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Summary

ITP Energised was appointed by Gladman Development Ltd to undertake a Preliminary Ecological Appraisal (PEA), comprising a desk study and extended Phase 1 habitat survey, and Preliminary Roost Assessment (PRA) for an area south of Low Road, Auchtermuchty (hereafter referred to as the 'Site'). The purpose of the survey was to document the habitats present within the Site and a 250m survey buffer (the 'Study Area') and determine the likely/potential presence of protected or otherwise notable species. As part of this, all structures and trees within the Survey Area were assessed for their ability to support roosting bats. The survey results are intended to facilitate the identification of potential constraints to development and where mitigation and/or further survey work may be required to inform a future planning application, as appropriate.

Turflundie Wood SAC (which is also an SSSI) is of international importance and is located 4.4km from the Site boundary. An additional three SSSIs, one LNR and four areas of ancient woodland were identified within 5km of the Site boundary. Due to the nature of the designations (habitat designations), it is unlikely that development of the Site would have significant impacts on these nature conservation designations.

Additionally, the Firth of Tay and Eden Estuary SPA and Ramsar is located 7km north of the Site boundary. It has been designated for a range of waterfowl and over-wintering birds, including pink-footed geese. Pink-footed geese are known to use surrounding agricultural land to feed on, throughout winter, but they are also recognised as being sensitive to disturbance from nearby roads and people. Because of its proximity to the A91 and surrounding residential housing to the north and east, the Site is unlikely to be used by pink-footed geese, with better quality habitat found elsewhere in the wider landscape.

The Site consists of arable land, currently being used to produce potatoes; therefore, it is unlikely that development of the Site would have significant impacts on important ecological features. Auchtermuchty Burn is a valuable habitat for surrounding species; after leaving the site, it becomes part of the River Eden, which is mentioned in the Fife LBAP. Auchtermuchty Burn is located at least 145m east of the Site boundary; as such it is unlikely that the Proposed Development would have significant impacts on the burn.

Japanese knotweed was recorded along Auchtermuchty Burn, 170m from the Site boundary. In the Fife LBAP Japanese knotweed is listed within the woodland ecosystem habitat action plan as an invasive field layer that reduces woodland biodiversity.

The connectivity of the Auchtermuchty Burn to the wider area provides suitable commuting and foraging habitat for otter. A spraint was identified on the Burn confirming otter use. However, no suitable areas for holt construction are available within the Site or 250m buffer. No further survey is considered necessary; however, good practice construction measures, including a pre-construction survey, are recommended.

Badger prints were identified on the farm track in the south-east of the Study Area, although no suitable sett building habitat was identified. Given the high mobility of badgers, good practice construction measures, including a pre-construction survey, are recommended.

Birds could nest within the scrub, hedgerows and treelines of the Site. As all birds and their nests are protected by the WCA (with Annex1/Schedule 1 offered additional protection), a pre-construction survey of all suitable habitat within the construction disturbance zone should be conducted no more than 48 hours before construction works begin.

1 Introduction

1.1.1 Overview

1.1.2 ITP Energised was appointed by Gladman Development Ltd to undertake a Preliminary Ecological Appraisal (PEA), comprising a desk study and extended Phase 1 habitat survey, and Preliminary Roost Assessment (PRA) for an area south of Low Road, Auchtermuchty (hereafter referred to as the 'Site'). The Site has central Ordnance Survey Grid Reference NO 23770 11431.

1.1.3 The purpose of the survey was to document the habitats present within the Site and a 250m survey buffer (the 'Study Area') and determine the likely/potential presence of protected or otherwise notable species. As part of this, all structures and trees within the Survey Area were assessed for their ability to support roosting bats. The work represents an update to a survey undertaken in August 2018 when the Site boundary was larger (ITP Energised, 2018). The Site boundary has since been reduced.

1.1.4 The survey results are intended to facilitate the identification of potential constraints to development and where mitigation and/or further survey work may be required to inform a future planning application, as appropriate.

1.1.5 This report describes the methods used to gather and record habitat and protected species baseline information for the Site and wider Study Area and summarises the findings of the survey. Where appropriate, further recommendations are outlined.

1.2 Site Description

1.2.1 The Site is comprised of arable land currently being used to grow potatoes (*Solanum tuberosum*). The survey buffer is predominantly comprised of improved grassland, amenity grassland, tree lines and residential areas. The Auchtermuchty Burn flows from north to south in the east of the Study Area. The Site is bounded to the north by Low Road (A91) and residential housing beyond, to the east by Carswell Wynd and further residential housing beyond, and to the south and west by further agricultural land.

1.3 Development Proposal

1.3.1 The survey was undertaken to inform a planning application for the redevelopment of the site for residential housing ('the Proposed Development').

2 Legislation, Policy and Guidelines

2.1.1 An overview of relevant legislation, policy and guidance is provided below.

2.2 Legislation

2.2.1 Full consideration has been given to all relevant nature conservation legislation when carrying out this assessment. This includes the following:

- The Conservation of Natural Habitats and Wild Flora and Fauna (the Habitats Directive) 1992 (92/43/EEC);
- Directive of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (2009/147/EC);
- The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended);
- Wildlife and Countryside Act 1981 (as amended);

- The Nature Conservation (Scotland) Act 2004 (as amended); and
- The Wildlife and Natural Environment (Scotland) Act 2011 (as amended).

2.3 Policy Framework

- 2.3.1 The policies set out in Appendix A are those relevant to nature conservation and include those from Scottish Planning Policy (Scottish Government, 2014); Planning Advice Note 60: Planning for Natural Heritage (Scottish Government, 2000); and the Fife Local Development Plan (LDP) (Fife Council, 2017).

2.4 Best Practice Ecological Guidance

- 2.4.1 As part of the baseline report, cognisance has been taken of the Chartered Institute of Ecology and Environmental Management (CIEEM) good practice guidelines and survey methods, notably the standard methods developed for Preliminary Ecological Appraisals (CIEEM, 2017) and Ecological Impact Assessment (CIEEM, 2018). Additionally, bat potential assessment follows standard Bat Conservation Trust (BCT) guidance (Collins, 2016) and Phase 1 habitat survey follows the standard Joint Nature Conservation Committee methodology (JNCC, 2010).

2.5 Biodiversity Priorities

Scottish Biodiversity List

- 2.5.1 Scottish Ministers created the Scottish Biodiversity List (SBL) (Scottish Government, 2013) in 2005 to satisfy the requirements under Section 2(4) of the Nature Conservation (Scotland) Act 2004 and assist public bodies in carrying out conservation of biodiversity, as well as to provide the general public with information regarding conservation within Scotland. The SBL comprises species and habitats listed using both scientific and social criteria. Only scientific criteria are considered relevant to this report. They include the following:

- All UK Priority Species present in Scotland;
- Species which Scotland has an international obligation to safeguard;
- All species defined as nationally rare at a UK level that are present in Scotland;
- Species with populations present (resident, wintering or breeding) in 5 or fewer 10km squares or sites in Scotland;
- All species that are endemic to Scotland;
- Any sub-species or race that is widely recognised and accepted by the scientific (or other relevant) community and that is endemic to Scotland, if it also meets one of the other criteria; and
- Natural and semi-natural habitats that are known to be particularly important for supporting assemblages of plant or animal groups that are data deficient, such as fungi, bryophytes, lichens, algae and invertebrates.

Local Biodiversity Reporting

- 2.5.2 The Fife Local Biodiversity Action Plan (LBAP) sets out nature conservation priorities and projects and aims to '*help to improve the condition of habitats and protect species; contribute to restoring and enhancing landscapes; further understanding of nature and tackle some of the threats that face local biodiversity; enable local people to take part in conservation initiatives on their doorstep; and help raise awareness about the value of the environment*' (Fife Biodiversity Partnership, 2013).

- 2.5.3 The adopted LBAP outlines six habitat action plans and those of relevance to the Site are:

- Freshwater and wetland ecosystem;
- Lowland and farmland ecosystem; and

- Woodland ecosystem.

Birds of Conservation Concern 4 (BoCC)

- 2.5.4 The leading government (JNCC) and non-government conservation organisations in the UK jointly reviewed the population status of the 246 bird species that are regularly found within the United Kingdom, using data from national monitoring schemes. This was most recently reviewed in 2015 (Eaton *et al.*, 2015). On the basis of seven quantitative criteria, each species has been placed on one of three lists, these being:
- 2.5.5 Red – red-listed species are those that are globally threatened, have had an historical population decline in the UK from 1800-1995, a rapid (> or = 50%) decline in UK breeding population over the past 25 years, or a rapid (> or = 50%) contraction of UK breeding range over the past 25 years;
- 2.5.6 Amber – amber-listed species have had a historical population decline from 1800-1995 but are recovering; population size has more than doubled over the past 25 years, a moderate (25-49%) decline in UK breeding population over the past 25 years, a moderate (25-49%) contraction of UK breeding range over the past 25 years, a moderate (25-49%) decline in UK non-breeding population over the past 25 years, or species with unfavourable conservation status in Europe also known as Species of European Conservation Concern (SPEC); and
- 2.5.7 Green – green-listed species have no identified threat to their population status.

3 Methods

3.1 Ecology Desk Study

- 3.1.1 The desk study component of the PEA was carried out using a range of publicly available information sources to provide an understanding of the ecological context of the Survey Area.
- 3.1.2 In terms of statutory nature conservation designations, the desk study identified any international and national designations, such as Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs) or Local Nature Reserves (LNRs) within 5km of the Site boundary. Only ecological (biological) features were considered relevant to the present study. Any non-statutory designations, such as Local Wildlife Sites (LWS), Sites of Interest for Nature Conservation (SINCs) or woodland areas included on the Ancient Woodland Inventory (AWI), were also identified within a 2km distance of the Site boundary.
- 3.1.3 Existing records for protected or otherwise notable species (e.g. SBL/LBAP priority species) were identified with a 2km distance of the Site boundary. Only records from the last 10 years were considered relevant to the study.
- 3.1.4 Data sources included the following organisations and online databases:
- Fife Nature Records Centre (Fife Nature Records Centre, 2019);
 - NBN Atlas (NBN Atlas, 2019);
 - Scottish Natural Heritage (SNH) SiteLink (SNH, 2019a); and
 - SNH Ancient Woodland Inventory (SNH, 2017).

3.2 Extended Phase 1 Habitat Survey

- 3.2.1 An extended Phase 1 Habitat survey was carried out on the Site and 250m buffer (access permitting) on the 13th August 2019, by a qualified and experienced ecologist, using the standard JNCC survey methodology (JNCC, 2010) to map each of the habitats present within the Survey Area. The vegetation was described in a series of georeferenced target notes (TNs), with plant nomenclature following

Stace (2010). Target notes were also produced to describe notable habitats too small to be mapped (i.e. <0.1ha).

3.2.2 The survey also recorded evidence of protected or otherwise notable species, as well as habitats or features with the potential to support such species within the Survey Area. Birds and other animals were identified and recorded on an *ad hoc* basis.

3.2.3 Whilst not a full botanical or protected species survey, the field walkover survey enables experienced ecologists to obtain an understanding of the ecology of a site, such that it is possible to:

- Confirm the nature conservation significance of a site and assess whether the potential for impacts on habitats/species is likely to represent a material consideration in planning terms; or
- Establish the scope and extent of any additional specialist ecological surveys that may be required, before such a confirmation can be made.

3.3 Preliminary Roost Assessment

3.3.1 The Site and a 30m buffer (access permitting) were surveyed to identify potentially valuable roosting features for bats, following current BCT guidelines (Collins, 2016).

3.3.2 All trees and structures within the Survey Area were inspected from ground level (using binoculars, where appropriate) for evidence of bats; e.g. bat corpses, droppings, feeding remains, scratch marks, and urine and grease staining. In addition, the survey also recorded features with potential suitability to support roosting bats, for example, woodpecker holes, rot holes, hazard beams, cankers and knot holes.

3.3.3 The need for further survey work was determined following the iterative process outlined in the BCT guidelines (Collins, 2016).

3.4 Survey Limitations

Extended Phase 1 habitat survey

3.4.1 Sections to the north and east of the Study Area comprised residential housing and businesses. No access was available to those areas.

Preliminary Roost Assessment

3.4.2 Bats do not always leave visible signs on the outside of roosting locations and, if present, these signs can often be removed through adverse weather conditions. Therefore, the absence of bat evidence does not necessarily equate to the absence of roosting bats.

3.4.3 Due to the limitations of what is known about the ecology of tree-roosting bats, it is arguable that all trees with bat roosting potential should be considered part of a resource that will be used at one time or another by tree-roosting bats, to determine the extent of impacts. Survey work on individual trees may confirm presence but is unlikely to conclusively confirm absence. Precautionary measures are likely to still be required during works, even where surveys have not identified occupancy.

4 Results

4.1 Desk Study

Nature Conservation Sites

4.1.1 See Figure 1 for statutory and non-statutory sites designated for nature conservation, identified within the 5km search area.

- 4.1.2 Five designations, covering four nature conservation areas, of international or national importance, are present within 5km of the Site (Table 1).

Table 1: Statutory Nature Conservation Designations within 5km of the Site Boundary

Site Name	Designation	Distance from Site	Description
Black Loch (Abdie)	SSSI	4.1 km NE	The SSSI is designated for the following biological features: <ul style="list-style-type: none"> • Mesotrophic loch; and • Open water transition fen.
Turflundie Wood	SAC	4.4km NW	The following Annex II species are a primary reason for selection of the SAC: <ul style="list-style-type: none"> • Great crested newt (<i>Triturus cristatus</i>).
	SSSI		The SSSI is designated for the following biological features: <ul style="list-style-type: none"> • Amphibian assemblage; and • Great crested newt.
Lochmill Loch	SSSI	4.6 km N	The SSSI is designated for the following biological features: <ul style="list-style-type: none"> • Lowland dry heath; and • Mesotrophic loch Freshwater habitats.
Birnie and Gaddon Lochs	LNR	4.6 km E	The LNR is located within restored sand and gravel workings and comprises twin lochs, and the reserve supports a diverse range of bird and plant species as well as otters (<i>Lutra lutra</i>), bats and red squirrels (<i>Sciurus vulgaris</i>).

- 4.1.3 The desk study did not identify any further statutory designated sites of national or international importance within 5km of the Site, or statutory local sites within a 2km distance, respectively:

- 4.1.4 One non-statutory nature conservation designation, Auchtermuchty Common Local Wildlife Site, was identified within 2km of the Site boundary. Additionally, five areas of Ancient Woodland were identified within the 2km desk study search area. Some of the ancient woodland designations are part of one woodland; however, the varying woodland types account for the separate designations; see Table 2.

Table 2: Non-Statutory Nature Conservation Designations within 2km of the Site Boundary

Name	Designation	Distance from Site	Description
Auchtermuchty Common	Local Wildlife Site	1.3km N	Auchtermuchty Common comprises unimproved neutral grassland, unimproved acid grassland and marshy grassland. The habitat types are rare in Fife.
Craigowerhouse	Ancient Woodland	1km N	Category 2b (long-established woodland of plantation origin).
Colin's Wood	Ancient Woodland	1.3 km N	Category 2b (long-established woodland of plantation origin).
Newton	Ancient Woodland	1.8 km NW	Category 1b (long-established woodland of plantation origin).
Newton	Ancient Woodland	1.8 km NW	Category 3 (other).

Invasive Species

- 4.1.5 Japanese knotweed (*Fallopia japonica*) is the only non-native invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) to have been recorded within 2km of the Site boundary.

Terrestrial Animals

- 4.1.6 Data obtained from the Fife Nature Records Centre (2019) provided records of 11 protected or otherwise notable species within 2km of the Site boundary; see Table 3.

Table 3: Protected or Otherwise Notable Species

Common Name	Scientific Name	Protection	Details
Brown hare	<i>Lepus europaeus</i>	Wildlife and Countryside Act 1981 (as amended)	Six records of hare have been recorded within 2km of the Site boundary. The closest is located 0.46km north-west of the Site boundary, recorded in 2015
Badger	<i>Meles meles</i>	Protection of Badgers Act 1992	Six records of badger have been recorded within 2km of the Site boundary. The closest is located 1.17km north-east of the Site boundary, recorded in 2016
Red squirrel	<i>Sciurus vulgaris</i>	Wildlife and Countryside Act 1981 (as amended)	Eight records of red squirrel have been recorded within 2km of the Site boundary. The closest is located 0.82km north-west of the Site boundary, recorded in 2011
Otter	<i>Lutra lutra</i>	Conservation (Natural Habitats, &c.) Regulations 1994 (as amended)	Nine records of otter have been recorded within 2km of the Site boundary. The closest is located 1.1km west of the Site boundary on Barroway Burn, recorded in 2010
Water vole	<i>Arvicola amphibius</i>	Wildlife and Countryside Act 1981 (as amended)	A sole record of water vole was recorded 1.92km south-west of the Site boundary in 2010
Pine marten	<i>Martes martes</i>	Wildlife and Countryside Act 1981 (as amended). Certain methods of killing or taking pine martens are illegal under the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended)	A sole record of pine marten was recorded at the east of the Site boundary in 2015
Common pipistrelle	<i>Pipistrellus pipistrellus</i>	Conservation (Natural Habitats, &c.) Regulations 1994 (as amended)	A sole record of common pipistrelle was recorded 1.75km north-east of the Site boundary in 2016

Common Name	Scientific Name	Protection	Details
Soprano pipistrelle	<i>Pipistrellus pygmaeus</i>	Conservation (Natural Habitats, &c.) Regulations 1994 (as amended)	A sole record of soprano pipistrelle was recorded 1.75km north-east of the Site boundary in 2016
Pipistrelle species	<i>Pipistrellus sp.</i>	Conservation (Natural Habitats, &c.) Regulations 1994 (as amended)	Two records of pipistrelle species were recorded within 2km of the Site boundary. The closest was located 0.55km north-west of the Site boundary, recorded in 2010
Slow worm	<i>Anguis fragilis</i>	Wildlife and Countryside Act 1981 (as amended)	A sole record of slow worm was recorded 0.54km north-west of the Site boundary in 2012
Common frog	<i>Rana temporaria</i>	Wildlife and Countryside Act 1981 (as amended)	A sole record of common frog was recorded 1.32km north of the Site boundary in Auchtermuchty Common LWS, recorded in 2013

4.1.7 No records of great crested newt (GCN) or suitable habitat were identified in the desk study. There are no water bodies within 500m of the Site boundary that could be used for breeding by GCN. The closest record of GCN is located approximately 4.4km north-west of the Site boundary at Turflundie Woods SAC and SSSI.

4.1.8 The desk study identified eight species of birds listed under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) and four species listed within Annex 1. Of the bird species records returned by the desk study, a further 18 are BoCC Red-listed, 22 birds are Amber-listed and 27 of these species are listed in the SBL; see Table 4.

Table 4: Birds Identified within 2km of the Site Boundary

Common Name	Scientific name	Annex 1	Schedule 1	SBL	Birds of Conservation Concern
Barn Owl	<i>Tyto alba</i>		X	X	Green
Black-headed gull	<i>Chroicocephalus ridibundus</i>			X	Amber
Bullfinch	<i>Pyrrhula pyrrhula</i>			X	Amber
Crossbill	<i>Loxia curvirostra</i>		X		
Common Gull	<i>Larus canus</i>				Amber
Cuckoo	<i>Cuculus canorus</i>			X	Red
Curlew	<i>Numenius arquata</i>			X	Red
Dipper	<i>Cinclus cinclus</i>				Amber
Dunnock	<i>Prunella modularis</i>			X	Amber
Fieldfare	<i>Turdus pilaris</i>		X		Red
Grey Partridge	<i>Perdix perdix</i>			X	Red
Grey Wagtail	<i>Motacilla cinerea</i>				Red
Greylag Goose	<i>Anser anser</i>				Amber
Herring Gull	<i>Larus argentatus</i>			X	Red

Common Name	Scientific name	Annex 1	Schedule 1	SBL	Birds of Conservation Concern
House Martin	<i>Delichon urbicum</i>				Amber
House Sparrow	<i>Passer domesticus</i>			X	Red
Kestrel	<i>Falco tinnunculus</i>			X	Amber
Kingfisher	<i>Alcedo atthis</i>	X	X	X	Amber
Lapwing	<i>Vanellus vanellus</i>			X	Red
Lesser Black-backed Gull	<i>Larus fuscus</i>				Amber
Linnet	<i>Linaria cannabina</i>			X	Red
Mallard	<i>Anas platyrhynchos</i>				Amber
Meadow Pipit	<i>Anthus pratensis</i>				Amber
Merlin	<i>Falco columbarius</i>	X	X	X	Red
Mistle Thrush	<i>Turdus viscivorus</i>				Red
Mute swan	<i>Cygnus olor</i>				Amber
Oystercatcher	<i>Haematopus ostralegus</i>				Amber
Peregrine	<i>Falco peregrinus</i>	X	X	X	
Pink-footed Goose	<i>Anser brachyrhynchus</i>				Amber
Redwing	<i>Turdus iliacus</i>		X	X	Red
Reed Bunting	<i>Emberiza schoeniclus</i>			X	Amber
Siskin	<i>Spinus spinus</i>			X	
Skylark	<i>Alauda arvensis</i>			X	Red
Snipe	<i>Gallinago gallinago</i>				Amber
Song Thrush	<i>Turdus philomelos</i>			X	Red
Spotted Flycatcher	<i>Muscicapa striata</i>			X	Red
Starling	<i>Sturnus vulgaris</i>			X	Red
Stock Dove	<i>Columba oenas</i>				Amber
Swift	<i>Apus apus</i>			X	Amber
Tree sparrow	<i>Passer montanus</i>			X	Red
Whooper swan	<i>Cygnus cygnus</i>	X	X	X	Amber
Willow Warbler	<i>Phylloscopus trachilus</i>				Amber
Yellowhammer	<i>Emberiza citrinella</i>			X	Red
Bean Goose	<i>Anser fabalis</i>			X	Amber

4.1.9 It should be noted that all breeding bird species are protected under the Wildlife and Countryside Act 1981 (as amended).

4.2 Phase 1 Habitat Survey

4.2.1 The results of the habitat survey are presented below and shown in Figure 2, which illustrates the location and extent of all habitat types recorded within the Site boundary and 250m survey buffer. The area north and east of the Site boundary comprises residential housing and businesses as well as roads which has been mapped as 'other'. Target note (TN) locations are also shown and described in

Appendix B, Table 1. See Appendix C for a full species list, where the scientific names of plants mentioned below are also provided.

4.2.2 The following 16 habitat types are present within the Study Area and are described below:

- Dense scrub;
- Broad-leaved parkland/scattered trees (tree lines);
- Coniferous parkland/scattered trees (tree lines);
- Mixed parkland/scattered trees (tree lines);
- Improved-grassland;
- Poor semi-improved grassland;
- Running water;
- Arable land;
- Amenity grassland;
- Species-poor intact hedge;
- Species-poor defunct hedge;
- Fence;
- Wall;
- Dry ditch;
- Buildings; and
- Other (residential housing, businesses and roads).

Dense scrub

4.2.3 An area of dense scrub is present along the edge of Auchtermuchty burn, south of Orchard Flat. The scrub is dominated by butterfly-bush, bramble, hawthorn and common snowberry. The ground vegetation comprises bracken, common wormwood, canary-grass, common streamside monkeyflower, great willowherb, broadleaved dock, bride wort, forget-me-not and common nettle (TN6). There is also a stand of Japanese Knotweed at the south of the dense scrub (TN20).

Broad-leaved parkland/scattered trees (tree lines)

4.2.4 Broad-leaved scattered trees line the Auchtermuchty Burn in the east of the Study Area and comprise sycamore, horse chestnut, ash, rowan, hornbeam, elm and copper beach. The understory comprises ivy, bramble, rosebay willowherb, laurel and honeysuckle (TN7).

4.2.5 A broad-leaved tree line is present along the east of the Site boundary and comprises rowan, elder and silver birch. The understory is dominated by holly-leaved berry, bramble and California privet (TN21).

Coniferous parkland/scattered trees (tree lines)

4.2.6 A coniferous tree line, comprising Sitka spruce and gorse, is present along the eastern edge of the residential area located west of the Site boundary (TN3).

Mixed parkland/scattered trees (tree lines)

4.2.7 A mixed tree line is present along the side of the B936 in the east of the Study Area. Species include field maple, Scots pine, hornbeam, sycamore, rowan, oak and silver birch (TN19).

Improved-grassland

- 4.2.8 An area of improved grassland is present in the south of the Study Area and comprises cocks foot, ribwort plantain, Yorkshire fog and common bent (TN12).

Poor semi-improved grassland

- 4.2.9 Poor semi-improved grassland is present south-east of the Site and comprises Yorkshire fog, perennial rye-grass, common bent, broad-leaved dock, ribwort plantain, ragwort and creeping thistle (TN11).
- 4.2.10 A section of poor semi-improved grassland is also present along the north of the arable land growing potatoes and comprises lacy phacelia, wild-oat, common nettle, cleavers and dandelion.

Running water

- 4.2.1 The Auchtermuchty Burn arises from the residential area (TN5) in the north-east and flows south towards the south-east corner of the Study Area. Auchtermuchty Burn is part of the River Eden catchment.

Arable land

- 4.2.2 The Site is comprised of arable land currently being used to grow potatoes (TN1). The area to the south and west is also predominantly arable land, used for growing wheat (TN17) and barley (TN15).

Amenity grassland

- 4.2.3 In the east of the Study Area, there is a strip of amenity grassland along the Auchtermuchty Burn (TN8). Species include common dandelion, common daisy, broad-leaved dock, ribwort plantain, common nettle and perennial rye-grass. The area is regularly mown and there is also a small play park on the eastern perimeter.

Species-poor intact hedge

- 4.2.4 Beech hedges are present throughout the east of the Study Area, within the areas of amenity grassland. There are single hornbeam trees present periodically along each hedge.

Species-poor defunct hedge

- 4.2.5 A defunct hawthorn hedge is present along the dry ditch in the south of the Study Area.

Fence

- 4.2.6 Fences are present throughout the Study Area, predominantly around the perimeters of the arable land, improved grassland and semi-improved grassland.

Wall

- 4.2.7 A stone wall is present along the north of the Site, on the south side of Low Road, with ivy growing along it (TN4). Stone walls are also present along the Auchtermuchty Burn (TN5).

Dry ditch

- 4.2.8 Two dry ditches are present at the south of the Study Area and lead to the Barroway Burn, outwith the Study Area. They were both dry at the time of survey, have steep sides and are overgrown with poor semi-improved grassland, comprising perennial rye-grass, Yorkshire fog, cock's-foot, common nettle, broad-leaved dock, common hogweed, cleavers, rosebay willowherb, creeping thistle and bramble. Common reed was also present on the ditch furthest west (TN18).

Buildings

- 4.2.9 A former farm out building is present in the south-east of the Study Area; this building is partially collapsed (TN10).

Other

- 4.2.10 There are large expanses of hard standing in the north and east, comprising private housing, gardens, businesses and roads (TN21).

Invasive non-native species

- 4.2.11 A stand of Japanese knotweed, listed on Schedule 9 of the Wildlife and Countryside Act 1981, was recorded along the Auchtermuchty Burn, approximately 1 x 3m in size (TN20).

4.3 Protected or Otherwise Notable Species

Otter

- 4.3.1 A spraint, comprising fish bones, was identified on a rock within the Auchtermuchty Burn (TN9). Given the flat topography, steep stone walls along the northern section and amenity grassland and agricultural land along the south of the Burn, there is no suitable habitat for holt construction within the Study Area.

Badger

- 4.3.2 Badger prints were identified on the farm track in the south-east of the Study Area (TN14 and TN15). Given the high mobility of badgers, they could commute and forage throughout the Study Area. However, given the flat topography and dominance of agricultural land, there is no habitat suitable for sett building.

Water Vole

- 4.3.3 No incidental evidence of any water vole activity was recorded during the survey. The dry ditches within 250m of the Site were dry/drying-out, overgrown and suboptimal for water voles at the time of survey. The Auchtermuchty Burn has steep stone walls along each bank in the northern section of the Site, making this section of the burn unsuitable for water vole. The section of the Auchtermuchty Burn furthest south, 150m east of the Site boundary, is surrounded by amenity grassland and is considered suitable for water voles. No suitable habitat to support water vole is present within 50m of the Site boundary and water voles are therefore unlikely to be present within the Site or a 50m distance.

Red Squirrel

- 4.3.4 No incidental evidence of red squirrel activity was recorded during the survey. The Site is considered unsuitable for squirrels, due to limited and fragmented suitable habitat; squirrels are most suited to coniferous woodland, which is not present within the Study Area. The presence of this species is therefore considered unlikely.

Reptiles and Amphibians

- 4.3.5 No evidence of reptile or amphibian species was recorded during the survey. No suitable habitat, such as standing water suitable for breeding great crested newt (*Triturus cristatus*), was recorded.

Birds

- 4.3.6 No bird species were recorded during the survey. A range of bird species may make use of the areas of scrub, hedgerows and trees for nesting during the breeding season from March to August, inclusive.

Bats

- 4.3.7 No potential roosts were recorded within the Site or 30m buffer during the survey.
- 4.3.8 The buildings within 30m of the Site boundary are modern and lack features for roosting bats and, as such, have negligible potential to support roosting bats (TN2). Additionally, the trees within 30m of the Site boundary are young and lack features, such as rotten cavities and lifting bark, which could be used by roosting bats and therefore are assessed to have negligible potential to support roosting bats.
- 4.3.9 A number of habitats recorded in the Study Area were noted as providing suitable foraging and commuting habitat for bats; these include:
- Tree lines;
 - Hedgerows; and
 - Watercourses (i.e. the Auchtermuchty Burn).

5 Conclusion

5.1 Nature Conservation Designations

- 5.1.1 As reported in the baseline section, there is one area of international importance within the 5km search radius of the Site: Turflundie Wood SAC and SSSI. Turflundie Wood is located 4.4km north-west from the Site boundary and is designated for Great Crested Newt (GCN). GCN will typically travel up to 500m from their breeding pond. Therefore, owing to the distance from Site (4.4km), it is unlikely that development of the Site would have significant impacts on this nature conservation area.
- 5.1.2 There are three SSSI designations and one LNR designation within 5km of the Site (including Turflundie Wood, mentioned above). Due to the nature of the designations (i.e. habitat designations), it is unlikely that development of the Site would have significant impacts on these nature conservation areas.
- 5.1.3 The Firth of Tay and Eden Estuary SPA and Ramsar is located 7km north of the Site boundary. It has been designated for a range of waterfowl and over-wintering birds, including pink-footed geese. Pink footed geese are known to use surrounding agricultural land to feed on throughout winter, but they are also recognised as being sensitive to disturbance from nearby roads and people (RSPB, 2019). Because of its proximity to the A91 and surrounding residential housing to the north and east, the Site is unlikely to be used by pink-footed geese, with better quality habitat found elsewhere in the wider landscape.
- 5.1.4 As reported in the baseline section, there are four areas of ancient woodland and one Local Wildlife Site within 2km of the Site boundary. However, owing to the spatial separation from the proposed development (at least 1km) it is unlikely that development of the Site would have any significant impacts on these areas.

5.2 Habitats

- 5.2.1 The Site consists of arable land, currently being used to produce potatoes; therefore, development of the Site will not result in a direct loss of habitats of nature conservation significance.
- 5.2.2 The Auchtermuchty Burn is a valuable habitat for surrounding species; it is part of the Eden catchment, which is mentioned in the Fife LBAP. Auchtermuchty Burn is located at least 145m east of the Site boundary, as such it is unlikely that the Proposed Development would have significant impacts on the burn.

- 5.2.3 Japanese knotweed was recorded along the Auchtermuchty Burn, 170m from the Site boundary. This is outwith the likely construction disturbance zone and therefore is not considered a constraint to development.

5.3 Protected or Otherwise Notable Species

Otter

- 5.3.1 The connectivity of the Auchtermuchty Burn to the wider area provides suitable commuting and foraging habitat for otter. A spraint was identified on the Burn confirming the use by otter. However, no suitable areas for holt construction are available within the Site or 250m buffer. No further survey is considered necessary; however, the following good practice measures should be implemented during any of the proposed construction works (SNH, 2019b):

- Cap any exposed pipe systems when contractors are off site and provide exit ramps from any exposed trenches or holes (to prevent otters entering and becoming trapped); and
- A pre-construction survey, to check for any new holts or resting places that may arise since the original survey, should be carried out immediately prior to construction work commencing.

Badger

- 5.3.2 Badger prints were identified on the farm track in the south-east of the Study Area, although no suitable sett building habitat was identified. Given the high mobility of badgers the following good practice measures should be implemented during any of the proposed construction works (SNH, 2019c):

- Cover any trenches at the end of each working day, or include a means of escape for badgers;
- Cap temporarily exposed pipe systems out of work hours; and
- A pre-construction survey, to check for any new setts that may arise since the original survey, should be carried out immediately prior to construction work commencing.

Water Vole

- 5.3.3 Habitats within 50m of the site boundary are suboptimal for water voles. As such, further survey is not considered to be required.

Red Squirrel

- 5.3.4 Red squirrels have been recorded in the local area, as reported in the desk study; however, the habitats within the Site and adjacent areas comprise agricultural land, fragmented tree lines and residential housing, and they are considered suboptimal to red squirrels. As such, no dedicated red squirrel survey is considered necessary.

Birds

- 5.3.5 Birds could nest within the scrub, hedgerows and tree lines; therefore a pre-construction survey of all suitable habitat should be conducted no more than 48 hours before construction works begin. All birds and their nests are protected by the WCA (with Annex1/Schedule 1 offered additional protection).

Bats

- 5.3.6 The tree lines and buildings around the Site and 30m buffer are comprised of trees and housing with negligible bat roost potential. No further dedicated survey is considered necessary.

Other

- 5.3.7 As no evidence of reptile or amphibian species or suitable habitat was recorded during the survey, no further survey is considered necessary.

5.4 Biodiversity Enhancements

- 5.4.1 If areas of the Site become available for enhancement through habitat creation and management, they should be considered to promote surrounding biodiversity. Enhancement measures could include:

Boundary Features

- 5.4.2 It is recommended that, where practicable, any undeveloped areas of the proposed development are managed to provide habitat for small mammals and invertebrates. This could be achieved by planting native and beneficial plant species.
- 5.4.3 It is additionally recommended, where practicable, that a gap of approximately 20 to 30 cm could be left at the bottom of boundary fencing to allow the passage of small mammals.

Landscape Planting

- 5.4.4 Native planting throughout the development can be beneficial and often improve the biodiversity of an area by encouraging, e.g. nectivorous invertebrates (e.g. butterflies, moths and bumblebees) and providing shelter and food for larvae, adult insects and flying insects, which in turn, may encourage small mammals, bats and birds into the Site. Species which encourage nocturnal insects (such as honeysuckle) can also be valuable for bats and by incorporating native, edible fruit and berry-bearing plant species, this will encourage further use of the Site by birds, small mammals, badger and invertebrates.
- 5.4.5 Street trees and hedges can also be valuable to birds, bats and other mammals within an urban setting, by providing not only further foraging opportunities, but also a buffer from artificial light and can often connect important features and habitats.

Protection of Existing Habitats

- 5.4.6 It is recognised that future development of the land will result in permanent land-use change, and some direct habitat loss (i.e. agricultural resource), and may have the potential to negatively affect the scattered trees through accidental damage and/or felling. To reduce the potential magnitude of this effect, and to be consistent with local planning policy, the following measure is recommended:
- Installation of temporary barriers to limit disturbance and accidental damage to edge habitats which will be retained during construction.

Use of Appropriate Lighting

- 5.4.7 Artificial lighting can often impact the foraging and commuting behaviour of nocturnal mammals, such as bats and badgers. Following IPL guidance, it is recommended that lighting should be directed to where it is needed and light spillage (whether direct and/or in-direct) should be avoided. The times during which the lighting is on should be limited to provide some dark periods. Roads or track-ways, in areas important for foraging bats, should contain stretches left unlit to avoid isolation of bat colonies. These unlit stretches should be ten metres in length, either side of a commuting route (IPL, 2011).

Legislative and Planning Policy Compliance

- 5.4.8 Fulfilment of the mitigation measures outlined above should ensure compliance with relevant nature conservation legislation and planning policy, as described in Section 2 of this report.

