no(s):</i> Redacted 11/2
	<i>e-mail:</i> Redacted 11/2
Officer	<i>Name:</i> Redacted 11/2
	<i>'phone no(s):</i> Redacted 11/2
	<i>e-mail:</i> Redacted 11/2
Alternative local authority contact	<i>Name:</i> Redacted 11/2
	<i>'phone no(s):</i> Redacted 11/2

e-mail Redacted 11/2

Application

Regular liaison meetings	Not likely to be required.		
Application submission date	Agreed Target	Actual	
		8/4/19	
Submission through the e-planning portal	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
Neighbour notification	From <Date> to <Date>		
Advert in press	19/4/19		
Consultation with statutory consultees	Who	Start Date	End Date
	SNH	11/4/19	25/4/19
	SEPA	11/4/19	25/4/19
	Flood Officer	11/4/19	25/4/19
	Environmental Health	11/4/19	25/4/19
	Archaeology	11/4/19	25/4/19
	Roads Development Control	11/4/19	25/4/19
	Transport Scotland	11/4/19	25/4/19
Consultation with non-statutory consultees	Who	Start Date	End Date
	Perth and Kinross Council	11/4/19	25/4/19
Circulate draft conditions and legal agreements for comment	1 week before recommendation is to be made.		
Committee report to be finalised/signed by Head of Planning	3 rd July		
Committee site visit	Unknown		
Committee meeting	30 th July.		
Notification to the Scottish Ministers (if required)	Not anticipated.		

Post Application

Legal agreements	Draft Heads of Terms	<Date>
	Preparation of draft legal agreement	<Date>
	Conclusion of legal agreement	<Date>

Discharge of conditions	<i>Conditions to be dispensed by</i>	<i><Date></i>
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Signed: Redacted 11/2 *on behalf of Stirling Council*

Signed: *on behalf of GB Grove Ltd.*

Redacted 11/2

From: Redacted 11/2
Sent: 09 May 2019 10:05
To: Redacted 11/2
Cc:
Subject: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB
Grove Ltd - TR/NPA/1a - 09 May 2019
Attachments: TRNPA1a_NE682019_1900243PPPMIM.pdf

FAO: Redacted 11/2

Application Reference: Redacted 11/2
Proposed Roadside Services, South West Of Balhaldie Farm, Dunblane

Further to your correspondence and our telephone conversation, please find attached the Transport Scotland response. Apologies this is only reaching you now. As discussed Transport Scotland will respond in due course once appropriate consideration has been given to the supporting documents.

I trust this is satisfactory, but any queries please let us know.

Thanks

Redacted 11/2

Quality Manager
Development Management
Network Operations
Roads Directorate

Redacted 11/2

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

transport.gov.scot



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I acknowledge receipt of the planning application 19/00243/PPP/MIM for Proposed roadside services comprising Petrol Filling Station (sui generis), Truck Stop, Restaurants and Drive-thru (Class 3/sui generis), Amenity Building (Class 1 & 3 and ancillary uses), Hotel (Class 7), landscaping, access and ancillary works at Land Some 500 Metres South West Of Balhaldie Farm Dunblane which was received on 11/04/2019.

Planning Officer: Redacted 11/2

I am currently assessing the implications of the planning application on the trunk road but will not be able to respond within the normal timescale for the reasons stated below. I should therefore be obliged if you would extend the consultation period until this process is completed.

Reasons

Additional time required for assessment and consideration of proposals

Until the formal issue of a TR/NPA/2 this Notice must be taken as intent to respond recommending conditions relating to this application, or to refuse the application. On this basis the interest of the Transport Scotland, an agency of the Scottish Government, as a Statutory Body must be taken into account.

Redacted 11/2

e-mail: development_management@transport.gov.scot

08/05/2019

Redacted 11/2

From:

Sent:

16 May 2019 16:00
Redacted 11/2

To:

Cc:

Subject:

A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Initial Comments on Development Content - 16 May 2019

Hi Redacted 11/2

We have been considering the Transport Assessment prepared to support planning application 19/00243/PPP/MIM. Having had discussions in January, Transport Scotland had been anticipating further consideration of the potential impacts of right-turners into the site and justification on the proposed content to alleviate our concerns. Unfortunately only removing the Leisure aspect does not provide the comfort we are looking for. In order to summarise our thoughts regarding the development content please consider the following:

- Petrol Filling Station – This would appear to be consistent with uses elsewhere on the route.
- Two drive-through fast food restaurants (330m² each) – These would appear to be chain focused proposals (McDonalds/KFC etc.). Some consideration has to be given to the location of the nearest alternatives (Perth and Stirling?). Therefore, are these likely to attract trips from e.g. Auchterarder/Blackford?
- Amenity and welfare building (2000m²) – Assuming this is to support the truck stop and other on-site functions, it is unlikely to be a trip generator in its own right.
- Hotel (90 bedrooms) – Inherent that this would attract traffic to stop, and there is no comparable facilities so close to the A9. It will have to be demonstrated that this will only support northbound trips.
- Restaurant (800m²) – What type of facility is this proposed to be?
- HGV truck stop area with 50 HGV parking spaces – How is it ensured that southbound trips (or return movements) do not access this aspect of the development? It will have to be demonstrated that this will only support northbound trips.
- Electric vehicle charge points – No issues.
- Picnic area; open green-space; and woodland walks – Does this attract trips and are there walks though adjacent land that could lead to it becoming a destination recreation facility?

As it stands, Transport Scotland are unable to support the development based on the information presented and our concerns that certain aspects, and their combined 'pull', deliver a site that is a 'destination' and does not just serve northbound traffic on the A9. Nevertheless, we are happy to discuss further once you have had a chance to consider the comments above.

Thanks

Redacted

Cc: Redacted 11/2

Subject: A9 Roadside Services - Potential DMRB Departure

Good Morning Redacted 11/2

I was informed that you may be able to assist me in seeking correspondence with Transport Scotland regarding the potential requirement for a departure from the Design Manual for Roads and Bridges (DMRB) as outlined below?

We (SYSTRA) have produced a Transport Assessment as attached (*108021 - FINAL Transport Statement 25.10.2018.pdf*) on behalf of GB Grove Ltd. in support of a forthcoming planning application for a new roadside services station on the A9 – east of Kinbuck, Stirlingshire (*Site Location.png*). Included is a preliminary access junction design (left-in / left-out) as per the DMRB, the geometry of which can be viewed on the attached drawing (*108021-I-GL-001_Access Junction Design.pdf*). It is worth noting that the current access into the site takes the form of a simple priority junction in which the central reserve barrier has been dropped to allow right-turn movements (*Current Site Access.png*). We have had previous discussions with Transport Scotland regarding this planning application as per the attached emails which set out the terms of the access arrangements to the site.

We now require some guidance from Transport Scotland regarding the opportunity to agree a potential departure from the DMRB for the “weaving length” between the junctions to the south-west (*South-west conflicting junction.png*) and the site access; and the site access and the junction to the north-east (*North-east conflicting junction.png*). Currently the designed spacing between these junctions are 125m and 328m respectively. The DMRB states that a minimum 1.0km “weaving length” should be provided between major junctions to allow the appropriate time for drivers to manoeuvre lanes, however, due to the nature of the conflicting junctions in proximity to the site access being small-scale agricultural and single residential accesses, we believe that there is sufficient argument for a departure from the regulations.

Currently, the existing accesses are around 790m apart which contravenes the weaving length, and we realise that this is on the basis of the small-scale nature of the junctions. Based upon this and our development trip generation within the attached TA, we are seeking your guidance on the likelihood of a departure from the DMRB regarding junction spacing for the attached access design.

The form of the access being left-in/left-out ensures there will be no conflict on the A9 with right turning vehicles and the nearest major junctions to the site access are around 2.4km to the south-west and 3.0km to the north-east allowing appropriate weaving length between these.

Any advice on this would be greatly appreciated, I look forward to hearing from you.

Best Regards,

Redacted 11/2

r

SYSTRA Ltd.
124 St. Vincent Street
Glasgow
United Kingdom
G2 5HF

The logo for SYSTRA, consisting of the word "SYSTRA" in a bold, red, sans-serif font.

Redacted 11/2

From: Redacted 11/2
Sent:
To: Redacted 11/2
Subject: ng - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck -
GB Grove Ltd - Initial Comments on Development Content - 16 May 2019

H Reda
t d

I understand from the applicant that further discussions to discuss the comments from TS below are to take place. Once these taken place I would be grateful if you could update me and provide me with a formal consultation response giving the final TS position to enable me to move forward with the application.

