

## Darren Westmacott

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**From:** Stephen Gauld <sg@wittets.co.uk>  
**Sent:** 18 May 2016 11:17  
**To:** Darren Westmacott  
**Subject:** RE: LR156: Planning Application 15/02016/PPP - Land Adjacent to Bracany, Bracany Park, Longmorn

Dear Mr Westmacott,

I refer to the correspondence forwarded in connection with the planning appeal, and would wish to comment as follows:

Letters from Mr McLaren

- The septic tank design would be certified by an engineer in accordance with the Building Standards, otherwise Building Warrant would not be granted. Access for emptying the tank would also be in accordance with the Building Standards

Letter from Mr Kearney

- The visibility from the junction is not affected by the timber fence or levels, and is understood to achieve visibility requirements for the 50mph speed limit. Both the junction to the A941 and the secondary junction are as existing when the other houses in Bracany Park were granted planning permission previously.
- The proposed site is of an equivalent size of plot, and would have similar amenity to that of existing dwellings. Screening at ground floor level would be by boundary fencing.

Letter from Mr and Mrs Davies

- The surfacing of the access is a joint responsibility, but the applicant would accept a condition that the surfacing and levels at the junction were upgraded to the satisfaction of Transportation

Letter from Mr and Mrs Roberts

- These issues have been addressed within the appeal submission, but in summary the gable of the annex has no windows, amenity would be controlled by the approved design and planning conditions, and the trees have been cleared to show the site as proposed to allow a more accurate representation when considered under the appeal. Other points raised are not relevant to planning issues

Transportation

- The appeal provides accident data for the Neil Miller garage junction as this is the only junction identified in the Local Plan. The response from Transportation refers to 10 accidents over the period 2011-2015 but includes accidents to the full extent of the 50 mph speed limit within the village, locations shown within the Accident data plan. Of these only two were near to the Neil Miller junction, and both were slight accidents, see Police reports.

In summary, it has been shown that a house can be accommodated on the site and any amenity issues can be controlled by planning condition. The restriction on the use of the Neil Miller junction for one additional plot is also considered by the appellant to be unreasonable as there are 19 dwellings which have already obtained planning permission using this junction, and there is also now a 50 mph speed limit within the vicinity of the junction.

It would be appreciated if these points could be highlighted within the appeal.

Regards,

Cynthia McKay  
for Wittets Ltd