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Figures

Figure 1: Nature Conservation Designations

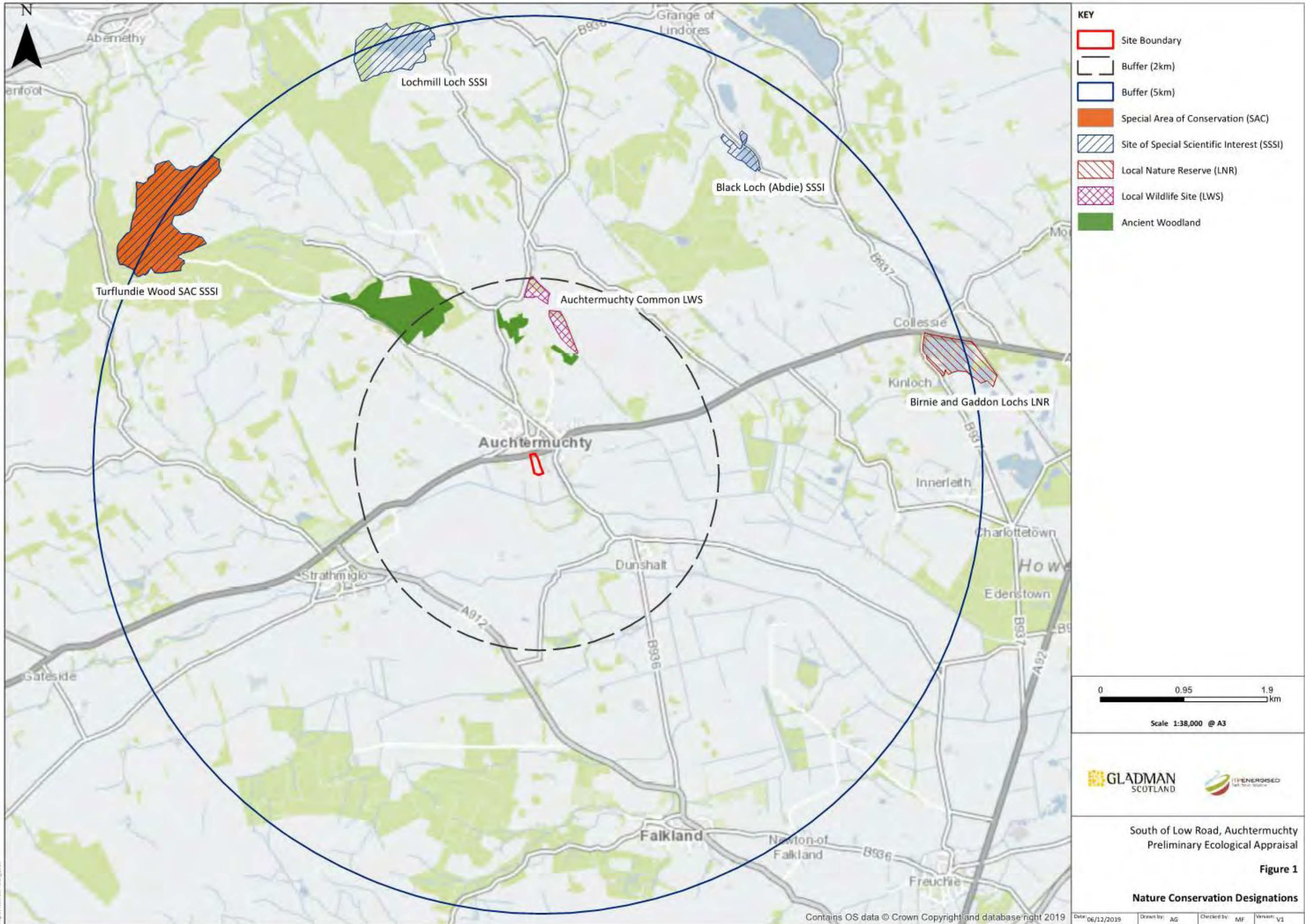
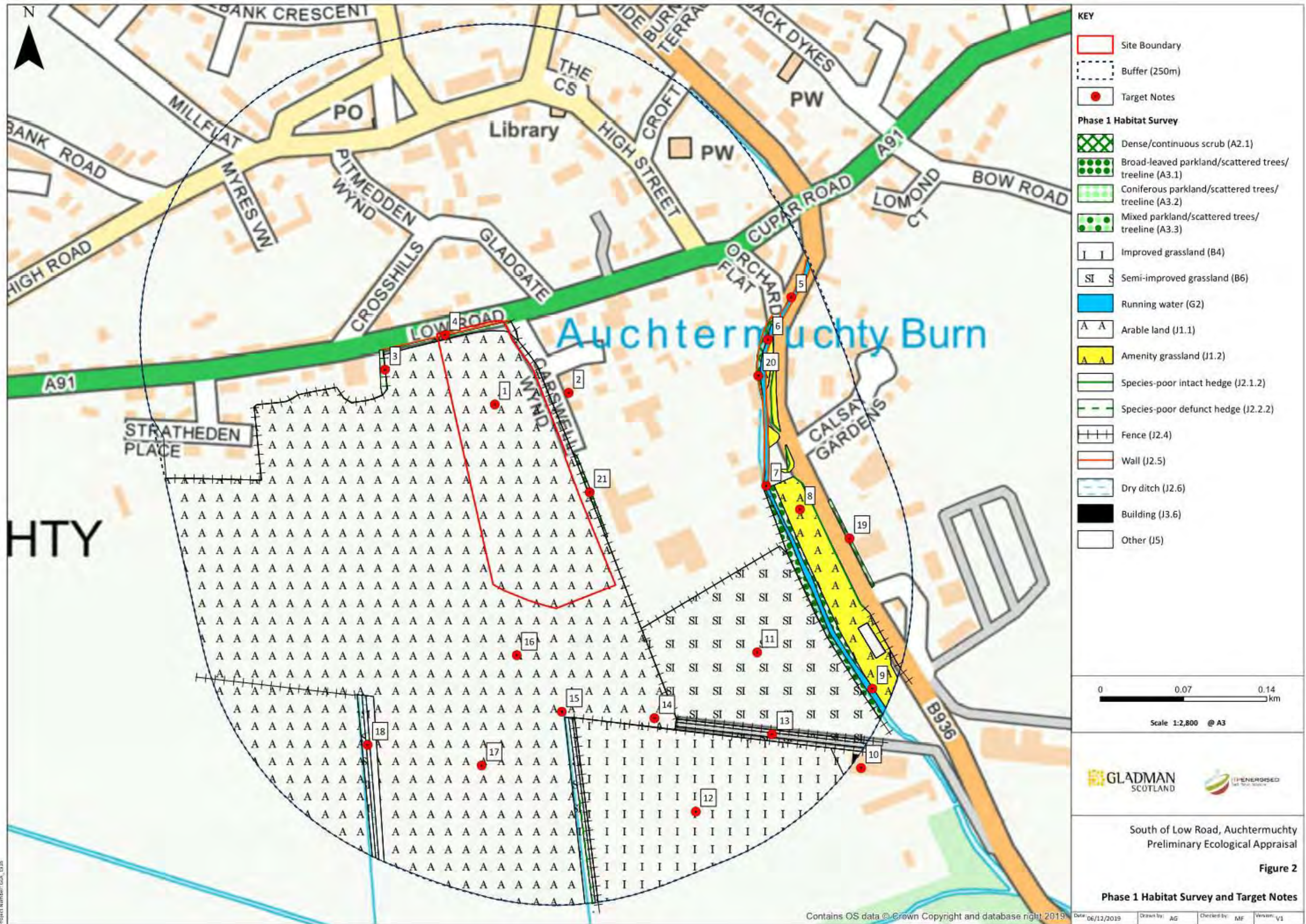


Figure 2: Phase 1 Habitats and Target Notes



Appendices

Appendix A: Policy Framework

Scottish Planning Policy

The Scottish Planning Policy (SPP) (Scottish Government, 2014) superseded National Planning Policy Guideline (NPPG) 14 (Natural Environment) and forms the basis for planning system decisions with respect to conserving and enhancing the natural environment.

Under 'Landscape and Natural Heritage', the SPP sets out, in addition to other points, how planning authorities should take a strategic, broader approach to landscape and natural heritage than just conserving designated or protected sites and species, by taking into account ecosystems and natural processes in the area.

In addition to the above, the SPP also outlines how planning authorities should place emphasis on the prevention of *'...further habitat fragmentation or isolation of habitats and identify opportunities to restore links which have been broke'* and *'seek benefits for species and habitats from new development including the restoration of degraded habitats'*.

With regards to protected species, the SPP outlines that *'...although the presence of legally protected species is an important consideration in planning decision they are not necessarily an absolute block on development with mitigation often needed. If protected species are on site or are likely to be affected by a proposed development their presence must be established and the requirements of the species factored in to the planning and design of the development along with any likely impact fully considered prior to the determination of the planning application'*.

The SPP concludes by stating that, *'...planning permission must not be granted for a development that would be likely to have an adverse effect on a European Protected species unless the planning authority is satisfied that there is no satisfactory alternative and the development is required for preserving public or public safety or for other imperative reasons overriding public interest (including social, economic and beneficial for the environment)'*.

Planning Advice Notes (PANs) 60

National planning policy on landscape and natural heritage is supported by Planning Advice Note (PAN) 60 Planning for Natural Heritage, the key elements include:

- Taking a broader approach to landscape and natural heritage than just conserving designated or protected sites and species, taking into account ecosystems and natural processes.
- Facilitating positive landscape change whilst maintaining and enhancing distinctive character.
- Seeking benefits for species and habitats from new development including the restoration of degraded habitats.
- Siting and design of development should be informed by local landscape character.
- Encouraging connectivity between habitats, through green networks.
- Protecting internationally and nationally designated habitats and species.
- Protecting and enhancing woodland and trees of high nature conservation value.

FIFEplan Local Development Plan

The FIFEplan Local Development Plan (LDP) describes *'where and how development will take place in the area over the 12 years from 2014-2026 to meet the future environmental, economic, and social needs, and provides an indication of development beyond this period'* (Fife Council, 2017).

Policy 7: Development in the Countryside

Development in the countryside will only be supported where it:

- *'is required for agricultural, horticultural, woodland, or forestry operations;*
- *will diversify or add to the above land-based businesses to bring economic support to the existing business;*
- *is for the extension of established businesses;*
- *is for small-scale employment land adjacent to settlement boundaries, excluding green belt areas, and no alternative site is available within a settlement boundary which contributes to the Council's employment land supply requirements;*
- *is for facilities for access to the countryside;*
- *is for facilities for outdoor recreation, tourism, or other development which demonstrates a proven need for a countryside location; or*
- *is for housing in line with Policy 8 (Houses in the Countryside)'*

Policy 8: Houses in the Countryside

Development of houses in the countryside will only be supported where:

- *'It is essential to support an existing rural business*
- *It is for a site within an established and clearly defined cluster of five houses or more*
- *It is for a new housing cluster that involves imaginative and sensitive re-use of previously used land and buildings, achieving significant visual and environmental benefits*
- *It is for the demolition and subsequent replacement of an existing house provided the following all apply:*
 - *a) the existing house is not listed or of architectural merit;*
 - *b) the existing house is not temporary and has a lawful use; or*
 - *c) the new house replaces one which is structurally unsound and the replacement is a better quality design, similar in size and scale as the existing building and within the curtilage of the existing building.*
- *It is for the rehabilitation and/or conversion of a complete or substantially complete existing building*
- *It is for small-scale affordable housing adjacent to a settlement boundary and is required to address a shortfall in local provision, all consistent with Policy 2 (Homes)*
- *A shortfall in the 5 year effective housing land supply is shown to exist and the proposal meets the terms of Policy 2 (Homes)*
- *It is a site for Gypsy/Travellers or Travelling Showpeople and complies with Policy 2 (Homes) or*
- *It is for an eco-demonstration project proposal that meets the strict requirements of size, scale, and operation.'*

Policy 9: Green Belt

Development in designated green belt will only be supported where it:

- *'is required for agricultural, horticultural, woodland or forestry operations;*
- *is for retailing directly connected with agriculture and horticulture eg farm shops;*

- *is for outdoor recreation uses compatible with an agricultural or natural setting;*
- *is for intensification of established uses;*
- *is for housing where it:*
 - *(a) is for rehabilitation and/or conversion of complete or substantially complete existing buildings;*
 - *(b) is for the demolition and subsequent replacement of an existing house (provided it complies with Policy 8, criterion 4);*
- *is for essential infrastructure, such as digital communications and electricity grid connection, and no other suitable site is available; or*
- *is for development meeting a national requirement or established need, if no other site is available.'*

Policy 13: Natural Environment and Access

Development proposals will only be supported where they protect or enhance natural heritage and access assets including:





- *'designated sites of international and national importance, including Natura 2000 sites and Sites of Special Scientific Interest;*
- *designated sites of local importance, including Local Wildlife Sites, Regionally Important Geological Sites, and Local Landscape Areas;*
- *woodlands (including native and other long established woods), and trees and hedgerows that have a landscape, amenity, or nature conservation value;*
- *biodiversity in the wider environment;*
- *protected and priority habitats and species;*
- *landscape character and views;*
- *carbon rich soils (including peat);*
- *green networks and greenspaces; and*
- *core paths, cycleways, bridleways, existing rights of way, established footpaths and access to water-based recreation.*





Where adverse impacts on existing assets are unavoidable we will only support proposals where these impacts will be satisfactorily mitigated.'




Appendix B: Target Notes

Target Note (TN)	Grid Reference	Description
1	323751 711489	 <p>The Site is comprised of arable land currently being used to grow potatoes.</p>
2	323813 711498	 <p>The buildings within 30m of the Site boundary are modern and lack features, such as lifting slates or holes in the stone/brick work, to support roosting bats</p>
3	323658 711518	 <p>A coniferous tree line, comprising Sitka spruce and gorse, is present along the eastern edge of the residential area located west of the Site boundary.</p>
4	323709 711547	 <p>A stone wall is present along the north of the Site, along the southern edge of Low Road, with ivy growing along it</p>
5	324000 711579	

Target Note (TN)	Grid Reference	Description
		<p>Auchtermuchty Burn emerges from the residential area to the north and flows south between stone walls, through a twin culvert under Orchard Flat and continues south. Bankside vegetation includes butterfly-bush, canary-grass, common streamside monkeyflower, great willowherb, broadleaved dock, bridewort and forget-me-not.</p>
6	323981 711543	 <p>Dense scrub is present south of Orchard Flat. The scrub is dominated by butterfly-bush, bramble, hawthorn and common snowberry. The ground vegetation comprises bracken, common wormwood, canary-grass, common streamside monkeyflower, great hairy willowherb, broad-leaved dock, bride wort, forget-me-not and common nettle</p>
7	323979 711420	 <p>After passing the entrance to Swan Engineering, the Auchtermuchty Burn is lined with broad-leaved trees. Species include sycamore, horse chestnut, ash, rowan, hornbeam, elm and copper beach. The understory comprises ivy, bramble, rosebay willowherb, laurel and honeysuckle.</p>
8	324008 711400	 <p>Amenity grassland along the Auchtermuchty Burn comprises common dandelion, common daisy, broad-leaved dock, ribwort plantain, common nettle and perennial rye-grass. The area is regularly mown and there is also a small play park on the eastern perimeter. Beech hedges are present along the perimeter.</p>

Target Note (TN)	Grid Reference	Description
9	324068 711250	 <p>A spraint, comprising fish bones, was identified on a rock within the Auchtermuchty Burn</p>
10	324059 711183	 <p>A former farm outbuilding is present in the south-east of the Study Area; the building had sheet roofing and the wooden structure has collapsed.</p>
11	323972 711280	 <p>A field of semi-improved grassland comprising Yorkshire fog, perennial ryegrass, common bent, broadleaved dock, ribwort plantain, ragwort and creeping thistle.</p>
12	323920 711146	 <p>Improved grassland is present in the south of the Study Area and comprises cock's-foot, Yorkshire fog, common bent and ribwort plantain.</p>

Target Note (TN)	Grid Reference	Description
13	323984 711211	 <p>The access track leading into the arable land, improved and semi-improved grassland.</p>
14	323886 711226	 <p>Badger prints were identified on the farm track in the south-east of the Study Area.</p>
15	323808 711229	 <p>Another badger print was identified on the farm track in the south-east of the Study Area.</p>
16	323769 711278	 <p>Barley is currently being grown in a field south of the potato crop.</p>

Target Note (TN)	Grid Reference	Description
17	323740 711185	 <p>Wheat is currently being grown in the south of the Study Area.</p>
18	323644 711202	 <p>Two dry ditches are present at the south of the Study Area and lead to Barroway Burn out with the Study Area. They were both dry at the time of survey, have steep sides and are overgrown with poor-semi improved grassland.</p>
19	324050 711376	 <p>A mixed tree line is present along the side of the B936 and species include field maple, Scots pine, hornbeam, sycamore, rowan, oak and silver birch.</p>
20	323975 715513	<p>A stand of Japanese knotweed was identified at the edge of Auchtermuchty Burn, approximately 1 x 3m in size.</p>
21	323831 711415	<p>A broad-leaved tree line is present along the east of the Site boundary and comprises rowan, elder and silver birch. The understory is dominated by holly-leaved berry, bramble and California privet.</p>

Appendix C: Plant Species Recorded in the Survey

Common Name	Scientific Name
Trees and Scrub	
Ash	<i>Fraxinus excelsior</i>
Beech	<i>Fagus sylvatica</i>
Bramble	<i>Rubus fruticosus</i>
Butterfly-bush	<i>Buddleia davidii</i>
California privet	<i>Ligustrum ovalifolium</i>
Common snowberry	<i>Symphoricarpos albus</i>
Copper beech	<i>Fagus sylvatica f. purpurea</i>
Elder	<i>Sambucus nigra</i>
Elm	<i>Ulmus sp.</i>
Field maple	<i>Acer campestre</i>
Gorse	<i>Ulex europaeus</i>
Hawthorn	<i>Crataegus monogyna</i>
Holly-leaved oregon-grape	<i>Mahonia aquifolium</i>
Honeysuckle	<i>Lonicera sp.</i>
Hornbeam	<i>Carpinus betulus</i>
Horse chestnut	<i>Aesculus hippocastanum</i>
Japanese Knotweed	<i>Fallopia japonica</i>
Laurel	<i>Prunus laurocerasus</i>
Oak	<i>Quercus robur</i>
Rowan	<i>Sorbus aucuparia</i>
Scots pine	<i>Pinus sylvestris</i>
Silver birch	<i>Betula pendula</i>
Sitka spruce	<i>Picea sitchensis</i>
Sycamore	<i>Acer pseudoplatanus</i>
Herbs	
Barley	<i>Hordeum vulgare</i>
Bracken	<i>Pteridium aquilinum</i>
Broad-leaved dock	<i>Rumex obtusifolius</i>
Canary-grass	<i>Phalaris canariensis</i>
Cleavers	<i>Galium aparine</i>
Cock's-foot	<i>Dactylus glomerata</i>
Common bent	<i>Agrostis capillaris</i>
Common dandelion	<i>Taraxacum officinale</i>
Common nettle	<i>Urtica dioica</i>
Common ragwort	<i>Senecio jacobaea</i>
Common streamside monkeyflower	<i>Erythranthe guttata</i>
Common wormwood	<i>Artemisia absinthium</i>
Creeping thistle	<i>Cirsium arvense</i>
Forget-me-not	<i>Myosotis sylvatica</i>
Great willowherb	<i>Epilobium hirsutum</i>
Ivy	<i>Hedera helix</i>
Lacy phacelia	<i>Phacelia tanacetifolia</i>
Meadowsweet	<i>Filipendula ulmaria</i>
Perennial rye-grass	<i>Lolium perenne</i>
Potato	<i>Solanaceae tuberosum</i>
Ribwort plantain	<i>Plantago lanceolata</i>
Rosebay willowherb	<i>Chamaenerion angustifolium</i>
Wheat	<i>Triticum aestivum</i>

Common Name	Scientific Name
Wild-oat	<i>Avena fatua</i>
Yorkshire fog	<i>Holcus lanatus</i>



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EXECUTIVE SUMMARY

The purpose of this Transportation Statement is to assist decision makers to understand and evaluate the proposal to develop a site in Authermuchty, in terms of its impact on the transport network in this area. Decision makers, in this context, means not only the appropriate technical officials in the Roads Authority, but also those people who live or work near the proposed development, and who may therefore have an interest in the proposals.

This report first considers the local and national policy framework and then goes on to summarise the nature of the proposed development, examining the road and transport network in the vicinity of the site.

Section 4 considers walking, cycling and public transport facilities in the vicinity of the development site and Section 5 examines junction design standards, in terms of the available visibility splays, and concludes that these are adequate for the speed of traffic passing the site. The road accident record demonstrates that there appears to be no inherent road safety difficulties.

The traffic impact has been examined using existing historical traffic flow data to consider the impact of the development. Traffic associated with the development has then been calculated and compared with those estimated flows on the road network.

This examination shows that the development will have little impact on the operation of the surrounding road network.

1. Introduction

- 1.1 Gladman Developments propose to develop land south of the A91 Low Road in Auchtermuchty, to the East of Fife. The proposed development site will accommodate up to 49 affordable homes, and will be accessed by means of an access strategy involving formation of 2 new access points, the first via Carswell Wynd to the east of the development site and the second directly on to the A91 Low Road. The location of the site is shown in red in Figure 1.1.



- 1.2 The proposed development site lies to the south of the A91 Low Road, within the town of Auchtermuchty.
- 1.3 The A91 is a strategic A-road and runs east to west to the north of the proposed development. The A91 will be easily accessed from the proposed development site either directly or via Carswell Wynd, to the east of the development site. These roads will provide access to local settlements such as Dunshant, Falkland and Strathmiglo. The A91 also provides access to Edinburgh and the South and to wider Fife by traveling west.
- 1.4 A fundamental consideration of the new access arrangement will be to provide access for a variety of modes, integrating the development into the surrounding settlement of Auchtermuchty.
- 1.5 In November 2019, Andrew Carrie Traffic and Transportation (ACTT) were appointed to prepare a Transport Statement to examine access options for the proposed development.
- 1.6 ACTT have considered the application, have visited the site and have discussed the proposal with Fife Council to agree a methodology for preparation of this Transport Statement and to consider any potential impact on the surrounding network.
- 1.7 Further information may be available on various aspects assessed in this report and can be made available on request.

2. National and Local Policy Framework

Introduction

- 2.1 Scottish Planning Policy (SPP) of June 2014 is a statement of the Scottish Government's policy on land use planning matters, and provides guidance on Transport and Planning matters.
- 2.2 The SPP contains sections on a wealth of planning subject policies and includes a separate section for Transport. Planning Advice Note (PAN) 75 accompanies the SPP on transport matters.

Scottish Planning Policy on Transport

- 2.3 As stated above, SPP provides guidance on the development of integrated land use and transport planning. It aims to provide guidance sufficient to enable sustainable development in terms of improving transport to support economic growth while protecting the environment and improving the quality of life.
- 2.4 SPP aims to promote a shift from car based travel to walking, cycling or public transport. It is indicated in Paragraph 270 that the *"planning system should support patterns of development which:*
 - 6. *optimise the use of existing infrastructure;*
 - 7. *reduce the need to travel;*
 - 8. *provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;*
 - 9. *enable the integration of transport modes; and*
 - 10. *facilitate freight movement by rail or water.*
- 2.5 The planning system should also support the installation of infrastructure and new technology.
- 2.6 SSP identifies how the planning system and relationship between transportation issues and land use has a strong influence on sustainable economic growth. It is noted that tackling congestion will also support sustainable economic growth and reduce emissions.
- 2.7 SPP paragraph 279 notes that *"significant travel generating uses should be sited at locations which are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services."* SSP indicates that Travel Plans should also be encouraged for these types of developments.
- 2.8 Paragraph 286 states that *"Where a new development or a change of use is likely to generate a significant increase in the number of trips, a transport assessment should be carried out. This should identify any potential cumulative effects*

which need to be addressed.”

- 2.9 Paragraph 287 goes on to emphasise that planning permission should not be granted for significant travel generating uses locations which would increase reliance on the car and where:-
- *direct links to walking and cycling networks are not available or cannot be made available;*
 - *access to public transport networks would involve walking more than 400m;*
 - *the Transport Assessment does not identify any satisfactory ways for meeting sustainable transport requirements.*
- 2.10 Paragraph 280 states that “Along with sound choices on the location of new development, appropriate street layout and design are key to achieving the policy principles at paragraph 270. The design of all new development should follow the placemaking approach set out in this SPP and the principles of Designing Streets, to ensure the creation of places which are distinctive, welcoming, adaptable, resource efficient, safe and pleasant and easy to move around and beyond.”

Planning Advice Note 75

- 2.11 PAN (Planning Advice Note) 75 accompanies SPP providing advice on good practice. Paragraph 6 notes that “one focus of SPP 17 (now superseded by SPP on Transport) is to achieve better and earlier integration between transport and land use planning at national, regional and local level”. It continues that “Integration can reduce the need to travel and offer more sustainable travel choices. To achieve sustainable development the objectives of SPP 17 must be considered in the context of other planning policy and guidance”.
- 2.12 Annex B of PAN75 recommends that, in assessing the accessibility of housing to public transport the recommended guidelines are less than 400m to bus services and up to 800m to rail services. Accessibility to local facilities by walking and cycling should also be assessed, and a maximum threshold of 1600m for walking is shown to be broadly in line with observed travel behaviour.

Strategic and Local Development Planning

- 2.13 There is a raft of strategic development plans currently adopted to guide planning and development in Fife, for example TAYplan and SESplan and the Regional Transport Strategy 2008-2023 for South East Scotland. The plans have overarching policies and aims for South East Scotland.
- 2.14 In terms of local planning guidance, Fife Council adopted the St Andrews and East Fife Local Plan in 2012. This plan sets out current council policy to develop the transport network. Policies T1 and T2 consider transport with respect to road safety, accessibility by all modes, sustainability and integration, and are

therefore relevant to this development.

- 2.15 Policies T1 and T2 of the St Andrews and East Fife Local Plan are set out in detail below

POLICY T1 - THE TRANSPORT NETWORK

New development must:

- a. be accessible to, or be able to be made accessible to, the existing or planned public transport network;*
- b. be located where road network capacity is or can be made available, but only after access by other more sustainable modes has been maximised and there is no creation or worsening of a road safety problem;*
- c. provide for safe and convenient cycle and pedestrian access or through-routes;*
- d. provide for, and do not prejudice existing, safer routes to schools and further education sites;*
- e. provide for secure and convenient cycle parking;*
- f. provide for the protection and integration of existing routes;*
- g. provide for safe routes to stations and major public transportation interchanges; and*
- h. provide multiple points of access with the surrounding public local road network.*

POLICY T2 - TRAFFIC SAFETY IN NEW DEVELOPMENT

The Council will encourage a masterplanning approach to new development in the hope of achieving well-designed streets while still ensuring road safety is maintained.

Measures to improve pedestrian safety for all road users are an expectation in all new developments, including where appropriate footway provision and improvements, construction of suitable traffic calming measures, and the reduction of speeds in residential areas to 20MPH or less where appropriate.

Road layout, construction, access and parking provision should be designed with regard to Fife Council's Transportation Development Guidelines and supplementary "Designing Streets" guidance, Fife Urban Design Guide, Scottish Planning Policy (2010) and other relevant national policy standards where appropriate. Development proposals likely to generate a significant amount of traffic should be accompanied by Transport Assessments, including, where appropriate, Travel Plans, and Environmental Impact Assessments. Cumulative Transport Assessments will be required to be prepared and funded by developers/landowners working in partnership with the Council where multiple development sites require to be assessed on a cumulative basis.

- 2.16 In addition, the council is currently progressing FifePlan which, once adopted

will form the statutory Development Plan for Fife. The latest version of the FifePlan is currently at the examination stage, with the Scottish Government. FifePlan will replace the 3 existing Local Plans covering the Fife area, including the St Andrews and East Fife Local Plan, discussed above.

2.17 The proposed development at Auchtermuchty is a relatively small development and large strategic documents may not all be relevant for such a development. However, Policy 3, of FifePlan deals with Infrastructure and Services, and is therefore relevant to this development. It states that "Development must be designed and implemented in a manner that ensures it delivers the required level of infrastructure and functions in a sustainable manner. Development proposals will only be supported where they provide comprehensive evidence to ensure the delivery of:

1. Local transport and access routes which link with existing networks, utilising the guidance in *Fife's Designing Places Supplementary Guidance*(1);
2. Foul and surface water drainage, including Sustainable-Urban Drainage Systems (SuDS);
3. Measures that implement the waste management hierarchy as defined in the *Zero Waste Plan for Scotland* including the provision of local recycling facilities;
4. Green infrastructure complying with specific green infrastructure and green network requirements contained in the proposed *Fife's Designing Places Supplementary Guidance* and settlement proposals;
5. Information communication technology (ICT) and high speed broadband connections;
6. Low and zero carbon generating technologies in accordance with Policy 11 *Low Carbon Fife*; and
7. A satisfactory timetable for the delivery of 1 to 6, above.

2.18 In providing advice on applying policy 3, the Plan states "development proposals will demonstrate how they:

- Link to the existing or planned public transport network. Where public transport provision is limited, opportunities should be investigated for the introduction of an enhanced service to serve the site;
- Provide safe routes to public transport, schools, and community facilities.
- Address any impacts on road safety, particularly impacts on community facilities such as schools or parks;
- Provide roads and paths designed for all users which integrate in with

existing roads and paths; and

- Address impacts on the local road network including capacity. Once impacts have been identified through Transport Assessments, mitigation must be identified and agreed prior to an application being determined.

Local Transport Strategy

- 2.19 Local Transport Strategies (LTS) are intended to set out a local authority's objectives, strategies and implementation plans for the development of an integrated transport system. The LTS should flow from and in turn be incorporated into the relevant development plan.
- 2.20 The LTS focuses on the impact of the various proposed transport interventions throughout the Council's area, at the national, strategic and local level, and contains actions and priorities towards the realisation of the development plan objectives.
- 2.21 The LTS acknowledges that there is a fundamental link between land use and transport, covering the appropriateness of development in key locations so that it supports key transport policies, and to enable contributions to transport infrastructure and streetscape improvements, the enforcement of travel plans and the issue of guidelines/standards for potential developers
- 2.22 The LTS provides a framework to guide the relationship between new developments and transport needs. This expresses the need to secure funding commitment from developments where they have an impact on the transport infrastructure, such as requiring additional cycle/walking facilities; public transport infrastructure such as bus stops/shelters; public transport services, junction improvements/traffic signals; and new road links.
- 2.23 Full details of these policies, and the reasoning behind them, can be found by reference to the Local Transport Strategy itself.

Designing Streets

- 2.24 The Scottish Government published the "Designing Streets" manual in February 2010. The document represents a fundamental step forward in urban road and street design, and is intended as Government Policy, replacing the various local development road standards.
- 2.25 The document is based on the premise that good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. Designing Streets moves away from a standards-based methodology for street design towards a design-led approach, achieving a better balance between the needs of all road users, not just drivers, so that the requirements of pedestrians, cyclists and public transport users are given equal consideration and equal prominence, and taking into account site-specific requirements.
- 2.26 The document states that "*Streets have to fulfil a complex variety of functions*

in order to meet people's needs as places in which to live, to work and to move around. Their design requires a thoughtful approach that balances potential conflicts between different users and objectives. A clear distinction can be drawn in functional terms between roads and streets as follows:

- *Roads are thoroughfares whose main function is to facilitate the movement of motor traffic.*
- *Streets have important public realm functions beyond those related to motor traffic. They are typically lined with buildings and public spaces and, whilst facilitation of movement is still a key function, they normally support a range of social, leisure, retail and commercial functions. All thoroughfares within urban settings and rural boundaries should normally be treated as streets."*

2.27 The document recommends that *"Opportunities should be taken to respond to, and to derive value from, relevant elements of the historic environment in creating places of distinctive character."*

2.28 It is important that street design should provide good connectivity for all modes of movement and for all groups of street users respecting diversity and inclusion. Conventional culs-de sac are now strongly discouraged. The preference is for networked routes and spaces which connect new residential and mixed use areas together and link with existing development forms. Short culs-de sac may occasionally be required because of topography, boundary or other constraints. It is recommended that caution be exercised when planning for culs-de sac, as they concentrate traffic impact on a small number of dwellings, require turning heads that are wasteful in land terms and lead to additional vehicle travel and emissions, particularly by service vehicles. Through connections for pedestrians and cyclists should be provided where possible but should be wide, well lit and well overlooked with active frontages.

2.29 It is also recommended that public transport planning should be considered at an early stage in the design process.

3. Site Description and the Surrounding Road Network

- 3.1 The development site lies to the south of the A91 (Low Road) on the southern edge of Auchtermuchty. The location of the site is shown in Figure 1.1 earlier.
- 3.2 The proposed development site, in Auchtermuchty will be accessed from two access points as shown in Figure 3.1 below, which will provide access to the A91. Access A links to Carswell Wynd link, which in turn connects to the A91. Access B connects directly to the A91. The relevant junction design standards, are discussed later in this report.



- 3.3 The A91 continues through Auchtermuchty from east to west. It provides access to the M90 in the east and to rural settlements within Fife to the West, initially to Letham and Cupar and leading further afield to Dairsie and to St Andrews.
- 3.4 The road carriageway in the vicinity of the proposed development site is generally 5.5 metres wide, with a pedestrian footway on both sides of the road.
- 3.5 The A91 is generally subject to the National Speed Limit of 60 miles per hour, however, the speed limit is reduced to 30 miles per hour as the road enters Auchtermuchty. Photograph 1 shows the site frontage along the A91 with the classic characteristics of a village 30 miles per hour speed limit such as street lighting and painted roundels. There are also waiting restrictions present.



Photograph 1 – View along the frontage of the site (A91 Low Road)

- 3.6 As shown in Photograph 1 there is an existing footway along the north and south side of the A91, which provides access to the town centre. Photograph 2 was taken further to the east, and shows the general characteristics of the A91 as it passes through the older part of Auchtermuchty.



Photograph 2 – Town Centre Characteristics – Auchtermuchty

4. Walking, Cycling and Public Transport

- 4.1 This assessment of Public Transport facilities and services considers in detail the elements of the public transport network that serve the area in which the proposed development is located. Separate sections are included for pedestrian facilities, cycling facilities and bus services.
- 4.2 The bus services section deals with the routes, quantity and availability of all relevant services. The current infrastructure for each of this mode has been examined, along with the potential to maximise access to the site for all travel modes.
- 4.3 The bus part of the assessment is based on published service data for bus services. This data is often subject to revision and the data used will become outdated in the future, however it is considered to represent a reasonable basis on which to carry out the type of desktop study summarised in this section of the report.

Walking

- 4.4 The term 'pedestrian' covers able-bodied people, disabled people, with or without the use of wheelchairs, the infirm, the elderly and parents with children in pushchairs or buggies. Due to the range of mobility exhibited by pedestrians it is important to ensure that the requirements of those with restricted mobility are considered.
- 4.5 The vehicle access routes discussed above, will also provide pedestrian and cycle access between the development and local facilities including local shops. There are existing footways along both sides of Low Road (A91) including along the frontage of the proposed residential development. Any new vehicle access provision would fully link into the existing pedestrian provision. Figure 4.1 identifies existing walking routes and distances to facilities in the local area. The figure shows that there are convenience stores, libraries and local community centres. There are also healthcare facilities such as a local health centre and pharmacy within 1km of the proposed development.
- 4.6 In addition to the existing footway provision, there is an existing signal-controlled crossing on Low Road to the east of Carswell Wynd. This would potentially be an attractive option for those wishing cross the A91, traveling by foot into the village to access facilities and services.
- 4.7 There is also a zebra crossing of the A91 to the east of Stratheden Place, which again benefits pedestrians crossing to access bus stops etc. As a result of community consultation to date, it is understood that there have been requests to upgrade this to a signalised crossing. Although this is not considered vital to the acceptability of the current development proposal, the Applicants propose to carry out or contribute towards this upgrading, in consultation with the roads authority, to the benefit of existing and new residents.

- 4.8 As detailed on Figure 4.1, there are many facilities within 1km of the proposed development and therefore they are all within the distance of 1600 metres recommended in Annex B of PAN75.
- 4.9 The figure also highlights, with the green dots, the route of National Cycle Route 776 between Newburgh and Ladybank, which passes near the proposed development site. Cycle facilities is further discussed later in this section.



- 4.10 The walking routes discussed above, use existing footway throughout the village and in existing residential estates, to reach facilities across Auchtermuchty. These footways are of sufficient width to safely accommodate the number of pedestrians using them, even with the proposed development in place. However, minor improvement to access and provision may enhance the current situation. Improvements to provision is discussed further in a later in this report
- 4.11 There are four existing bus stops on the A91 Low Road, which will be accessible using the on-street footways and paths discussed above. Full details of available bus services are set out later in this report.

Route to School

- 4.12 It can be seen from the walking routes shown in Figure 4.1 that Auchtermuchty Primary School is within 750m of the proposed development. In terms of secondary schools, the proposed development would be within the catchment for Bell Baxter High School. Any prospective students attending this facility would most likely travel by bus, using the dedicated school service available. Fife Council policy provides free transport to pupils who live over two miles from their catchment high school. Details of the existing school travel provision is shown in Table 4.1 of this report.

Cycling

- 4.13 Cycling provision is dependent on the anticipated number of cyclists, speed and volume of motor vehicles, the function of the route and the physical

opportunities present. Considerations regarding possible cycle routes and whether the carriageway can accommodate cyclists and other vehicles simultaneously can be addressed.

- 4.14 The residential roads in the vicinity of the development site are relatively lightly trafficked with the exception of the A91 (strategic route) and the B936 to Falkland and Dunshalt. In the village of Auchtermuchty, there are a number of suitable routes that would be available to the local destinations, either on road or by means of existing off road cycleways as noted earlier. However, as the A91 carries substantially more traffic and cyclists would require to be confident in order to use the road itself for commuting between towns villages.

Bus Services

- 4.15 National and local transport policy acknowledges that public transport in all its forms has an essential role in the lives of a large proportion of residents, workers and visitors. It enables access to employment, health care, education and leisure opportunities. To do this, the public transport system must not only be fully integrated itself, it must be integrated with the other parts of 'door-to-door' journeys that will inevitably also involve walking, cycling or using a car.
- 4.16 Reference to current Public Transport information indicates that there are several bus services in the vicinity of the proposed development.
- 4.17 There is a range of existing bus services on the A91 which serve a number of bus stops along the site frontage. Figure 4.2 shows each of the four bus stops highlighted by the pink stars, and also shows, in blue, the area within 400 metres of each of the existing bus stops.



- 4.18 It can be seen from Figure 4.2 that the 4 bus stops along the frontage of the proposed development adequately cover the whole of the proposed development site. Further information on the available bus services are provided in the tables below.
- 4.19 There are a number of commercial services operated by Stagecoach in Fife and

operate relatively frequently over the peak hours, early mornings and late afternoons. An hourly service is available Monday to Saturday throughout the day.

4.20 The bus services serving the bus stops on the A91, Low Road are summarised in Table 4.1.

Service	Route Description	Frequency	Buses/hr	Operator
23	Stirling Bus Station (Goosecroft Road) – Causewayhead – Menstrie – Alva – Tillicoultry - Dollar - Yetts o Muckhart - Rumbling Bridge(A823) - Crook of Devon(A977) – Kinross - Milnathort, - Strathmiglo – Auchtermuchty - Cupar – Guardbridge -St Andrews Bus Station	Every 2-3 Hours (additional peak Period Buses)	2 during peaks	Stagecoach in Fife
64	Glenrothes Bus Station – Freuchie – Falkland- Strathmiglo – Auchtermuchty – Ladybank - Letham – Stratheden – Cupar Bus Station - Craigrothie – Ceres - Pitscottie – Strathkiness - St Andrews (Hepburn Gardens) - St Andrews - Craigtoun Country Park.	60 mins	1 per hour	Moffat & Williamson
66	Burnside (A91) – Gateside (A91) – Strathmiglo) – Auchtermuchty – Dunshalt – Falkland – Freuchie – Glenrothes (Bus Station).	Every 2 Hours	=	Stagecoach in Fife

**Table 4.1– Local Bus Routes
Bus Services to Serve Development**

4.21 In addition, there are 3 dedicated school services operated by Moffat and Williamson operating in the morning and afternoons during the week, as summarised in Table 4.2

Service	Route Description	Frequency	Buses/hr	Operator
BB3	Strathmiglo(Glebe Park) - Strathmiglo, (High Street) – Auchtermuchty (Low Road) - Bell Baxter High School (Carslogie Road, Cupar)	Morning and Afternoon Service	Dedicated School Service	Moffat + Williamson
SC1	Auchtermuchty (Low Road) - Trafalgar House (A91) - Ladybank (Victoria Road) - Kingskettle Road (Balmalcolm) -Main Road (A92)- Pitlessie (Cupar Road)- Springfield (Cupar) - St Columbas Primary School (Cupar) - Castlehill Primary School (Cupar)	Morning and Afternoon Service	Dedicated School Service	Moffat + Williamson
BB17	Burnside – Gateside – Strathmiglo – Auchtermuchty – Bow of Fife - Cuoar	Morning and Afternoon Service	Dedicated School Service	Moffat + Williamson

Table 4.2– School Bus Routes

Proposed Improvements

- 4.22 As previously noted there is a relatively wide range of facilities in Auchtermuchty, that can be accessed by sustainable modes. In particular, by walking. However, there is a small section of footway missing from the west side of Carswell Wynd, near the A91 junction.
- 4.23 It is proposed that a new footway would be provided along the west side of Carswell Wynd, between the site access and the A91. Photograph 3 shows this area. The Council have re-aligned the junction relatively recently, and the post-and-wire fence shown in the photograph marks the rear of the public road verge.