Redacted 11/2

Planning Officer
Planning & Building Standards

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

Redacted 11/2

Please note my normal working days are Monday to Thursday

From: Redacted 11/2
Sent: 08 August 2019 13:51
To: Redacted 11/2
Cc:
Subject: RE: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Development Content Response - 08 August 2019

Good afternoon Redacted

Thank you for your comments, we take these on board and we will pass these on to the design team noting that there will have to be some further concessions with regards to the currently proposed development content.

We note that you have quoted our acknowledgement that it cannot be ruled out that people from Auchterarder, Blackford etc would not use the fast food / restaurant facilities. We would suggest that this has been taken out of context somewhat as we have caveated this comment with "an application for planning consent to erect a drive-through restaurant (class1 / class3) and associate parking on the land adjacent to the existing Shell PFS northeast of the site (19/00069/FUL). If granted, this would provide a suitable alternative for southbound traffic."

We note from Stirling Council's planning portal that this has in fact been granted permission, and that the permission extends to two drive-through units for southbound users. We also note that Transport Scotland has issued a response in favour of the development, subject to a condition to erect fencing.

We would therefore consider that the two drive-thru units (with the exception of the restaurant which could still be viewed as a trip generator) are appropriate and in line with other consented developments locally. We also consider that the provision of these units northbound would balance out the level of development which can be accessed from each carriageway, hence actually reducing the likelihood of undesirable U-turns. As mentioned, we acknowledge that it is challenging to rule out the restaurant as a destination on its own.

We would be keen to discuss your thoughts on the various other land uses to agree a level of development which Transport Scotland would be in a position to accept, and to pre-empt our client's response to your comments, would seek another meeting with you to discuss this. I'm sure you'll agree sitting down face-to-face would be much more beneficial in this case?

Subject to a discussion that we will need to have with our client but in cognisance of the above and the information relating to vehicle trip generation, we would propose the following level of development:

- PFS;
- 2no. Drive-Thru units in line with consented southbound developments;
- Amenity & Welfare Building;
- Hotel;
- HGV Truck Stop;
- EV Charge Points; and
- Picnic Area / Greenspace.

Thanks & Best Regards,

Redacted
Assistant Engineer
124 St Vincent Street, Glasgow, United Kingdom, G2 5HF

Direct Dial: Redacted 11/2

Main Office: +44 141 468 4205
Website: www.systra.co.uk



[https://twitter.com/SYSTRA LTD](https://twitter.com/SYSTRA_LTD)

Redacted 11/2

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From R

Sent: Thursday, August 8, 2019 9:49 AM

To: Redacted 11/2

Subject: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Development Content Response - 08 August 2019

Hi Redacted

Thank you for your email correspondence of 18 July 2019. Transport Scotland note that there is an acknowledgement that "it cannot be ruled out that people from Auchterarder, Blackford etc." would not use the fast food restaurants and restaurant facilities. This confirms the concerns that our road safety colleagues have raised regarding u-turn manoeuvres and it is not felt that the information presented allays these concerns.

In terms of the potential closure of central reserve, this is not something that Transport Scotland could guarantee at this location and the provision of 'No U-Turn' signage is not considered feasible as a means to addressing the concerns.

Therefore, Transport Scotland would advise that we are unable to support the level of current development based on the information presented. Our concerns highlighted previously that "certain aspects, and their combined 'pull', deliver a site that is a 'destination' and does not just serve northbound traffic on the A9" remain. On this basis we would advise that the applicant should consider reducing the development content significantly that seeks to minimise the risk of unsafe u-turn manoeuvres.

Thanks

Redacted 11/2

Quality Manager
Development Management
Network Operations
Roads Directorate

Redacted 11/2

Transport Scotland
Buchanan House
58 Port Dundas Road
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G4 0HF

transport.gov.scot



Transport Scotland, the national transport agency
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From R

Sent: 30 July 2019 11:12

To: Redacted 11/2

Subject: RE: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Initial Comments on Development Content - 16 May 2019

Hi Redacted

Have you had a chance to review the additional information below regarding the Kinbuck Roadside Services?

Thanks,
Red
t

From: Redacted 11/2

Sent: Thursday, July 18, 2019 3:13 PM

To: [Redacted] [Redacted]

Redacted 11/2

Subject: RE: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Initial Comments on Development Content - 16 May 2019

Good afternoon Redacted

Apologies for the delay in responding to your comments below regarding the proposal for a roadside services at the A9 east of Kinbuck. We have now had an opportunity to consider Transport Scotland's concerns relating to unsafe U-turns and would provide the following response / options for discussion.

Given that the site will be developed as a services station to cater specifically for pass-by traffic, the total 'new' trip generation will be considerably low in comparison to similar individual developments in other locations. Transport Scotland have previously accepted reductions in trip generation in the region of 75% to account for such pass-by trips. Whilst we have adopted a 30% reduction within our Transport Statement to achieve a robust threshold assessment, we would propose that a 75% reduction is more likely and in line with what has previously been accepted. In light of this, the development will generate approximately 17 'new trips' in the AM peak hour and around 34 'new trips' in the PM peak hour. Quantifying these trips gives a better idea of the actual likelihood of U-turn movements, which would appear to be relatively low.

We have identified within our TS that the mix of land uses (with the exception of the leisure facility which has been removed) are in line with PAN 75 – Annex F for dual-carriageway service areas with additional demands. Whilst

these services are in line with PAN 75, we appreciate that there is a requirement to justify the trip generation potential for each of these land uses given the potential for unsafe U-turns resulting from the left-in / left-out access arrangement.

As per your comments, we would provide the following response:

- . **Petrol Filling Station – This would appear to be consistent with uses elsewhere on the route.**
Noted & agreed – The Shell PFS 500m northeast of the site will accommodate southbound traffic.
- . **Two drive-through fast food restaurants (330m² each) – These would appear to be chain focused proposals (McDonalds/KFC etc.). Some consideration has to be given to the location of the nearest alternatives (Perth and Stirling?). Therefore, are these likely to attract trips from e.g. Auchterarder/Blackford?**
There is a wealth of fast food outlets available at Stirling approximately 15km (11-min drive) south of the development along the A9 / M9 for southbound passing traffic. The closest fast food outlets to the north at present would be at Perth some 34km (21-min drive) north-east of the development. Therefore, it cannot be ruled out that people from Auchterarder, Blackford etc would not use the facilities. Notwithstanding this, there is an application for planning consent to erect a drive-through restaurant (class1 / class3) and associate parking on the land adjacent to the existing Shell PFS northeast of the site (19/00069/FUL). If granted, this would provide a suitable alternative for southbound traffic. In any case, the drive-thru units will generate only around 7 and 10 new trips (combined) in the respective AM and PM peak hours with an allowance for up to 75% pass-by.

We would consider that, if prohibited via 'No U-turning' signage, that the majority of customers would be likely to perform a safe U-turn via the grade-separated junction to the south. Therefore, if Transport Scotland are minded to do so, making U-turning an illegal movement at the junctions directly to the north and south of the development would be a possible solution.

- . **Amenity and welfare building (2000m²) – Assuming this is to support the truck stop and other on-site functions, it is unlikely to be a trip generator in its own right.**
SYSTRA can confirm that the amenity and welfare building are intended to support the truck stop and would therefore not be a trip generator itself.
- . **Hotel (90 bedrooms) – Inherent that this would attract traffic to stop, and there is no comparable facilities so close to the A9. It will have to be demonstrated that this will only support northbound trips.**
We would agree that there are no comparable facilities on the A9, particularly north of the development until Perth. However, we do note that there are a range of available hotels within the nearby towns of Dunblane and Stirling south of the development. We consider that this would make it unlikely that southbound pass-by custom would occur, especially given that the hotels available around a 10-minute drive south of the development are within established centres and likely more attractive for people travelling south. We note also that there are a range of budget through to luxury hotels available. The hotel will attract approximately 8 and 6 new trips in the respective AM and PM peak hours.
- . **Restaurant (800m²) – What type of facility is this proposed to be?**
The restaurant would be an 800m² licensed family restaurant. We would envisage this to be a Brewers Fayre type chain restaurant. Again, it cannot be ruled out that people from Auchterarder, Blackford etc would not use the facilities, however, if prohibited via 'No U-turning' signage, the majority of customers would be likely to perform a safe U-turn via the A9/B8033 junction. Again, there are a wealth of similar options south of the development within the towns of Stirling and Dunblane. The restaurant will generate zero trips in the AM and approximately 5 new trips in the PM peak hour.
- . **HGV truck stop area with 50 HGV parking spaces – How is it ensured that southbound trips (or return movements) do not access this aspect of the development? It will have to be demonstrated that this will only support northbound trips.**
We have looked at the junctions most likely to accommodate development related U-turns along the A9 both north and south of the site (between the grade-separated junctions which would accommodate safe U-turning). It is our opinion that the geometry of these junctions would not allow U-turns by any vehicles

which would potentially use the HGV stop. Any southbound HGVs using the facility would therefore have to access the site via the A9/B8033 junction. Similarly, any HGVs leaving the development to head south would have to do so via the A9/A822 junction. We also note that there is an existing services station with provision for HGV parking at the Bannockburn Interchange off the M9 motorway south of Stirling. These services are around a 15-minute drive south of the development via the A9 and M9. Conversely, the Broxden services which is the closest location for northbound HGVs to stop are some 41km to the north. Whilst it cannot be ruled out that southbound trips or return movements will not access the development, it is extremely unlikely that any southbound HGVs will perform unsafe U-turns to gain access. SYSTRA would consider that the highway infrastructure and geometry will self-enforce the use of the truck stop for northbound HGVs only i.e. southbound articulated vehicles would likely jack-knife if they attempted to U-turn at the gaps in the central reservation.

□. **Electric vehicle charge points – No issues.**
Noted.

□. **Picnic area; open green-space; and woodland walks – Does this attract trips and are there walks through adjacent land that could lead to it becoming a destination recreation facility?**
This would be provided as an amenity for users of other aspects of the development (such as the HGV stop, amenity building, hotel, restaurants etc) and is simply making use of the remaining land available within the site boundary. There are no plans to open up the footpaths to adjacent land and the amenity would not be considered an attractor in its own right.

Given the above considerations, we would propose the following options for discussion:

1. Closing the central reservations along this stretch of road. This is likely to receive mixed opinions from the locals and require a traffic regulation. Alternatively, if deemed appropriate, 'No U-Turn' signage could be erected to prohibit U-turning movements without restricting any existing safe movements at the junction. Would Transport Scotland consider this as a viable option to address the concerns?
2. Only signing the services for northbound traffic. The site would still be visible to southbound drivers but they wouldn't have prior warning without signage (again, this may not have any effect on the 'locals' and drivers frequently passing the site but we have demonstrated that the volume of these trips and therefore risk is likely to be low)

I'd appreciate your views on the above options and whether Transport Scotland could be in a position to support the proposed development content given the additional information provide and with appropriate measures implemented to minimise the risk of drivers performing unsafe U-turns.

Thanks & Best Regards,

Redacted 11/2

Assistant Engineer
124 St Vincent Street, Glasgow, United Kingdom, G2 5HF

Direct Dial: Redacted 11/2
Main Office: +44 141 468 4205
Website: www.systra.co.uk

The SYSTRA logo consists of the word "SYSTRA" in a bold, red, sans-serif font. The letters are slightly shadowed, giving it a 3D appearance.

https://twitter.com/SYSTRA_LTD

Redacted 11/2

Redacted 11/2

From: Redacted 11/2
Sent:
To: Redacted 11/2
Cc:
Subject: RE: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Development Content Response - 30 August 2019

Afternoon Red
t

Thanks for your response, we will forward this on to Graham & Sibbald and gather their thoughts. Appreciate the offer of a meeting and we will get in touch asap to arrange a date that suits everyone's diaries.

Best Regards,

Redacted 11/2

Assistant Engineer
124 St Vincent Street, Glasgow, United Kingdom, G2 5HF

Direct Dial: Redacted 11/2
Main Office: +44 141 468 4205
Website: www.systra.co.uk



https://twitter.com/SYSTRA_LTD

Redacted 11/2

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From: Redacted 11/2
Sent: Friday, August 30, 2019 1:01 PM
To: R
e
d
Subject: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Development Content Response - 30 August 2019

Hi Reda
cted

Thank you for your reply dated 08 August acknowledging our concerns and the need for further concessions on the proposed development content.

Having given consideration to your email and further internal dialogue at Transport Scotland we would like to advise that we would be more likely to consider an application that comprises the following elements of development, drawn from the level of development you expressed in your correspondence:

- PFS;
- 2no. Drive-Thru units in line with consented southbound developments;
- Amenity & Welfare Building;
- HGV Truck Stop;
- EV Charge Points.

As requested we would be happy to attend another meeting to discuss further.

Thanks

Redacted 11/2

Quality Manager
Development Management
Network Operations
Roads Directorate

Redacted 11/2

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

transport.gov.scot



Transport Scotland, the national transport agency
Còmhail Alba, buidheann nàiseanta na còmhail

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Redacted 11/2

From: Redacted 11/2
Sent: 02 September 2019 15:51
To: Redacted 11/2
Subject: RE: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - TS Development Content Response to SC (2) - 02 September 2019

Hi Red
t

Thought that was the case but just wanted to double check.

Thanks,
Redacted 11/2
Planning Officer
Planning & Building Standards

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

Redacted 11/2

Please note my normal working days are Monday to Thursday

From: Redacted 11/2
Sent: 02 September 2019 15:48
To: Redacted 11/2
Subject: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - TS Development Content Response to SC (2) - 02 September 2019

Hi Redacted
11/2

Based on the development content presented so far, Transport Scotland would not be able to support the development if not reduced to this level.

Thanks
Redacted 11/2

Quality Manager
Development Management
Network Operations
Roads Directorate

Redacted 11/2

Transport Scotland
Buchanan House

58 Port Dundas Road
Glasgow
G4 0HF

transport.gov.scot



Transport Scotland, the national transport agency
Còmhail Alba, buidheann nàiseanta na còmhail

Please see our [privacy policy](#) to find out why we collect personal information and how we use it.

From R

Sent: 02 September 2019 15:45

To: Redacted 11/2

Subject: RE: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - TS
Development Content Response to SC - 02 September 2019

Hi Red
acte

Thank you for the update. I assume then that if the applicant is not agreeable to this then Transport Scotland would be objecting to the proposal as it stands?

Thanks,

Redacted 11/2

Planning Officer
Planning & Building Standards

Stirling Council

Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

Redacted 11/2

Please note my normal working days are Monday to Thursday

From: Redacted 11/2

Sent: 02 September 2019 15:29

To: Redacted 11/2

Subject: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - TS
Development Content Response to SC - 02 September 2019

Hi Redacte
d 11/2

Apologies for not updating you on progress. Transport Scotland provided a response on Friday 30 August advising SYSTRA that we would be more likely to consider an application that comprises the following elements of development only:

- PFS;
- 2no. Drive-Thru units in line with consented southbound developments;
- Amenity & Welfare Building;
- HGV Truck Stop;

- EV Charge Points.

This response was acknowledged and SYSTRA aim to inform their client and gather thoughts. We have offered a meeting to discuss if necessary and await a further response.

Thanks

Redacted 11/2

Quality Manager
Development Management
Network Operations
Roads Directorate

Redacted 11/2

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Buchanan House
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G4 0HF

transport.gov.scot



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From: Redacted 11/2

Sent: 02 September 2019 13:49

To: Redacted 11/2

Subject: FW: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Initial Comments on Development Content - 16 May 2019

Hi Red
acte

I was just wondering if there was an update to the consultation for the below application. I understand that the applicant has provided some further information below but I have not received a formal consultation response from TS as yet. Are you able to update me on how this consultation is progressing and when you would anticipate being in a position to formally respond to the consultation?

Thanks,
Redacted 11/2
Planning Officer
Planning & Building Standards

Stirling Council
Infrastructure

From: Redacted 11/2
Sent: 11 September 2019 11:08
To: Redacted 11/2
Cc:
Subject: RE: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Development Content Response - 30 August 2019

H Reda
t d

Just to confirm our available (or I should say unavailable) dates for a meeting on Kinbuck.

For myself and Redac , 16th / 26th(pm) / 27th(pm) / 1st October are out and
For Redacted 11/2 12th 13th and 19th were out the last time we spoke.

Anything that suits your diary outwith the above in the next couple of weeks would be great.