Photo 3 –Carswell Wynd Junction with A91

- 4.24 There is a difference in level between the existing carriageway edge and the site, so providing a footway alongside the carriageway would require earthworks at a disproportionate cost. It is therefore proposed that a remote footway would be provided along the edge of the application site, at the lower level, and then rising to join the A91 at a suitable gradient.
- 4.25 This would fully connect the site to the existing footway network, making walking more attractive. In addition, as the site has a significant frontage on the A91 there would be a natural desire line for pedestrians from the centre of the site to the road and beyond.

5. Access Junction Design

- 5.1 The proposed development site would be accessed from two points, to the east and west of the proposed development site utilising existing local roads which link directly to the A91. Both access points would be formed to acceptable standards, in keeping with the surrounding network.
- 5.2 ACTT have examined Carswell Wynd and Stratheden Place, to the east and west of the development site and consider that appropriate access can be formed, both access points are discussed further below.

Access A - Carswell Wynd

- 5.3 Carswell Wynd is located on the east boundary of the site. It is proposed to take access from Carswell Wynd which is a minor road linking to the A91. The visibility splays shown in Photos 4 and 5 show that an access point can be provided with adequate visibility in each direction. The photos show visibility in excess of 70m.



Photo 4 – Visibility to North from Access A at Carswell Wynd



Photo 5 – Visibility to South from Access A at Carswell Wynd

- 5.4 From this point, Access A, Carswell Wynd leads north providing access to the A91. Visibility from Carswell Wynd to the A91 is shown in Photos 6 and 7.
- 5.5 Photos 6 and 7 show visibility along the A91 to the east and west respectively at a distance of 2.4 metres from the junction.
- 5.6 These photos show that there is adequate visibility from the minor road, Carswell Wynd on to the main route, the A91. Therefore, it would be possible to access the proposed development at this point.



Photo 6 – Visibility to West from Carswell Wynd on to the A91@ 2.4m



Photo 7 – Visibility to East from Carswell Wynd on to the A91@ 2.4m

Access B – Direct to A91

- 5.7 Access B is located on the northern boundary of the red shaded area of the development site, and would take the form of a new junction on to the A91.
- 5.8 In a pre-application response, the council stated *"Should access be taken onto the A91 public road, which is a classified road, there will be a requirement for the junction spacing to meet with the Fife Council Junction Spacing Standard of 100m distance between junctions on both sides of the carriageway on Distributor Roads. This spacing cannot be achieved on this stretch of road and depending on the amount of units proposed, this may be a concern that will require to be addressed."*
- 3.1 Fife Council have recently adopted the National Roads Development Guide, which gives no specific advice on junction spacing or visibility splays, although Fife Council have set out their own "local amendments" in Appendix G of the Council's policy document "Making Fife's Places".
- 5.9 That document specifies a minimum junction spacing of 200 metres on an A-road, or 100 for a "Traffic Distributor". These distances reflect, broadly, the requirements of their old, and now superceded, roads design guidelines.
- 5.10 In those guidelines, that "200m" separation was originally intended for "distributor roads" with speeds of 60mph or so, and the 100m distance for more local distributors with a speed limit of 40mph or so.
- 5.11 As set out earlier, Government Policy "Designing Streets" states that *"All thoroughfares within urban settings and rural boundaries should normally be treated as streets."*

- 5.12 It also states that *"Reference should no longer be made to road hierarchies based on terminology such as local distributor/local access roads."*
- 5.13 Finally, Designing Streets makes no reference to junction spacing.
- 5.14 With that in mind, and also taking account of the spacing of existing junctions through Auchtermuchty, it is considered that a junction spacing of 40 metres from Carswell Wynd would be appropriate.
- 5.15 The Council's guidelines specify a visibility splay of 3m x 90m for an access serving up to houses, connecting with a major road with a design speed of 30mph.
- 5.16 Designing Streets does contain guidance on visibility splays at junctions between streets. In general, these are much shorter than the visibility splays required under the hierarchal road systems set out in previous local roads design guidance (and in the Council's current standards).
- 5.17 The document includes a table, reproduced below, of recommended visibility distances (the y-distance) at junctions, for various main road speeds.

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

Table 5.1 "Designing Streets" – Forward Visibility and Junction Visibility Splays

- 5.18 Designing Streets states that *"These values are independent of traffic flow or type of road. It is recommended that they are used on all streets with 85th percentile wet weather speeds up to 60 kph."*
- 5.19 For a speed of 30 miles per hour, the appropriate visibility splay in Designing Streets would be approximately 43 metres, less than half of that specified by the Council.
- 5.20 With regard to the "x-distance" from which this visibility should be available, Designing Streets states that, with few exceptions, all junction visibility splays in urban areas should be designed with no more than a 2.4 metre x-distance.

- 5.21 Photographs 9 and 10 show visibility along the A91 to the east and west respectively, from the rear of the existing footway.



Photo 8 – Access B looking east along A91



Photo 9 – Access B looking West along A91

- 5.22 A visibility splay of 4.5m x 90m is available from the proposed junction, to meet the Council's stated requirements.

Access Strategy

- 5.23 Given the size of the development, 49 units, it would be possible to take access at only one point, however Designing Streets discourages the construction of large culs-de-sac, and suggests "connectivity" to the surrounding road network. With that in mind, the Council require more than one access to the proposed development, so the accesses above would be used in combination.

6. Existing Traffic Conditions and Development Impact

- 6.1 In order to predict the impact of a development, it is necessary to monitor the operation of the road network during the following periods:-
- (i) traffic peak conditions combined with the predicted generated levels of traffic from the development at that time, and
 - (ii) peak development generation combined with the road network conditions at that time.
- 6.2 A residential development of the type proposed, would tend to demonstrate most traffic movements during the morning and evening highway peak period.
- 6.3 For a detailed analysis to be carried out, three types of information are required:-
- (i) road traffic flows in the locality,
 - (ii) amount and distribution of traffic associated with the proposed development and
 - (iii) details of the adjacent road network, including geometric layout and existing method of control at the relevant junctions.
- 6.4 The development will be accessed from the A91 and Carswell Wynd by linking the development site to the existing residential network. These two access points will be complimented by connectivity improvements linking sustainable modes into the existing network via the A91 in the form of a direct pedestrian facility.
- 6.5 ACTT undertook a site visit to assess the current situation. The site visit was made on the morning of 7 April 2017.

Existing Traffic

- 6.6 Given the limited size of the development, no traffic counts have been undertaken in connection with this proposal.
- 6.7 However, the Department for Transport (DfT) undertake surveys on A-roads across the UK. The information collected by DfT shows two-way Annual Average Daily Traffic (AADT) on the A91 over the past 16 years. This information has been considered in this Transport Statement.
- 6.8 Table 6.1 shows the AADT flow over the past 5 years on the A91. The data indicates that the level of traffic has stayed relatively similar, a percentage change has been shown in the third column of the table.

Year	AADT on A91 (Low Road at Stratheden Place) (All Vehicles)	Percentage change on previous year
2012	5629	-
2013	5597	-0.57%
2014	5749	2.72%
2015	5809	1.04%
2016	5966	2.70 %
2017	6046	1.34%
2018	6096	0.83%

Table 6.1 DfT AADT Data for the A91

6.9 It can be seen from Table 6.1 that there has only been a marginal increase in traffic flows (6% in total) on the A91 over the past 5 years.

Estimated New Trips

6.10 Estimation of the probable vehicle trip attraction by a new development is based on experience and on surveys undertaken at existing similar developments, related to a common index.

6.11 Reference has been made to the Trip Rate Information Computer System (TRICS) database (Version 7.6.3), which contains data for surveys at site around Great Britain. The full TRICS output is included in Appendix A.

6.12 The trip rates discussed above are set out in Table 6.2 below.

Land Use	Trip Rates In / Out Weekday AM Peak	Vehicle Trips In / Out Weekday AM Peak	Trip Rates In / Out Weekday PM Peak	Vehicle Trips In / Out Weekday PM Peak
49 Dwellings (TRICS)	0.154 / 0.263	8 / 13	0.268 / 0.204	13 / 10

Table 6.2 –Development Trip Generation from TRICS

Trip Distribution

6.13 These trips would then be distributed on to the surrounding road network. In terms of trip destinations, the calculation of trip distribution was based on relatively simple assumptions on the likely destinations of drivers, based on the main routes leaving the site, and taking account of how drivers would be likely to route to avoid existing busier traffic junctions if possible.

6.14 Considering the location of the development and the surrounding centres and settlements, first it has been assumed that a significant proportion of trips exiting the development site would be travelling south towards Edinburgh and the Central Belt, therefore a significant proportion of trips (50%) of trips would go

westwards toward the M90 and west Fife during the AM peak period. Of the remaining 50% travelling east, a proportion would be making more local trips, possibly towards Dunshalt and Falkland, heading south on local roads, in this case it has been assumed that 20% would route down the B936. It would be expected that the remaining 30 % would travel east from the development site to other destinations within Fife, such as Glenrothes, Kirkcaldy, Cupar and St Andrews, utilising the A91.

- 6.15 This results in the distribution shown in Diagram 6.1a for the morning and evening peak hours.
- 6.16 Diagrams 6.21 and 6.2b then show the number of new trips generated on the surrounding road network for the morning and evening peak hours respectively, by applying this distribution to the trip generation from Table 6.2.

Overall Impact

- 6.13 Considering the trip distribution and traffic generation presented above it can be concluded that these trip generation figures are relatively low and result in approximately 1 additional trip entering/leaving the network every two minutes during the AM and PM peak periods. Given the numbers presented in Table 6.2 it is not expected that the proposed development will have any significant impact on the operation of the road network in the vicinity of the site.
- 6.14 Taking this into account, it has been agreed with the Council that detailed analysis of junctions is not required.

7. Road Safety

- 7.1 Road accidents usually occur when one or more road users, whether a driver, passenger, pedestrian or cyclist, makes an error in a decision relating to speed, layout, or the position or movement of other road users. These decisions can also be affected by external factors such as fatigue or alcohol. Vehicle failure can also lead to road accidents. Such errors or failures can occur at any point on the road network, although, in general, they tend to be focussed on points where drivers have to make a number of decisions, such as junctions or bends.
- 7.2 For these reasons, road safety requires careful consideration and is not readily quantifiable, in the same way that, for example, junction capacity or design standards are. Road safety depends on many factors, of which road layout and traffic flow are only two.
- 7.3 Accordingly, no guarantee can ever be given that any junction has been designed in a way to prevent the occurrence of any road accident over its design life. While it is regrettable, it is a simple fact of human nature that drivers will make mistakes and that some of these will lead to road accidents.
- 7.4 Best practice, therefore, is to design any particular junction to suitable standards, and ensuring that there are unlikely to be excessive queues which might cause drivers to become impatient and accept gaps which might not otherwise be suitable. Earlier sections have explained that the site will be accessed via two existing roads which link to the A91, namely Carswell Wynd and Stratheden Place, both of which provide adequate egress onto the wider network through established junctions.
- 7.5 The road network within the development will be designed in accordance with current local and national practice, to reduce the dominance of motor vehicles over other, more vulnerable, road users.
- 7.6 The accident record on the surrounding road network has also been examined. The police are responsible for the collection of statistical data from recorded injury traffic collisions. Police attending all injury accidents record the relevant information in a standardised form, which has been agreed nationally as covering the factors important to road safety. The collected information includes the exact location of the incident, date and time of day, the number and nature of all casualties, prevailing light and weather conditions (for example dark / raining), road surface conditions (dry/wet), the directions of vehicles and/or pedestrians involved, and any other possible causation factors such as any vehicle skidding, excess speed, etc.
- 7.7 Although accident data is available over a longer period, it is generally accepted that the most recent 3-year period is the most appropriate for examination, to determine current accident risk. Older accidents may have had causation factors which have since been addressed, for example by the introduction of new 20mph speed limits, enforcement of existing speed limits, introduction of new pedestrian crossings, or traffic calming or junction improvement schemes.

- 7.8 The injury accidents for the five-year period ending December 2018 has been examined, and indicates that there have been 3 injury accidents recorded across the village. Two of these 3 recorded accidents occurred on the A91, however none in the vicinity of the points of access. The locations of these accidents are shown in Figure 7.1, by the marker tabs.



- 7.9 As shown in Figure 7.1, recorded accidents over the period examined, can be summarised as follows :

- Four accidents, identified by the yellow tabs, are recorded as “slight”.
- One accident, identified by the orange tab, is recorded as “serious”.
- There were no accidents recorded as “fatal”.

- 7.10 It cannot be denied that, as the number of users of any length of road increases, there is a greater likelihood that one or more of them will make an error which may lead to an accident. It would be unreasonable to assume otherwise. That in itself, however, does not constitute grounds to refuse any application which might lead to increased traffic flows, however marginal – if it did, it would effectively create a presumption against any increase in traffic or pedestrian flows, at any junction, anywhere. The test that must be applied, sensibly, is to ask whether any change in risk to road safety is real and / or significant.

- 7.11 While local and national policy aims to reduce the occurrence of injury accidents all over the road network, the accident record in this area is not indicative of a particular road safety difficulty on the A91.

8. Conclusions

- 8.1 The proposal is for a development of residential dwellings in Auchtermuchty, to the south of the A91, Low Road in the middle of the town.
- 8.2 This Transport Statement examines the likely impact of a development of 49 affordable dwellings on the A91 and the local road network in Auchtermuchty.
- 8.3 The site is well located to benefit from easy pedestrian and cycle access, connecting to the existing footways throughout the established residential area. The site is within reasonable walking distance of local facilities including schools and local shops, etc, as set out in Annex B of PAN 75. The existing facilities will be complimented by additional footways within the development site.
- 8.4 There are bus services available in the vicinity of the proposed development site on Low Road, a short walk from the development site. Buses provide transport to local settlements such as Perth, Glenrothes, Stirling and St Andrews.
- 8.5 Two new access points are to be provided, provide adequate access and connectivity to the development site. This access strategy can be delivered and designed to meet the Council's design requirements for junction layout, visibility requirements etc. This transportation statement considered this access in keeping with the proposal and the surrounding area.
- 8.6 The development will generate a minimal number of new vehicle trips on the road network in the morning and evening peak hours, or, indeed, over the full day. This report concludes that the development will not significantly affect the operation of the surrounding road network.

APPENDIX A

TRICS

TRIP GENERATION DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES

Selected regions and areas:

03 SOUTH WEST		
WL WILTSHIRE		1 days
04 EAST ANGLIA		
NF NORFOLK		1 days
06 WEST MIDLANDS		
WM WEST MIDLANDS		1 days
WO WORCESTERSHIRE		1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
WY WEST YORKSHIRE		3 days
08 NORTH WEST		
CH CHESHIRE		1 days
GM GREATER MANCHESTER		1 days
LC LANCASHIRE		1 days
MS MERSEYSIDE		1 days
09 NORTH		
NB NORTHUMBERLAND		1 days
TW TYNE & WEAR		1 days
11 SCOTLAND		
DU DUNDEE CITY		1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 15 to 97 (units:)
 Range Selected by User: 11 to 516 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 19/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 14 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 14 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-B-01	HOUSES & FLATS	CESHIRE
	WORDSWORTH CRES.		
	CHESTER		
	BLACON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	80	
	Survey date: MONDAY	17/11/14	Survey Type: MANUAL
2	DU-03-B-01	TERRACED BUNGALOWS	DUNDEE CITY
	307-441 BALUNIE DRIVE		
	DUNDEE		
	DOUGLAS & ANGUS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	68	
	Survey date: FRIDAY	21/04/17	Survey Type: MANUAL
3	GM-03-B-01	TERRACED HOUSES	GREATER MANCHESTER
	NEWBOLD		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	43	
	Survey date: WEDNESDAY	21/10/15	Survey Type: MANUAL
4	LC-03-B-02	SEMI DETACHED/TERRACED	LANCASHIRE
	BILLINGE STREET		
	BLACKBURN		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: MONDAY	10/06/13	Survey Type: MANUAL
5	MS-03-B-01	TERRACED	MERSEYSIDE
	TARBOCK ROAD		
	LIVERPOOL		
	SPEKE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
6	NB-03-B-01	SEMI DET. & TERRACED	NORTHUMBERLAND
	WESTLEA		
	BEDLINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL
7	NF-03-B-01	TERRACED HOUSES	NORFOLK
	NELSON ROAD NORTH		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	45	
	Survey date: WEDNESDAY	13/09/17	Survey Type: MANUAL
8	TW-03-B-01	TERRACED HOUSES	TYNE & WEAR
	SCEPTRE STREET		
	NEWCASTLE UPON TYNE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	83	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
9	WL-03-B-01	TERRACED HOUSES	WILTSHIRE
	BUTTERFIELD DRIVE		
	AMESBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WM-03-B-01	SEMI DET./TERRACED		WEST MIDLANDS
	YORKMINSTER DRIVE BIRMINGHAM CHELMSLEY WOOD Edge of Town Residential Zone Total Number of dwellings: 97 Survey date: MONDAY 17/10/11			Survey Type: MANUAL
11	WO-03-B-02	TERRACED HOUSES		WORCESTERSHIRE
	GOODREST WALK WORCESTER MERRIMANS HILL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 16 Survey date: MONDAY 14/11/16			Survey Type: MANUAL
12	WY-03-B-02	MIXED HOUSES		WEST YORKSHIRE
	WHITEACRE STREET HUDDERSFIELD DEIGHTON Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: TUESDAY 17/09/13			Survey Type: MANUAL
13	WY-03-B-03	TERRACED HOUSES		WEST YORKSHIRE
	LINCOLN GREEN ROAD LEEDS Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: 29 Survey date: THURSDAY 19/09/13			Survey Type: MANUAL
14	WY-03-B-04	TERRACED HOUSES		WEST YORKSHIRE
	SYKES CLOSE BATLEY Edge of Town Residential Zone Total Number of dwellings: 17 Survey date: FRIDAY 19/10/18			Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	51	0.064	14	51	0.158	14	51	0.222
08:00 - 09:00	14	51	0.154	14	51	0.263	14	51	0.417
09:00 - 10:00	14	51	0.143	14	51	0.195	14	51	0.338
10:00 - 11:00	14	51	0.146	14	51	0.155	14	51	0.301
11:00 - 12:00	14	51	0.141	14	51	0.140	14	51	0.281
12:00 - 13:00	14	51	0.161	14	51	0.143	14	51	0.304
13:00 - 14:00	14	51	0.140	14	51	0.136	14	51	0.276
14:00 - 15:00	14	51	0.188	14	51	0.197	14	51	0.385
15:00 - 16:00	14	51	0.249	14	51	0.192	14	51	0.441
16:00 - 17:00	14	51	0.246	14	51	0.151	14	51	0.397
17:00 - 18:00	14	51	0.268	14	51	0.204	14	51	0.472
18:00 - 19:00	14	51	0.178	14	51	0.146	14	51	0.324
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.078			2.080			4.158

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/11 - 19/10/18
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

**SOUTH OF LOW ROAD,
AUCHTERMUCHTY,
FIFE**

PHASE I

DESK STUDY REPORT

DATE

DECEMBER 2019

CLIENTS

GLADMAN DEVELOPMENTS (Scotland)

GLADMAN DEVELOPMENTS (Scotland)

SOUTH OF LOW ROAD, AUCHTERMUCHTY, FIFE

PHASE I DESK STUDY REPORT

Date of Issue:	December 2019
Report Status:	First Edition
Project Reference:	P18-281
Prepared by:	Hilary Mulholland – Geo-Environmental Scientist
Approved by:	Ian Cochrane – Senior Associate

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APPENDICES

Appendix A	Site Walkover Survey (July 2018)
Appendix B	Envirocheck Report (September 2018)
Appendix C	SEPA Databases
Appendix D	The Coal Authority Online Interactive Map Viewer – Digital Map Extract
Appendix E	Environmental Report from Fife Council (September 2018)
Appendix F	Historical Borehole Scans

1.0 INTRODUCTION

1.1 General

1.1.1 Mason Evans Partnership (MEP) were commissioned by Gladman Developments (Scotland) to undertake a Phase I Geo-Environmental Desk Study of the site "South of Low Road, Auchtermuchty" in connection with the proposed residential development of the site (Drawing No. P18/281/DS-P1/R/F/01 and 02).

1.2 Objectives of the Investigations

1.2.1 The objectives of the study were to provide the following information:

- a) *The site geology as far as could be ascertained from public sources.*
- b) *Information on past and current uses and assessment of the site and surrounds.*
- c) *Potential sources of soil and groundwater contamination.*
- d) *Possible receptors and the pathways by which they may be impacted*
- e) *A Conceptual Site Model (CSM), based on a) and b).*
- f) *An indication of the possible ground conditions for foundations and infrastructure.*
- g) *Possible groundwater conditions and their impact on the proposed construction.*
- h) *Geotechnical issues impacting development.*

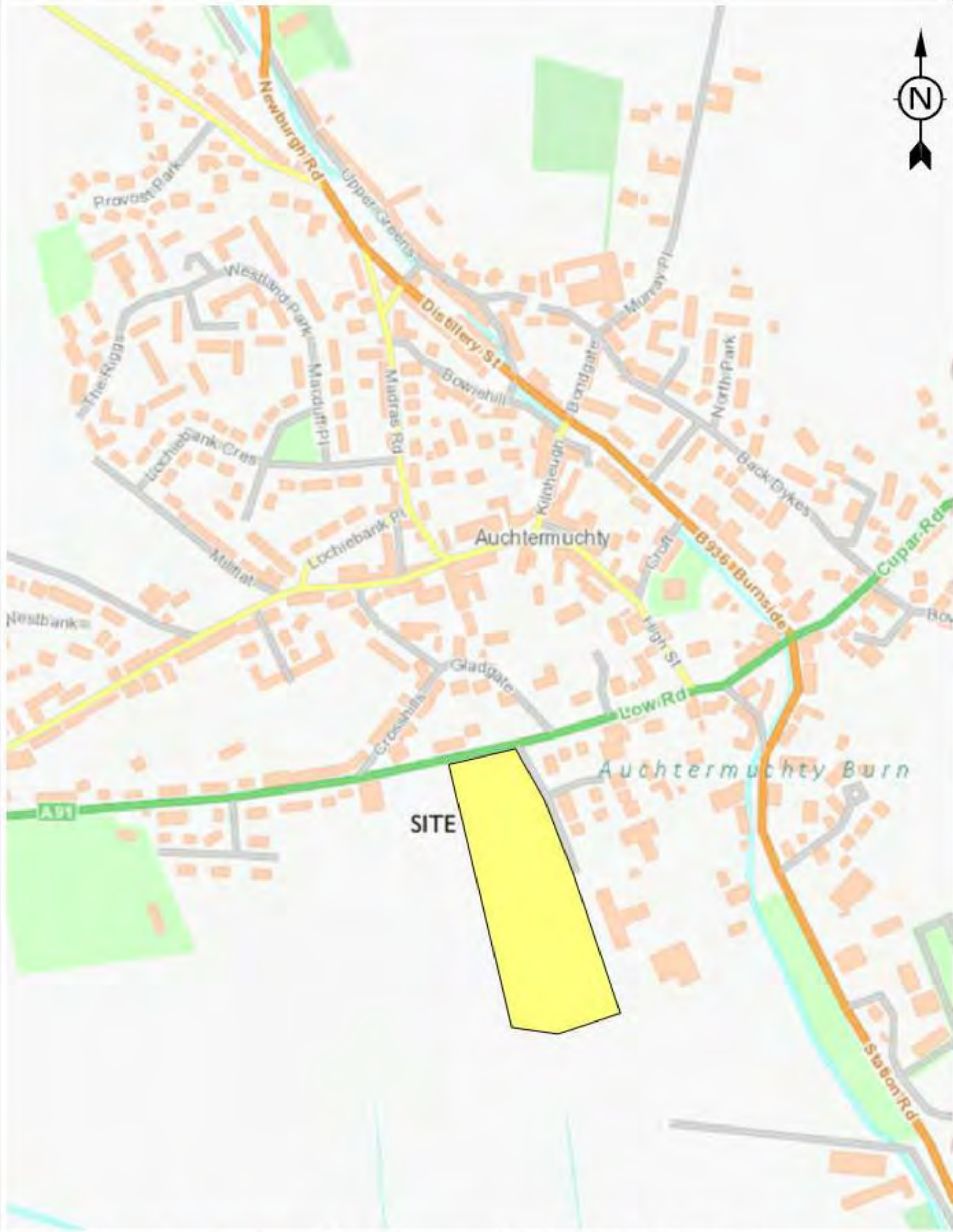
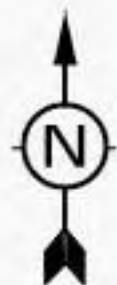
1.3 General Methodology

1.3.1 The desk study included research of the geological setting and the historical background to the site and the land in the vicinity. A site walkover survey was undertaken in July 2018, the details of which are included in Appendix A. In assessing the environmental context of the site, we have referred to datasheets and maps provided by Landmark and SEPA (Appendices B and C, respectively). The Landmark Envirocheck Report is based upon information derived from public records and we have relied upon this information in our assessment of the site. These records include information on the site geology, geochemistry, the hydrogeological setting and a range of environmental data relating to the site use and activities in the vicinity.

1.3.2 In addition to the geological and environmental sources, we have also made reference to The Coal Authority website (Appendix D).

1.4 Context

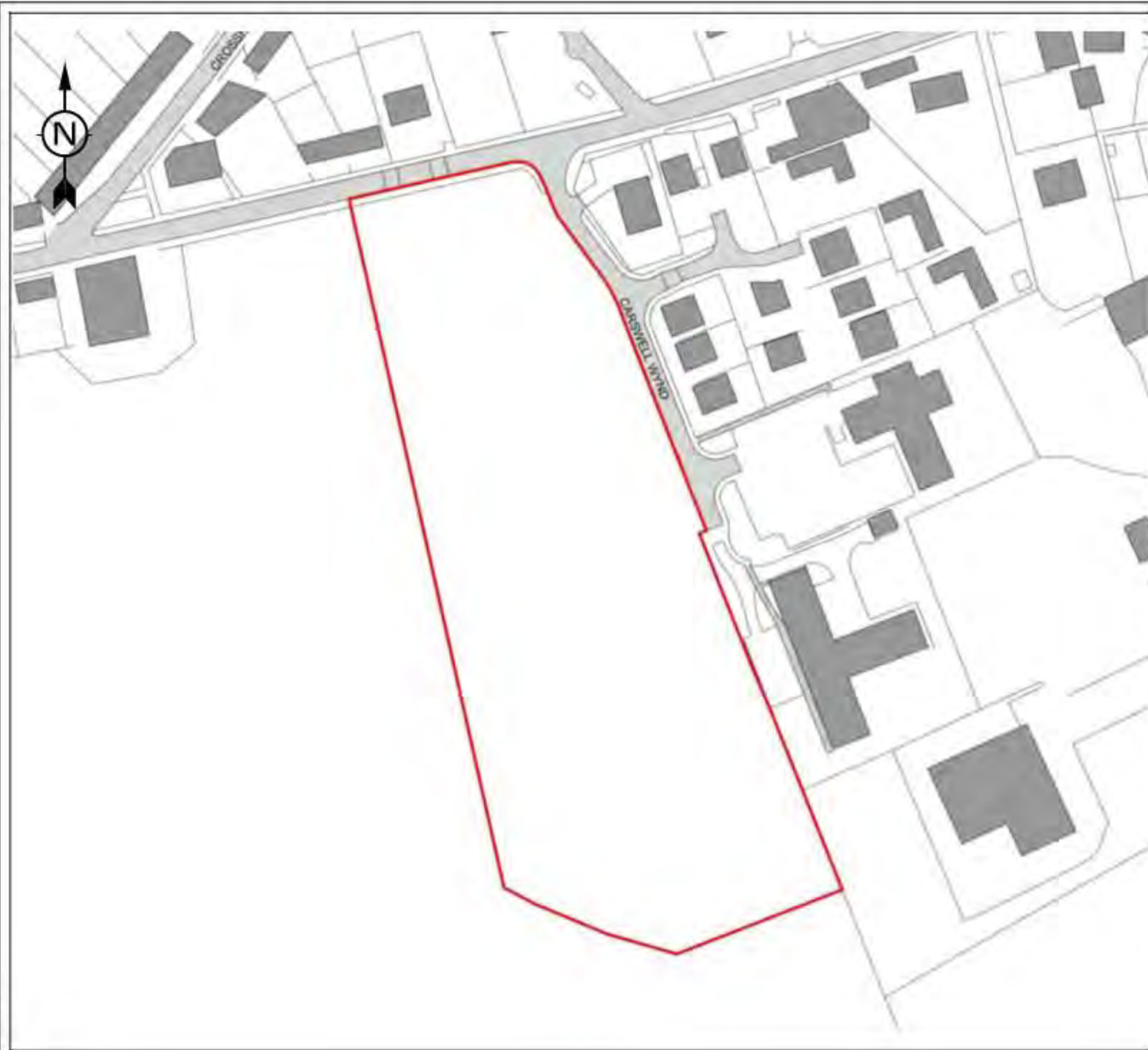
1.4.1 This report has been prepared in accordance with current recommended practice and existing legislation. It is written in the context of a proposed residential development with gardens. Should there be any alternative end-use, it would be prudent to consult us further to ensure the continued pertinence of the recommendations advised.



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client details:		GLADMAN DEVELOPMENTS (SCOTLAND) 2 ELIBURN OFFICE PARK ELIBURN, LIVINGSTON, EH54 6GR			
project title:		SOUTH OF LOW ROAD AUCHTERMUCHTY, FIFE		drawing title: SITE LOCATION PLAN	
project no:	drawing no:	revision:	date:	drawn by:	approved by:
P18/281	P18/281/DS/R/F/01		10.09.19	RC	JC
					scale: Not to scale



NOTES

— Site boundary

REV.	DATE	DETAILS
------	------	---------

GLADMAN DEVELOPMENTS (SCOTLAND)
 2 ELIBURN OFFICE PARK
 ELIBURN, LIVINGSTON
 EH54 6GR

PROJECT TITLE

SOUTH OF LOW ROAD
 AUCHTERMUCHTY, FIFE

DRAWING TITLE

STUDY
 AREA

DRAWN BY	CHK'D BY	APP'D BY	DATE	SCALE
RC	HM	IC	10.12.19	Not to Scale

PROJECT No.	DRAWING No.	REVISION
PIR/281	PIR/281/DSIR/F/02	



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2.0 SITE LOCATION AND SUMMARY DETAILS

2.1 Site Description

2.1.1 The summary details of the site as understood from the supplied survey information are outlined in Table 1, below. This site is located to the south of Low Road, Auchtermuchty. The information highlights that, at the time of our assessment, the site was considered to be greenfield in nature and utilised for agriculture (crops/grass). Fife Council has been contacted for further information pertinent to any historical usage or ground investigation, which may have led to contamination being issued into the soils or the water environment. Any historic ground investigation or land use results known to Fife Council have been included in a report in Appendix E.

TABLE 1: Summary Information on Site Location and Description.

Site	Details
Name	South of Low Road, Auchtermuchty
Location	South of Low Road, Auchtermuchty, Fife, west of Corswell Wynd, east of Stratheden Place.
Site Area	1.73 a approximately
h	323780, 711440
Local Authority	Fife Council
Current Usage	Greenfield, utilised for agriculture (crops/grass)
Past Usage	Agriculture
Topography	Generally flat lying
Surface Covering	Grass
Surface Water Features	The Glassart/Barroway Burn was noted approximately 330 m south of the site boundary.
Flytipping	None noted.
Boundary Conditions	The site is bound by residential housing to the north along Low Road and Corswell Wynd to the east with open fields to the west and south.

2.2 Local Context

2.2.1 The context of the site is indicated in Plate 1 and shows the site area as described above.

Plate 1: Aerial photograph from 2019 showing the site (courtesy of Google Maps)

2.3 Site Access

2.3.1 The site access is via Low Road (north of the site).

2.4 Active Processes on Site

2.4.1 There are no processes currently active on the site; it is undeveloped agricultural land.

3.0 GEO-ENVIRONMENTAL DATABASE

3.1 General

3.1.1 As described, the researches included examinations of the Landmark Envirocheck Report and information available from British Geological Survey (BGS) databases. The Landmark/Envirocheck documentation (Appendix B) includes data supplied from SEPA, The Coal Authority, BGS and the Ordnance Survey. In assessing the information, we have determined and outlined the key findings in Table 2. In the compilation of the table, we have assigned a notional risk level for each of the potential site impacts as shown. This is a qualitative assessment of potential geo-environmental impacts to and from the site, based on our review of the site conditions. Where considered 'low', as shown in most instances below, no significant impact is expected and where considered 'moderate' further considerations will be necessary within Phase 2 investigations.

TABLE 2: Summary of Envirocheck Records of Potential Impact Sources within 250 metres of the Site

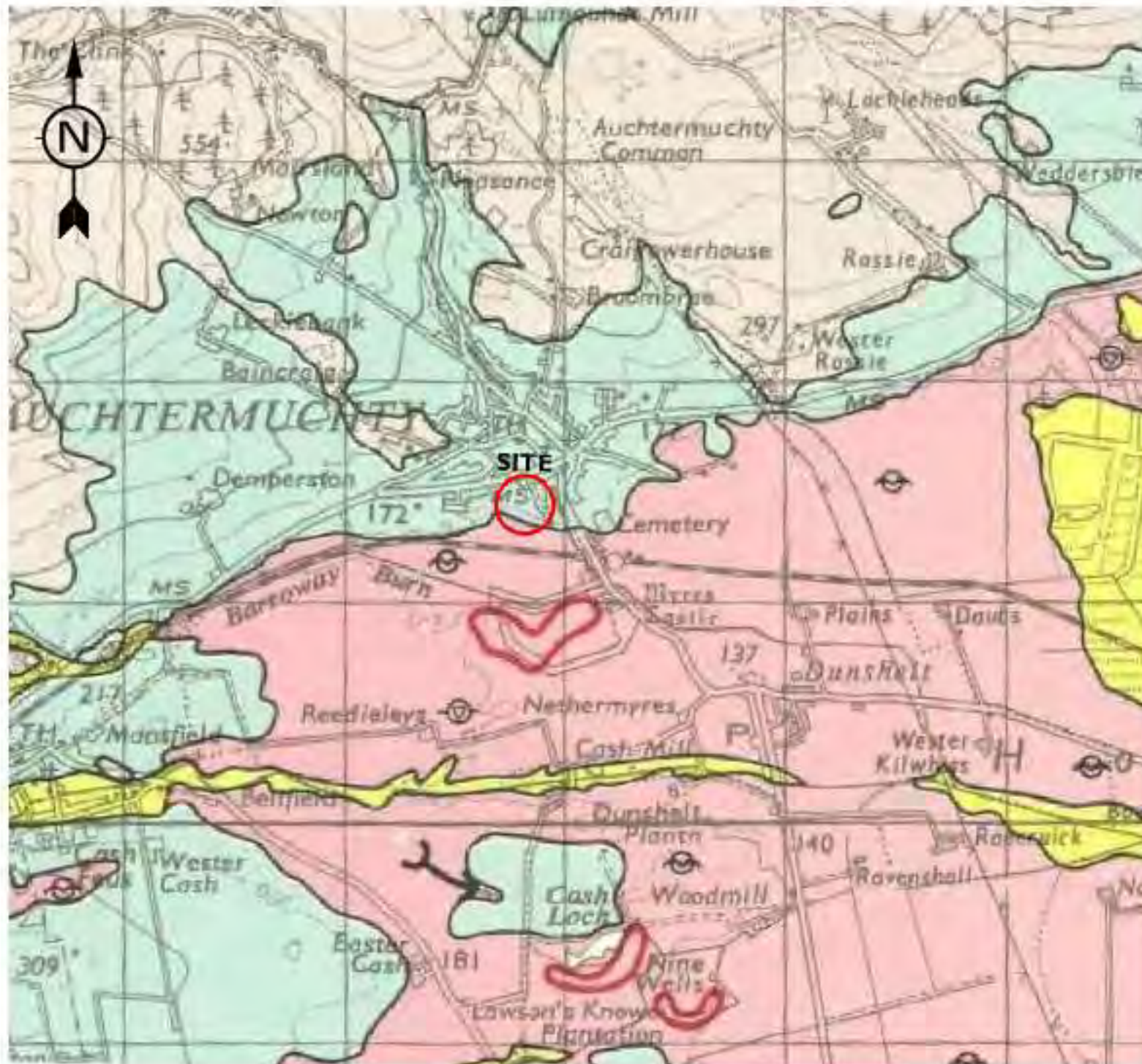
Potential Impact Source	Distance	Details	Impact Risk
Water Abstractions	-	None within 250m	Low
Discharge Consents	-	None within 250m	Low
Current Offsite Contamination Sources	-	None within 250m	Low
BGS Recorded Mineral Sites	-	None within 250m	Low
Local Authority Recorded Landfill Sites	-	No landfill data to supply	Low
Registered Landfill Site	-	None within 250m	Low
Registered Waste Treatment or Disposal Sites	-	None within 250m	Low
Local Authority Pollution Prevention and Control	178 m E	Local Authority Air Pollution Control – PG6/10 coating manufacturing (status: authorised)	Low
Registered Radioactive Substances	-	None within 250m	Low
Special Areas of Conservation	-	None within 250m	Low
Radon	-	The site is in an intermediate probability radon area (1 to 3% of homes are estimated to be at or above the Action Level. Basic radon protective measures are necessary in the construction of new dwellings or extensions.	Medium

3.2 British Geological Survey Information

3.2.1 The BGS Geological Survey (BGS) indicated that the soils across the site were likely to comprise of glaciofluvial sheet deposits underlain by glacial till in the southern site area and glacial till in the northern site area (Drawing No. P18/281/DS/R/F/03). Made ground deposits are unlikely but the historical development of Auchtermuchty and Fife Iron Works directly adjacent to the eastern site boundary should be considered.

3.2.2 The underlying solid strata were indicated to comprise of igneous bedrock (pyroxene-andesite) (Drawing No. P18/281/DS/R/F/04).

- 3.2.3 A series of BGS historical boreholes were noted 200 m from the southern site boundary. These boreholes record topsoil underlain by 0.50 m to 0.90 m of soft to firm mottled silty sandy CLAY with fine to coarse gravel, further underlain by up to 5 m of loose to very loose yellow/brown medium to coarse SAND with bands of fine to coarse subangular GRAVEL.
- 3.2.4 BGS historical borehole records, approximately 150 m to the south, indicate basalt rockhead at 6.30 mbgl to a depth of 7.40 mbgl.
- 3.2.5 Historical borehole logs are included in Appendix E.