Regarding the potential for a reduced development content, subsequent to our previous meeting the client lodged a new application with the changes to the land use as per our understanding that only the leisure building was to be removed. This application was free, however, the requirement to submit a third application with a further reduced development content would cost our client in the region of £15k - £20k.

On this basis, could you confirm whether it would be a possibility for Transport Scotland to recommend the partial consent of the development for the land uses you note below?

Best Regards,

[Redacted]
Assistant Engineer
124 St Vincent Street, Glasgow, United Kingdom, G2 5HF

Direct Dial: +44 141 343 9697
Main Office: +44 141 468 4205
Website: www.systra.co.uk



https://twitter.com/SYSTRA_LTD
www.linkedin.com/company/36421

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From R
Sent: Friday, August 30, 2019 1:01 PM
To: Redacted 11/2

Cc:R

Subject: RE: A9 - NE682019 - Stirling - 19/00243/PPP/MIM - PPP - MUD - East of Kinbuck - GB Grove Ltd - Development Content Response - 08 August 2019

Good afternoon Red
t

Thank you for your comments, we take these on board and we will pass these on to the design team noting that there will have to be some further concessions with regards to the currently proposed development content.

We note that you have quoted our acknowledgement that it cannot be ruled out that people from Auchterarder, Blackford etc would not use the fast food / restaurant facilities. We would suggest that this has been taken out of context somewhat as we have caveated this comment with “an application for planning consent to erect a drive-through restaurant (class1 / class3) and associate parking on the land adjacent to the existing Shell PFS northeast of the site (19/00069/FUL). If granted, this would provide a suitable alternative for southbound traffic.”

We note from Stirling Council’s planning portal that this has in fact been granted permission, and that the permission extends to two drive-through units for southbound users. We also note that Transport Scotland has issued a response in favour of the development, subject to a condition to erect fencing.

We would therefore consider that the two drive-thru units (with the exception of the restaurant which could still be viewed as a trip generator) are appropriate and in line with other consented developments locally. We also consider that the provision of these units northbound would balance out the level of development which can be accessed from each carriageway, hence actually reducing the likelihood of undesirable U-turns. As mentioned, we acknowledge that it is challenging to rule out the restaurant as a destination on its own.

We would be keen to discuss your thoughts on the various other land uses to agree a level of development which Transport Scotland would be in a position to accept, and to pre-empt our client’s response to your comments, would seek another meeting with you to discuss this. I’m sure you’ll agree sitting down face-to-face would be much more beneficial in this case?

Subject to a discussion that we will need to have with our client but in cognisance of the above and the information relating to vehicle trip generation, we would propose the following level of development:

- PFS;
- 2no. Drive-Thru units in line with consented southbound developments;
- Amenity & Welfare Building;
- Hotel;
- HGV Truck Stop;
- EV Charge Points; and
- Picnic Area / Greenspace.

Thanks & Best Regards,
Redacted 11/2

Assistant Engineer
124 St Vincent Street, Glasgow, United Kingdom, G2 5HF

Direct Dial: Redacted 11/2
Main Office: +44 141 468 4205
Website: www.systra.co.uk

The logo for SYSTRA, featuring the word "SYSTRA" in a bold, red, sans-serif font.

Redacted 11/2

From: Redacted 11/2
Sent: 09 October 2019 09:52
To: Redacted 11/2
Cc:
Subject: Firs of Kinbuck, Meeting Note
Attachments: Meeting Minutes 07.10.19.pdf

Good morning all,

Please find attached a note of minutes from Monday's meeting on Firs of Kinbuck. Hopefully this covers all points raised but please feel free to highlight anything that I might have missed.

Best Regards,
Redacted 11/2

Assistant Engineer
124 St Vincent Street, Glasgow, United Kingdom, G2 5HF

Direct Dial: Redacted 11/2
Main Office: +44 141 468 4205
Website: www.systra.co.uk



https://twitter.com/SYSTRA_LTD

Redacted 11/2

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PURPOSE:	Discussion regarding acceptable development land-uses with Transport Scotland.		
Type of meeting:	INFORMATION		
Date of meeting:	07/10/2019	Author:	Redacted 11/2
Date of edition:	09/10/2019	No of pages: 2	
CLIENT:	GB Grove Ltd.		
PROJECT:	Firs of Kinbuck Roadside Services		

Agenda:

- 1 Discussion of previous meeting. Has anything changed / been missed?
- 2 Status of most recent application. There may be a need for the client to pay for a further application.
- 3 Transport Scotland's position on the proposed land-uses / development content.
- 4 Actions.

List of participants:

Full name	Organisation	Email Address	Present	Apologies	Distribution
Redacted 11/2	SYSTRA	Redacted 11/2	X		X
	SYSTRA		X		X
	Graham + Sibbald		X		X
	Transport Scotland		X		X
	Transport Scotland		X		X
	Transport Scotland		X		X



Contents of the meeting:

Item		Person Responsible
1	Leisure land-use as a “destination” focussed on during previous meeting, but other land uses also considered a destination.	
2	TS have concerns over consenting to certain aspects of the development content, as these could be missed during future applications.	
3	If current planning application can be amended to remove the destinations, then this would be TS preference.	Redacted 11/2
4	There is no requirement for re-consultation if application can be amended to remove destinations as long as no new land uses are brought forward.	
5	The acceptance of a hotel is dependent upon access being provided from both carriageways. Current application is for left-in / left-out access from northbound carriageway only.	
6	Re raises issue of possible confusion for people driving to the hotel for the first time unfamiliar with the road which could lead to unsafe U-turns in the central reserve gaps. Re asks about the effect of good quality signage to mitigate against this but TS concerned about individual incidents.	
7	TS does not have any programme to close central reserve gaps at this time.	
8	<p>The development will only be acceptable to TS if brought forward with the following land-uses:</p> <ul style="list-style-type: none"> • PFS; • 2no. Drive-Thru units • Amenity & Welfare Building; • HGV Truck Stop; • EV Charge Points. 	
9	Re suggested that there is the potential to survey turning movements in the central reserve gaps after “Phase 1” has been brought forward to understand the extent of impact, if any, phase 1 has on undesirable U-turns.	
10	TS can liaise with Stirling Council regarding the potential requirement to submit a new application.	DA
11	TS are content with the principle of the proposed access (to serve the land uses set out in Item 8) but that SYSTRA should confirm the design still complies with the recently updated DMRB (CD 123)	



From: Redacted 11/2
Sent: 02 March 2020 16:38
To: Redacted 11/2
Cc:
Subject: FAO Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020
Attachments: TRNPA1a_NE682019_1900243PPP.pdf

Dear Redacted
11/2

On behalf of Transport Scotland we would like to request a response timescale extension for application 19/00243/PPP, proposed Kinbuck Roadside Services development. Please be advised that we received the revised information and will respond as soon as possible.

I trust this is satisfactory, should you have any queries please don't hesitate to contact me at the details below.

Kind regards,

Redacted 11/2

Redacted 11/2
95 Bothwell Street, Glasgow, G2 7HX | www.jacobs.com

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For more information please visit <http://www.symanteccloud.com>

I acknowledge receipt of the planning application 19/00243/PPP/MIM for Proposed roadside services comprising Petrol Filling Station (sui generis), Truck Stop, Restaurants and Drive-thru (Class 3/sui generis), Amenity Building (Class 1 & 3 and ancillary uses), Hotel (Class 7), landscaping, access and ancillary works at Land Some 500 Metres South West Of Balhaldie Farm Dunblane which was received on 11/04/2019.

Planning Officer: Redacted 11/2

I am currently assessing the implications of the planning application on the trunk road but will not be able to respond within the normal timescale for the reasons stated below. I should therefore be obliged if you would extend the consultation period until this process is completed.

Reasons

Additional time required for assessment and consideration of proposals

Until the formal issue of a TR/NPA/2 this Notice must be taken as intent to respond recommending conditions relating to this application, or to refuse the application. On this basis the interest of the Transport Scotland, an agency of the Scottish Government, as a Statutory Body must be taken into account.

Redacte

e-mail: development_management@transport.gov.scot

28/02/2020

From: Redacted 11/2
Sent: 12 March 2020 16:56
To: Redacted 11/2
Subject: RE: FAO Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

Hi,

I have only just been passed this email. Could you give me an update on when I can expect a consultation response? I am aiming to take this to April committee and therefore would need to have my report prepared within the next couple of weeks.

Thanks,
Redacted 11/2
Planning Officer
Planning & Building Standards

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

Redacted 11/2

Please note my normal working days are Monday to Thursday

From: planningconsultations <planningconsultations@stirling.gov.uk>
Sent: 12 March 2020 16:47
To: Redacted 11/2
Subject: FW Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

From: Redacted 11/2
Sent: 02 March 2020 16:38
To: planningconsultations <planningconsultations@stirling.gov.uk>
Redacted 11/2
Subject: R - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

Dear Redacted
11/2

On behalf of Transport Scotland we would like to request a response timescale extension for application 19/00243/PPP, proposed Kinbuck Roadside Services development. Please be advised that we received the revised information and will respond as soon as possible.

I trust this is satisfactory, should you have any queries please don't hesitate to contact me at the details below.

Kind regards,
Redacted 11/2

95 Bothwell Street, Glasgow, G2 7HX | www.jacobs.com

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From: Redacted 11/2
Sent: 17 March 2020 11:59
To: Redacted 11/2
Subject: RE: Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

Hi Redacted
11/2

Apologies for the delayed response. We are consulting with Transport Scotland's Standards Branch and the A9 Area Manager regarding the access junction and will issue the response as soon as their comments have been finalised. Hopefully there won't be a problem meeting your timescales but I'll advise on any issues as soon as possible.

Kind regards,

Redacted
11/2
95 Bothwell Street, Glasgow, G2 7HX | www.jacobs.com

Redacted 11/2

From: Redacted 11/2
Sent: 23 March 2020 13:27
To: Redacted 11/2
Subject: RE: FAO Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

Hi Redacted
11/2

Thank you for the update. I look forward to your response on behalf of Transport Scotland.

Thanks,
Redacted 11/2
Planning Officer
Planning & Building Standards

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

Redacted 11/2

Please note my normal working days are Monday to Thursday

From: Redacted 11/2
Sent: 17 March 2020 11:59
To: Redacted 11/2

Subject: RE: FAO Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

Hi Redacted,
11/2

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Kind regards,

Redacted
11/2
95 Bothwell Street, Glasgow, G2 7HX | www.jacobs.com

From: Redacted 11/2
Sent: 12 March 2020 16:56
To: Redacted 11/2

Subject: [EXTERNAL] RE: FAO Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

Hi,

I have only just been passed this email. Could you give me an update on when I can expect a consultation response? I am aiming to take this to April committee and therefore would need to have my report prepared within the next couple of weeks.

Thanks,
Redacted 11/2
Planning Officer
Planning & Building Standards

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

T: 01786 233664

Please note my normal working days are Monday to Thursday

From: planningconsultations <planningconsultations@stirling.gov.uk>
Sent: 12 March 2020 16:47
To: Redacted 11/2
Subject: FW: FAO Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

From: Redacted 11/2
Sent: 02 March 2020 16:38
To: planningconsultations <planningconsultations@stirling.gov.uk>
Cc: R
Subject: Redacted 11/2 - A9 - NE/68/2019 - Stirling - 19/00243/PPP - Roadside Services - Firs of Kinbuck - GB Grove Ltd. - TR/NPA/1a - 02 March 2020

Dear Redacted
11/2

On behalf of Transport Scotland we would like to request a response timescale extension for application 19/00243/PPP, proposed Kinbuck Roadside Services development. Please be advised that we received the revised information and will respond as soon as possible.

I trust this is satisfactory, should you have any queries please don't hesitate to contact me at the details below.

Kind regards,

Redacted
11/2
95 Bothwell Street, Glasgow, G2 7HX | www.jacobs.com

Redacted 11/2

From: Redacted 11/2
Sent: 27 March 2020 16:43
To: 'planningconsultations@stirling.gov.uk'
Cc: Redacted 11/2
Subject: A9 - NE682019 - Stirling - 19/00243/PPP - PPP - MUD - East of Kinbuck - GB Grove Ltd - TR/NPA/2 - 27 March 2020
Attachments: TS Consultation Response - Kinbuck Roadside Services - March 2020.pdf; TRNPA2_NE682019_1900243PPP.pdf

FAO: Redacted 11/2

Application Reference: 19/00243/PPP

Proposed roadside services comprising Petrol Filling Station (sui generis), Truck Stop, Restaurants and Drive-thru (Class 3/sui generis), Amenity Building (Class 1 & 3 and ancillary uses), landscaping, access and ancillary works | Land Some 500 Metres South West Of Balhaldie Farm Dunblane

Hi Redacted
11/2

Further to your consultation request and considering the associated documents, please find attached the Transport Scotland response.

I trust this is satisfactory and will enable you to proceed, but any queries please let us know.

Thanks

Redacted 11/2

Quality Manager
Development Management
Network Operations
Roads Directorate

Redacted 11/2

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

transport.gov.scot



Transport Scotland, the national transport agency
Còmhdaill Alba, buidheann nàiseanta na còmhdaill

Redacted 11/2
Stirling Council
Teith House,
Kerse Road,
Stirling
FK7 7QA

Stirling Council
Reference:
19/00243/PPP

Transport Scotland
Reference:
NE/68/2019

Date: March 2020

Dear Mr. Redacted
11/2

A9 Roadside Services – Firs of Kinbuck – Application for Planning Permission in Principle – 19/00243/PPP

Introduction

This consultation response has been prepared by Jacobs in their role as Development Management Advisor and Auditor (DMAA) to Transport Scotland. The response addresses the revised proposals set out under application 19/00243/PPP for the proposed roadside services at Kinbuck. The response is primarily informed by the Transport Statement dated 21 January 2020.

Planning History

The proposed development is located adjacent to the northbound carriageway of the A9(T) approximately 1.5km east of Kinbuck village. Associated proposals were initially presented under application 18/00830/PPP, which was withdrawn on 11 April 2019. Application 19/00243/PPP has subsequently been brought forward and proposes the following elements:

- Filling station including 12 standard pumps and 2 HGV pumps;
- 2 drive-through fast food restaurants (330sqm each);
- Amenity and welfare building (2,000sqm);
- Truck stop area with parking for 50 HGVs;
- Electric vehicle charging points; and
- Picnic area, open space and woodland walks.

Jacobs acknowledge that the following elements have been removed in the current Transport Statement:

- Class 11, 4,000sqm leisure building;
- Class 7, 90-bedroom hotel; and
- Class 3, 800sqm restaurant.

OBSERVATION 1: Jacobs would highlight that although elements of the development proposals have been excluded from the assessment of transport impacts following consultation feedback, the current planning application, dated 03 April 2019, includes restaurant and hotel elements and does not specify the intended scale of individual development components. As such it is advised that conditions restricting development scale and composition to that assessed within the current Transport Statement are applied to any consent awarded by the Council.

Previous Consultation

Jacobs would highlight that several issues were raised by Transport Scotland during initial consultation discussions. These are recorded in SYSTRA's meeting minutes dated 09 October 2019 and summarised as follows:

- Transport Scotland have concerns regarding the inclusion of development elements representing destinations, including leisure, hotel and restaurant land uses;
- Based on the information available, the development can only be considered by Transport Scotland if limited to petrol filling station, drive-through units, amenity and welfare building, HGV truck stop, and EV charging points;
- Transport Scotland may require turning movements in the central reserve gaps to be surveyed after Phase 1 has been brought forward to assess the Phase 1 impact on instances of undesirable u-turns; and
- Transport Scotland are content with the principle of the proposed left-in/left-out only access proposals, subject to compliance with current DMRB standards (CD 123).

Access Proposals & Public Transport Provision

Public Transport Provision

The Transport Statement highlights the presence of existing bus stops to the north and south of the proposed development site, noting that although the walking distance to these stops is greater than the 400m threshold advised in PAN75, "due to the rural nature of the development and the relative margin with which the bus stops exceed the PAN75 distance guidelines, it cannot be ruled out that this form of travel to the site will occur – especially in the form of employment trips".

OBSERVATION 2: The distance to the nearest bus stops from the proposed access is approximately 700m to the north and 1km to the south. Jacobs would advise that given the use of these stops cannot be ruled out, it must be ensured that adequate non-motorised user (NMU) provision is delivered to facilitate safe access to services.

In noting this, Jacobs acknowledge that Section 6 of the Transport Statement, which includes details of a proposed Framework Travel Plan, advises that "there may be scope to improve upon the current limited bus services which route past the site with liaison with Stirling Council. It is also suggested that bus stops be incorporated into the development to encourage more sustainable public transport travel by employees of the various services within the site". Jacobs consider such measures to be acceptable in principle, subject to compliance with appropriate standards.