- Brackish
- River sand
- Fluv
- Alluvium of flood plains and unconsolidated alluvium
- Modern beach deposits
- Prehistoric intertidal flats
- Recent beach deposits
- Fluvial beach deposits and associated marine and estuarine clays, post-Glacial
- Fluvial beach deposits and associated marine and estuarine clays, pre-Glacial
- Features marking former level of lake
- Features marking former coastline
- Extraglacial sand and gravel
- Glacial sand and gravel
- Artificial mound or ridge
- Boulder clay
- Boulders, up to 100m diameter
- Boundaries of geological features
- General area of geological uncertainty, covered by 1:25,000
- Glacial trough channel
- Direction of ice advance
- Direction of ice retreat

NOTES

REV	DATE	DETAILS

GLADMAN DEVELOPMENTS (SCOTLAND)
 2 ELIBURN OFFICE PARK
 ELIBURN, LIVINGSTON
 EH54 6GR

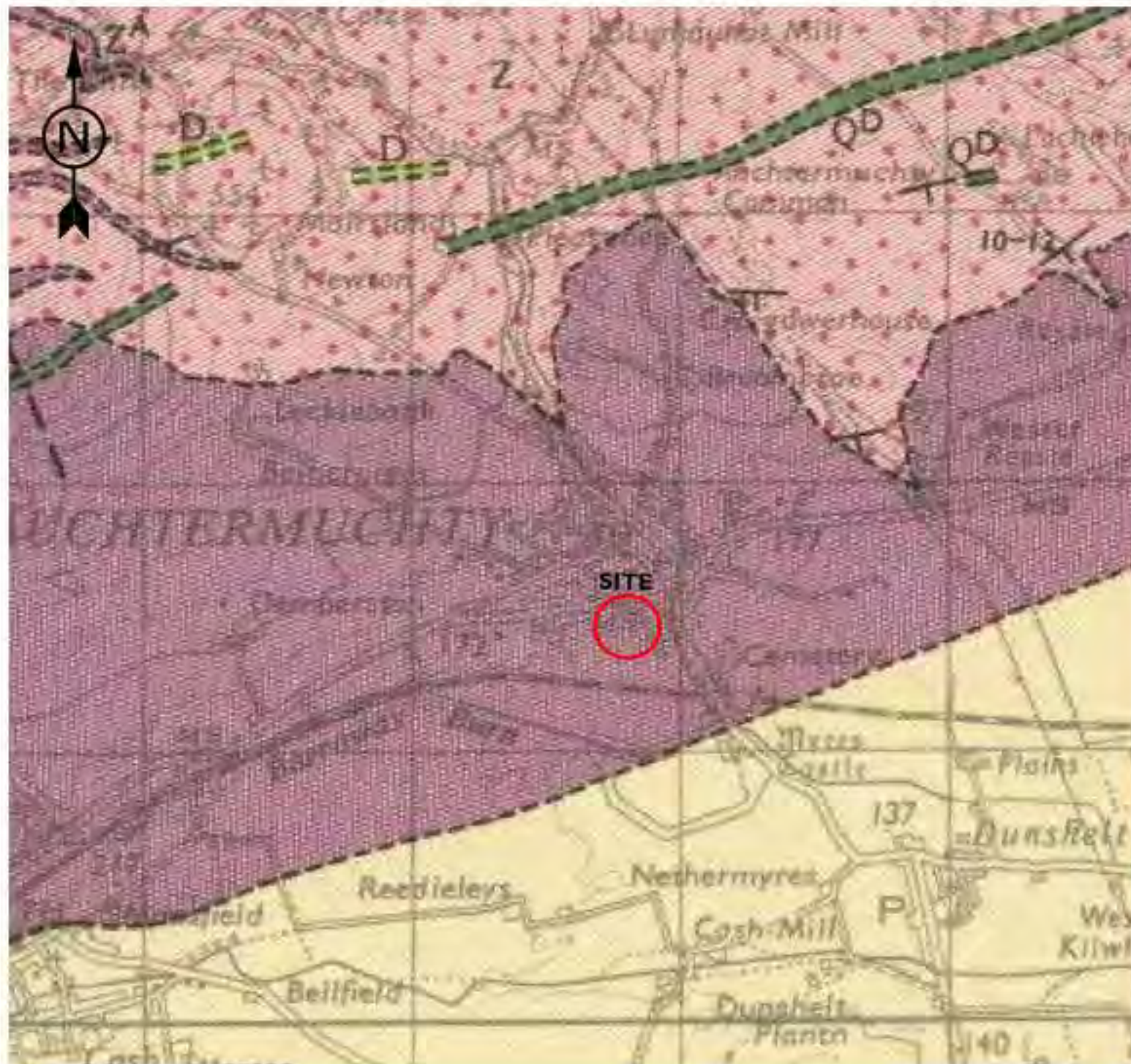
PROJECT TITLE
 SOUTH OF LOW ROAD
 AUCHTERMUCHTY, FIFE

DRAWING TITLE
 EXTRACT FROM PUBLISHED GEOLOGICAL SURVEY MAP
 (DRIFT)

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALE
RC	HM	IC	10.12.19	Not to Scale

PROJECT No.	DRAWING No.	REVISION
PIR/281	PIR/281/DS/R/F/03	

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K	Rhyolite
TH	Trachyandesite and trachite
HA	Hornblende-andesite
HA	Pyroxene-andesite
AB	Andesite and basalt
DB	Diabase-basalt with foliated phreocysts
Z	Tuff and infrequent lava-pibble conglomerate
Z'	Andesite tuff
Z''	Basaltic tuff

NOTES

REV. DATE DETAILS

GLADMAN DEVELOPMENTS (SCOTLAND)
2 ELIBURN OFFICE PARK
ELIBURN, LIVINGSTON
EH54 6GR

PROJECT TITLE

SOUTH OF LOW ROAD
AUCHTERMUCHTY, FIFE

DRAWING TITLE

EXTRACT FROM PUBLISHED GEOLOGICAL SURVEY MAP
(SOLID)

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALE
RC	HM	IC	10.12.19	Not to Scale

PROJECT No.	DRAWING No.	REVISION
PIR/281	PIR/281/DSIR/F/04	

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3.2.5 The geological context is summarised in Table 3:

TABLE 3: Summary of Geological Context

Geological Unit	Typical description
Superficial deposits	Glaciofluvial sheet deposits underlain by glacial till in the southern site area. Glacial till deposits in the northern site area.
Rockhead	Recorded at 6.30 mbgl in historical boreholes.
Rock Strata	Igneous bedrock (Pyroxene-andesite)
Economics	The Coal Authority Online Interactive Viewer indicates that the site is not within a 'Coal Mining Reporting Area' or 'Development High Risk Area', as defined by the Coal Authority (Appendix D).
Groundwater (Aquifer)	The Hydrogeological Map of Scotland indicates the site to be underlain by a non or weakly permeable aquifer. Considering the negligible permeability, this formation is generally regarded as containing insignificant quantities of groundwater.

3.3 Mining and Quarrying

3.3.1 The Coal Authority Online Interactive Viewer indicates that the site is not within a 'Coal Mining Reporting Area' or 'Development High Risk Area', as defined by the Coal Authority (Appendix D). Therefore, mining instability risks were not considered to pose a significant risk to the proposed development and no further investigation of this matter was considered necessary.

3.3.2 Furthermore, no known coal mine entries were indicated to be present within the vicinity of the proposed development site.

3.4 Hydrogeology

3.4.1 The flow of groundwater over the wider area is conjectured to be toward the Barroway Burn, approximately 330 m to the south of the site. SEPA's Water Classification Hub indicated the waterbody to have an overall status of 'Poor' since 2014, whilst information from Fife Council indicated the overall status to be 'Moderate'. Water quality was classified as 'High'. Refer to Appendix C for SEPA database information.

3.4.2 The underlying soils are conjectured to comprise of glacial till, which is generally considered to be prohibitive to groundwater movement, providing a relatively impermeable barrier to downward migration. However, the glaciofluvial sands and gravels to the south of the site may contain perched groundwater in granular lenses. The Scottish Environmental Protection Agency (SEPA) provides guidance in document WAT-PS-10-01 'Assigning Groundwater Assessment Criteria for Pollutant Inputs' (August 2014) for assessing contamination risks to groundwater and the water environment. It was however considered unlikely that the groundwater within the superficial soils beneath the site could meet the minimum criteria to be classified as a water body i.e. an abstraction could achieve 10 m³ per day on a sustained basis.

3.4.6 However, until proven otherwise, both surface water and groundwater should be regarded as sensitive receptors.

3.4.7 We consider that there are potentially three distinct geological units that could influence the groundwater characteristics of the site: glacial till, glaciofluvial deposits and igneous rock. The typical permeabilities of each of these strata are recorded in Table 4.

TABLE 4: Typical Material Permeability

Material	Typical Permeability
Glaciofluvial Sands and Gravels	High
Glacial Till	Low
Igneous Bedrock	Low

3.4.8 At present, surface run-off from the site would be relatively low as the site is utilised as arable land. Given that the northern site area is underlain by glacial till, infiltration would be considered to be relatively low. However, infiltration in the southern site area is likely to be higher, in consideration of the glaciofluvial sands and gravels.

3.5 **Flood Risk**

3.5.1 The Scottish Environmental Protection Agency has provided maps which indicate areas at risk from potential flooding. However, they highlight that the maps are for guidance only. As such, the map included in Appendix C is provided for initial guidance on the potential for flooding based on the SEPA Surface Water Flood Map and the SEPA River Flooding Maps. In all such circumstances, more detailed studies of flood risk are required for a more comprehensive assessment of potential flood risk within the site. In this instance, there is an area at high risk of flooding from the Glassart/Barroway burns, approximately 330 m to the south of the site boundary.

4.0 HISTORICAL BACKGROUND

4.1 General

4.1.1 An examination of the past history of a site can often provide valuable information in relation to potential constraints to its development. To facilitate these investigations, past copies of Ordnance Survey (OS) maps and other historical data were examined, with particular attention being focused on the presence of any industrial activities, mining or similar processes in the vicinity of the study area. It should be noted, however, that in some cases considerable periods elapsed between successive Ordnance Survey map editions and the possibility that further land uses occurred in the intervening years and were not therefore recorded by the maps, cannot be discounted. In these circumstances, while we have tried to ascertain the complete record of the site history, the possibility that other significant land uses occurred, while considered unlikely, cannot be discounted.

4.2 Historical Background

4.2.1 The Ordnance Survey map records, upon which much of the historical background was inferred, are contained within the Envirocheck Report in Appendix B. Table 5 provides summary information on land-use changes through the various map editions.

TABLE 5: Summary of History (Ordnance Survey Map Records)

Ordnance Survey Map Edition (scale)	The Site	The Surrounding Area
1856 (1:10,000)	Primarily unoccupied rural land. Road running along northern boundary.	The town of Auchtermuchty (primarily residential) directly adjacent to the site on the northern and eastern sides. A Gas Works was noted in Auchtermuchty, approximately 300 m east of the site boundary. Auchtermuchty Station was recorded approximately 350 m south-east of the site. The railway line ran E-W, parallel to the southern boundary. An 'Old Quarry' was noted approximately 1.20 km south-west of the site boundary. Two 'Mills' were present 800 m north of the site boundary.
1896 (1:10,560) 1895 (1:2,500)	No significant changes noted.	A 'Curling Pond' was noted approximately 250 m to the south-east of the site. The 'Mills' to the north were no longer noted. The 'Reedie Den Factory' was recorded 800 m north of the site. A 'Quarry' was noted at Graigowerhouse approximately 1.40 km north of the site boundary. A second quarry was recorded approximately 1.30 m north-east of the site boundary at Rossie Braes.
1901 (1:10,560)	No significant changes noted.	Mills to the north are no longer noted on the map. No other significant changes.
1914 (1:2,500) 1920-1921 (1:10,560)	No significant changes noted.	'Engineering Works' noted directly adjacent to 'Gas Works'. Metal casting/foundries noted approximately 200 m east of the site boundary. Further residential development of Auchtermuchty by the northern site boundary.
1938 (1:10,000)	No significant changes noted.	'Engineering Works' no longer noted. 'Gas Works' now noted as 'Works'.
1970 (1:2,500) 1959 & 1974 (1:10,000)	No significant changes noted.	Fife Iron Works noted within 100 m of the eastern boundary occupying the original location of the metal casting/foundries. 'Garage' noted less than 25 m from the northern boundary. Auchtermuchty Station no longer recorded on the map. Railway now noted as 'Dismantled'. A 'Sewage Works' was present approximately 500 m to the south-east. Quarry noted to the north-east of the site boundary at Rossie Braes now recorded as a 'Granite' Quarry.
1981 (1:2,500)	No significant changes noted.	No significant changes noted.
1992	No significant changes noted.	No significant changes noted.

(1:2,500)		
1994 (1:2,500)	No significant changes noted.	No significant changes noted.
1996 (1:2,500)	No significant changes noted.	Fife Iron Works is no longer noted on the map and associated buildings have been removed.
2000 (10,000)	No significant changes noted.	Rossie Braes Quarry noted as 'Disused'.
2018 (1:10,000)	No significant changes noted.	Rossie Braes Quarry (disused) no longer noted on map.

4.3 Review of the Historical Usage in the Context of the Proposals

4.3.1 The historical Ordnance Survey maps indicated the development of Auchtermuchty to the north and east, mainly of residential properties and local amenities. There was also industrial development in the immediate vicinity of the site; Fife Iron Works (approximately 50 m to the east), a garage approximately 25 m to the north and a sewage treatment works approximately 500 m to the south-east.

4.3.2 Given the residential and industrial developments immediately adjacent to the site, it is considered that made ground deposits of limited thickness may potentially exist predominantly along the eastern site boundary

4.3.3 The key considerations with regard to the site's condition and future usage are summarised in Table 6.

TABLE 6: Summary of Key Considerations Suspected from the Historical Background

Consideration	Potential Source of Impact
Contamination	Possible fill materials from the development of the adjacent iron works and garage, as well as potential spillages/leakages of fuels/oils. Possible fill materials from surrounding residential development.
Gas Emissions	From biodegradable materials and fuel/oil spillages in localised fill deposits along the site boundaries.
Adverse Foundations	Considered unlikely.
Buried Structures	N/A

5.0 PRELIMINARY CONCEPTUAL SITE MODEL

5.1 General

5.1.1 In order to fully evaluate the potential presence and impact of contamination at the site, the area must be considered in an environmental context taking account of its geology, topography and past and present land-use. Science Report SC050021/SR3, published by the Environment Agency in January 2009, supersedes the previous Contaminated Land Reports (CLR7 to CLR10 and briefing notes) series and provides standard guidance for the assessment of sites that may be contaminated. This essentially highlights the importance of developing a robust *Conceptual Site Model*. The model then forms an integral part of the contamination assessment for the proposed development site, looking at conventional source-pathway-receptor linkages.

5.2 Environmental Legal and Planning Setting

5.2.1 Part IIA of the Environmental Protection Act 1990 (inserted by Section 57 of the Environment Act 1995) has created a new regime for the identification and remediation of contaminated land. A revised Statutory Guidance Edition 2 (Paper SE/2006/44) to the Act was published by the Scottish Executive in May 2006. Within the Revised Statutory Guidance Document issued under Section 78A (2), (5) and (6) of the Environmental Protection Act 1990, contaminated land is defined as:

"Any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that "significant harm is being caused or there is significant possibility of such harm being caused"; or "significant pollution of the water environment is being caused or there is a significant possibility of such pollution being caused".

5.2.2 Since the intended development is residential, the development constitutes a change of land use. The site must therefore be considered in terms of the 'suitable for use' approach embraced by Part IIA of the Environmental Protection Act 1990 and the appropriate Planning Advice Note (PAN33). It is based on the principles of risk assessment, including the concept of a pollutant linkage between a source contaminant and a receptor, by means of a pathway. For an environmental risk to exist there must be:

- A source of contamination (hazard);
- A pathway via which the hazard can be transmitted; and
- A target or receptor, which has the potential to be exposed to unacceptable levels of contaminant.

5.2.3 The presence of all three elements identifies a plausible pollutant linkage. An assessment of the potential sources, pathways and targets constitutes a conceptual model for the site, as described. Clearly in the absence of any tangible site investigation data, the model can only be conjectured at this stage. However, the researches provide a sound basis for highlighting the key elements of the model.

5.3 Potential Sources of Contamination

On Site Sources

- 5.3.1 The researches have not revealed a past land use which would be considered to potentially contribute to contamination of the ground materials on site.

Off-Site Sources

- 5.3.2 Potential off-site sources of contaminations include; deposition of contaminated fill materials associated with the surrounding residential development, deposition of contaminated materials associated with the Fife Iron Works. These sources have a potential to impact on the site through migration of pollutants. Similarly, any biodegradable constituents could be a source of gas emissions. As such, the greatest risk is likely to be through impacted groundwater or ground gases migrating to the site.

Contaminants of Concern

- 5.3.3 The typical processes and associated contaminants of concern (CoC) are discussed and summarised in Table 7 below.

TABLE 7: Contaminants of Concern

THE SITE	Industrial Activity/ Site Use	Potential Pathways	Associated Potential Contaminants*
CURRENT/PREVIOUS	<ul style="list-style-type: none"> No industrial history recorded on site 	<ul style="list-style-type: none"> Fly-tipping, or unrecorded deposition of made ground. Perhaps associated with the building of the road to the north or the adjacent ironworks/ residences. 	Metals: As, Mg, Cd, Cr, Ni, Zn, Cu, Hg, Pb, Organics: Phenol, Asbestos, Ground Gases: CO ₂ , CH ₄
IMMEDIATE SURROUNDING AREA	Industrial Activity/ Site Use	Potential Pathways	Associated Potential Contaminants*
CURRENT/PREVIOUS	<ul style="list-style-type: none"> Deposition of contaminated fill material associated with the surrounding residential development. Spillages/leakages of fuels/oils associated with Fife Irons Works and associated industrial processes Spillages/leakages of fuels/oils associated with the petrol filling station/garage. 	<ul style="list-style-type: none"> Deposition of waste in made ground. Leaching of contaminants to groundwater through soakaway infiltration and direct discharge to drains and the ground. Generation of ground gases. 	Metals: As, Mg, Cd, Cr, Ni, Zn, Cu, Hg, Pb, Organics: Fuel oils, TPH, PAH, Phenol, Asbestos, Ground Gases: CO ₂ , CH ₄

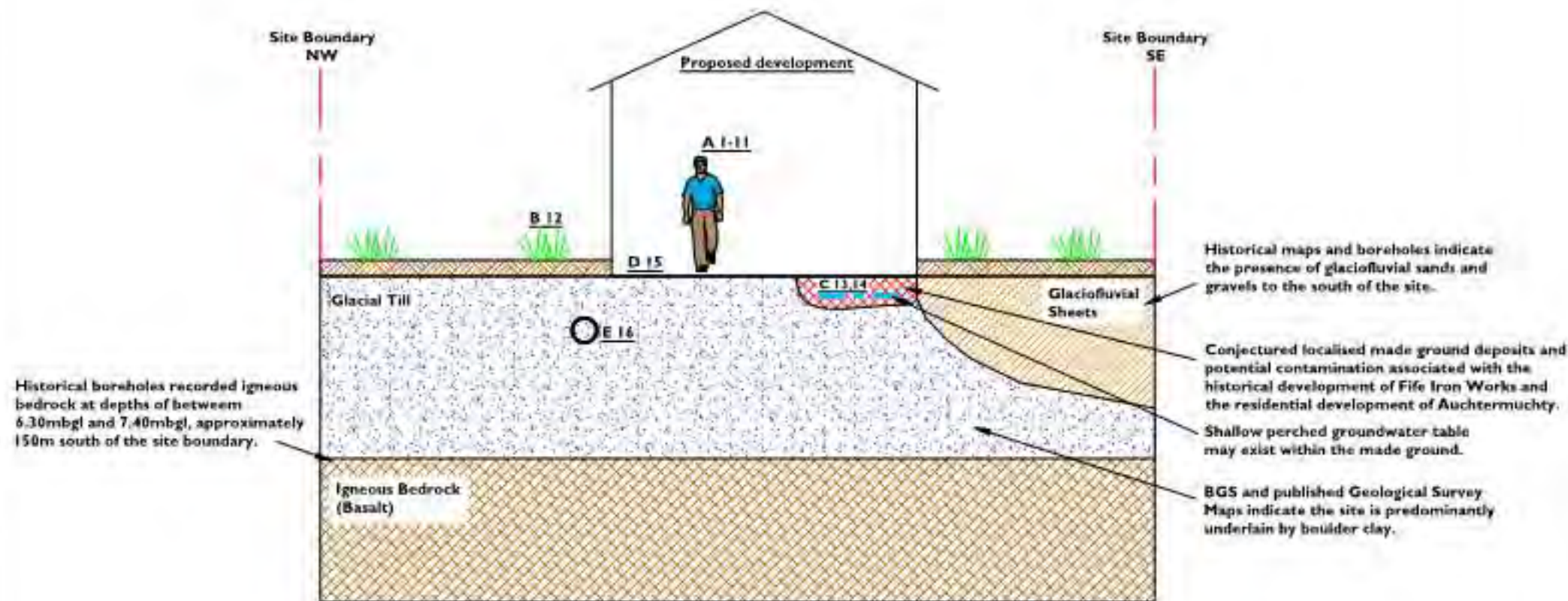
5.4 Pathway Characterisation (Pollutant Linkages)

5.4.1 The most sensitive receptors and the pathways by which they may be exposed to potential sources of contamination are as follows:

1. Human and Ecological Receptors (site end users, visitors and construction operatives)
 - Dermal (skin) contact with contaminated soil, fugitive dust and the absorption of any contaminants through the skin into the body
 - Inhalation of fugitive soil dust or vapour
 - Ingestion of soil by hand to mouth activity
 - Inhalation of any ground gas migrating into the buildings
2. Groundwater Receptors (groundwater systems)
 - Leaching of contaminants from the soil to groundwater
 - Direct leakage/spillage of contaminants dissolved in the groundwater
 - Discharge of fluids or soluble wastes direct to soakaways or drains
3. Buildings (existing and proposed buildings and associated infrastructure)
 - Contact of building materials with aggressive chemicals or acidic soils
4. Public Utilities (domestic water supply, pipes and cables)
 - Direct contact with contaminated soil or groundwater
 - Leaching of contaminants through the soil
 - Service trenches acting as preferential migration pathways for contamination
 - Permeation of plastic water supply pipes
5. Vegetation (plants in gardens and areas of soft landscaping)
 - Uptake of contaminants from the soil or groundwater into the plant

5.4.2 On the basis of the above, a qualitative risk assessment is described in Table 8 below and the potential source-pathway-receptor relationships, based on the preliminary qualitative risk assessment, are summarised in Drawing No. P18/281/DS/R/F/05 - Preliminary Conceptual Site Model (CSM).

5.4.3 Under the environmental legislation, site owners can inherit liability for impacts of contamination arising from their site, even where this may not have been the result of activities carried out by them or during the tenure of their ownership. This is a significant consideration in the assessment of contamination within the site. However, the wider environmental interests are also considered, especially where contamination or gas has the potential to impact site users.



Historical boreholes recorded igneous bedrock at depths of between 6.30mbgl and 7.40mbgl, approximately 150m south of the site boundary.

Historical maps and boreholes indicate the presence of glaciofluvial sands and gravels to the south of the site.

Conjectured localised made ground deposits and potential contamination associated with the historical development of Fife Iron Works and the residential development of Auchtermuchty.

Shallow perched groundwater table may exist within the made ground.

BGS and published Geological Survey Maps indicate the site is predominantly underlain by boulder clay.

Potential Source

Conjectured potentially contaminated made ground.

Potential Exposure Pathways

1. Outdoor ingestion of dust.
2. Indoor ingestion of dust.
3. Consumption of homegrown vegetables.
4. Ingestion of soil attached to vegetables.
5. Skin contact with outdoor soil.
6. Skin contact with indoor dust.
7. Outdoor inhalation of dust.
8. Indoor inhalation of dust.
9. Outdoor inhalation of soil vapour.
10. Indoor inhalation of soil vapour.
11. Inhalation of ground gases.
12. Contaminant uptake by vegetation.
13. Leaching of contaminants to the groundwater.
14. Contaminant migration in the groundwater.
15. Detrimental effects on buried concrete.
16. Permeation of plastic water supply pipes.

Potential Receptors

- A. Site users / construction personnel.
- B. Vegetation / fauna.
- C. Groundwater.
- D. Buried concrete (Service and foundations)
- E. Plastic water supply pipes.

NOTES

REV	DATE	DETAILS

GLADMAN DEVELOPMENTS (SCOTLAND)
2 ELIBURN OFFICE PARK
ELIBURN, LIVINGSTON
EH54 6GR

PROJECT TITLE

SOUTH OF LOW ROAD
AUCHTERMUCHTY, FIFE

DRAWING TITLE

PRELIMINARY CONCEPTUAL
SITE MODEL

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALE
RC	HM	IC	10.12.19	Not to Scale
PROJECT No.	DRAWING No.	REVISION		
PI/281	PI/281/DS/R/F/05			



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TABLE 8a: Preliminary Qualitative Risk Assessment (On Site)

Source	COCs (within site)	Pathway	Receptors (s)	Assessment	Risk
No industrial history recorded on site	Metals: As, Mg, Cd, Cr, Ni, Zn, Cu, Hg, Pb, Organics: PAH, Phenol, Asbestos, Ground Gases: CO ₂ , CH ₄	Dermal contact, ingestion, inhalation	Humans – end users (outdoor)	Contaminated made ground may have been dumped on site, including waste or impacted soils and groundwater	Low
			Humans – end users (indoor)		
		Leaching through soil or direct migration	The water environment – groundwater and surface water	The natural superficial soils beneath the made ground are conjectured to be generally inhibitive of groundwater movement but lateral groundwater movements may occur in perched systems.	Low
		Gas/vapour inhalation, vertical/lateral migration	Humans – end users (indoor)	Possible gas/vapour producing materials (organic soils/ biodegradable materials) or compounds that could vertically migrate into overlying buildings producing a potentially asphyxiating or explosive environment.	Low
			Buildings and Services		
Direct contact, leaching through soil, groundwater migration	Buildings and Services	Aggressive chemical environments for concrete due to sulphate and acidic conditions. The potential presence of contaminants in soil that may permeate water supply pipes remained to be confirmed.	Low		
Direct Contact, Uptake	Plants	Direct contact or uptake of contamination from the soil or groundwater could adversely affect any plants grown.	Low		

TABLE 8b: Preliminary Qualitative Risk Assessment (Off Site)

Source	COCs (within site)	Pathway	Receptors (s)	Assessment	Risk
Deposition of contaminated fill material associated with the surrounding residential development.	Metals: As, Mg, Cd, Cr, Ni, Zn, Cu, Hg, Pb, Organics: Fuel oils, Petrol/Diesel, BTEX, MTBE, PAH, Phenol, Asbestos, Ground Gases: CO ₂ , CH ₄	Dermal contact, ingestion, inhalation	Humans – end users (outdoor)	Contaminated made ground may have been dumped on site, including waste or impacted soils and groundwater.	Moderate
			Humans – end users (indoor)		
Spillages/leakages of fuels/oils associated with Fife Iron Works and associated industrial processes		Leaching through soil or direct migration	The water environment – groundwater and surface water	The natural superficial soils beneath the made ground are conjectured to be generally inhibitive of groundwater movement but lateral groundwater movements may occur in perched systems.	Low to moderate
			Gas/vapour inhalation, vertical/lateral migration	Humans – end users (indoor)	Possible gas/vapour producing materials (organic soils/ biodegradable materials) or compounds that could vertically migrate into overlying buildings producing a potentially asphyxiating or explosive environment.
Buildings and Services					
Spillages/leakages of fuels/oils associated with the petrol filling station/garage	Direct contact, leaching through soil, groundwater migration	Buildings and Services	Aggressive chemical environments for concrete due to sulphate and acidic conditions. The potential presence of contaminants in soil that may permeate water supply pipes remained to be confirmed.	Low	
		Direct Contact, Uptake	Plants	Direct contact or uptake of contamination from the soil or groundwater could adversely affect any plants grown.	Low

- 5.4.4 The Qualitative Risk Assessment has considered the identified potential source-pathway-receptor linkages to generally be a low to moderate risk, with the moderate level category only applicable if made ground deposits are encountered within the site. This is based on our opinion on the potential severity of an identified impact, considering the receptor and the development plans. On site contamination risks are considered to be generally low as a result of previous usage. Offsite contamination migrating cannot be completely discounted.
- 5.4.5 In addition to the contamination risks, there is also a possibility of ground gas generation within the site. Where gas concentrations accumulate at high levels, issues of potential explosive methane/oxygen mixtures or asphyxiation in other gases must be considered.

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 General

6.1.1 The Phase I researches have indicated that the site could potentially be impacted by contamination relating to the adjacent past and current land use (i.e. Fife Iron Works, nearby garage), although the risks are considered to be low. In addition, these researches have indicated that the site is not at risk from mining. Foundation options for the new development will be influenced by the thickness and condition of the superficial materials.

6.2 Chemical Contamination

6.2.1 Researches of the past land use of the site have highlighted an overall low risk of on-site contamination. However, the possible presence of made ground deposits associated with the development of the nearby garage, nearby historical iron works and surrounding residential properties, require to be considered.

6.3 Gas Emissions

6.3.1 The historical researches suggest that there is potential for limited made ground to exist, which could potentially contain biodegradable soils which could be a source of ground gas generation.

6.3.2 The site is in an intermediate probability radon area (1 to 3% of homes are estimated to be at or above the Action Level). Basic radon protective measures are necessary in the construction of new dwellings or extensions.

6.4 Foundations

6.4.1 The natural soils beneath the site could potentially be suited to sustaining light to medium loaded structures. However, investigations will be required to confirm the load bearing characteristics of the underlying natural soils.

6.5 Mining

6.5.1 Based on our researches the site is not constrained by mining and therefore the risk to future development is considered to be low.

6.6 Development Considerations

6.6.1 A number of potential development geo-environmental considerations arise from these researches. These include:

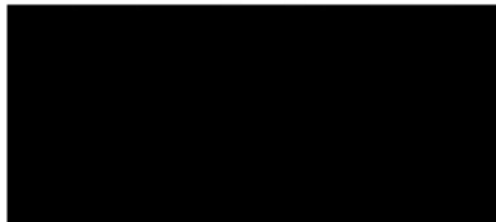
- Possible requirement for remediation of contaminated land (potential toxic and phytotoxic risk in soils)
- Radon gas preclusion measures will be required.
- Foundations designs are likely to be determined by the nature of the underlying superficial deposits.

We highlight that these considerations are based on researches of current available information and that intrusive investigations should be instigated and designed in accordance with the Conceptual Site Model.

6.7 Conclusion

6.7.1 Based on our own desk study researches, the site is considered to be greenfield in nature. However, the site may be impacted by potential contamination associated with the adjacent historic potentially contaminative land uses and activities (i.e. Fife Iron Works, nearby garages and surrounding residential developments). Consequently, we recommend intrusive site investigation to characterise the site ground conditions and identify potential contaminant pathways that may impact future users of the site.

We trust that this will meet with your current requirements. However, should you require any further information, please do not hesitate to contact us.



Hilary Mulholland
Geo-Environmental Scientist



Ian Cochrane
Senior Associate

Appendix A

Site Walkover Survey (July 2018)

WALKOVER SURVEY RECORD

Project Name: Stratheden Place

Date of Survey: 20/07/2018

Weather: Showers

Project Number: P18-281

Surveyed By: AD

VICINITY OF THE SITE

DESCRIPTION

Are there any street/house/locality/pub names indicating current or former land use?	N/A	Hay bales and farming plant
What are the neighbouring land uses?	NORTH	Low Road, residential, Burns Auto Centre
	EAST	Residential, engineers/builders yard, care home
	SOUTH	Farmland
	WEST	Farmland
Potential off-site receptors		

ACCESSES

Describe the site accesses - type, width and headroom.		Access gate from Low Road Access gate on Stratheden Place (overhead wires) Possible access from unnamed minor track road from B936 to east (overhead wires)
Describe any access difficulties for SI plant:		Width of access gates and possible overhead wires for larger plant.

SITE DESCRIPTION - GENERAL

What is the current land use?		Farmland
What is the topography?		Generally flat/gently undulating
What is the surface cover?		Farmland, and hay bales
Are there any waterlogged areas?		No
How are the boundaries formed?		Generally wire fences or hedgerows/bushes. Partially open at south. Stone walls at north.

Does the topography suggest filling or platforming?	NO	No
Are there any subsidence features?	NO	No

EXISTING BUILDINGS

What proportion of the site do the buildings cover?		N/A
Do the building(s) show any evidence of distress?	NO	
Indicate building usage on available site plan.		
Indicate nature and location of materials in storage.		
What processes are evident in the facility?		

TANKS AND WASTE STORAGE

Are there any fuel or chemical storage tanks (surface and underground)? For each tank record whether it is above/under ground, nature of contents, whether full or empty, bunded/unbunded/leaking bund, presence of staining. Mark locations on plan.	NO	
Is there any evidence of waste storage or disposal?	YES	
Are there any chemical drums or other containers?	NO	
Are there any discharges to surface water?	NO	

HYDROLOGY

Describe any groundwater sources - including flow rate.		
Record positions all springs, ponds and other water on site.		

PUBLIC UTILITIES

Are there any overhead cables - indicate type and location?	YES	Yes, likely BT – in area of access gate via Stratheden Place/ or from B396, and along eastern boundary
Are there any manholes - describe?	YES	
Are there other indications of utilities?	NO	
Are there any electricity transformers	NO	

HAZARDS

Describe any obvious public health hazards.		
---	--	--

SPILLAGES AND CONTAMINATION

Are there any indications of oil or other spillages?	NO	
Is there evidence of contaminated soils?	NO	
Is there evidence of distress to vegetation?	NO	
Describe constituents of any flytipping.		
Is there surface evidence of asbestos contaminated soil?	NO	
Are there any noxious smells?	NO	

GEOLOGY

Soil and rock – record and describe any exposed soils or rocks that are present.		
--	--	--

MINING AND QUARRYING

Are there any signs of mineral extraction in the area, such as old mine buildings, derelict or hummocky land, surface depressions, evidence of infilling or spoil heaps.	NO	
Is there evidence of any quarrying?	NO	

SLOPE STABILITY

Are there any risks of slope instability?	NO	
Is there evidence of previous land slipping?	NO	

INVASIVE PLANTS

Are there any obvious invasive plants?	NO	
--	----	--



1. View to west at nursery



2. View east at southern boundary



3. View north from southern boundary



4. Potential access from B396 to east. Note overhead cables



5. Builders/engineers yard at eastern boundary



6. Access from Low Road



7. View west from northern boundary. Auto Yard at far side.



8. View south from northern boundary. Strathden Place to right.



9. Access from Stratheden Place. Note overhead cables.

Appendix B

Envirocheck Report (September 2018)

Index Map

For ease of identification, your site and buffer have been split into Slices, Segments and Quadrants. These are illustrated on the Index Map opposite and explained further below.

Slice

Each slice represents a 1:10,000 plot area (2.7km x 2.7km) for your site and buffer. A large site and buffer may be made up of several slices (represented by a red outline), that are referenced by letters of the alphabet, starting from the bottom left corner of the slice "grid". This grid does not relate to National Grid lines but is designed to give best fit over the site and buffer.

Segment

A segment represents a 1:2,500 plot area. Segments that have plot files associated with them are shown in dark green, others in light blue. These are numbered from the bottom left hand corner within each slice.

Quadrant

A quadrant is a quarter of a segment. These are labelled as NW, NE, SW, SE and are referenced in the datasheet to allow features to be quickly located on plots. Therefore a feature that has a quadrant reference of A7NW will be in Slice A, Segment 7 and the NW Quadrant.

A selection of organisations who provide data within this report:



Envirocheck reports are compiled from 136 different sources of data

Client Details

Ms P Morton, Mason Evans Partnership, The Piazza, 95 Morrison Street, (office side door on Dalenober St), Glasgow, G5 8BE

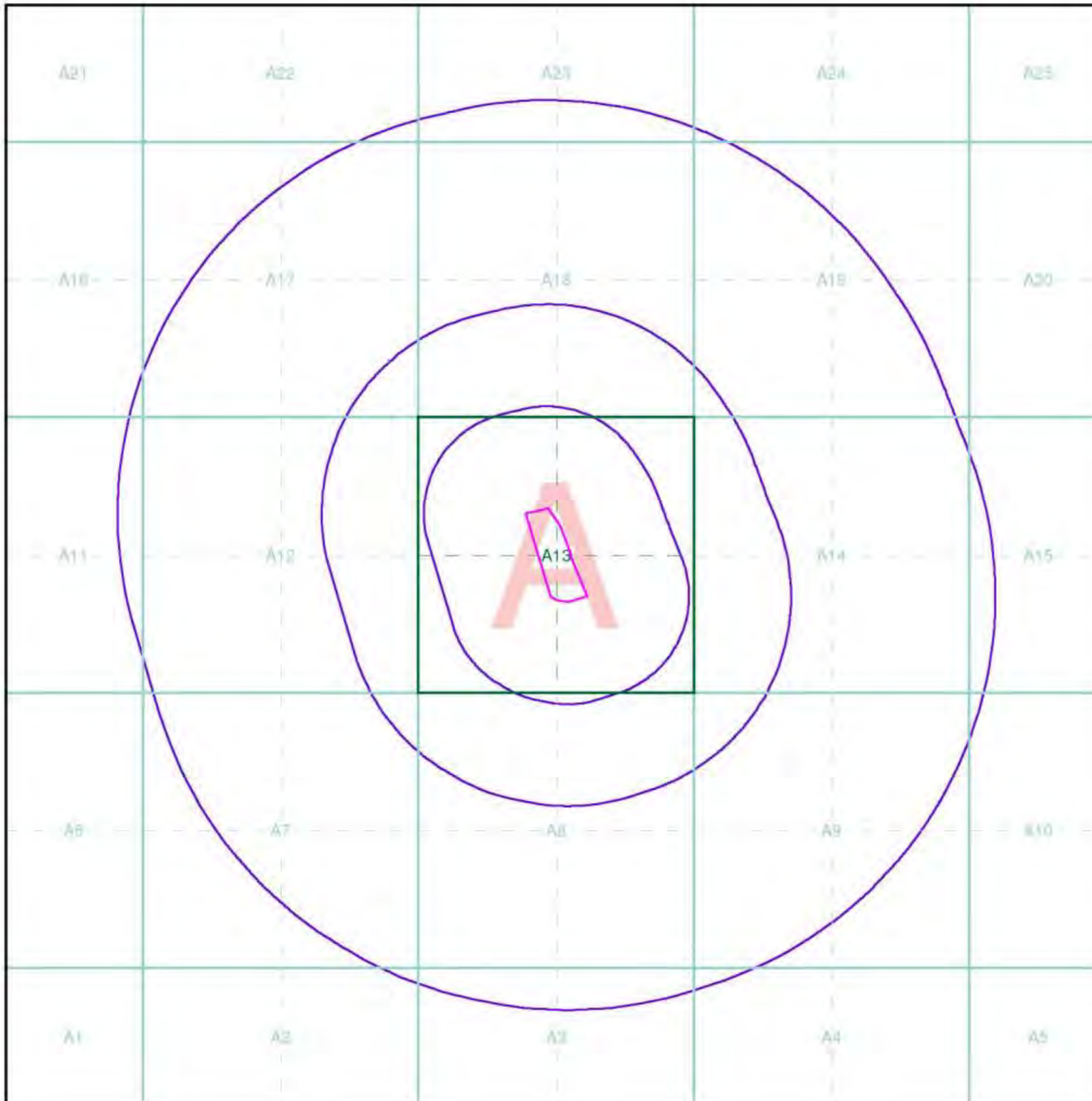
Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife

Full Terms and Conditions can be found on the following link:
<http://www.landmarkinfo.co.uk/Terms/Show/515>



Envirocheck[®] Report:

Datasheet

Order Details:

Order Number:

227624627_1_1

Customer Reference:

P18-281 HM Phase 1

National Grid Reference:

323780, 711440

Slice:

A

Site Area (Ha):

1.73

Search Buffer (m):

1000

Site Details:

Site at

Auchtermuchty

Fife

Client Details:

Ms P Morton

Mason Evans Partnership

The Piazza

95 Morrison Street

(office side door on Dalenober St)

Glasgow

G5 8BE

Report Section	Page Number
Summary	-
Agency & Hydrological	1
Waste	9
Hazardous Substances	-
Geological	10
Industrial Land Use	12
Sensitive Land Use	14
Data Currency	15
Data Suppliers	19
Useful Contacts	20

Introduction

The Environment Act 1995 has made site sensitivity a key issue, as the legislation pays as much attention to the pathways by which contamination could spread, and to the vulnerable targets of contamination, as it does the potential sources of contamination. For this reason, Landmark's Site Sensitivity maps and Datasheet(s) place great emphasis on statutory data provided by the Environment Agency/Natural Resources Wales and the Scottish Environment Protection Agency; it also incorporates data from Natural England (and the Scottish and Welsh equivalents) and Local Authorities; and highlights hydrogeological features required by environmental and geotechnical consultants. It does not include any information concerning past uses of land. The datasheet is produced by querying the Landmark database to a distance defined by the client from a site boundary provided by the client. In this datasheet the National Grid References (NGRs) are rounded to the nearest 10m in accordance with Landmark's agreements with a number of Data Suppliers.