NMU Access

The Transport Statement advises that "there is currently provision for walking and cycling along the A9 northbound carriageway adjacent to the development site in the form of a narrow footway of approximately 1.0m in width which is set back from the road by around 1.5m by a grass verge". It is further advised that "it may be possible to widen out the footway by trimming the

overgrown verge on either side to provide a more adequate path"...Whilst there is provision currently for sustainable trips along the A9, the standard of the infrastructure in the vicinity of the site is such that SYSTRA would only expect confident and experienced pedestrians and cyclists to use the route".

Jacobs acknowledge that existing NMU provision is sub-standard. While it is suggested that enhancement measures would be possible, no detailed proposals appear to have been issued for consultation at this stage. It is advised that any proposed enhancement of existing NMU provision should be designed in accordance with appropriate standards and submitted for approval by Stirling Council in consultation with Transport Scotland as Trunk Road Authority.

OBSERVATION 3: Although the nearest bus stops to the proposed development are beyond the advised 400m distance threshold advised in PAN75, the use of these services cannot be ruled out. While Jacobs would not advise that new bus provision is required given the scaled back development composition and site location, it is considered necessary that existing NMU provision is brought up to standard to enable safe access to bus services. This enhancement should be undertaken as part of the proposed development and conditioned within any consent awarded by the Council.

In respect to this, it is acknowledged that existing NMU access provision serves northbound bus stops only, with no local crossing points in the vicinity of the site to facilitate access to southbound bus services. Jacobs agree that safe access is only possible to northbound services, subject to the enhancement of existing provision to achieve required design standards.

Vehicle Access

The Transport Statement advises that vehicle access proposals will be designed in compliance with DMRB standards acceptable to Transport Scotland and Stirling Council. It is intended that the development access will be left-in/left-out only, with the A9(T) northbound carriageway being the only point of access to the site.

OBSERVATION 4: As advised during the previous consultation stage, Transport Scotland have concerns regarding the potential for increased instances of undesirable u-turns as a result of the proposed development and have confirmed that there are currently no formal plans to close central reserve gaps in this area.

As such, it is considered necessary to undertake surveys of turning movements at central reserve gaps following the commencement of Phase 1 development operation (and prior to the opening of further development phases) to understand the impact of the proposed development on the number of undesirable u-turns taking place between the A9(T)/B8033 and A9(T)/A822 junctions. It is advised that this is conditioned as part of any consent awarded by the Council.

In respect to this, Jacobs would highlight that Phase 1 refers to the delivery of the Petrol Filling Station and Drive-Through elements, as advised in the Phasing Plan submitted under Drawing Number 448_004 Revision B, dated November 2018. The remaining proposed development components are advised as being brought forward under Phase 2.

General layout drawings have been provided in in Appendix A of the Transport Statement for consideration. These have been passed to Transport Scotland's Standards Branch and the Transport Scotland Area Manager for comment.

OBSERVATION 5: Jacobs would highlight that in consultation with Transport Scotland's Standards Branch it has been advised that the proposed access layout appears to be in accordance with DMRB CD 123 standards. However, this requires confirmation and

consideration should be given to CD 123 Table 5.26 – Merging Taper Lengths (On Dual Carriageways).

Accident Assessment

The Transport Statement advises that seventeen accidents have been recorded within 2km of the proposed site access in the last five years. Of this total, one accident resulted in a fatality (June 2018) and four accidents were recorded as serious (all occurring since June 2017). The Transport Statement advises that the fatality resulted from a three-vehicle accident involving two cars and a 7.5 tonne goods vehicle, occurring approximately 550m south-west of the proposed site access on the southbound carriageway. It was reported that loss of control was very likely to be a contributory factor.

The source of the accident data informing the Transport Statement has not been specified, however, following a review of Transport Scotland's accident data, Jacobs can confirm that the information presented is accurate. Jacobs would also note that three of the four serious accidents occurred within approximately 1km of the proposed development and that associated contributing factors were recorded as poor or defective road surface, failed to look properly and swerved.

Baseline Traffic Data & Traffic Growth

Traffic Data & Peak Periods

Baseline traffic data applied in the assessment has been obtained from the following Department for Transport (DfT) count sites:

- ATC 30731 at Glassinghall to the south-west of the proposed development; and
- ATC 724 at Balhaldie to the north-east of the proposed development, which includes a manual daily profile count from 18 September 2017.

OBSERVATION 6: Jacobs would highlight that Transport Scotland do not consider DfT traffic data to be an appropriate source for the assessment of trunk road traffic. It is advised that this information should typically be requested from Transport Scotland or obtained from the National Traffic Data System (NTDS). However, following a review by Jacobs the information used is considered to be sufficiently consistent with Transport Scotland count data and acceptable in this instance.

The Transport Statement assumes AM and PM peak periods of 08:00 to 09:00 and 16:00 to 17:00. It is advised that these have been determined from the applied DfT traffic data. Following a review of DfT and NTDS data, Jacobs consider the applied peak hours to be appropriate.

Traffic Growth

It is envisaged that the opening year for the proposed development will be 2023 and the Transport Statement advises that the following traffic scenarios have been assessed:

- Vehicle assignment to the 2017 ATC daily profile (DfT); and
- Vehicle assignment to the 2017 data factored up to an estimated year of opening of 2023 using an appropriate NRTF growth factor.

The Transport Statement advises that “to assess the most appropriate growth factor to apply to the ATC data, a previous Annual Average Daily Flow (AADF) count from 2007 (10 years prior) at the same counter can be compared which indicates an average growth of 7.3% over 10 years. This is in line with the NRTF high growth rate (1.087 for 2017 to 2023 flows) however in the interest of robustness when calculating the percentage impact of the development traffic, the central growth factor of 1.068 will be applied to the 2017 measured AADF to calculate the 2023 year of opening base flows – i.e. a lower level of growth will increase the relative percentage

impact of the development”. Jacobs consider the application of NRTF central growth to be robust in this instance.

Trip Generation

TRICS Assessment

As advised in Section 4 of the Transport Statement, vehicle trip generation for the proposed development is derived from TRICS. Jacobs acknowledge that TRICS outputs have been provided in Appendix B of the Transport Statement but would highlight that only summary results are included. As such, Jacobs cannot definitively comment on the appropriateness of all the selection parameters applied. Nevertheless, the information provided is considered sufficient for Jacobs to undertake a check of TRICS to confirm the validity of the data presented.

OBSERVATION 7: Following a review of TRICS and associated data for the proposed development, Jacobs would highlight the following points:

- Main Land Use 13 – ‘Petrol Filling Station’ and Sub Land Use A – ‘Petrol Filling Station’ have been applied in TRICS for the petrol filling station. Jacobs note that the selection is for petrol filling station only. Sub Land Use B is ‘Petrol Filling Station and Retail’ and would be appropriate if the intention is for retail to form part of this development element. In highlighting this Jacobs would advise that selection of Sub Land Use B would return higher trip rates.
- Main Land Use 06 ‘Hotel, Food and Drink’ and Sub-Land use E – ‘Road-Side Food (e.g. Little Chef)’ have been applied for the drive-through element rather than Sub Land Use J – ‘Drive Through Coffee Shop’. It appears that Sub Land Use J returns higher trip rates. Jacobs would also note that in checking trip rates under Sub Land Use E, higher trip rates than those presented were also determined.
- In calculating trip rates for the proposed amenity and welfare building Main Land Use 01 – ‘Retail’ and Sub Land Use – ‘Retail Park – Excluding Food’ have been applied. Jacobs would advise that if there is any intention for food retail to form part of the amenity and welfare building the estimated trip rates should be based on Sub Land Use L – ‘Retail Park – Including Food’ or another appropriate sub land use category.

Nevertheless, given the location and composition of the proposed development, Jacobs do not consider the application of the potentially higher trip rates noted above to impact the ultimate conclusions of the Transport Statement.

Pass-By & Shared Trips

The Transport Statement advises that “the majority of trips attracted to the site will be in the form of pass-by trips” and that only a small number will be new trips on the network “attracted to certain aspects of the site and in the form of employment travel”. As such, a 30% reduction to gross trip generation has been applied to the cumulative daily trip profile to account for this.

It is further advised that “In terms of pass-by trips which are diverted from the A9, SYSTRA again considers it reasonable and robust to both discount the entire trip generation of the petrol filling station and to reduce the remaining generation by a further 30% to account for trips which are already on the network. Given the lack of petrol filling station provision in Kinbuck, it may be the case that these residents will make specific journeys to the facility, however, the population of the village would mean these trips are negligible”.

Given the location and nature of the proposed development Jacobs consider the reductions applied to account for shared and pass-by trips to be acceptable in this instance.

Development & Employment Trip Generation

Table 4.5 of the Transport Statement summarises the estimated proposed development trip generation and the associated percentage impact on 2017 base and 2023 projected network traffic. For the 2023 opening year the impact has been calculated as 1.4% in the AM peak and 2.7% in the PM peak. In terms of total impact on the network, it is advised that between the hours of 07:00 and 19:00 the calculated traffic increase resulting from the proposed development would be 2.7%.

In terms of employment trip generation, it is advised that trips will primarily occur outside peak periods and will not contribute significantly to peak hour development trip generation. Jacobs consider this reasonable and agree that employment trip generation is likely to be negligible during peak times. Associated trip distribution has been determined from a gravity model considering an employment catchment area of approximately 40km around the proposed development, with a weighting applied for assessment purposes to account for the likelihood that “closer proximity locations will have a higher influence over employment trip generation despite smaller populations” ($\text{Employment \%} = \text{Population} / \text{Distance}^2$). Based on this a split of 17% north and 83% south is estimated. Jacobs consider the employment trip distribution methodology to be reasonable and appropriate for the purposes of this assessment.

The Transport Statement concludes that the impact of trips generated by the proposed development are “negligible based on the capacity of the road”. Based on the information provided, noting the observations made in respect to the determination of trip rates, Jacobs would agree that the assessment sufficiently demonstrates that traffic impacts from the proposed development are unlikely to be significant.

Supporting Measures

Public Transport Provision

Section 5 of the Transport Statement advises the intention to encourage existing bus services to divert via the proposed development “to increase the possibility of public transport trips to the site”. It is noted that “to encourage journeys by mode of public transport...infrastructure would have to be in place for both north and southbound bus trips. Whilst this is the case, it is necessary to provide a form of safe crossing to allow pedestrians access to the southbound services”. The following potential options are presented in relation to this:

- “A crossing could be provided in the vicinity of the existing Subway unit and Shell PFS northeast of the development to allow access to the existing bus stop in this location. Whilst it has been identified that a number of historic accidents have occurred in this area in recent years, the final location of the crossing may be brought closer to the development if it is deemed necessary by a detailed road safety audit”.
- “A crossing could be provided at Glassinghall Gateside to the existing bus stop in this location around 1.0km south-west of the development. Whilst this option provides economic benefit in that the infrastructure is already in place, it is noted that the distance to the site from this stop may discourage staff from choosing to travel by bus. It is also identified that there may be visibility implications for crossing pedestrians when there is a bus parked in the layby”.
- “A crossing and bus stop could be implemented directly adjacent to the southern boundary of the site to allow a much shorter walking distance for pedestrians with the crossing located north of the bus stop to prevent visibility issues”.

It is noted that all three options will be subject to a full Road Safety Audit and agreed with Stirling Council and Transport Scotland at the detailed design stage.

In considering these options the Transport Statement advises that SYSTRA's approved internal Road Safety Auditor has been consulted and the following recommendations have been made:

- "Option 3 provides the most suitable infrastructure for pedestrian road safety and to encourage sustainable travel by employees";
- "A stagger type crossing within the central reserve should be provided to direct pedestrians to be facing oncoming traffic when crossing"; and
- "After Option 3, Option 1 would be the next preferred solution given the closer proximity to the site than Option 2 and it is deemed that this solution will more effectively encourage sustainable transport by employees".

OBSERVATION 8: Jacobs acknowledge the pedestrian crossing proposals and initial road safety comments presented and consider such provision to be acceptable in principle. It is advised that this is conditioned as part of any consent awarded by the Council.

Parking

Although proposed car parking provision is regarded as a matter for consideration by the Council, Jacobs acknowledge that the Stirling Local Development Plan (LDP) and Local Transport Strategy (LTS) do not specifically reference parking standards for standalone sites such as the proposed development. The Transport Statement advises that proposed parking provision will consider LDP and LTS standards for town centre parking, "whilst also taking into consideration parking demand and the nature of multi-purpose trips between the various elements as well as ensuring that 6% of overall provision is dedicated to disabled access spaces".

Regarding the proposed truck stop, the Transport Statement advises that "parking for up to 50 HGVs will be provided on site which equates to more than 25% of the maximum recorded hourly HGV traffic and 3% of the daily A9 HGV volume (07:00 – 19:00) based upon the 2017 ATC data (DfT). Due to the site access arrangements not permitting right-turn movements into the development from the southbound carriageway of the A9, it will not be possible for HGVs travelling southbound on this carriageway to access and utilise the HGV parking on offer within the site". Jacobs consider the proposals presented to be acceptable.

Electric Vehicle Provision

The Transport Statement does not specify the number of electric vehicle charging points that will be brought forward under the development proposals, however, it is advised that a "significant number" will be delivered "over the breadth of the site to cater for the growing number of electrical/hybrid vehicles on UK road", and that the proposals will integrate well with Transport Scotland's Electric A9 scheme. Jacobs consider the proposals to be advisable.

Travel Plan

As noted, a Framework Travel Plan (FTP) has been included within the Transport Statement. This details various measures aimed at encouraging the use of more sustainable modes of travel and assist in mitigating traffic impacts associated with the proposed development. It is advised that the measures outlined in the FTP are "designed to encourage employees of the various services on the site to consider travelling by methods other than just the private car, particularly single occupancy car travel".

OBSERVATION 9: Jacobs consider the implementation of a Travel Plan and the measures proposed in the FTP to be appropriate in this instance. It is recommended that the Travel Plan is conditioned as part of any consent awarded by the Council.

Conclusions

Noting the comments set out in this response, based on the information provided, Transport Scotland would offer no objection to application 19/00243/PPP subject to the following conditions being applied to any consent awarded by the Council.

1. No development shall take place until fencing has been erected in a manner and position to be agreed with the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority. The fencing shall be provided and maintained by the developer or subsequent owner of the land along the boundary of the site with the trunk road.
 - Reason: To minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents.
2. Prior to the commencement of the development details of the lighting within the site shall be submitted for the approval of the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority.
 - Reason: To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished.
3. There shall be no drainage connections to the trunk road drainage system.
 - Reason: To ensure that the efficiency of the existing drainage network is not affected.
4. Before the occupation of the development, any footpath link must be approved and then constructed and completed to the satisfaction of the Planning Authority, after consultation with Transport Scotland, as the Trunk Road Authority.
 - Reason: To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road.
5. The proposed means of access to the trunk road shall be constructed to a layout and type (and method) of construction to be approved by the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority, before the development is commenced.
 - Reason: To ensure that the standard of access layout complies with the current standards and that the safety of traffic on the trunk road is not diminished.
6. Before the occupation of the development any pedestrian crossing must be approved and then constructed and completed to the satisfaction of the Planning Authority, after consultation with Transport Scotland, as the Trunk Road Authority.
 - Reason: To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road.
7. No part of the development shall be occupied until a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car has been submitted and approved in writing by the planning authority, after consultation with Transport Scotland, as the Trunk Roads Authority. This Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan.
 - Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN75 Planning for Transport.
8. Following the commencement of Phase 1 operation, and prior to the commencement of Phase 2 operation, turning movement surveys shall be carried out at central reserve gaps

between the A9(T)/B8033 and A9(T)/A822 junctions and issued for consideration by Transport Scotland, as the Trunk Road Authority

- Reason: To maintain safety for both the trunk road traffic and traffic moving to and from the development.
9. The development hereby permitted shall be limited to the content and associated scales assessed within the Transport Statement dated 21 January 2020.
- Reason: To restrict the scale of the development to that suited to the layout of the existing access and minimise interference with the safety and free flow of traffic on the trunk road.