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Report Version v53.0

Data Type	Page Number	On Site	0 to 250m	251 to 500m	501 to 1000m (*up to 2000m)
Agency & Hydrological					
BGS Groundwater Flooding Susceptibility	pg 1	Yes	Yes	Yes	n/a
Contaminated Land Register Entries and Notices					
Discharge Consents	pg 1			1	3
Prosecutions Relating to Controlled Waters			n/a	n/a	n/a
Enforcement and Prohibition Notices					
Integrated Pollution Controls					
Integrated Pollution Prevention And Control					
Local Authority Integrated Pollution Prevention And Control					
Local Authority Pollution Prevention and Controls	pg 2		1		
Local Authority Pollution Prevention and Control Enforcements					
Nearest Surface Water Feature	pg 2		Yes		
Pollution Incidents to Controlled Waters					
Prosecutions Relating to Authorised Processes					
Registered Radioactive Substances					
River Quality					
Substantiated Pollution Incident Register					
Water Abstractions					
Water Industry Act Referrals					
Groundwater Vulnerability	pg 2	Yes	n/a	n/a	n/a
Drift Deposits			n/a	n/a	n/a
Source Protection Zones					
River Flood Data (Scotland)	pg 2		Yes	n/a	n/a
OS Water Network Lines	pg 3		7	24	20
Waste					
BGS Recorded Landfill Sites					
Integrated Pollution Control Registered Waste Sites					
Licensed Waste Management Facilities (Landfill Boundaries)					
Licensed Waste Management Facilities (Locations)					
Local Authority Landfill Coverage	pg 9	1	n/a	n/a	n/a
Local Authority Recorded Landfill Sites					
Registered Landfill Sites					
Registered Waste Transfer Sites	pg 9		2		
Registered Waste Treatment or Disposal Sites					

Data Type	Page Number	On Site	0 to 250m	251 to 500m	501 to 1000m (*up to 2000m)
Hazardous Substances					
Control of Major Accident Hazards Sites (COMAH)					
Explosive Sites					
Notification of Installations Handling Hazardous Substances (NIHHS)					
Planning Hazardous Substance Consents					
Planning Hazardous Substance Enforcements					
Geological					
BGS 1:625,000 Solid Geology	pg 10	Yes	n/a	n/a	n/a
BGS Recorded Mineral Sites	pg 10				4
CBSCB Compensation District			n/a	n/a	n/a
Coal Mining Affected Areas			n/a	n/a	n/a
Mining Instability			n/a	n/a	n/a
Man-Made Mining Cavities					
Natural Cavities					
Non Coal Mining Areas of Great Britain	pg 10	Yes		n/a	n/a
Potential for Collapsible Ground Stability Hazards	pg 10	Yes		n/a	n/a
Potential for Compressible Ground Stability Hazards				n/a	n/a
Potential for Ground Dissolution Stability Hazards				n/a	n/a
Potential for Landslide Ground Stability Hazards	pg 11	Yes		n/a	n/a
Potential for Running Sand Ground Stability Hazards	pg 11	Yes	Yes	n/a	n/a
Potential for Shrinking or Swelling Clay Ground Stability Hazards	pg 11	Yes	Yes	n/a	n/a
Radon Potential - Radon Affected Areas	pg 11	Yes	n/a	n/a	n/a
Radon Potential - Radon Protection Measures	pg 11	Yes	n/a	n/a	n/a
Industrial Land Use					
Contemporary Trade Directory Entries	pg 12		8	4	3
Fuel Station Entries	pg 13		1	1	
Gas Pipelines					

Data Type	Page Number	On Site	0 to 250m	251 to 500m	501 to 1000m (*up to 2000m)
Sensitive Land Use					
Ancient Woodland					
Areas of Adopted Green Belt					
Areas of Unadopted Green Belt					
Environmentally Sensitive Areas					
Forest Parks					
Local Nature Reserves					
Marine Nature Reserves					
National Nature Reserves					
National Parks					
National Scenic Areas					
Nitrate Sensitive Areas					
Nitrate Vulnerable Zones	pg 14	1			
Ramsar Sites					
Sites of Special Scientific Interest					
Special Areas of Conservation					
Special Protection Areas					
World Heritage Sites					

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding to Occur at Surface	A13SW (E)	0	1	323778 711442
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding of Property Situated Below Ground Level	A13NW (N)	41	1	323778 711600
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding to Occur at Surface	A13SE (S)	89	1	323850 711250
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding of Property Situated Below Ground Level	A13NW (N)	92	1	323750 711650
	BGS Groundwater Flooding Susceptibility Flooding Type: Limited Potential for Groundwater Flooding to Occur	A13NW (N)	151	1	323700 711700
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding of Property Situated Below Ground Level	A18SW (N)	241	1	323750 711800
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding of Property Situated Below Ground Level	A18SW (N)	260	1	323650 711800
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding of Property Situated Below Ground Level	A13NE (NE)	307	1	324000 711750
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding to Occur at Surface	A8NW (S)	426	1	323600 710950
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding to Occur at Surface	A14SW (SE)	486	1	324300 711150
	BGS Groundwater Flooding Susceptibility Flooding Type: Potential for Groundwater Flooding of Property Situated Below Ground Level	A8NW (SW)	493	1	323550 710900
1	Discharge Consents Operator: Esw Property Type: Not Supplied Location: Station Road Development Auchtermuchty Authority: Scottish Environment Protection Agency, East Region Catchment Area: Eden Reference: Wpc/E/20519 Permit Version: 1 Effective Date: Not Supplied Issued Date: 27th October 1998 Revocation Date: Not Supplied Discharge Type: Public Sewage: Emergency Overflow Discharge Environment: Not Supplied Receiving Water: Not Supplied Status: Not Supplied Positional Accuracy: Located by supplier to within 10m	A13SE (SE)	284	2	324100 711200
2	Discharge Consents Operator: Ogilvy Fairlie, D Property Type: Not Supplied Location: Gate Lodge Myers Castle Auchtermuchty Fife, Ky147ew Authority: Scottish Environment Protection Agency, East Region Catchment Area: Eden Reference: Wpc/E/20582 Permit Version: 1 Effective Date: Not Supplied Issued Date: 12th February 1999 Revocation Date: Not Supplied Discharge Type: Non Water Company (Private) Sewage: Septic Tank Discharge Environment: Not Supplied Receiving Water: Not Supplied Status: Not Supplied Positional Accuracy: Located by supplier to within 10m	A9NW (SE)	517	2	324280 711050

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
3	Discharge Consents Operator: Myres Estates Ltd Property Type: Not Supplied Location: Myres Castle Auchtermuchty Fife Authority: Scottish Environment Protection Agency, East Region Catchment Area: Not Supplied Reference: Wpc/E/20697 Permit Version: 1 Effective Date: Not Supplied Issued Date: 6th July 1999 Revocation Date: Not Supplied Discharge Type: Non Water Company (Private) Sewage Discharge: Not Supplied Environment: Receiving Water: Not Supplied Status: Not Supplied Positional Accuracy: Located by supplier to within 10m	A9NW (SE)	597	2	324320 710970
3	Discharge Consents Operator: Myres Estates Ltd Property Type: Not Supplied Location: Myres Castle Auchtermuchty Fife Authority: Scottish Environment Protection Agency, East Region Catchment Area: Not Supplied Reference: Wpc/E/20697 Permit Version: 2 Effective Date: Not Supplied Issued Date: 6th July 1999 Revocation Date: Not Supplied Discharge Type: Public Sewage: Emergency Overflow Discharge: Not Supplied Environment: Receiving Water: Not Supplied Status: Not Supplied Positional Accuracy: Located by supplier to within 10m	A9NW (SE)	597	2	324320 710970
4	Local Authority Pollution Prevention and Controls Name: Rippin Structures (Auchtermuchty) Ltd Location: Station Road, Auchtermuchty, CUPAR, Fife, KY14 7DP Authority: Scottish Environment Protection Agency, East Region Permit Reference: EPA/B20/93 Dated: Not Supplied Process Type: Local Authority Air Pollution Control Description: PG6/10 Coating manufacturing Status: Authorised Positional Accuracy: Manually positioned to the road within the address or location	A13NE (E)	178	2	324004 711450
	Nearest Surface Water Feature	A13SE (S)	102	-	323809 711228
	Groundwater Vulnerability Geological Classification: Non or Weakly Permeable Aquifer - These formations with negligible permeability that are generally regarded as containing insignificant quantities of groundwater Soil Classification: Not classified Map Sheet: Map of Scotland Scale: 1:625,000	A13SW (E)	0	3	323778 711442
	Drift Deposits None				
	River Flood Data (Scotland) Type: Flood Plain Depth 0 - 1 Metres Flood Plain Type: 0-1m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A13SE (E)	16	4	323850 711442
	River Flood Data (Scotland) Type: Flood Plain Depth 1 - 2 Metres Flood Plain Type: 1-2m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A13SE (SE)	95	4	323950 711350
	River Flood Data (Scotland) Type: Flood Plain Depth 0 - 1 Metres Flood Plain Type: 0-1m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A13NE (E)	145	4	323950 711500
	River Flood Data (Scotland) Type: Flood Plain Depth 1 - 2 Metres Flood Plain Type: 1-2m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A13SE (SE)	173	4	324000 711250

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
	River Flood Data (Scotland) Type: Flood Plain Depth 1 - 2 Metres Flood Plain Type: 1-2m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A13NE (E)	192	4	324000 711500
	River Flood Data (Scotland) Type: Flood Plain Depth 1 - 2 Metres Flood Plain Type: 1-2m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A13SE (E)	195	4	324050 711442
	River Flood Data (Scotland) Type: Flood Plain Depth 1 - 2 Metres Flood Plain Type: 1-2m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A8NW (S)	237	4	323750 711100
	River Flood Data (Scotland) Type: Flood Plain Depth 0 - 1 Metres Flood Plain Type: 0-1m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A13NE (E)	239	4	324050 711500
	River Flood Data (Scotland) Type: Flood Plain Depth 1 - 2 Metres Flood Plain Type: 1-2m estimated 100yr flood depth Source: Centre for Ecology and Hydrology	A13SE (E)	245	4	324100 711350
5	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 254.0 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A13SE (S)	102	5	323809 711228
6	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 396.7 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A13SE (E)	143	5	323975 711443
7	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 208.1 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A13SW (SW)	166	5	323636 711243
8	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 7.2 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A13NE (NE)	197	5	323984 711559
9	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 93.6 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A13NE (NE)	204	5	323989 711564
10	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 134.8 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A13NE (NE)	249	5	324007 711664

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
11	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 46.1 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A13NE (NE)	249	5	323910 711758
12	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 13.6 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A13NE (NE)	260	5	324011 711652
13	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 63.6 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SE (N)	266	5	323882 711794
14	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 5.3 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SE (N)	288	5	323834 711836
15	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 8.7 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A13SE (SE)	289	5	324106 711203
16	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 22.5 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SE (N)	289	5	323830 711839
17	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 50.0 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A13SE (SE)	297	5	324112 711196
18	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 7.6 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SE (N)	298	5	323811 711852
19	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 55.3 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SE (N)	301	5	323805 711856

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
20	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 193.9 Watercourse Level: On ground surface Permanent: True Watercourse Name: Barroway Burn Catchment Name: River Eden Primacy: 1	A8NW (S)	325	5	323653 711035
21	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 376.6 Watercourse Level: On ground surface Permanent: True Watercourse Name: Barroway Burn Catchment Name: River Eden Primacy: 1	A8NW (S)	327	5	323650 711036
22	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 13.9 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SW (N)	332	5	323763 711891
23	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 3.2 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A14SW (SE)	342	5	324139 711154
24	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 86.2 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A14SW (SE)	345	5	324140 711151
25	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 64.8 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SW (N)	346	5	323760 711905
26	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 367.8 Watercourse Level: On ground surface Permanent: True Watercourse Name: Barroway Burn Catchment Name: River Eden Primacy: 1	A8NE (S)	348	5	323933 711003
27	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 47.4 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SW (N)	399	5	323720 711955
28	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 8.6 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A9NW (SE)	425	5	324186 711079

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
29	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 3.2 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A9NW (SE)	425	5	324186 711079
30	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 188.0 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A14NW (E)	430	5	324269 711459
31	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 15.2 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A9NW (SE)	432	5	324195 711077
32	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 13.0 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SW (N)	434	5	323684 711987
33	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 5.0 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SW (N)	445	5	323676 711996
34	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 293.2 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A9NW (SE)	446	5	324209 711074
35	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 113.8 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SW (N)	449	5	323672 711999
36	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 1410.0 Watercourse Level: On ground surface Permanent: True Watercourse Name: Barroway Burn Catchment Name: River Eden Primacy: 1	A12SE (SW)	513	5	323293 711148
37	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 2.2 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A12SE (SW)	513	5	323293 711148

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
38	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 363.1 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A12SE (W)	513	5	323256 711240
39	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 217.5 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18SW (N)	547	5	323597 712083
40	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 199.9 Watercourse Level: Underground Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A18SW (N)	547	5	323597 712083
41	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 573.4 Watercourse Level: Underground Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A12NE (W)	558	5	323152 711484
42	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 126.3 Watercourse Level: Underground Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A14NW (E)	589	5	324414 711528
43	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 356.3 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A8SE (S)	655	5	324000 710704
44	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 210.8 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A9NW (SE)	680	5	324246 710788
45	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 616.1 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A17NE (NW)	694	5	323424 712181
46	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 96.4 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A14NE (E)	715	5	324532 711574

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
47	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 1362.9 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A9NW (SE)	736	5	324431 710887
48	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 9.4 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18NW (N)	754	5	323489 712268
49	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 13.6 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18NW (N)	763	5	323484 712276
50	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 17.3 Watercourse Level: Underground Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18NW (N)	776	5	323477 712288
51	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 550.6 Watercourse Level: On ground surface Permanent: True Watercourse Name: Auchtermuchty Burn Catchment Name: River Eden Primacy: 1	A18NW (N)	793	5	323469 712303
52	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 7.3 Watercourse Level: Underground Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A14NE (E)	811	5	324622 711605
53	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 353.9 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A14NE (E)	818	5	324630 711607
54	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 457.0 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A9SW (SE)	874	5	324453 710707
55	OS Water Network Lines Watercourse Form: Inland river Watercourse Length: 333.4 Watercourse Level: On ground surface Permanent: True Watercourse Name: Not Supplied Catchment Name: River Eden Primacy: 1	A17SW (NW)	923	5	322902 712000

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
	Local Authority Landfill Coverage Name: Fife Council - Has supplied landfill data		0	6	323778 711442
56	Registered Waste Transfer Sites Licence Holder: Fife Council Licence Reference: WML/E/20072 Site Location: Auchtermuchty C.A.Site, Station Road, Auchtermuchty, Cupar, Fife Operator Location: Fife House, North Street, GLENROTHES, Fife, KY7 5LT Authority: Scottish Environment Protection Agency - East Region, Perth Office Site Category: Civic Amenity Max Input Rate: Very Small (Less than 10,000 tonnes per year) Waste Source: No known restriction on source of waste Restrictions: Licence Status: Licence has completion certificateSurrendered Dated: 17th November 1997 Preceded By: NEF/RES/007 Licence: Superseded By: Not Given Licence: Positional Accuracy: Manually positioned to the road within the address or location Boundary Quality: Not Supplied Authorised Waste: Household Waste Max.Waste Permitted By Licence Prohibited Waste: Acid In Lead/Acid Batteries Liquid Waste Except Spec.Waste (Epa'90:S62/1996 Regs) Waste N.O.S. Waste Oil From Households	A13SE (E)	174	7	324020 711400
56	Registered Waste Transfer Sites Licence Holder: North East Fife D.C. Licence Reference: NEF/RES/007 Site Location: Auchtermuchty C.A.Site, Station Road, Auchtermuchty, Cupar, Fife Operator Location: County Buildings, St Catherine Street, CUPAR, Fife, KY15 4TA Authority: Scottish Environment Protection Agency - East Region, Perth Office Site Category: Civic Amenity Max Input Rate: Undefined Waste Source: No known restriction on source of waste Restrictions: Licence Status: Record supersededSuperseded Dated: 1st September 1995 Preceded By: Not Given Licence: Superseded By: WML/E/20072 Licence: Positional Accuracy: Manually positioned to the road within the address or location Boundary Quality: Not Supplied Authorised Waste: Household Waste Prohibited Waste: Liable To Cause Environmental Hazards	A13SE (E)	174	7	324020 711400

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
	BGS 1:625,000 Solid Geology Description: Stratheden Group	A13SW (E)	0	1	323778 711442
	BGS 1:625,000 Solid Geology Description: Unnamed Extrusive Rocks, Silurian To Devonian	A13NW (NW)	0	1	323749 711507
57	BGS Recorded Mineral Sites Site Name: Holy Land Location: Auchtermuchty, Fife Source: British Geological Survey, National Geoscience Information Service Reference: 23509 Type: Opencast Status: Ceased Operator: Unknown Operator Operator Location: Not Supplied Periodic Type: Devonian Geology: Ochil Volcanic Formation Commodity: Igneous and Metamorphic Rock Positional Accuracy: Located by supplier to within 10m	A18NW (N)	694	1	323580 712230
58	BGS Recorded Mineral Sites Site Name: Baincraig Location: Auchtermuchty, Fife Source: British Geological Survey, National Geoscience Information Service Reference: 23505 Type: Opencast Status: Ceased Operator: Unknown Operator Operator Location: Not Supplied Periodic Type: Devonian Geology: Ochil Volcanic Formation Commodity: Igneous and Metamorphic Rock Positional Accuracy: Located by supplier to within 10m	A17SW (NW)	867	1	322985 712027
59	BGS Recorded Mineral Sites Site Name: Herald Law Quarry Location: Auchtermuchty, Fife Source: British Geological Survey, National Geoscience Information Service Reference: 23703 Type: Opencast Status: Ceased Operator: Unknown Operator Operator Location: Not Supplied Periodic Type: Devonian Geology: Ochil Volcanic Formation Commodity: Igneous and Metamorphic Rock Positional Accuracy: Located by supplier to within 10m	A23SW (N)	910	1	323720 712468
60	BGS Recorded Mineral Sites Site Name: Baincraig Location: Auchtermuchty, Fife Source: British Geological Survey, National Geoscience Information Service Reference: 23504 Type: Opencast Status: Ceased Operator: Unknown Operator Operator Location: Not Supplied Periodic Type: Devonian Geology: Ochil Volcanic Formation Commodity: Igneous and Metamorphic Rock Positional Accuracy: Located by supplier to within 10m	A17SW (NW)	942	1	322950 712108
	Coal Mining Affected Areas In an area that might not be affected by coal mining				
	Non Coal Mining Areas of Great Britain Risk: Rare Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442
	Potential for Collapsible Ground Stability Hazards Hazard Potential: Very Low Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442
	Potential for Compressible Ground Stability Hazards Hazard Potential: No Hazard Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442
	Potential for Ground Dissolution Stability Hazards Hazard Potential: No Hazard Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
	Potential for Landslide Ground Stability Hazards Hazard Potential: Very Low Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442
	Potential for Running Sand Ground Stability Hazards Hazard Potential: Low Source: British Geological Survey, National Geoscience Information Service	A13SW (SW)	0	1	323751 711383
	Potential for Running Sand Ground Stability Hazards Hazard Potential: Very Low Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442
	Potential for Running Sand Ground Stability Hazards Hazard Potential: Low Source: British Geological Survey, National Geoscience Information Service	A13NE (E)	164	1	323988 711465
	Potential for Shrinking or Swelling Clay Ground Stability Hazards Hazard Potential: No Hazard Source: British Geological Survey, National Geoscience Information Service	A13SW (SW)	0	1	323751 711383
	Potential for Shrinking or Swelling Clay Ground Stability Hazards Hazard Potential: Very Low Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442
	Potential for Shrinking or Swelling Clay Ground Stability Hazards Hazard Potential: Very Low Source: British Geological Survey, National Geoscience Information Service	A13SW (SW)	199	1	323560 711341
	Radon Potential - Radon Affected Areas Affected Area: The property is in a Lower probability radon area (less than 1% of homes are estimated to be at or above the Action Level). Source: British Geological Survey, National Geoscience Information Service	A13NW (N)	0	1	323778 711447
	Radon Potential - Radon Affected Areas Affected Area: The property is in an Intermediate probability radon area (1 to 3% of homes are estimated to be at or above the Action Level). Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442
	Radon Potential - Radon Protection Measures Protection Measure: No radon protective measures are necessary in the construction of new dwellings or extensions Source: British Geological Survey, National Geoscience Information Service	A13NW (N)	0	1	323778 711447
	Radon Potential - Radon Protection Measures Protection Measure: Basic radon protective measures are necessary in the construction of new dwellings or extensions Source: British Geological Survey, National Geoscience Information Service	A13SW (E)	0	1	323778 711442

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
61	<p>Contemporary Trade Directory Entries</p> <p>Name: Burnside Tyre & Auto Centre Location: 10, Low Road, Auchtermuchty, Cupar, KY14 7AU Classification: Garage Services Status: Active Positional Accuracy: Automatically positioned to the address</p>	A13NW (NW)	78	-	323634 711518
62	<p>Contemporary Trade Directory Entries</p> <p>Name: St John'S Engineering Ltd Location: Station Road, Auchtermuchty, Cupar, Fife, KY14 7DP Classification: Mechanical Engineers Status: Active Positional Accuracy: Automatically positioned to the address</p>	A13SE (E)	121	-	323964 711399
63	<p>Contemporary Trade Directory Entries</p> <p>Name: Donald Mckain Motor Engineer Location: 48a, High Street, Auchtermuchty, Cupar, KY14 7AP Classification: Garage Services Status: Active Positional Accuracy: Automatically positioned to the address</p>	A13NW (N)	148	-	323711 711699
63	<p>Contemporary Trade Directory Entries</p> <p>Name: David Kotlewski Location: 48a, High Street, Auchtermuchty, Cupar, Fife, KY14 7AP Classification: Mechanical Engineers Status: Inactive Positional Accuracy: Automatically positioned to the address</p>	A13NW (N)	163	-	323707 711713
64	<p>Contemporary Trade Directory Entries</p> <p>Name: Thermo Fisher Scientific Location: Station Rd, Auchtermuchty, Cupar, Fife, KY14 7DP Classification: Chemicals - Distributors & Wholesalers Status: Inactive Positional Accuracy: Manually positioned to the road within the address or location</p>	A13SE (E)	178	-	324023 711404
65	<p>Contemporary Trade Directory Entries</p> <p>Name: Random Restorations Location: 13, High Street, Auchtermuchty, Cupar, Fife, KY14 7AP Classification: Antiques - Repairing & Restoring Status: Inactive Positional Accuracy: Automatically positioned to the address</p>	A13NE (N)	202	-	323839 711743
66	<p>Contemporary Trade Directory Entries</p> <p>Name: Swan Engineering Ltd Location: Unit 1, Station Road Business Park, Station Road, Auchtermuchty, Cupar, Fife, KY14 7DP Classification: Engineers - General Status: Active Positional Accuracy: Automatically positioned to the address</p>	A13SE (E)	207	-	324060 711370
67	<p>Contemporary Trade Directory Entries</p> <p>Name: Foxwood Furniture Restoration Location: Forresters Hall, Burnside, Auchtermuchty, Cupar, Fife, KY14 7AS Classification: Furniture - Repairing & Restoring Status: Active Positional Accuracy: Manually positioned within the geographical locality</p>	A13NE (NE)	234	-	323907 711741
68	<p>Contemporary Trade Directory Entries</p> <p>Name: Top Tyres Location: Unit 4, Station Road Business Park, Station Road, Auchtermuchty, Cupar, Fife, KY14 7DP Classification: Tyre Dealers Status: Active Positional Accuracy: Automatically positioned to the address</p>	A14SW (SE)	282	-	324132 711289
69	<p>Contemporary Trade Directory Entries</p> <p>Name: Domestic Appliance Service Centre Location: 33a, Burnside, Auchtermuchty, Cupar, Fife, KY14 7AJ Classification: Domestic Appliances - Servicing, Repairs & Parts Status: Inactive Positional Accuracy: Automatically positioned to the address</p>	A13NE (NE)	288	-	323944 711780
70	<p>Contemporary Trade Directory Entries</p> <p>Name: Meditek Location: 14, Kilnheugh, Auchtermuchty, Cupar, Fife, KY14 7BZ Classification: Medical Equipment Maintenance & Repairs Status: Inactive Positional Accuracy: Automatically positioned to the address</p>	A18SE (N)	289	-	323791 711846

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
71	Contemporary Trade Directory Entries Name: Armstrong Location: 17, Back Dykes Place, Auchtermuchty, Cupar, Fife, KY14 7DS Classification: Agricultural Merchants Status: Inactive Positional Accuracy: Automatically positioned to the address	A18SE (N)	434	-	323897 711970
72	Contemporary Trade Directory Entries Name: Caledonian Axles Direct Location: 23, Mournipea, Auchtermuchty, Cupar, Fife, KY14 7BU Classification: Trailers & Towing Equipment Status: Inactive Positional Accuracy: Automatically positioned to the address	A18NW (N)	669	-	323475 712174
73	Contemporary Trade Directory Entries Name: John Ford & Co (Auchtermuchty) Ltd Location: Reedie Den Works, 30, Newburgh Road, Auchtermuchty, Cupar, Fife, KY14 7BS Classification: Knitwear Manufacturers & Wholesalers Status: Inactive Positional Accuracy: Automatically positioned to the address	A18NW (N)	744	-	323507 712263
74	Contemporary Trade Directory Entries Name: House Of Cheng Location: East Cottage, Broombrae Farm, Auchtermuchty, Cupar, Fife, KY14 7EE Classification: Furniture - Reproduction Status: Inactive Positional Accuracy: Automatically positioned to the address	A18NE (N)	913	-	323949 712452
75	Fuel Station Entries Name: Low Road Garage Location: 10, Low Road , Auchtermuchty , Cupar, Fife, KY14 7AU Brand: Gulf Premises Type: Petrol Station Status: Closed Positional Accuracy: Manually positioned to the address or location	A13NW (NW)	81	-	323630 711520
76	Fuel Station Entries Name: Burnside Garage Location: 29, Burnside , Auchtermuchty , Cupar, Fife, KY15 4BH Brand: Obsolete Premises Type: Not Applicable Status: Obsolete Positional Accuracy: Manually positioned to the address or location	A13NE (NE)	279	-	323957 711756

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
77	<p>Nitrate Vulnerable Zones</p> <p>Name: Strathmore And Fife Description: Polluted Water Source: Scottish Government</p>	A13SW (E)	0	9	323778 711442





Agency & Hydrological	Version	Update Cycle
Contaminated Land Register Entries and Notices Fife Council - Regional Headquarters Perth And Kinross Council	March 2014 March 2014	Annual Rolling Update Annual Rolling Update
Discharge Consents Scottish Environment Protection Agency - East Region	June 2001	Not Applicable
Enforcement and Prohibition Notices Scottish Environment Protection Agency - East Region	January 2012	Not Applicable
Integrated Pollution Controls Scottish Environment Protection Agency - Head Office Scottish Environment Protection Agency - East Region	February 1998 March 2002	Variable Variable
Local Authority Pollution Prevention and Controls Scottish Environment Protection Agency - East Region	March 2002	Not Applicable
Local Authority Pollution Prevention and Control Enforcements Scottish Environment Protection Agency - East Region	June 2001	Variable
Nearest Surface Water Feature Ordnance Survey	October 2019	
Prosecutions Relating to Authorised Processes Scottish Environment Protection Agency - East Region	March 2007	Not Applicable
Prosecutions Relating to Controlled Waters Scottish Environment Protection Agency - East Region	March 2007	Annual Rolling Update
Registered Radioactive Substances Scottish Environment Protection Agency - East Region Scottish Environment Protection Agency - Head Office	April 1996 January 1998	Not Applicable Not Applicable
River Quality Scottish Environment Protection Agency - East Region Scottish Environment Protection Agency - Head Office	December 1990 December 1990	Not Applicable Not Applicable
Water Abstractions Scottish Government - Agriculture, Environment and Fisheries Department	December 1997	Not Applicable
Water Industry Act Referrals Scottish Environment Protection Agency - East Region	April 1996	As Designated
Groundwater Vulnerability Scottish Environment Protection Agency - East Region Scottish Environment Protection Agency - Head Office	December 1995 December 1995	Not Applicable Not Applicable
Drift Deposits Scottish Environment Protection Agency - East Region Scottish Environment Protection Agency - Head Office	December 1995 December 1995	Not Applicable Not Applicable
River Flood Data (Scotland) Centre for Ecology and Hydrology	September 1999	Not Applicable
OS Water Network Lines Ordnance Survey	July 2019	Quarterly
BGS Groundwater Flooding Susceptibility British Geological Survey - National Geoscience Information Service	May 2013	Annually

Waste	Version	Update Cycle
BGS Recorded Landfill Sites British Geological Survey - National Geoscience Information Service	June 1996	Not Applicable
Integrated Pollution Control Registered Waste Sites Scottish Environment Protection Agency - Head Office Scottish Environment Protection Agency - East Region	January 1998 March 2002	Not Applicable Not Applicable
Local Authority Landfill Coverage Fife Council - Regional Headquarters Perth And Kinross Council	May 2000 May 2000	Not Applicable Not Applicable
Local Authority Recorded Landfill Sites Fife Council - Regional Headquarters Perth And Kinross Council	May 2000 May 2000	Not Applicable Not Applicable
Registered Landfill Sites Scottish Environment Protection Agency - East Region Scottish Environment Protection Agency - East Region - Alloa Office Scottish Environment Protection Agency - East Region - Arboath Office Scottish Environment Protection Agency - East Region - Galashiels Office Scottish Environment Protection Agency - East Region - Glenrothes Office Scottish Environment Protection Agency - East Region - Perth Office Scottish Environment Protection Agency - East Region - Stirling Office Scottish Environment Protection Agency - Head Office	December 2005 December 2005 December 2005 December 2005 December 2005 December 2005 December 2005 December 2005	Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable
Registered Waste Transfer Sites Scottish Environment Protection Agency - East Region Scottish Environment Protection Agency - East Region - Alloa Office Scottish Environment Protection Agency - East Region - Arboath Office Scottish Environment Protection Agency - East Region - Galashiels Office Scottish Environment Protection Agency - East Region - Glenrothes Office Scottish Environment Protection Agency - East Region - Perth Office Scottish Environment Protection Agency - East Region - Stirling Office Scottish Environment Protection Agency - Head Office	December 2005 December 2005 December 2005 December 2005 December 2005 December 2005 December 2005 December 2005	Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable
Registered Waste Treatment or Disposal Sites Scottish Environment Protection Agency - East Region Scottish Environment Protection Agency - East Region - Alloa Office Scottish Environment Protection Agency - East Region - Arboath Office Scottish Environment Protection Agency - East Region - Galashiels Office Scottish Environment Protection Agency - East Region - Glenrothes Office Scottish Environment Protection Agency - East Region - Perth Office Scottish Environment Protection Agency - East Region - Stirling Office Scottish Environment Protection Agency - Head Office	December 2005 December 2005 December 2005 December 2005 December 2005 December 2005 December 2005 December 2005	Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable

Hazardous Substances	Version	Update Cycle
Control of Major Accident Hazards Sites (COMAH) Health and Safety Executive	April 2018	Bi-Annually
Explosive Sites Health and Safety Executive	March 2017	Annually
Notification of Installations Handling Hazardous Substances (NIHHS) Health and Safety Executive	November 2000	Not Applicable
Planning Hazardous Substance Enforcements Fife Council - Area Planning Office (West Area) Fife Council - Area Planning Office (Central Area) Perth And Kinross Council - Planning and Development Services Fife Council - Area Planning Office (East Area) Fife Council - Regional Headquarters	August 2006 January 2016 January 2016 June 2005 March 2001	Variable Variable Variable Variable Annual Rolling Update
Planning Hazardous Substance Consents Fife Council - Area Planning Office (Central Area) Perth And Kinross Council - Planning and Development Services Fife Council - Regional Headquarters	January 2016 January 2016 March 2001	Variable Variable Annual Rolling Update
Geological	Version	Update Cycle
BGS 1:625,000 Solid Geology British Geological Survey - National Geoscience Information Service	January 2009	Not Applicable
BGS Recorded Mineral Sites British Geological Survey - National Geoscience Information Service	October 2019	Bi-Annually
CBSCB Compensation District Cheshire Brine Subsidence Compensation Board (CBSCB)	August 2011	Not Applicable
Coal Mining Affected Areas The Coal Authority - Property Searches	March 2014	Annual Rolling Update
Mining Instability Ove Arup & Partners	October 2000	Not Applicable
Non Coal Mining Areas of Great Britain British Geological Survey - National Geoscience Information Service	May 2015	Not Applicable
Potential for Collapsible Ground Stability Hazards British Geological Survey - National Geoscience Information Service	January 2019	Annually
Potential for Compressible Ground Stability Hazards British Geological Survey - National Geoscience Information Service	January 2019	Annually
Potential for Ground Dissolution Stability Hazards British Geological Survey - National Geoscience Information Service	January 2019	Annually
Potential for Landslide Ground Stability Hazards British Geological Survey - National Geoscience Information Service	January 2019	Annually
Potential for Running Sand Ground Stability Hazards British Geological Survey - National Geoscience Information Service	January 2019	Annually
Potential for Shrinking or Swelling Clay Ground Stability Hazards British Geological Survey - National Geoscience Information Service	January 2019	Annually
Radon Potential - Radon Affected Areas British Geological Survey - National Geoscience Information Service	July 2011	Annually
Radon Potential - Radon Protection Measures British Geological Survey - National Geoscience Information Service	July 2011	Annually

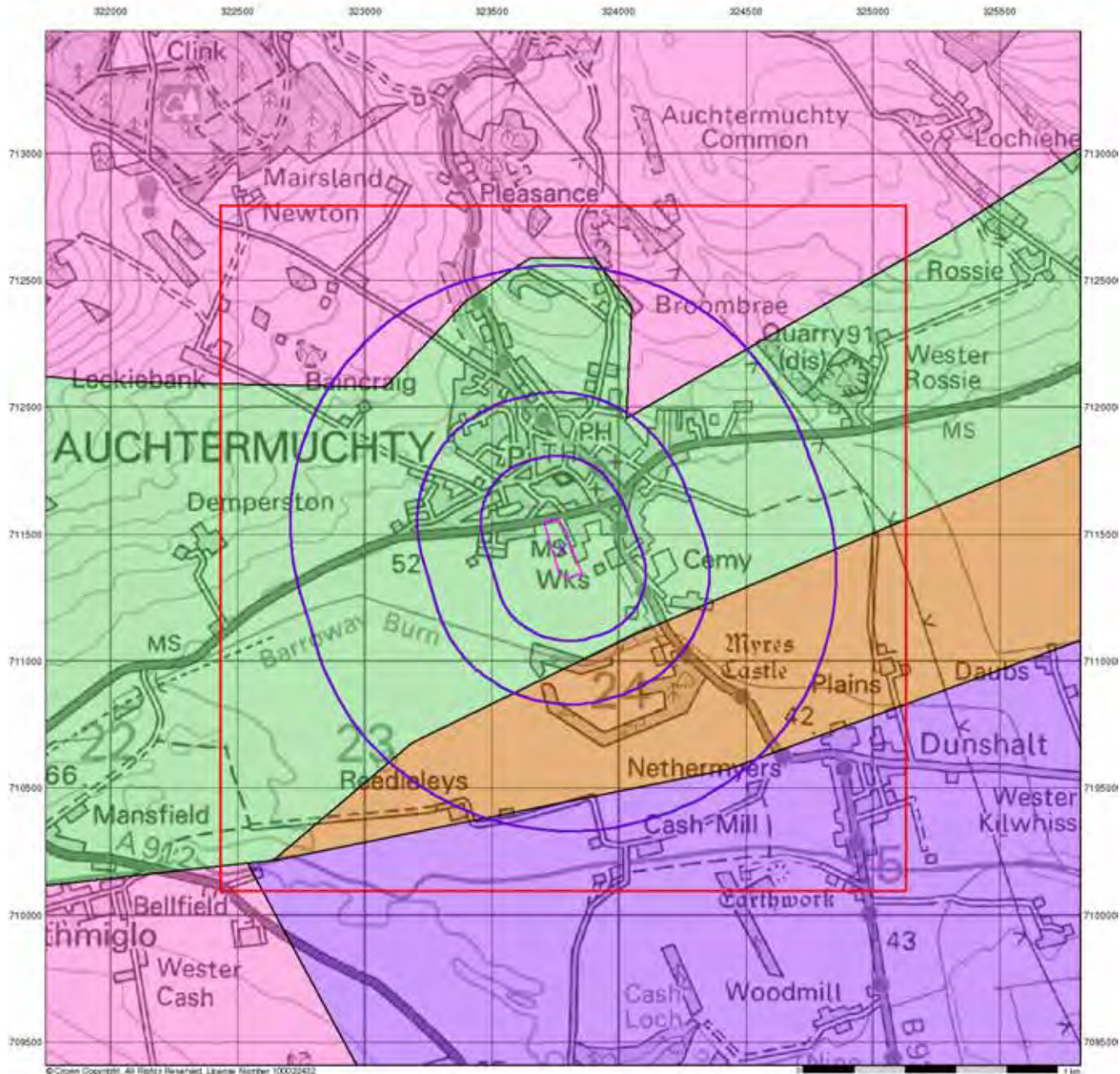
Industrial Land Use	Version	Update Cycle
Contemporary Trade Directory Entries Thomson Directories	October 2019	Quarterly
Fuel Station Entries Catalist Ltd - Experian	December 2019	Quarterly
Gas Pipelines National Grid	July 2014	
Sensitive Land Use	Version	Update Cycle
Ancient Woodland Scottish Natural Heritage	July 2014	Bi-Annually
Areas of Adopted Green Belt Fife Council - Regional Headquarters	November 2019	As notified
Areas of Unadopted Green Belt Fife Council - Regional Headquarters Perth And Kinross Council	November 2019 November 2019	As notified As notified
Environmentally Sensitive Areas Scottish Government	January 2017	
Forest Parks Forestry Commission	April 1997	Not Applicable
Local Nature Reserves Fife Council - Regional Headquarters Perth And Kinross Council	February 2018 February 2018	Bi-Annually Bi-Annually
Marine Nature Reserves Scottish Natural Heritage	July 2019	Bi-Annually
National Nature Reserves Scottish Natural Heritage	June 2018	Bi-Annually
National Parks Scottish Government	December 2013	Bi-Annually
National Scenic Areas Scottish Government	December 2013	Bi-Annually
Nitrate Vulnerable Zones Scottish Government	July 2019	Annually
Ramsar Sites Scottish Natural Heritage	April 2019	Bi-Annually
Sites of Special Scientific Interest Scottish Natural Heritage	March 2019	Bi-Annually
Special Areas of Conservation Scottish Natural Heritage	August 2018	Bi-Annually
Special Protection Areas Scottish Natural Heritage	April 2019	Bi-Annually

A selection of organisations who provide data within this report

Data Supplier	Data Supplier Logo
Ordnance Survey	
Environment Agency	
Scottish Environment Protection Agency	
The Coal Authority	
British Geological Survey	 British Geological Survey <small>NATURAL ENVIRONMENT RESEARCH COUNCIL</small>
Centre for Ecology and Hydrology	 Centre for Ecology & Hydrology <small>NATURAL ENVIRONMENT RESEARCH COUNCIL</small>
Natural Resources Wales	
Scottish Natural Heritage	
Natural England	
Public Health England	
Ove Arup	
Peter Brett Associates	

Contact	Name and Address	Contact Details
1	British Geological Survey - Enquiry Service British Geological Survey, Environmental Science Centre, Keyworth, Nottingham, Nottinghamshire, NG12 5GG	Telephone: 0115 936 3143 Fax: 0115 936 3276 Email: enquiries@bgs.ac.uk Website: www.bgs.ac.uk
2	Scottish Environment Protection Agency - East Region Clearwater House, Heriot Watt Research Park, Avenue North, Riccarton, Edinburgh, Midlothian, EH14 4AP	Telephone: 0131 449 7296 Fax: 0131 449 7277
3	Scottish Environment Protection Agency - Head Office Erskine Court, The Castle Business Park, Stirling, Stirlingshire, FK9 4TR	Telephone: 01786 457700 Fax: 01786 446885
4	Centre for Ecology and Hydrology Maclean Building, Crowmarsh Gifford, WALLINGFORD, Oxfordshire, OX10 8BB	Telephone: 01491 838800 Fax: 01491 692424
5	Ordnance Survey Adanac Drive, Southampton, Hampshire, SO16 0AS	Telephone: 03456 05 05 05 Email: customerservices@ordnancesurvey.co.uk Website: www.ordnancesurvey.gov.uk
6	Fife Council - Regional Headquarters Fife House, North Street, Glenrothes, Fife, KY7 5LT	Telephone: 01592 414141 Fax: 01592 414142 Website: www.fife.gov.uk
7	Scottish Environment Protection Agency - East Region - Perth Office 1 South Street, Perth, Perthshire, PH2 8NJ	Telephone: 01738 627989 Fax: 01738 630997
8	Scottish Natural Heritage 12 Hope Terrace, Edinburgh, Midlothian, EH9 2AS	Telephone: 01463 725000
9	Scottish Government St Andrews House, Regent Road, Edinburgh, EH1 3DG	Telephone: 0300 244 4000 Email: ceu@gov.scot Website: www.gov.scot
-	Public Health England - Radon Survey, Centre for Radiation, Chemical and Environmental Hazards Chilton, Didcot, Oxfordshire, OX11 0RQ	Telephone: 01235 822622 Fax: 01235 833891 Email: radon@phe.gov.uk Website: www.ukradon.org
-	Landmark Information Group Limited Imperium, Imperial Way, Reading, Berkshire, RG2 0TD	Telephone: 0844 844 9952 Fax: 0844 844 9951 Email: customerservices@landmarkinfo.co.uk Website: www.landmarkinfo.co.uk

Please note that the Environment Agency / Natural Resources Wales / SEPA have a charging policy in place for enquiries.



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Groundwater Vulnerability

General

- ◊ Specified Site
- Specified Buffer(s)
- ✕ Bearing Reference Point
- Slice
- B Map ID

Agency and Hydrological

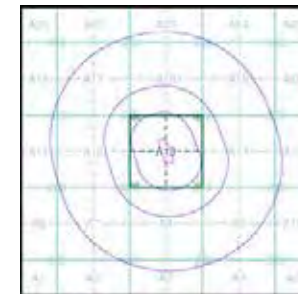
Geological Classes

- Highly Permeable
- Moderately Permeable
- Weakly Permeable
- Water or Sea
- Drift Deposit

Soil Classes

- High
- Intermediate
- Low

Site Sensitivity Context Map - Slice A



Order Details

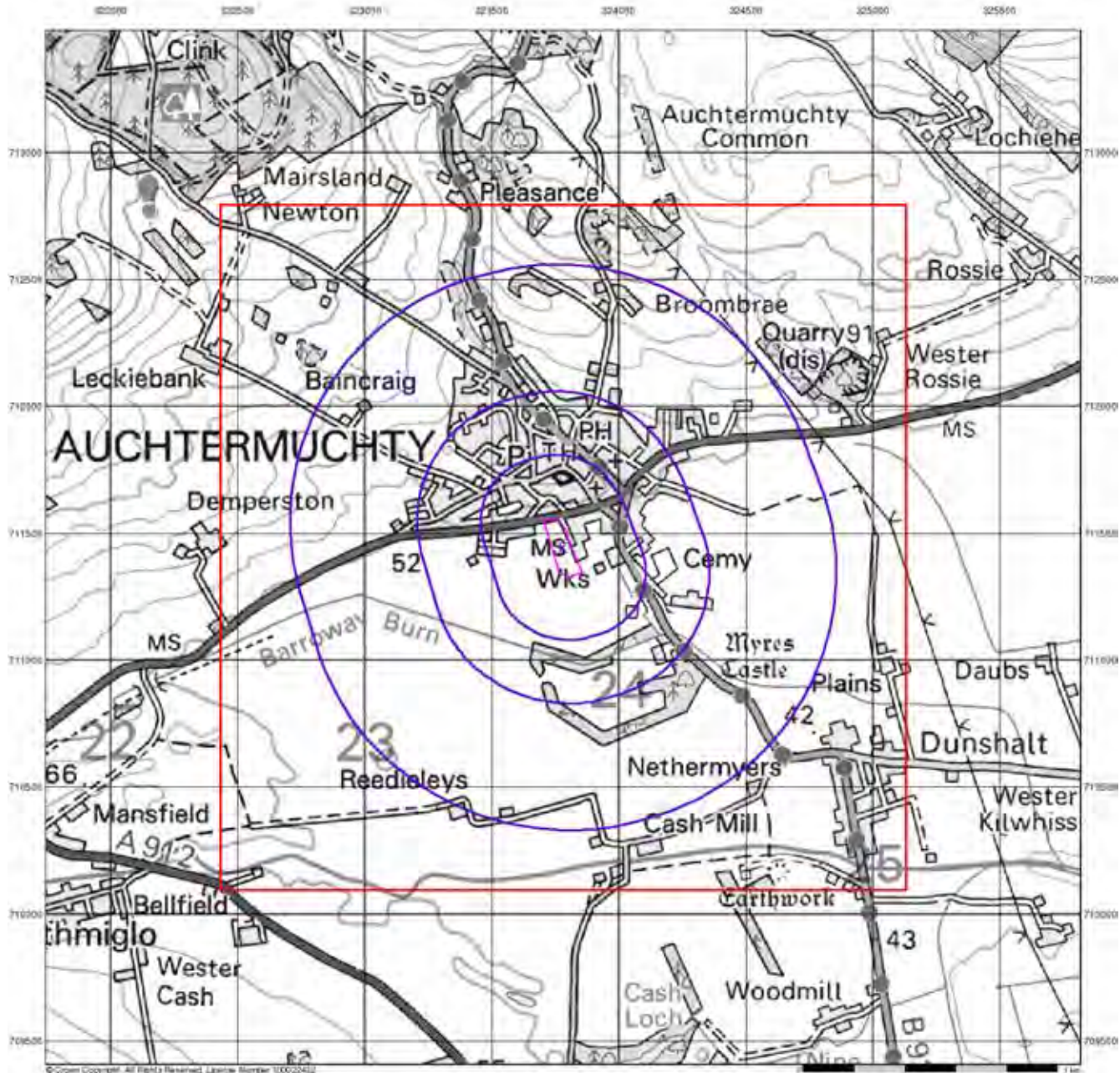
Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk



Source Protection Zones

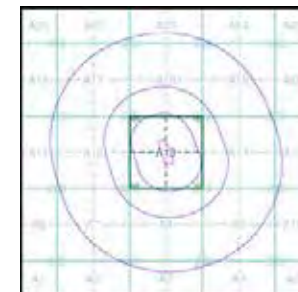
General

- ◆ Specified Site
- Specified Buffer(s)
- ✕ Bearing Reference Point
- Slice
- B Map ID

Agency and Hydrological

- Inner zone (Zone 1)
- Inner zone - subsurface activity only (Zone 1c)
- Outer zone (Zone 2)
- Outer zone - subsurface activity only (Zone 2c)
- Total catchment (Zone 3)
- Total catchment - subsurface activity only (Zone 3c)
- Special interest (Zone 4)

Site Sensitivity Context Map - Slice A



Order Details

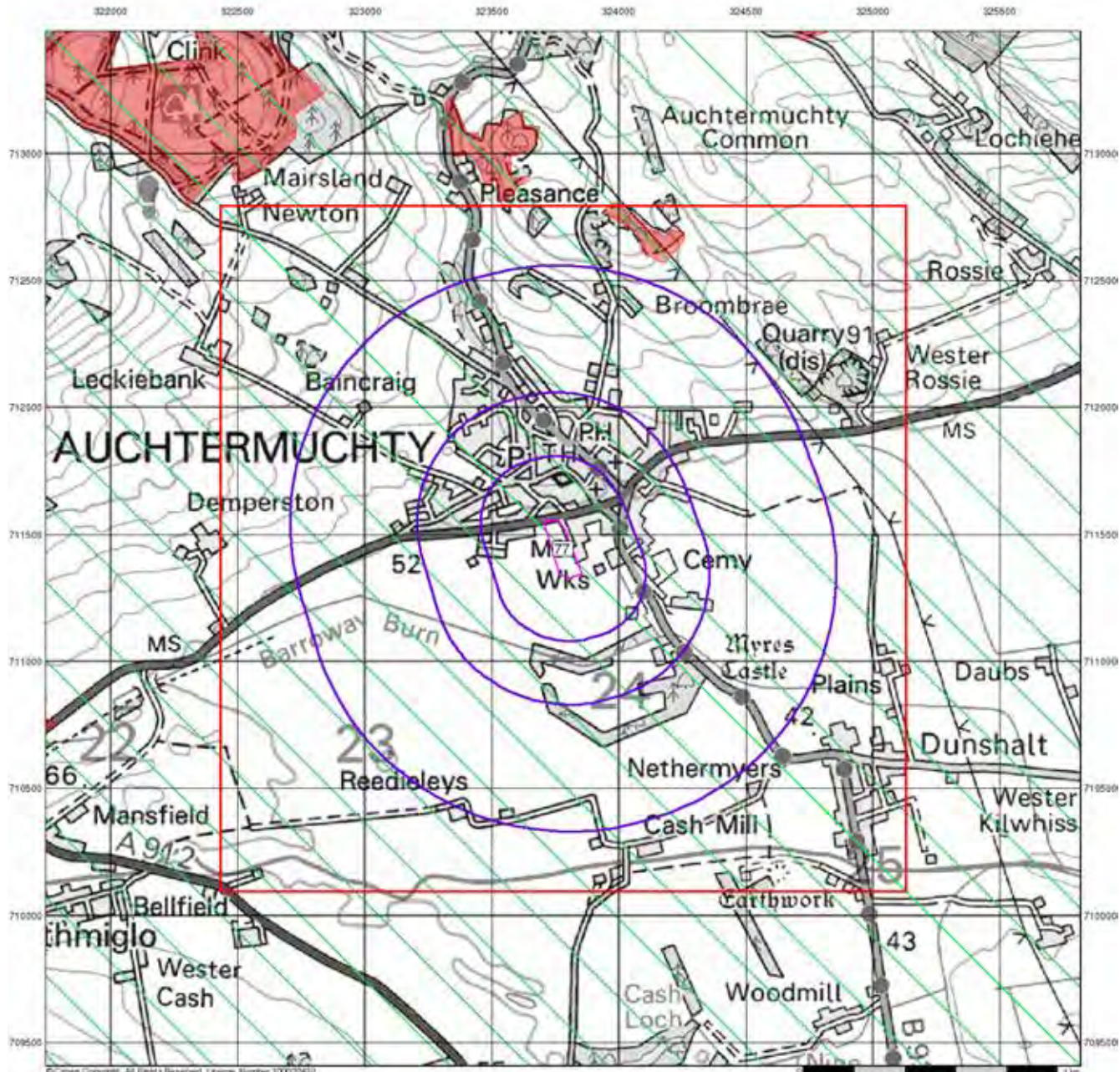
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 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
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Site Details

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 Web: www.envirocheck.co.uk



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Sensitive Land Uses

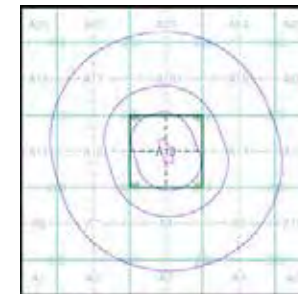
General

- ◆ Specified Site
- Specified Buffer(s)
- ✕ Bearing Reference Point
- Slice
- Map ID

Sensitive Land Uses

- Ancient Woodland
- Area of Adopted Green Belt
- Area of Unadopted Green Belt
- Environmentally Sensitive Area
- Forest Park
- Local Nature Reserve
- Marine Nature Reserve
- National Nature Reserve
- National Park
- National Scenic Area
- Nitrate Sensitive Area
- Nitrate Vulnerable Zone
- Ramsar Site
- Site of Special Scientific Interest
- Special Area of Conservation
- Special Protection Area
- World Heritage Sites

Site Sensitivity Context Map - Slice A



Order Details

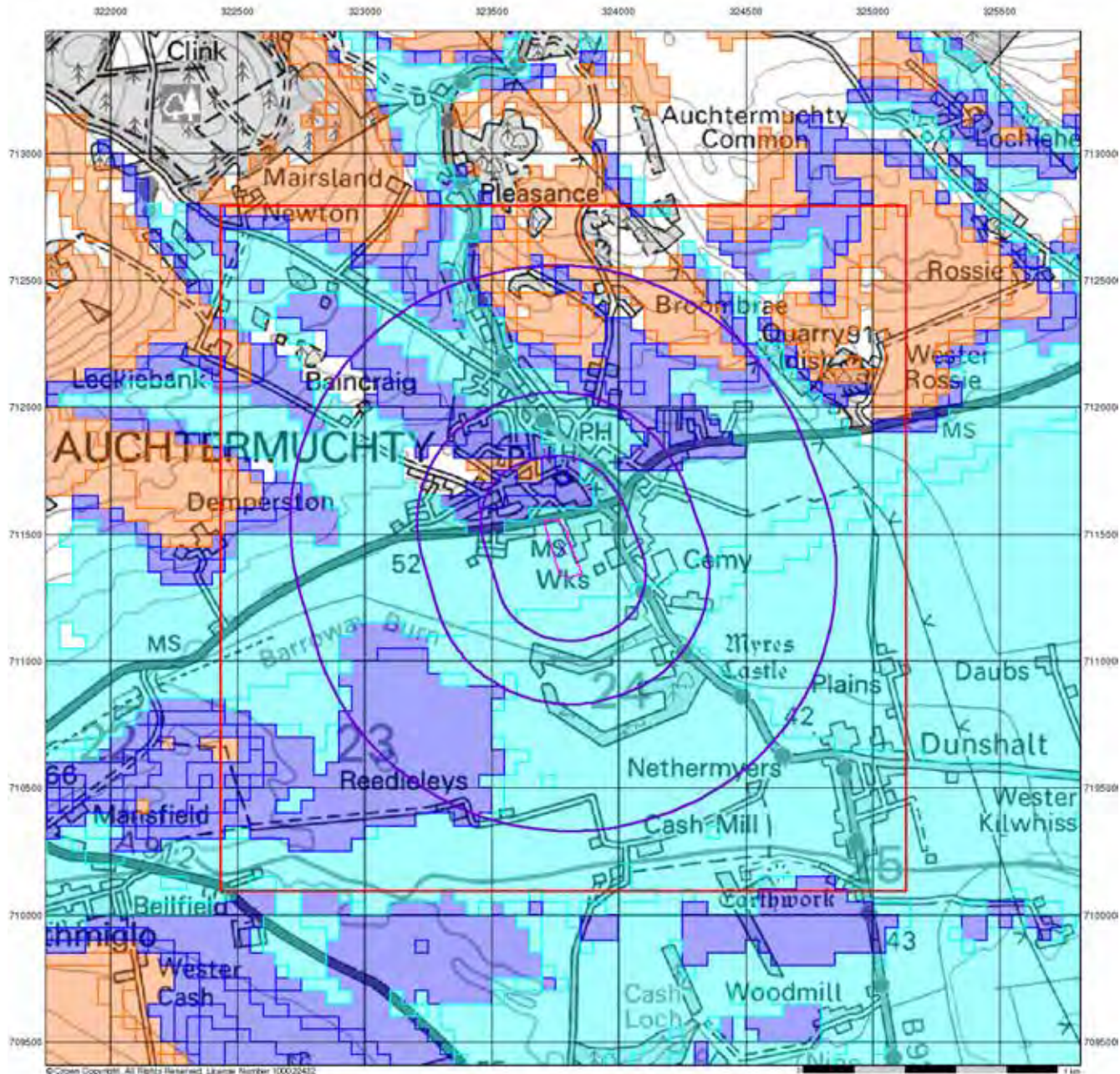
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 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk



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BGS Flood GFS Data

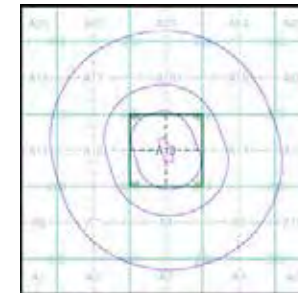
General

- Specified Site
- Specified Buffer(s)
- Bearing Reference Point
- Slice

Agency and Hydrological (Flood)

- Limited Potential for Groundwater Flooding to Occur
- Potential for Groundwater Flooding of Property Situated Below Ground Level
- Potential for Groundwater Flooding to Occur at Surface

Site Sensitivity Context Map - Slice A



Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



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 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

General

- Specified Site
- Specified Buffer(s)
- Bearing Reference Point
- Map ID
- Several of Type at Location

Agency and Hydrological

- Contaminated Land Register Entry or Notice (Location)
- Contaminated Land Register Entry or Notice
- Discharge Consent
- Enforcement or Prohibition Notice
- Integrated Pollution Control
- Integrated Pollution Prevention Control
- Local Authority Integrated Pollution Prevention and Control
- Local Authority Pollution Prevention and Control Enforcement
- Pollution Incident to Controlled Waters
- Prosecution Relating to Authorised Processes
- Prosecution Relating to Controlled Waters
- Registered Radioactive Substance
- River Network or Water Feature
- Substantiated Pollution Incident Register
- Water Abstraction
- Water Industry Act Referral
- BGS Recorded Mineral Site

Waste

- BGS Recorded Landfill Site (Location)
- BGS Recorded Landfill Site
- Integrated Pollution Control Registered Waste Site
- Local Authority Recorded Landfill Site (Location)
- Local Authority Recorded Landfill Site
- Registered Landfill Site
- Registered Landfill Site (Location)
- Registered Landfill Site (Point Buffered to 100m)
- Registered Landfill Site (Point Buffered to 250m)
- Registered Waste Transfer Site (Location)
- Registered Waste Transfer Site
- Registered Waste Treatment or Disposal Site (Location)
- Registered Waste Treatment or Disposal Site

Hazardous Substances

- COMAH Site
- Explosive Site
- NIHHS Site
- Planning Hazardous Substance Consent
- Planning Hazardous Substance Enforcement

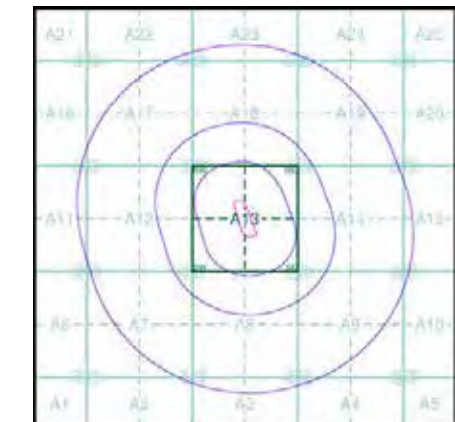
Geological

- BGS Recorded Mineral Site

Industrial Land Use

- Contemporary Trade Directory Entry
- Fuel Station Entry

Site Sensitivity Map - Slice A

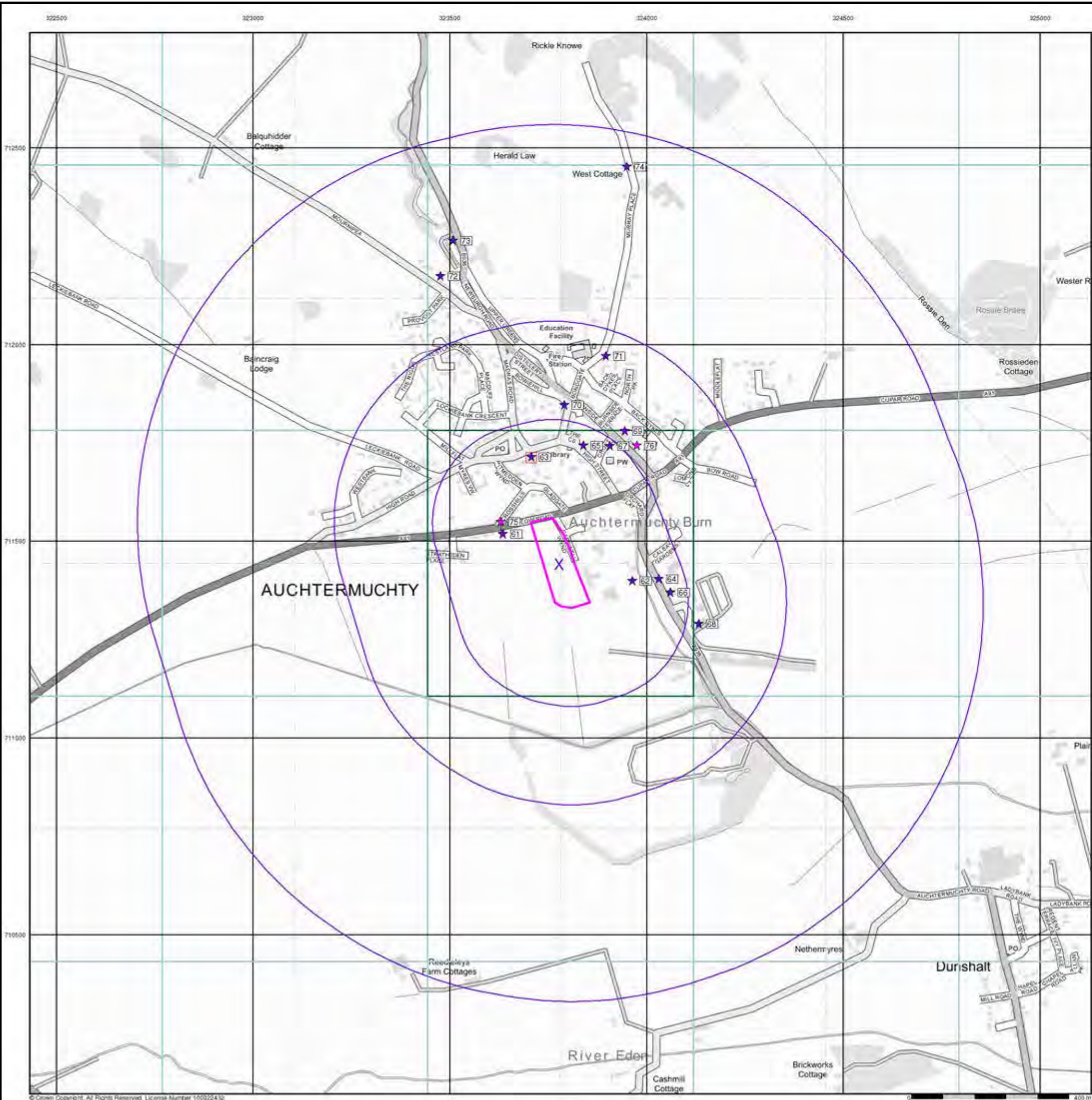


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 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

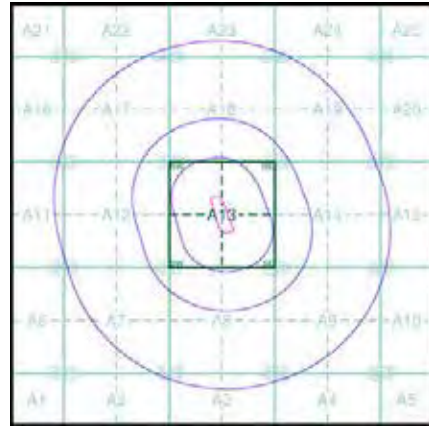
Site at, Auchtermuchty, Fife



Industrial Land Use Map

- General**
- Specified Site
 - Specified Buffer(s)
 - Bearing Reference Point
 - Slice
 - Map ID
- Industrial Land Use**
- Contemporary Trade Directory Entry
 - Fuel Station Entry
 - Gas Pipeline
 - Underground Electrical Cables

Industrial Land Use Map - Slice A



Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details
 Site at, Aughtermuchty, Fife

Landmark
 INFORMATION GROUP

Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

General

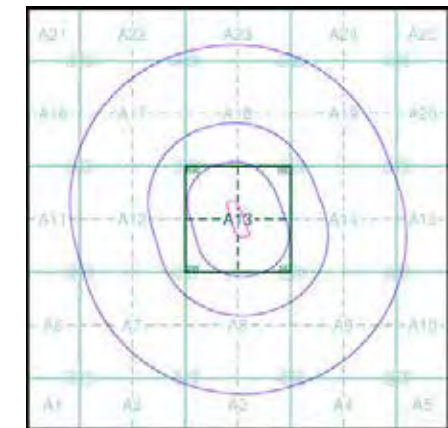
- ◻ Specified Site
- Specified Buffer(s)
- ✕ Bearing Reference Point

Agency and Hydrological (Flood)

- 0 - 1m estimated 100yr flood depth
- 1 - 2m estimated 100yr flood depth
- Over 2m estimated 100yr flood depth

The flooded areas have been generated using a generalised technique and should not, by themselves, be used to infer that specific areas are or are not at risk of inundation. Flood risk at any specific location may be influenced by local factors - not least flood defence - that have not been taken into account.

Flood Map - Slice A

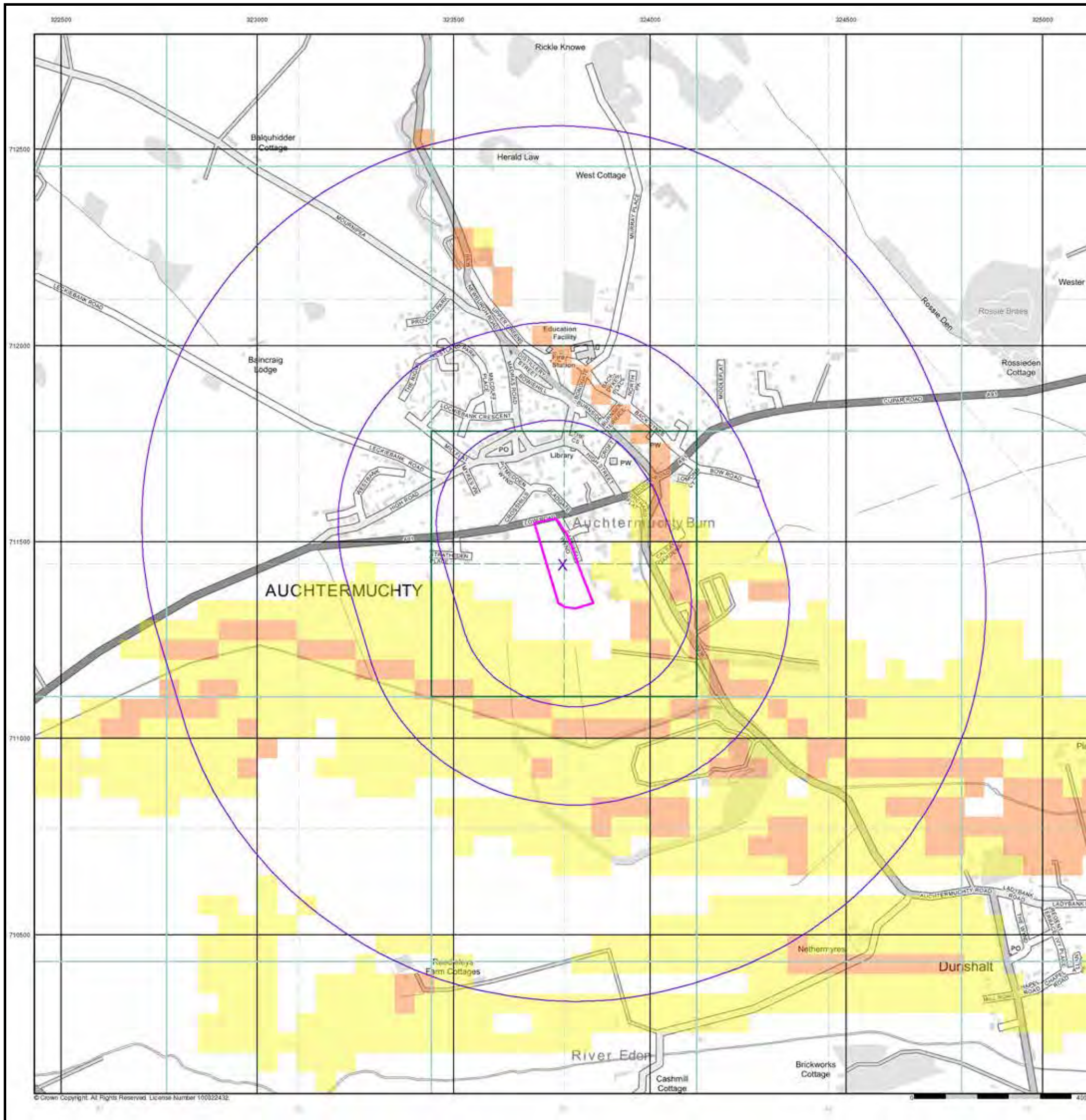


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Order Number: 227624627_1_1
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 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



General

- Specified Site
- Specified Buffer(s)
- Bearing Reference Point
- Map ID
- Several of Type at Location

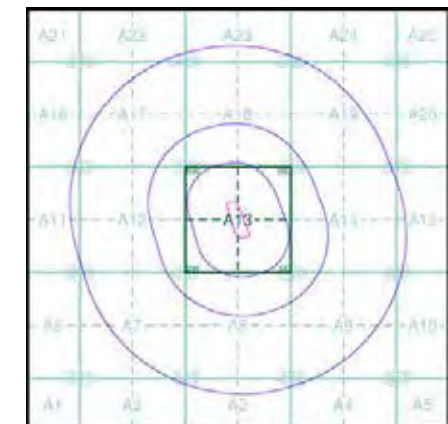
Agency and Hydrological (Boreholes)

- BGS Borehole Depth 0 - 10m
- BGS Borehole Depth 10 - 30m
- BGS Borehole Depth 30m +
- Confidential
- Other

For Borehole information please refer to the Borehole .csv file which accompanied this slice.

A copy of the BGS Borehole Ordering Form is available to download from the Support section of www.envirocheck.co.uk.

Borehole Map - Slice A

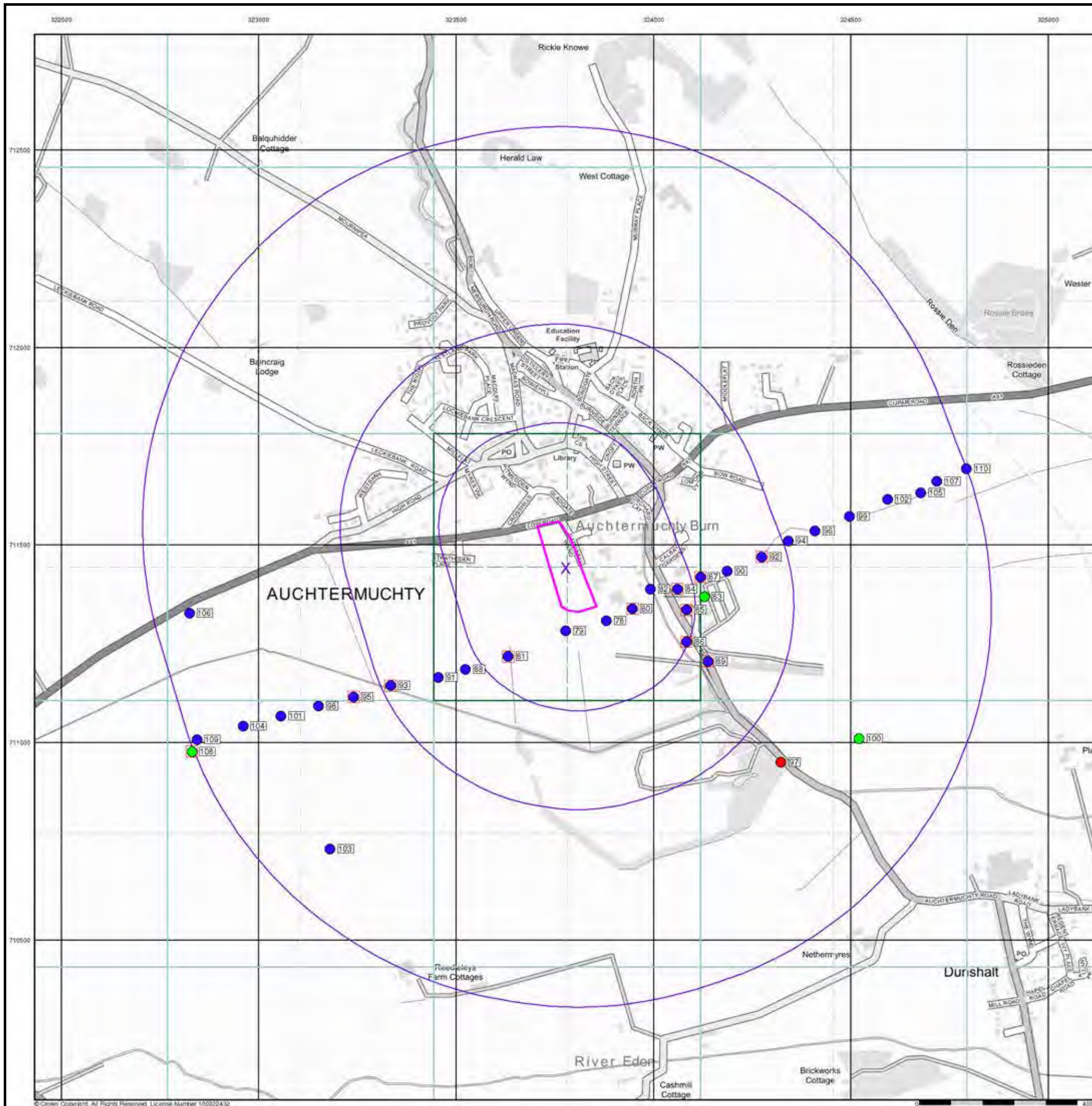


Order Details

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 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

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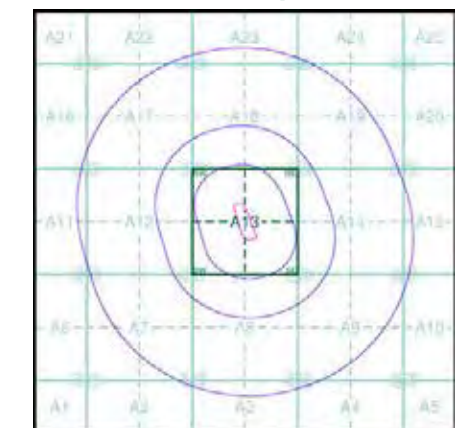
General

- Specified Site
- Specified Buffer(s)
- X Bearing Reference Point

OS Water Network Data

- | | |
|--------------|-------------------------|
| Canal | Drain |
| Reservoir | Other |
| Foreshore | Lake |
| Marsh | Transfer |
| Tidal River | Lock Or Flight Of Locks |
| Inland River | Sea |