Yours faithfully,

Redacted 11/2

Transport Scotland

Roads Directorate

Redacted 11/2

Response On Development Affecting Trunk Roads and Special Roads

The Town and Country Planning (Scotland) Act 1997

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

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

To Stirling Council Teith House, Kerse Road, Stirling, FK7 7QA	Council Reference:-	19/00243/PPP/MIM
	TS TRBO Reference:-	NE/68/2019

Application made by GB Grove Ltd per Graham + Sibbald, Daniel McLean 233 St Vincent Street Glasgow G2 5YQ and received by Transport Scotland on 11 April 2019 for planning permission for proposed roadside services comprising petrol filling, station (sui generis), truck stop, restaurants and drive-thru (class 3/sui generis), amenity building, (class 1 & 3 and ancillary uses), hotel (class 7), landscaping, access and ancillary works located at Land Some 500 Metres South West Of Balhaldie Farm Dunblane affecting the A9 Trunk Road.

Director, Roads Advice

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

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

TS Contact:-

Area Manager (A9) 0141 272 7100 Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF
--

Operating Company:-

NORTH EAST

Address:-

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

Telephone Number:-

01738 448600

e-mail address:-

NEplanningapplications@bearsotland.co.uk
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DETAILS of works necessary within the trunk road boundary:-

Vehicle access, footway enhancement and pedestrian crossing facility.

CONDITIONS to be attached to any permission the council may give:-

- 1 No development shall take place until fencing has been erected in a manner and position to be agreed with the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority
The fencing shall be provided and maintained by the developer or subsequent owner of the land along the boundary of the site with the trunk road .
- 2 Prior to the commencement of the development details of the lighting within the site shall be submitted for the approval of the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority.
- 3 There shall be no drainage connections to the trunk road drainage system.
- 4 Before the occupation of the development any footpath link must be approved and then constructed and completed to the satisfaction of the Planning Authority, after consultation with Transport Scotland, as the Trunk Road Authority.
- 5 The proposed means of access to the trunk road shall be constructed to a layout and type (and method) of construction to be approved by the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority, before the development is commenced.
- 6 Before the occupation of the development any pedestrian crossing must be approved and then constructed and completed to the satisfaction of the Planning Authority, after consultation with Transport Scotland, as the Trunk Road Authority.
- 7 No part of the development shall be occupied until a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car has been submitted and approved in writing by the planning authority, after consultation with Transport Scotland, as the Trunk Roads Authority. This Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan.
- 8 Following the commencement of Phase 1 operation, and prior to the commencement of Phase 2 operation, turning movement surveys shall be carried out at central reserve gaps between the A9(T)/B8033 and A9(T)/A822 junctions and issued for consideration by Transport Scotland, as the Trunk Road Authority.
- 9 The development hereby permitted shall be limited to the content and associated scales assessed within the Transport Statement dated 21 January 2020.

REASON(S) for Conditions (numbered as above):-

1	To minimise the risk of pedestrians and animals gaining uncontrolled access to the trunk road with the consequential risk of accidents
2	To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished
3	To ensure that the efficiency of the existing drainage network is not affected
4	To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road
5	To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished
6	To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road
7	To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport
8	To maintain safety for both the trunk road traffic and the traffic moving to and from the development
9	To restrict the scale of the development to that suited to the layout of the existing access and minimise interference with the safety and free flow of traffic on the trunk road

ADVISORY NOTES (to be passed to applicant):-

The applicant should be informed that the granting of planning consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland Roads Directorate . Where any works are required on the trunk road, contact details are provided on Transport Scotland's response to the planning authority which is available on the Council's planning portal

Trunk road modification works shall, in all respects, comply with the Design Manual for Roads and Bridges and the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect, signed by the design organisation

Trunk road modifications shall, in all respects, be designed and constructed to arrangements that comply with the Disability Discrimination Act: Good Practice Guide for Roads published by Transport Scotland. The developer shall provide written confirmation of this, signed by the design organisation.

The road works which are required due to the above Conditions will require a Road Safety Audit as specified by the Design Manual for Roads and Bridges

Transport Scotland Response Date:- 27-Mar-2020

Transport Scotland Contact:- Redacted
11/2

Transport Scotland Contact Details:-

Roads - Development Management

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

Telephone Number:

e-mail: development_management@transport.gov.scot

NB - Planning etc. (Scotland) Act 2006

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

Redacted 11/2

From: Redacted 11/2
Sent: 04 August 2020 12:40
To: Redacted 11/2
Cc:
Subject: 19/00243/PPP

Redacted 11/2

I just wanted to inform you that for the above application for roadside services at land south of Balhadie Farm, I had recommended refusal of the application on a number of policy grounds. However, members went against my recommendation and moved to approve the application subject to conditions. That would include conditions that were suggested by Transport Scotland. They have been included in my list to be approved by my line manager but I have not applied suggested condition 8. Given that we are approving the development as proposed, it would not be open to the Planning Authority to enforce any further conditions or changes with regard to road safety after phase 1 had been completed. This was explained in my report and verbally to members prior to them reaching their decision. I have also not included condition 9 as this is covered by the description of development and use classes proposed.

I also wanted to let you know that members have asked that an advisory notice is placed on the decision notice asking that the applicant, in conjunction with Transport Scotland, to look at a road safety strategy regarding signage in the vicinity of the development. We could not apply this as a condition as it is not competent under planning legislation do so and that is why it is to be added as an advisory.

Thanks,D
Redacted 11/2

Senior Planning Officer – Strategic Priorities
Planning & Building Standards

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling FK7 7QA

Redacted 11/2

Please note my normal working days are Monday to Thursday

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From: Redacted 11/2
Sent: 05 August 2020 16:44
To: Redacted 11/2
Subject: RE: 19/00243/PPP

Hi Red
acte

I have had a discussion with my Team Leader and Line Manager earlier regarding this condition. Can I just clarify with you the reason for the condition. Is the condition recommended purely to secure a traffic survey for monitoring purposes? If so what would be the planning reason for applying the condition? I just want to be clear on the reason why before it is included as we have to ensure that conditions are necessary to allow development to proceed, if the survey does not serve any purpose in terms of acceptability of the development in planning terms I would have reservations about including it.

I hope that makes sense but if you would like to discuss it perhaps we could get a chat at some point tomorrow?

Thanks,
Redacted 11/2

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From: Redacted 11/2
Sent: 05 August 2020 07:24
To: Redacted 11/2

Subject: RE: 19/00243/PPP

Hi Red
acte

That was not my interpretation of either observation 4 or the recommended condition 8. The inclusion of that condition suggested that there were perhaps further mitigation to be proposed after the survey of phase 1 prior to phase 2. I will discuss with my team leader this condition and let you know how we proceed.

The members were asking for us to include a condition requiring signage on the trunk road advertising the development and other road safety signs, this is not within the applicants control and therefore we could not condition this.

Thanks,
Redacted 11/2

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From R

Sent: 04 August 2020 15:42

To: Redacted 11/2

Subject: RE: 19/00243/PPP

Hi Redacted
11/2

Thanks for the update.

In terms of the recommended condition 8, this is only meant to be a condition to monitor traffic movements at the locations specified. It was not intended that there would be an obligation on the developer thereafter. Is there an opportunity at this stage to reconsider this?

Re: the advisory notice can you clarify why it is not competent under planning legislation to add as a condition?

Thanks

Redacted 11/2

Quality Manager

Development Management

Network Operations

Roads Directorate

Redacted 11/2

Transport Scotland

Buchanan House

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G4 0HF

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Transport Scotland, the national transport agency
Còmhdaill Alba, buidheann nàiseanta na còmhdaill

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From: Redacted 11/2
Sent: 04 August 2020 12:40
To: Redacted 11/2
Cc: Redacted 11/2
Subject: 19/00243/PPP

Red
acte

I just wanted to inform you that for the above application for roadside services at land south of Balhadie Farm, I had recommended refusal of the application on a number of policy grounds. However, members went against my recommendation and moved to approve the application subject to conditions. That would include conditions that were suggested by Transport Scotland. They have been included in my list to be approved by my line manager but I have not applied suggested condition 8. Given that we are approving the development as proposed, it would not be open to the Planning Authority to enforce any further conditions or changes with regard to road safety after phase 1 had been completed. This was explained in my report and verbally to members prior to them reaching their decision. I have also not included condition 9 as this is covered by the description of development and use classes proposed.

I also wanted to let you know that members have asked that an advisory notice is placed on the decision notice asking that the applicant, in conjunction with Transport Scotland, to look at a road safety strategy regarding signage in the vicinity of the development. We could not apply this as a condition as it is not competent under planning legislation do so and that is why it is to be added as an advisory.

Thanks,D
Redacted 11/2
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