OS Water Network Map - Slice A

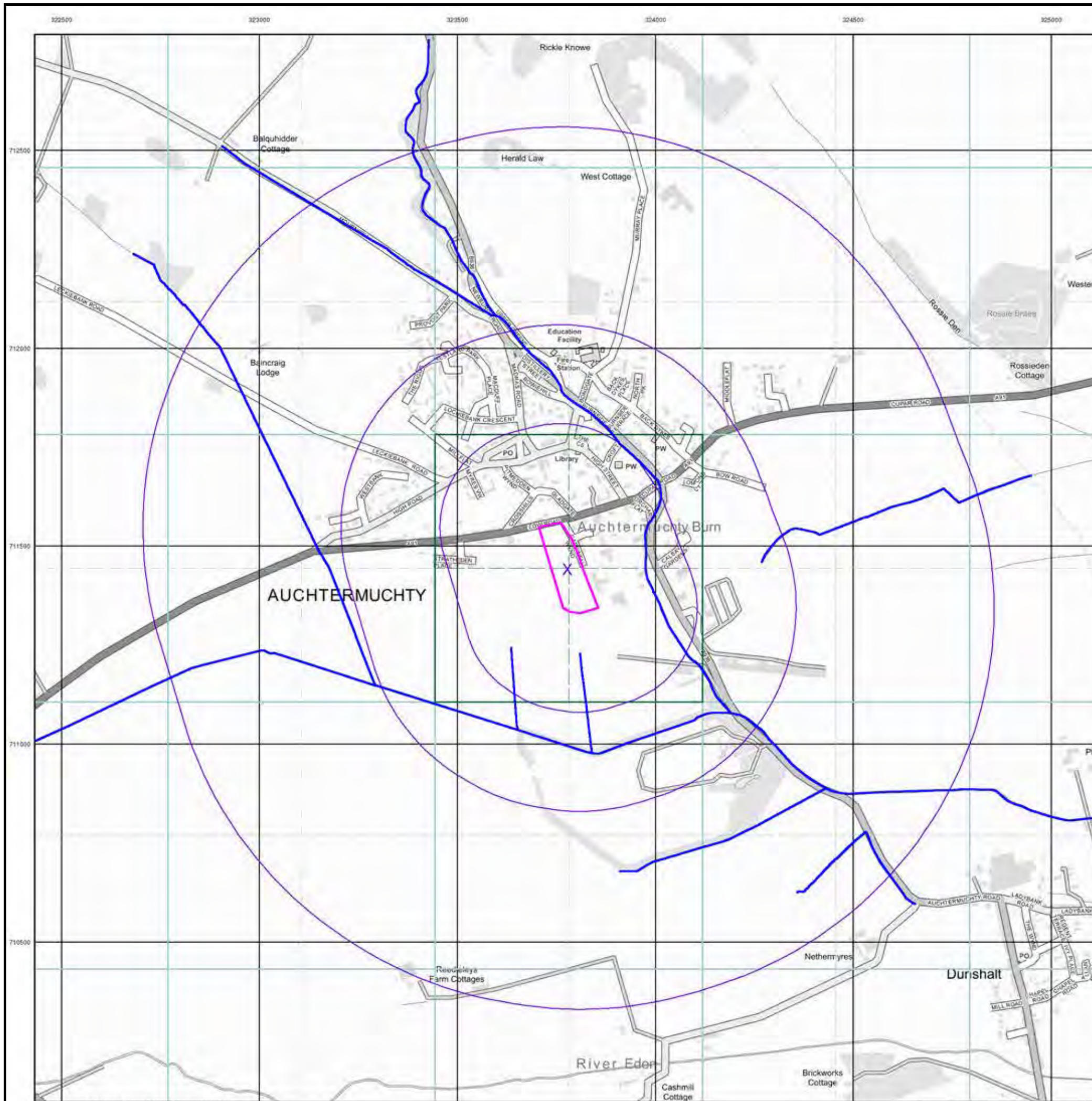


Order Details

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 Slice: A
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 Search Buffer (m): 1000

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Site at, Auchtermuchty, Fife



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Historical Mapping Legends

Ordnance Survey County Series and Ordnance Survey Plan 1:2,500

Quarry **Gravel Pit** **Sand Pit**
Clay Pit **Shingle** **Refuse Heap**
Sloping Masonry **Flat Rock**
Marsh **Reeds** **Osiers**
Rough Pasture **Furze** **Wood**
Mixed Wood **Brushwood** **Orchard**
Fir **Ford** **Stepping Stones**
Ferry **Waterfall** **Lock**
Trig. Station **Altitude at Trig. Station**
B.M. 325.9 **Bench Mark** **Surface Level**
Arrow denotes flow of water **Antiquities (site of)**
Cutting **Embankment**
Railway crossing Road **Level Crossing** **Road crossing Railway**
Railway crossing River or Canal **Road over single stream** **Road over River or Canal**
County Boundary (Geographical)
County & Civil Parish Boundary
Administrative County & Civil Parish Boundary
County Borough Boundary (England)
Co. Boro. Bdy.
County Burgh Boundary (Scotland)
Boundary Post or Stone **Police Call Box**
B.R. **Bridle Road** **P** **Pump**
E.P. **Electricity Pylon** **S.P.** **Signal Post**
F.B. **Foot Bridge** **Sl.** **Sluice**
F.P. **Foot Path** **Sp.** **Spring**
G.P. **Guide Post or Board** **T.C.B.** **Telephone Call Box**
M.S. **Mile Stone** **Tr.** **Trough**
M.P. M.R. **Mooring Post or Ring** **W** **Well**

Ordnance Survey Plan, Additional SIMs and Supply of Unpublished Survey Information 1:2,500 and 1:1,250

Inactive Quarry, Chalk Pit or Clay Pit **Active Quarry, Chalk Pit or Clay Pit**
Rock **Boulders**
Cliff **Slopes** **Top**
Roofed Building **Glazed Roof Building**
Sloping Masonry **Archway**
Non-Coniferous Tree (surveyed) **Coniferous Tree (surveyed)**
Non-Coniferous Trees (not surveyed) **Coniferous Trees (not surveyed)**
Orchard Tree **Scrub** **Bracken**
Coppice, Osier **Reeds** **Marsh, Saltings**
Rough Grassland **Heath** **Culvert**
Direction of water flow **Bench Mark** **Antiquity (site of)**
Cave Entrance **Triangulation Station** **Electricity Pylon**
Electricity Transmission Line
County Boundary (Geographical)
County & Civil Parish Boundary
Civil Parish Boundary
Admin. County or County Bor. Boundary
London Borough Boundary
Symbol marking point where boundary mereing changes
BH **Beer House** **P** **Pillar, Pole or Post**
BP, BS **Boundary Post or Stone** **PO** **Post Office**
Cn, C **Capstan, Crane** **PC** **Public Convenience**
Chy **Chimney** **PH** **Public House**
D Fn **Drinking Fountain** **Pp** **Pump**
EI P **Electricity Pillar or Post** **SB, S Br** **Signal Box or Bridge**
FAP **Fire Alarm Pillar** **SP, SL** **Signal Post or Light**
FB **Foot Bridge** **Spr** **Spring**
GP **Guide Post** **Tk** **Tank or Track**
H **Hydrant or Hydraulic** **TCB** **Telephone Call Box**
LC **Level Crossing** **TCP** **Telephone Call Post**
MH **Manhole** **Tr** **Trough**
MP **Mile Post or Mooring Post** **Wr Pt, Wr T** **Water Point, Water Tap**
MS **Mile Stone** **W** **Well**
NTL **Normal Tidal Limit** **Wd Pp** **Wind Pump**

Large-Scale National Grid Data 1:2,500 and 1:1,250

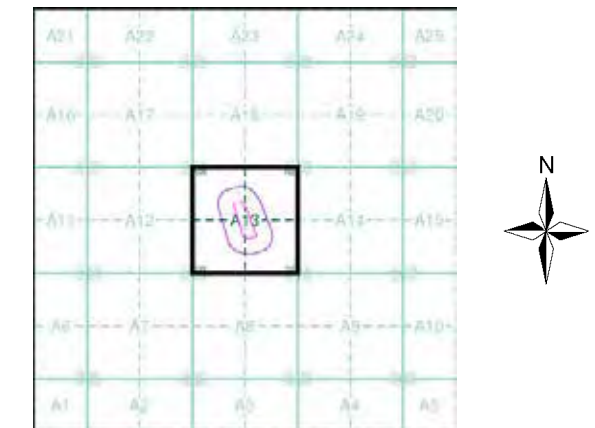
Cliff **Slopes** **Top**
Rock **Rock (scattered)**
Boulders **Boulders (scattered)**
Positioned Boulder **Scree**
Non-Coniferous Tree (surveyed) **Coniferous Tree (surveyed)**
Non-Coniferous Trees (not surveyed) **Coniferous Trees (not surveyed)**
Orchard Tree **Scrub** **Bracken**
Coppice, Osier **Reeds** **Marsh, Saltings**
Rough Grassland **Heath** **Culvert**
Direction of water flow **Triangulation Station** **Antiquity (site of)**
Electricity Transmission Line **Electricity Pylon**
B.M. 231.60m **Bench Mark** **Buildings with Building Seed**
Roofed Building **Glazed Roof Building**
Civil parish/community boundary
District boundary
County boundary
Boundary post/stone
Boundary mereing symbol (note: these always appear in opposed pairs or groups of three)
Bks **Barracks** **P** **Pillar, Pole or Post**
Bty **Battery** **PO** **Post Office**
Cemy **Cemetery** **PC** **Public Convenience**
Chy **Chimney** **Pp** **Pump**
Cis **Cistern** **Ppg Sta** **Pumping Station**
Dismtd Rly **Dismantled Railway** **PW** **Place of Worship**
EI Gen Sta **Electricity Generating Station** **Sewage Ppg Sta** **Sewage Pumping Station**
EI P **Electricity Pole, Pillar** **SB, S Br** **Signal Box or Bridge**
EI Sub Sta **Electricity Sub Station** **SP, SL** **Signal Post or Light**
FB **Filter Bed** **Spr** **Spring**
Fn / D Fn **Fountain / Drinking Ftn.** **Tk** **Tank or Track**
Gas Gov **Gas Valve Compound** **Tr** **Trough**
GVC **Gas Governor** **Wd Pp** **Wind Pump**
GP **Guide Post** **Wr Pt, Wr T** **Water Point, Water Tap**
MH **Manhole** **Wks** **Works (building or area)**
MP, MS **Mile Post or Mile Stone** **W** **Well**



Historical Mapping & Photography included:

Mapping Type	Scale	Date	Pg
Fifeshire	1:2,500	1895	2
Fifeshire	1:2,500	1914	3
Ordnance Survey Plan	1:2,500	1969 - 1970	4
Additional SIMs	1:2,500	1981	5
Additional SIMs	1:2,500	1986 - 1992	6
Additional SIMs	1:2,500	1990	7
Large-Scale National Grid Data	1:2,500	1994	8
Large-Scale National Grid Data	1:2,500	1996	9

Historical Map - Segment A13



Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 100

Site Details

Site at, Auchtermuchty, Fife



Tel: 0844 844 9952
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 Web: www.envirocheck.co.uk

Fifeshire

Published 1895

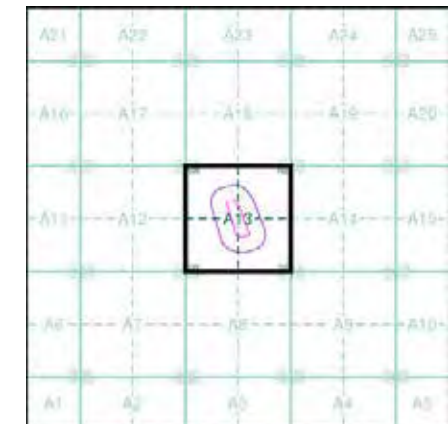
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

012_06 1895 1:2,500	012_07 1895 1:2,500
012_10 1895 1:2,500	012_11 1895 1:2,500

Historical Map - Segment A13

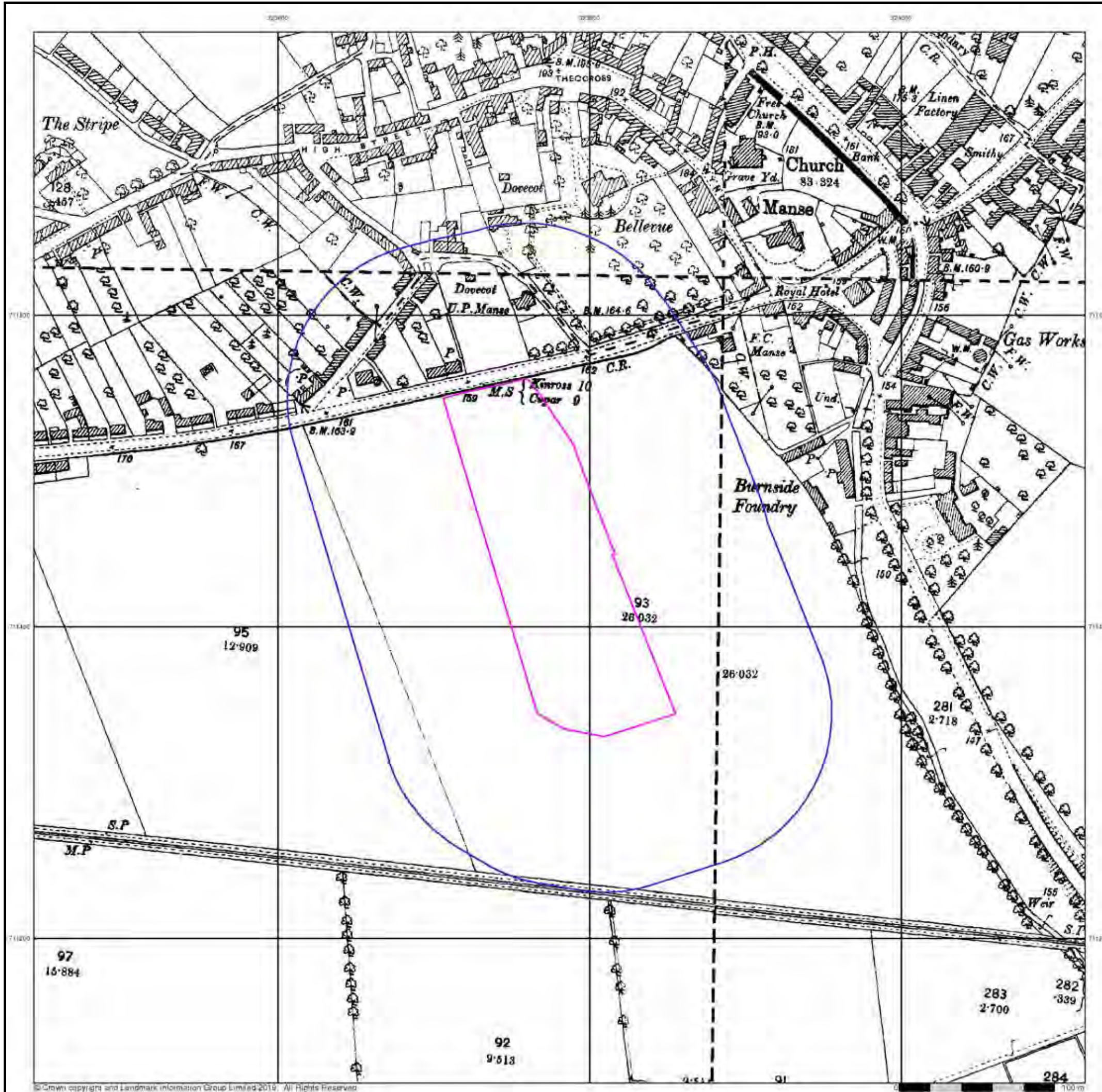


Order Details

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 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 100

Site Details

Site at, Auchtermuchty, Fife



Fifeshire

Published 1914

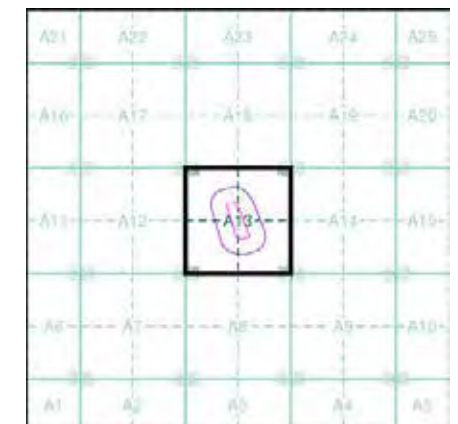
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

012_06 1914 1:2,500	012_07 1914 1:2,500
012_10 1914 1:2,500	012_11 1914 1:2,500

Historical Map - Segment A13

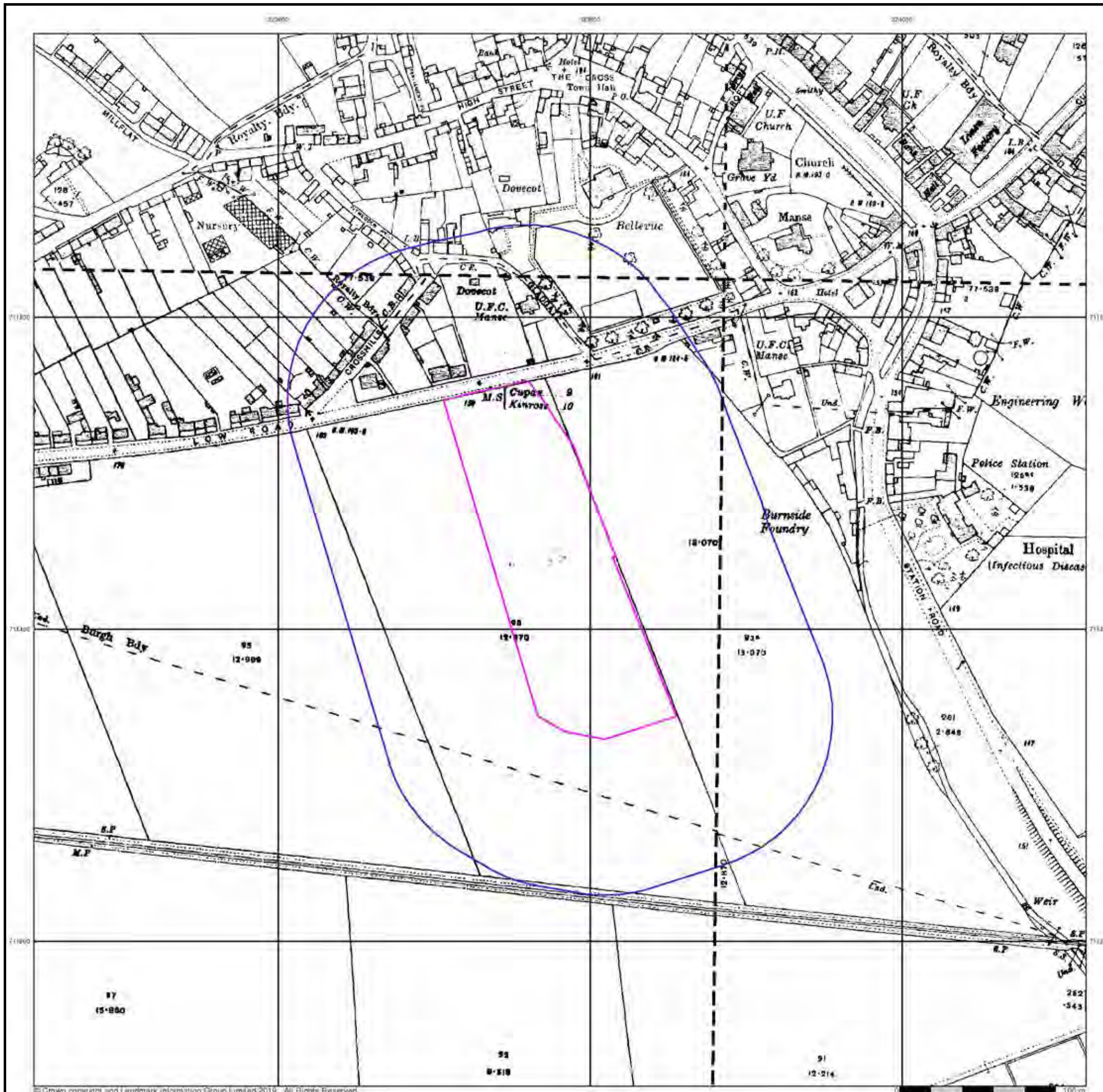


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Site Details

Site at, Auchtermuchty, Fife



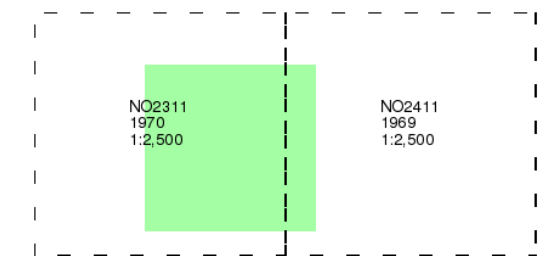
Ordnance Survey Plan

Published 1969 - 1970

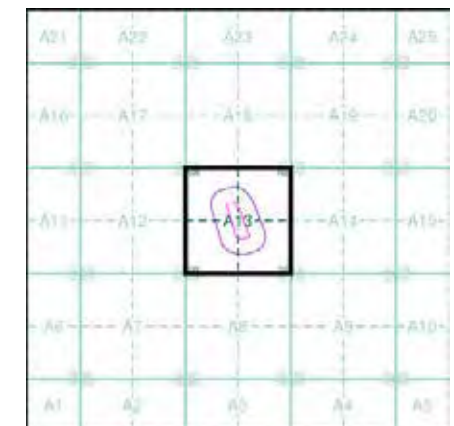
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

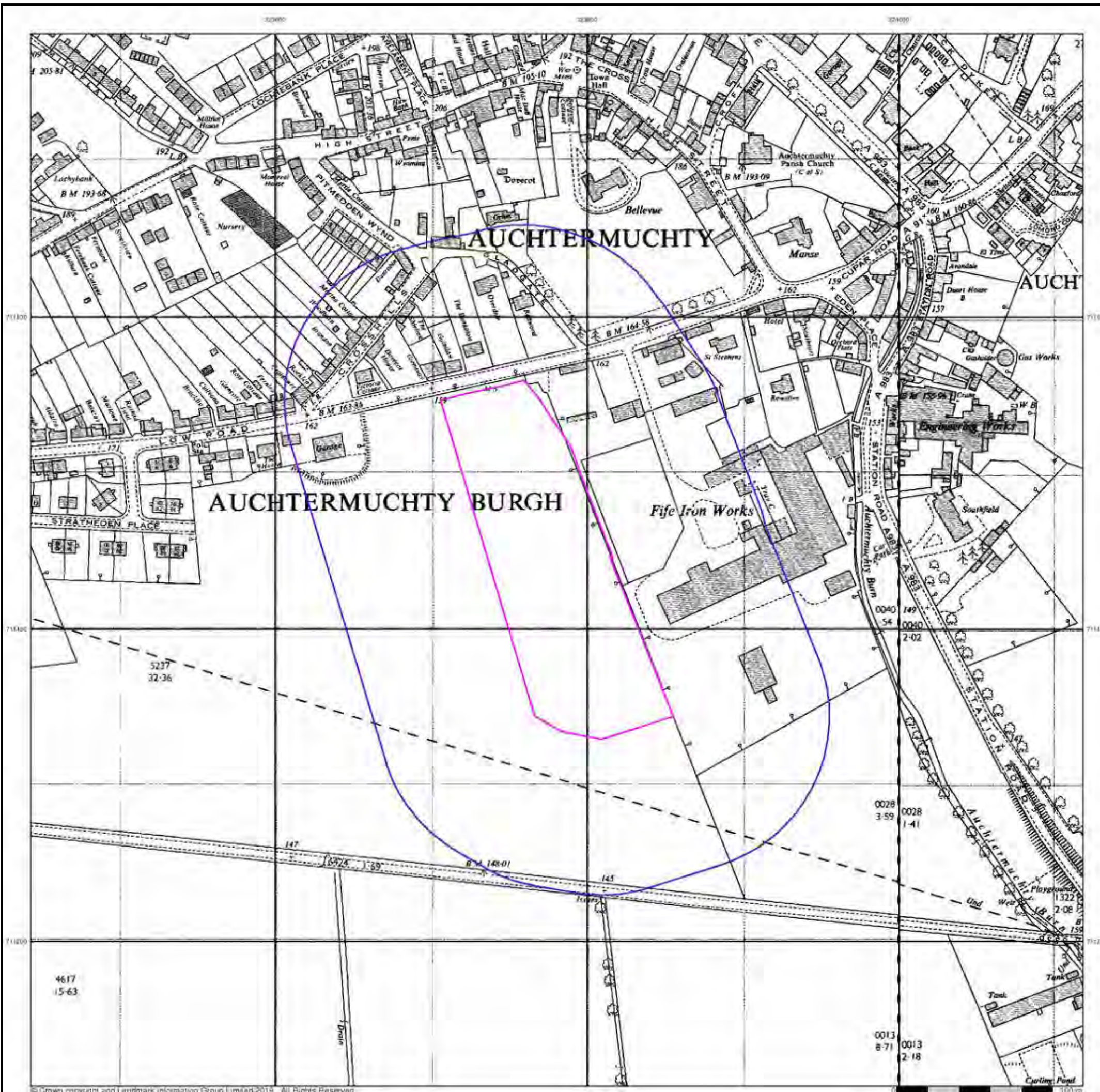


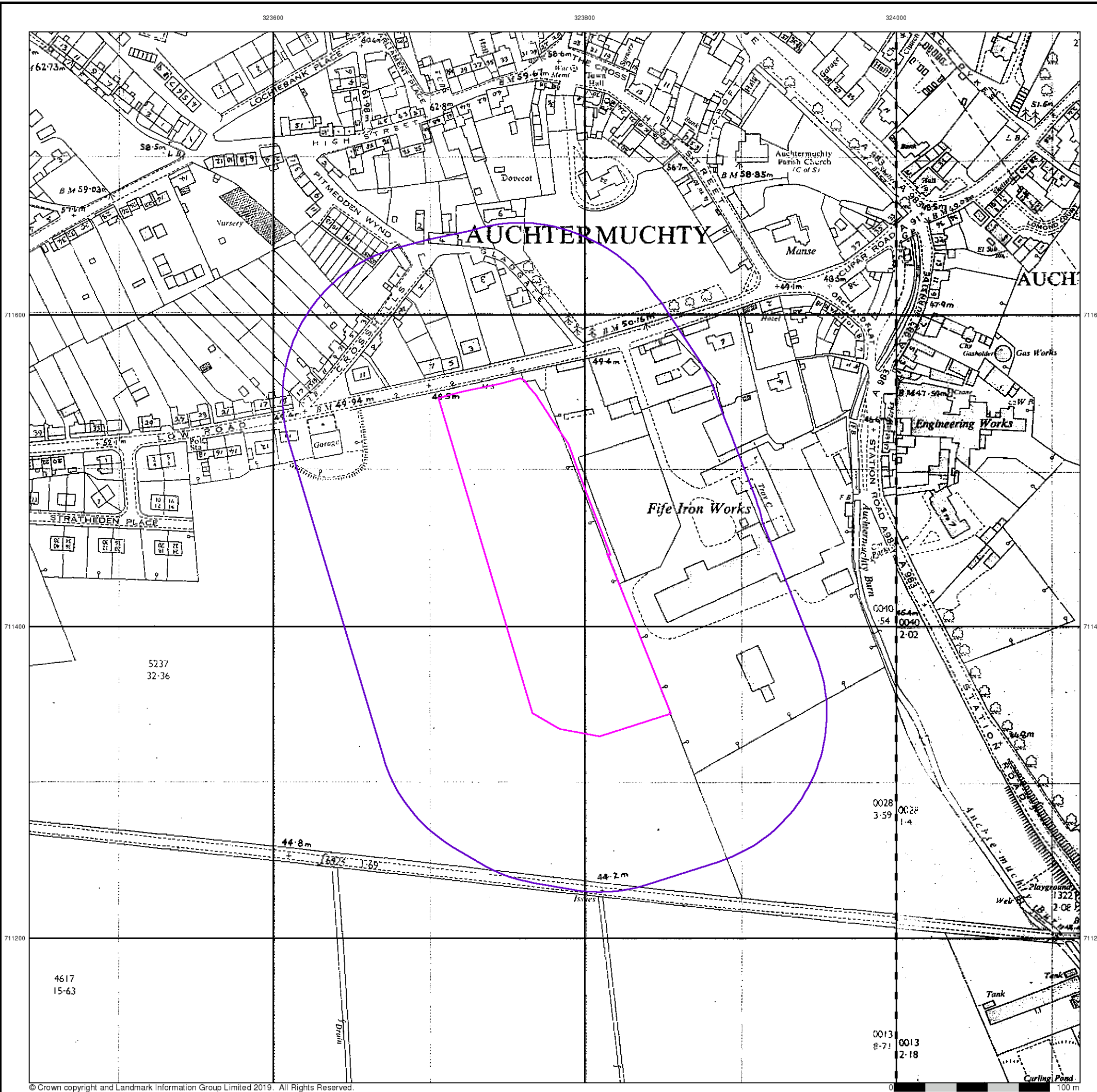
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 Search Buffer (m): 100

Site Details

Site at, Auchtermuchty, Fife





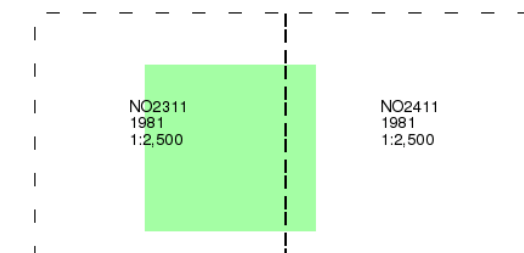
Additional SIMs

Published 1981

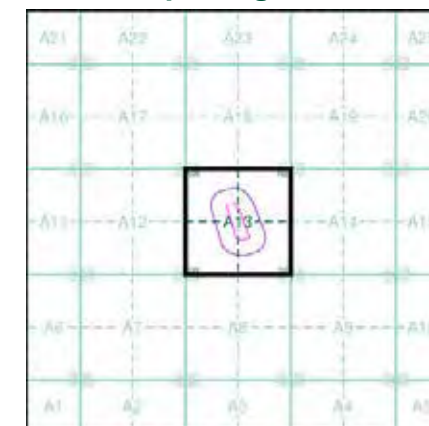
Source map scale - 1:2,500

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

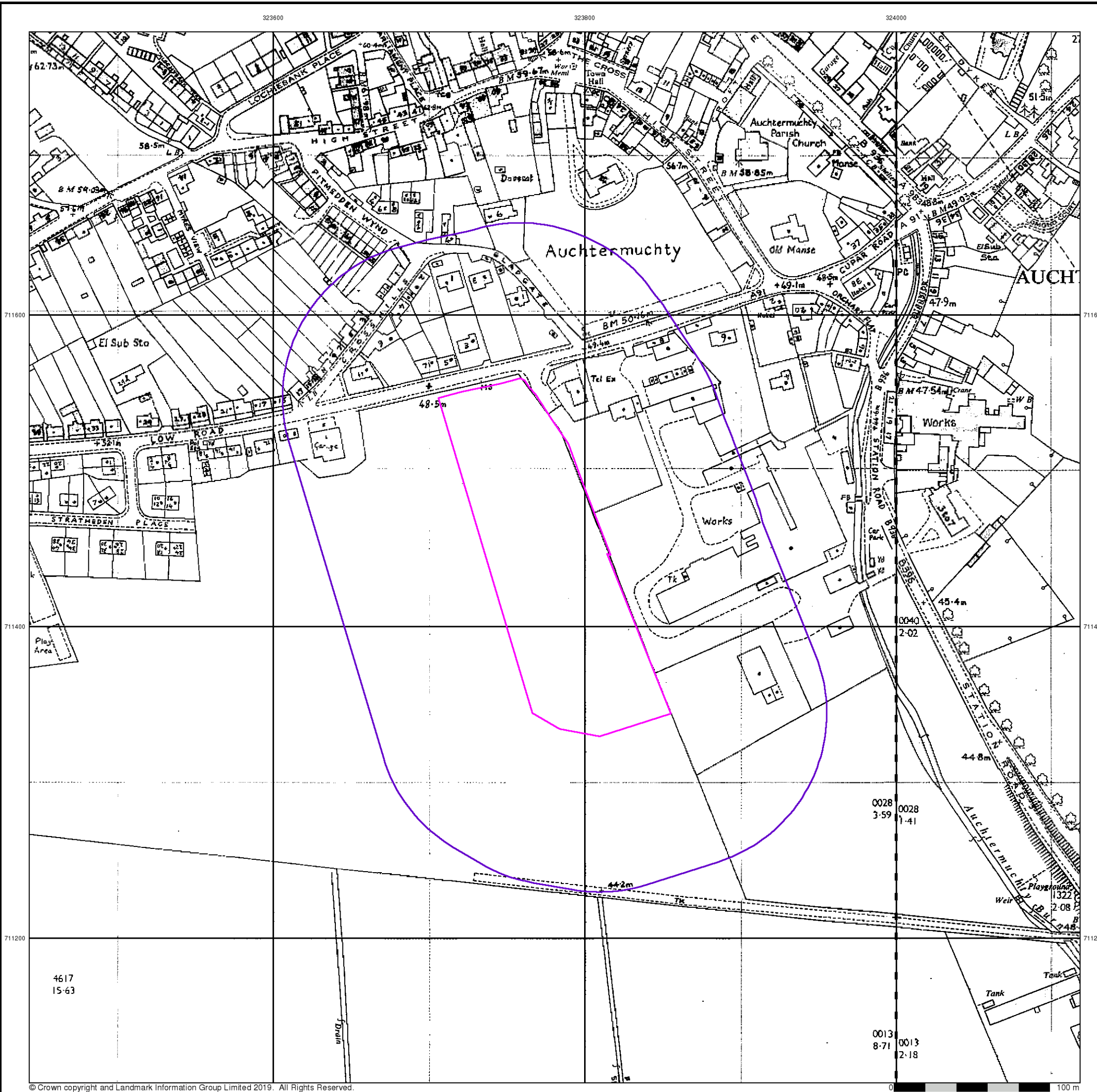
Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 100

Site Details

Site at, Auchtermuchty, Fife



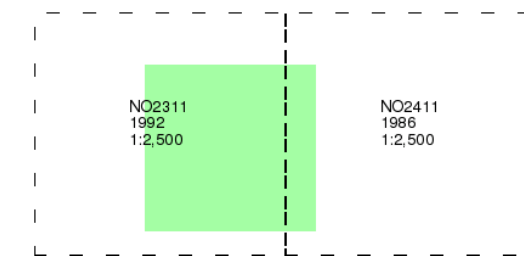
Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk



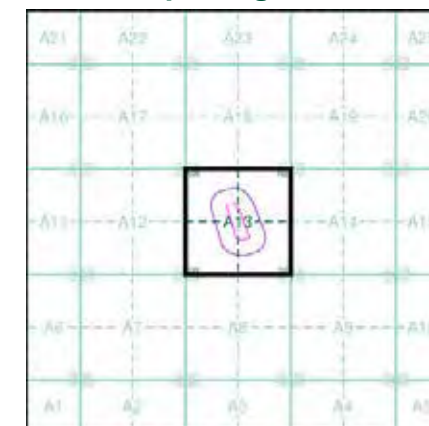
Additional SIMs
Published 1986 - 1992
Source map scale - 1:2,500

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

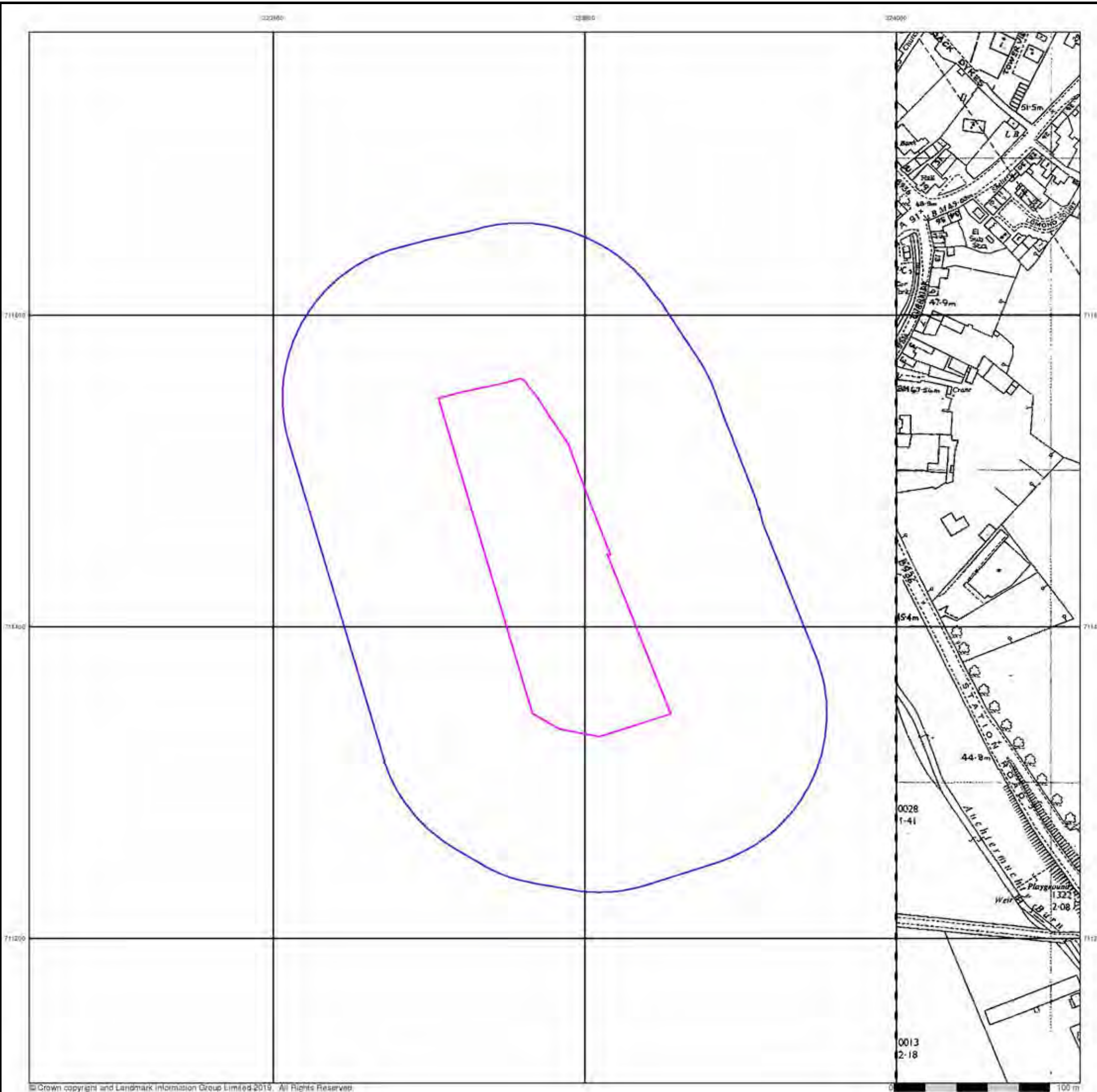
Order Number: 227624627_1_1
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 National Grid Reference: 323780, 711440
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Site Details

Site at, Auchtermuchty, Fife



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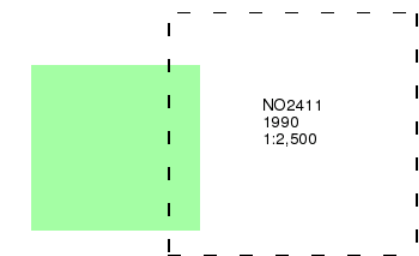
Additional SIMs

Published 1990

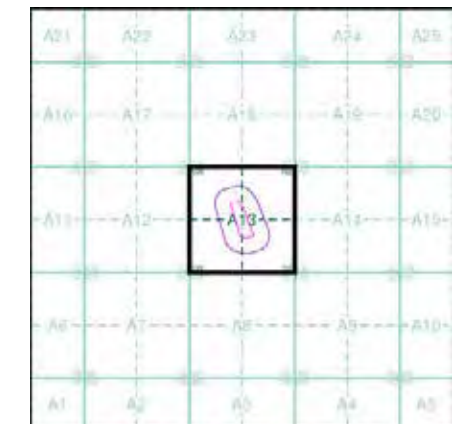
Source map scale - 1:2,500

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

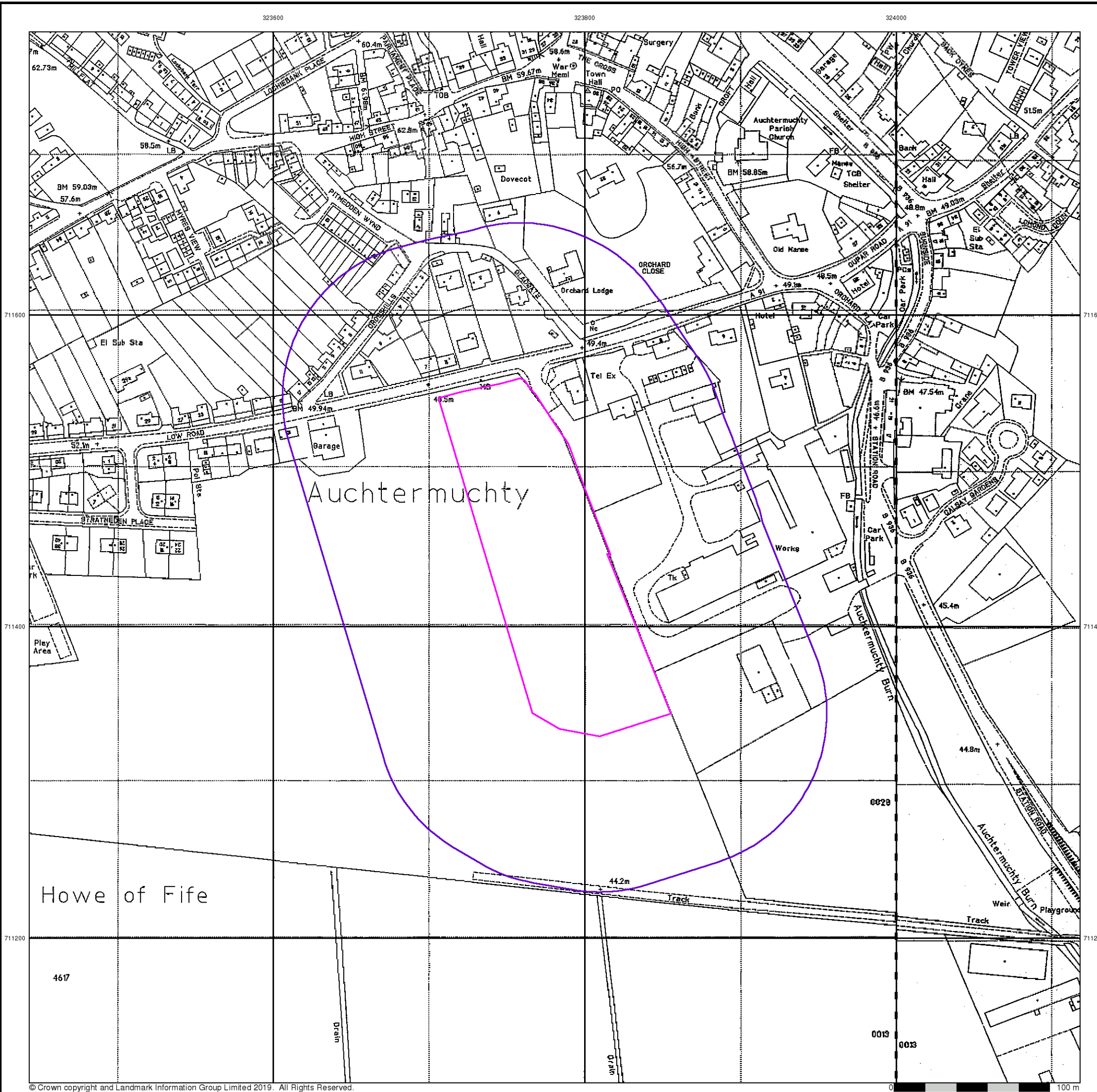
Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 100

Site Details

Site at, Auchtermuchty, Fife



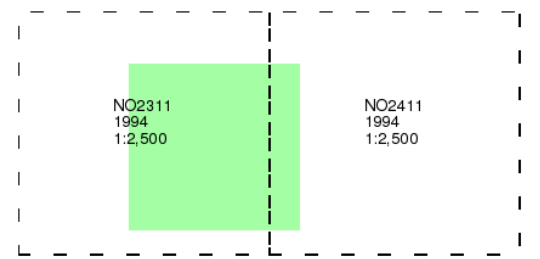
Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk



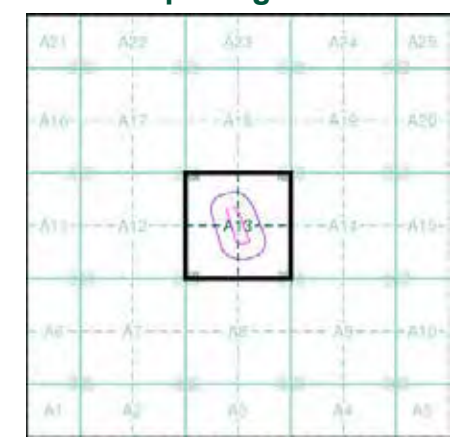
**Large-Scale National Grid Data
Published 1994
Source map scale - 1:2,500**

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 100

Site Details

Site at, Auchtermuchty, Fife



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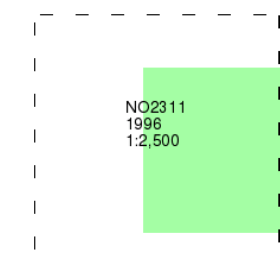
Large-Scale National Grid Data

Published 1996

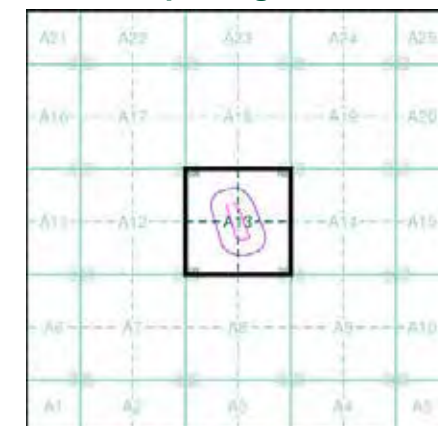
Source map scale - 1:2,500

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13

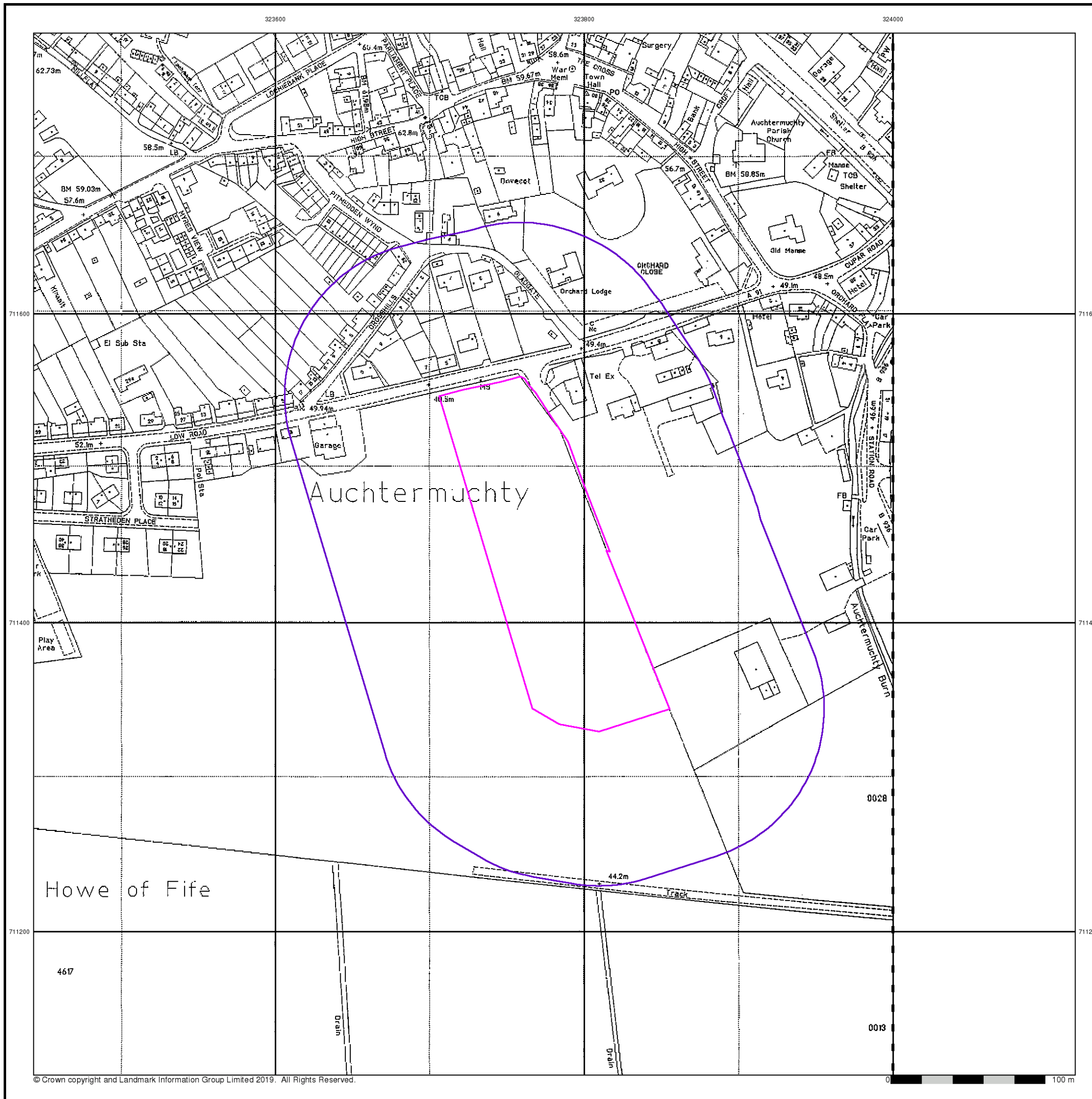


Order Details

Order Number: 227624627_1_1
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 Slice: A
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Site Details

Site at, Auchtermuchty, Fife



Historical Mapping Legends

Ordnance Survey County Series 1:10,560

	Gravel Pit		Sand Pit		Other Pits
	Quarry		Shingle		Orchard
	Osiers		Reeds		Marsh
	Mixed Wood		Deciduous		Brushwood
	Fir		Furze		Rough Pasture
	Arrow denotes flow of water		Triangulation Station		
	Site of Antiquities		Bench Mark		
	Pump, Guide Post, Signal Post		Well, Spring, Boundary Post		
	•285 Surface Level				
	Sketched Contour		Instrumental Contour		
	Main Roads Fenced Un-Fenced		Minor Roads Fenced Un-Fenced		
	Sunken Road		Raised Road		
	Road over Railway		Railway over River		
	Railway over Road		Level Crossing		
	Road over River or Canal		Road over Stream		
	Road over Stream				
	County Boundary (Geographical)				
	County & Civil Parish Boundary				
	Administrative County & Civil Parish Boundary				
	County Borough Boundary (England)				
	County Burgh Boundary (Scotland)				
	Rural District Boundary				
	Civil Parish Boundary				

Ordnance Survey Plan 1:10,000

	Chalk Pit, Clay Pit or Quarry		Gravel Pit
	Sand Pit		Disused Pit or Quarry
	Refuse or Slag Heap		Lake, Loch or Pond
	Dunes		Boulders
	Coniferous Trees		Non-Coniferous Trees
	Orchard		Scrub
	Coppice		Heath
	Bracken		Rough Grassland
	Marsh		Reeds
	Saltings		
	Building		Direction of Flow of Water
	Glasshouse		Shingle
			Sand
	Sloping Masonry		Pylon
			Electricity Transmission Line
			Pole
	Cutting		Embankment
	Standard Gauge Multiple Track		
	Standard Gauge Single Track		
	Siding, Tramway or Mineral Line		
	Narrow Gauge		
	Geographical County		
	Administrative County, County Borough or County of City		
	Municipal Borough, Urban or Rural District, Burgh or District Council		
	Borough, Burgh or County Constituency <small>Shown only when not coincident with other boundaries</small>		
	Civil Parish <small>Shown alternately when coincidence of boundaries occurs</small>		
	BP, BS Boundary Post or Stone		Pol Sta Police Station
	Ch Church		PO Post Office
	CH Club House		PC Public Convenience
	F E Sta Fire Engine Station		PH Public House
	FB Foot Bridge		SB Signal Box
	Fn Fountain		Spr Spring
	GP Guide Post		TCB Telephone Call Box
	MP Mile Post		TCP Telephone Call Post
	MS Mile Stone		W Well

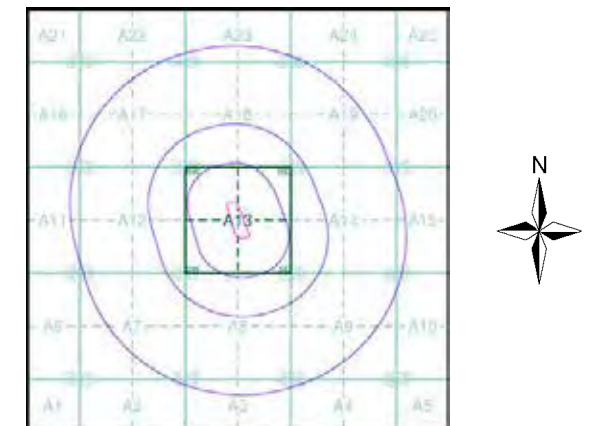
1:10,000 Raster Mapping

	Gravel Pit		Refuse tip or slag heap
	Rock		Rock (scattered)
	Boulders		Boulders (scattered)
	Shingle		Mud
	Sand		Sand Pit
	Slopes		Top of cliff
	General detail		Underground detail
	Overhead detail		Narrow gauge railway
	Multi-track railway		Single track railway
	County boundary (England only)		Civil, parish or community boundary
	District, Unitary, Metropolitan, London Borough boundary		Constituency boundary
	Area of wooded vegetation		Non-coniferous trees
	Non-coniferous trees (scattered)		Coniferous trees
	Coniferous trees (scattered)		Positioned tree
	Orchard		Coppice or Osiers
	Rough Grassland		Heath
	Scrub		Marsh, Salt Marsh or Reeds
	Water feature		Flow arrows
	Mean high water (springs)		Mean low water (springs)
	Telephone line (where shown)		Electricity transmission line (with poles)
	Bench mark (where shown)		Triangulation station
	Point feature (e.g. Guide Post or Mile Stone)		Pylon, flare stack or lighting tower
	Site of (antiquity)		Glasshouse
	General Building		Important Building

Historical Mapping & Photography included:

Mapping Type	Scale	Date	Pg
Fifehire	1:10,560	1856	2
Perthshire	1:10,560	1866	3
Fifehire	1:10,560	1896	4
Perthshire	1:10,560	1901	5
Fifehire	1:10,560	1920 - 1921	6
Fifehire	1:10,560	1938	7
Ordnance Survey Plan	1:10,000	1959	8
Ordnance Survey Plan	1:10,000	1974	9
Ordnance Survey Plan	1:10,000	1974	10
10K Raster Mapping	1:10,000	2000	11
Street View	Variable		12

Historical Map - Slice A



Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife

Fifeshire

Published 1856

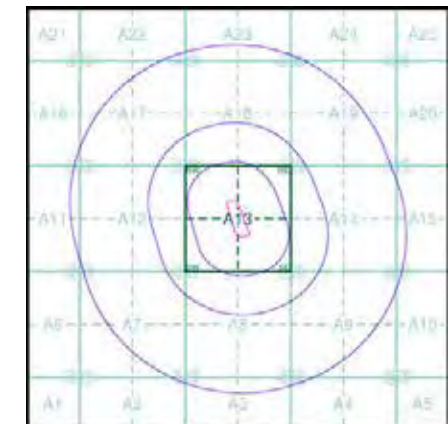
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

00900	1856	1:10,560
01600	1856	1:10,560

Historical Map - Slice A

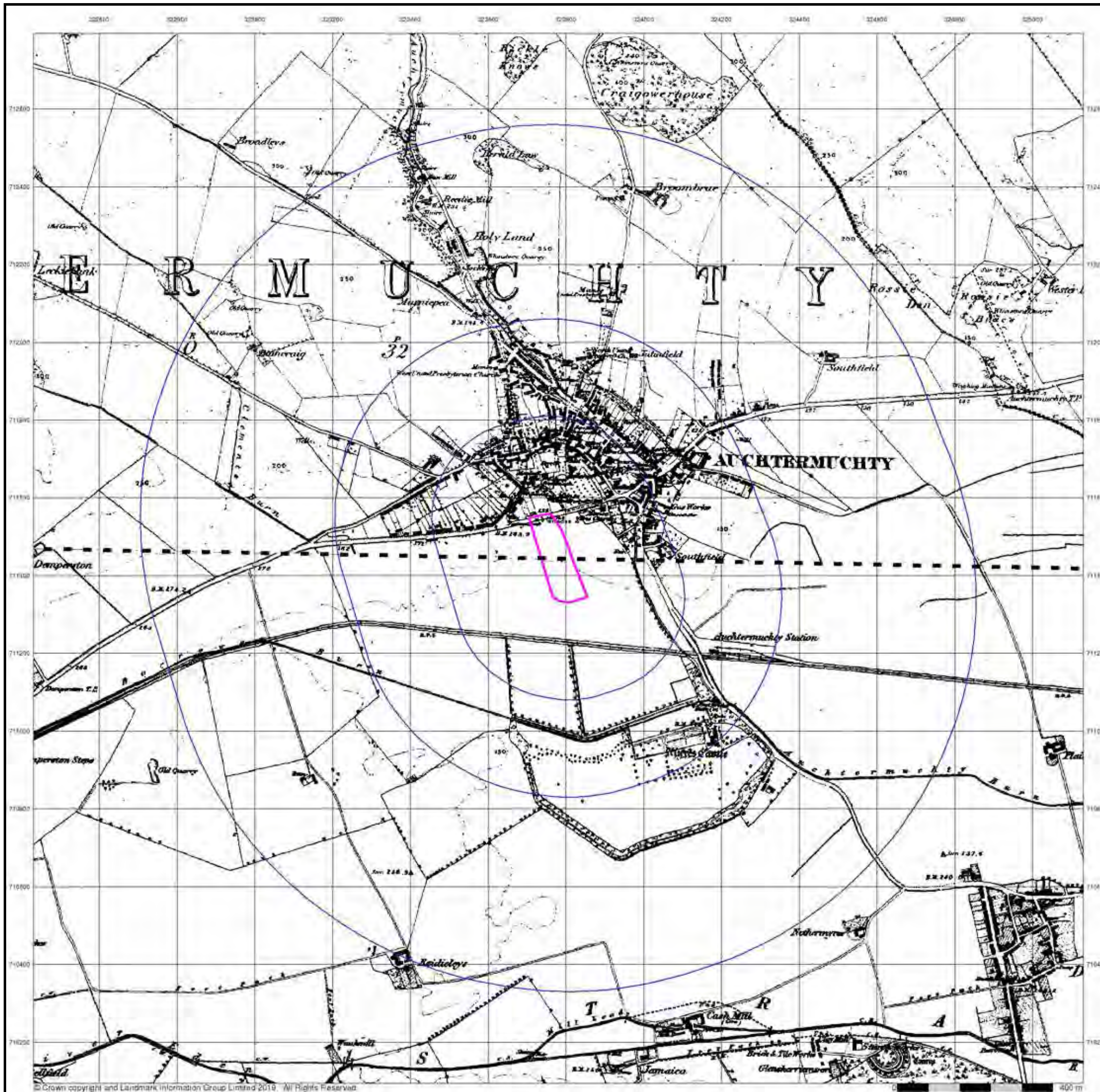


Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
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 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



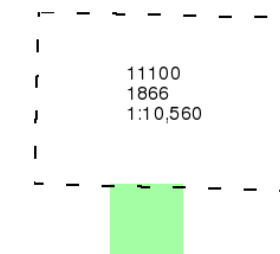
Perthshire

Published 1866

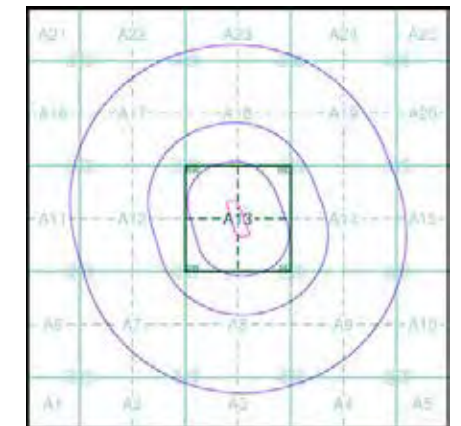
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A

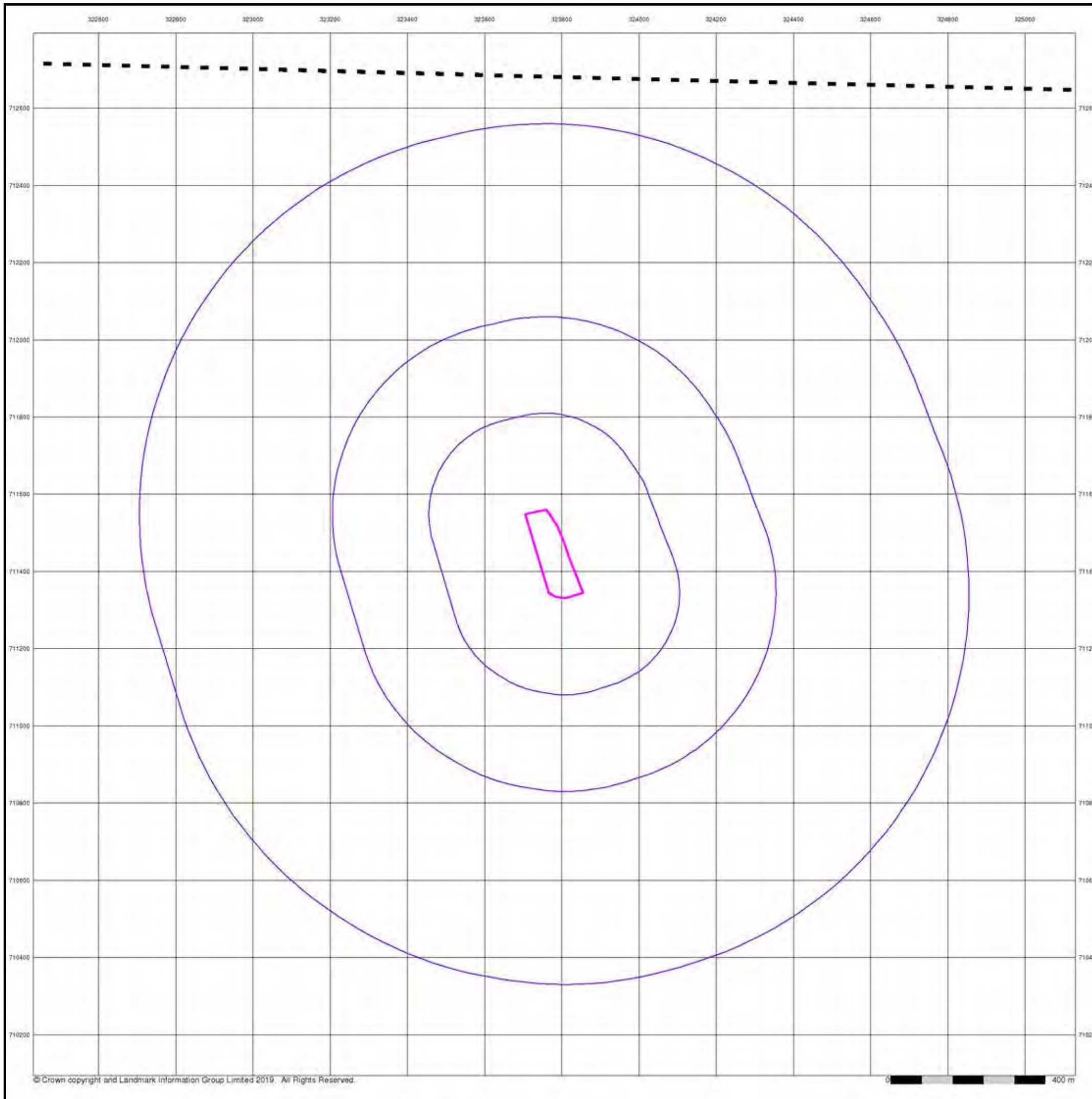


Order Details

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 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



Fifeshire

Published 1896

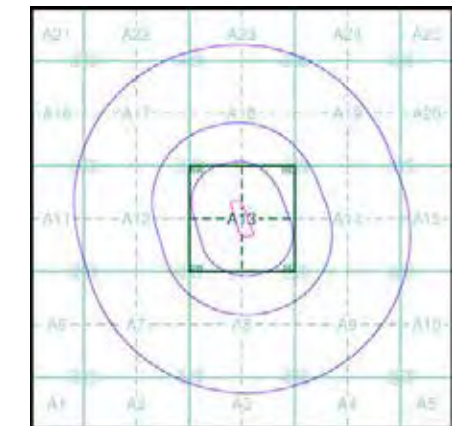
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

012NW 1896 1:10,560	012NE 1896 1:10,560
012SW 1896 1:10,560	012SE 1896 1:10,560

Historical Map - Slice A

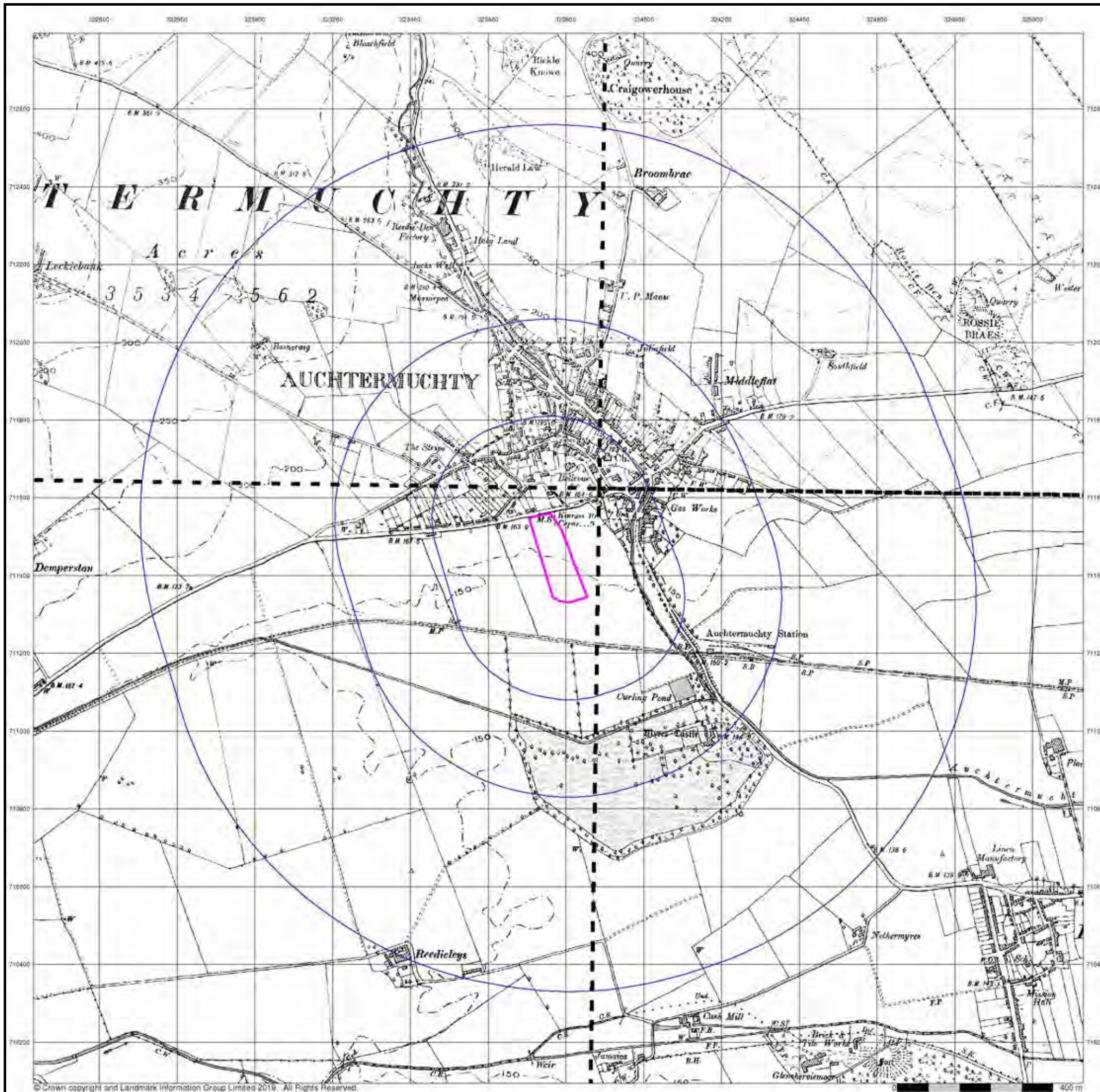


Order Details

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 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



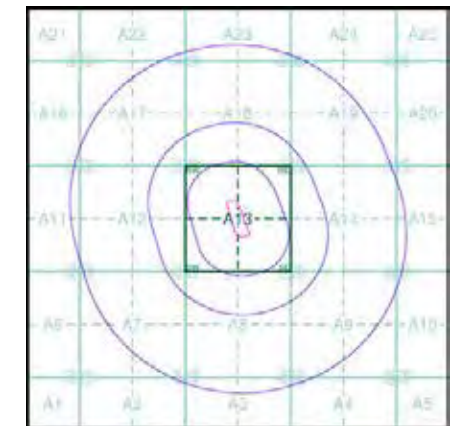
Perthshire
Published 1901
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

111SW	1901	1:10,560
120ANW	1901	1:10,560

Historical Map - Slice A

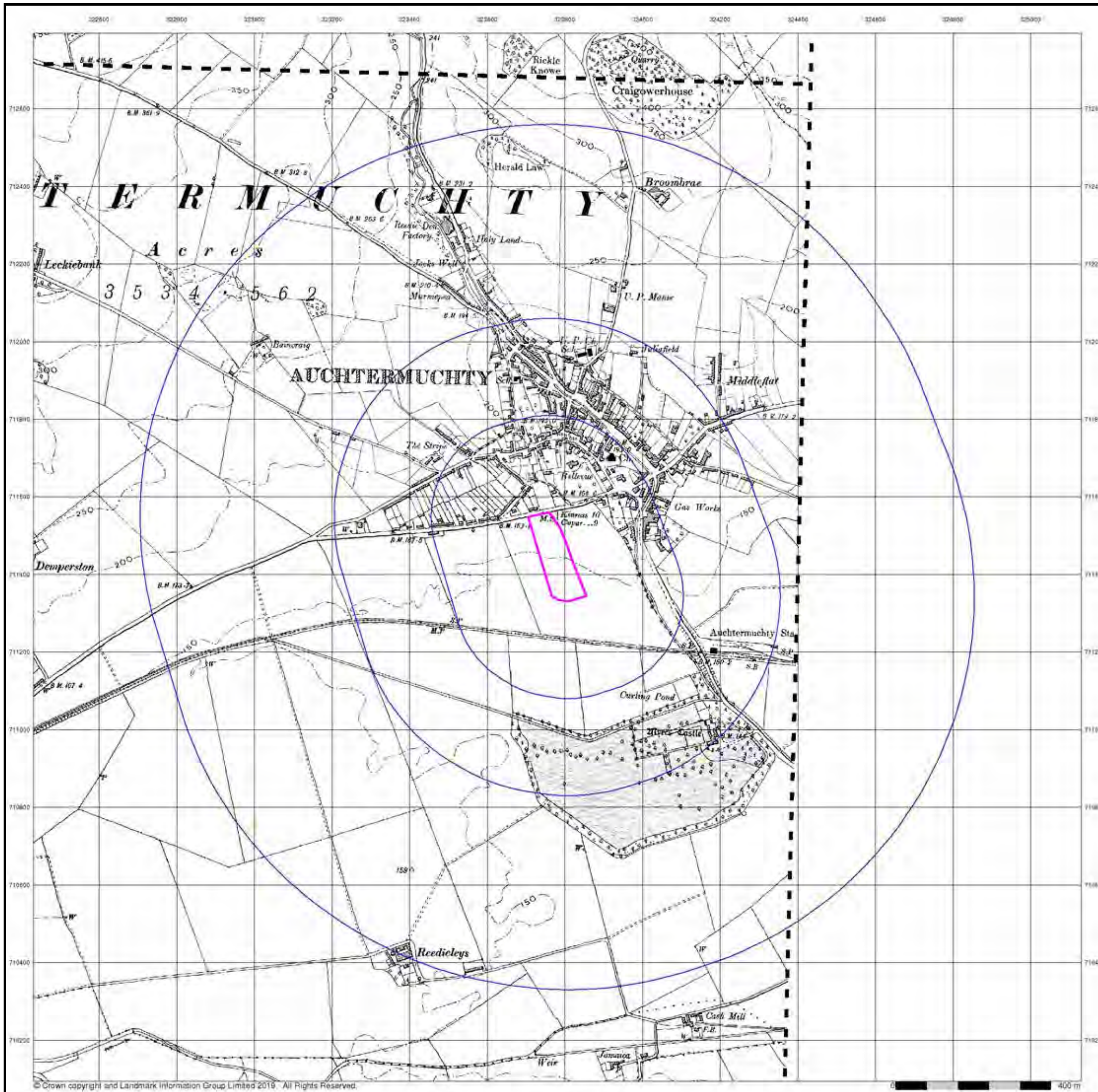


Order Details

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 Slice: A
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Site Details

Site at, Auchtermuchty, Fife



Fifeshire

Published 1920 - 1921

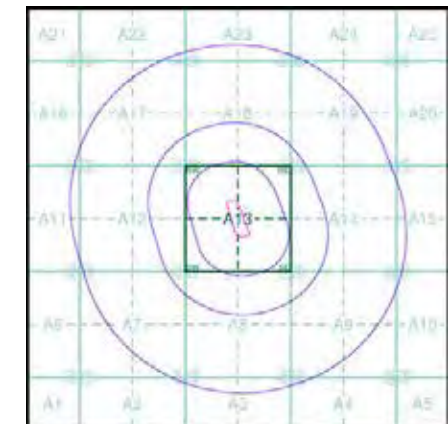
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

012NW 1921 1:10,560	012NE 1921 1:10,560
012SW 1920 1:10,560	012SE 1920 1:10,560

Historical Map - Slice A

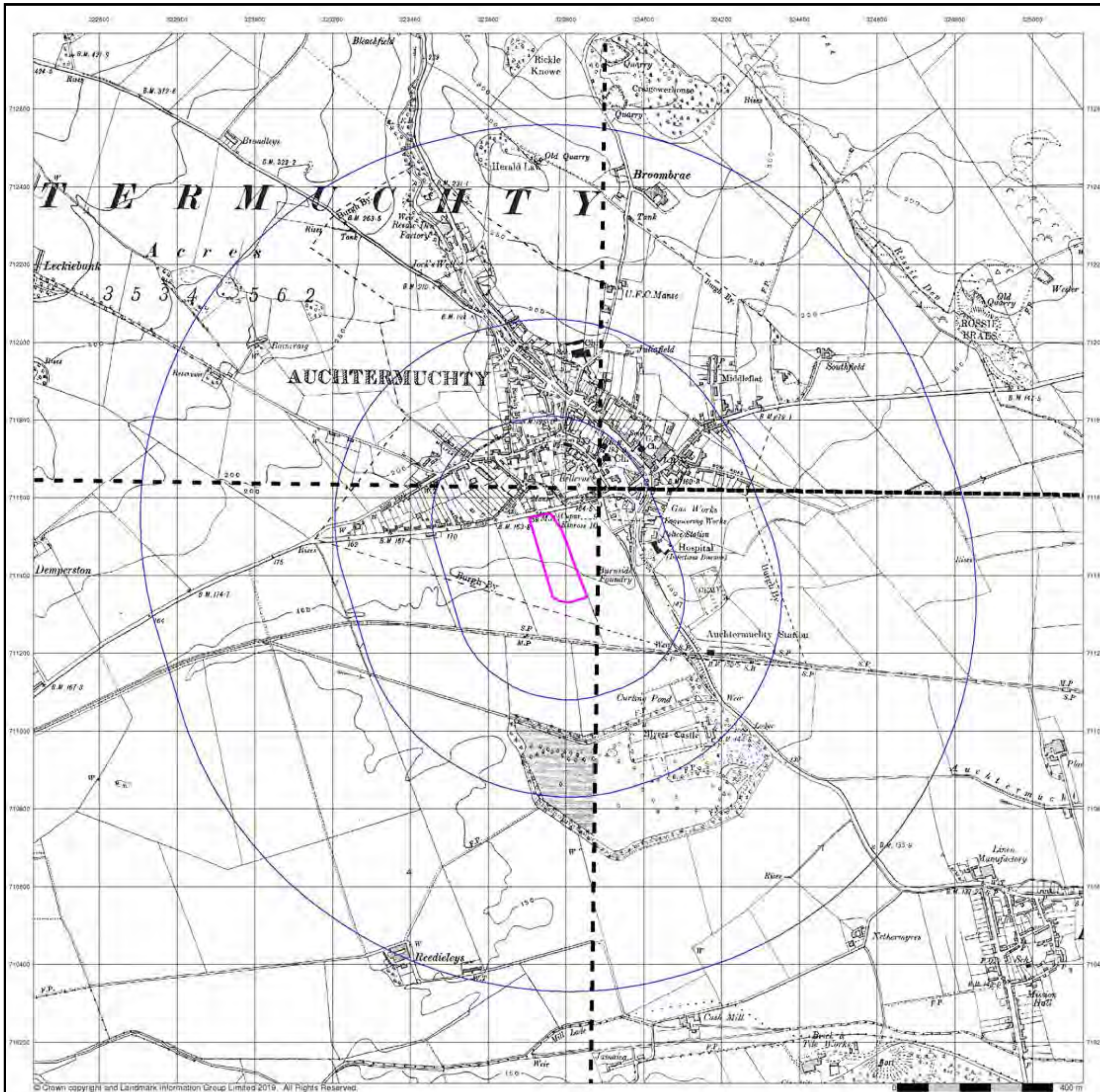


Order Details

Order Number: 227624627_1_1
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 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



Fifeshire

Published 1938

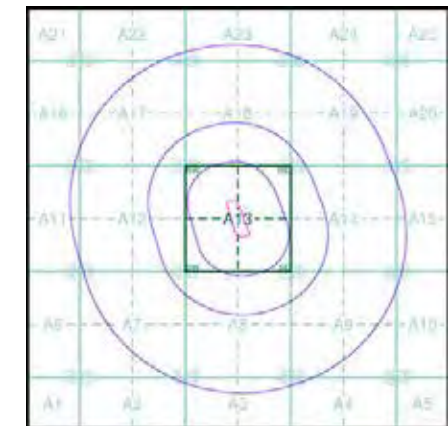
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

012NW	1938	1:10,560
012SW	1938	1:10,560

Historical Map - Slice A

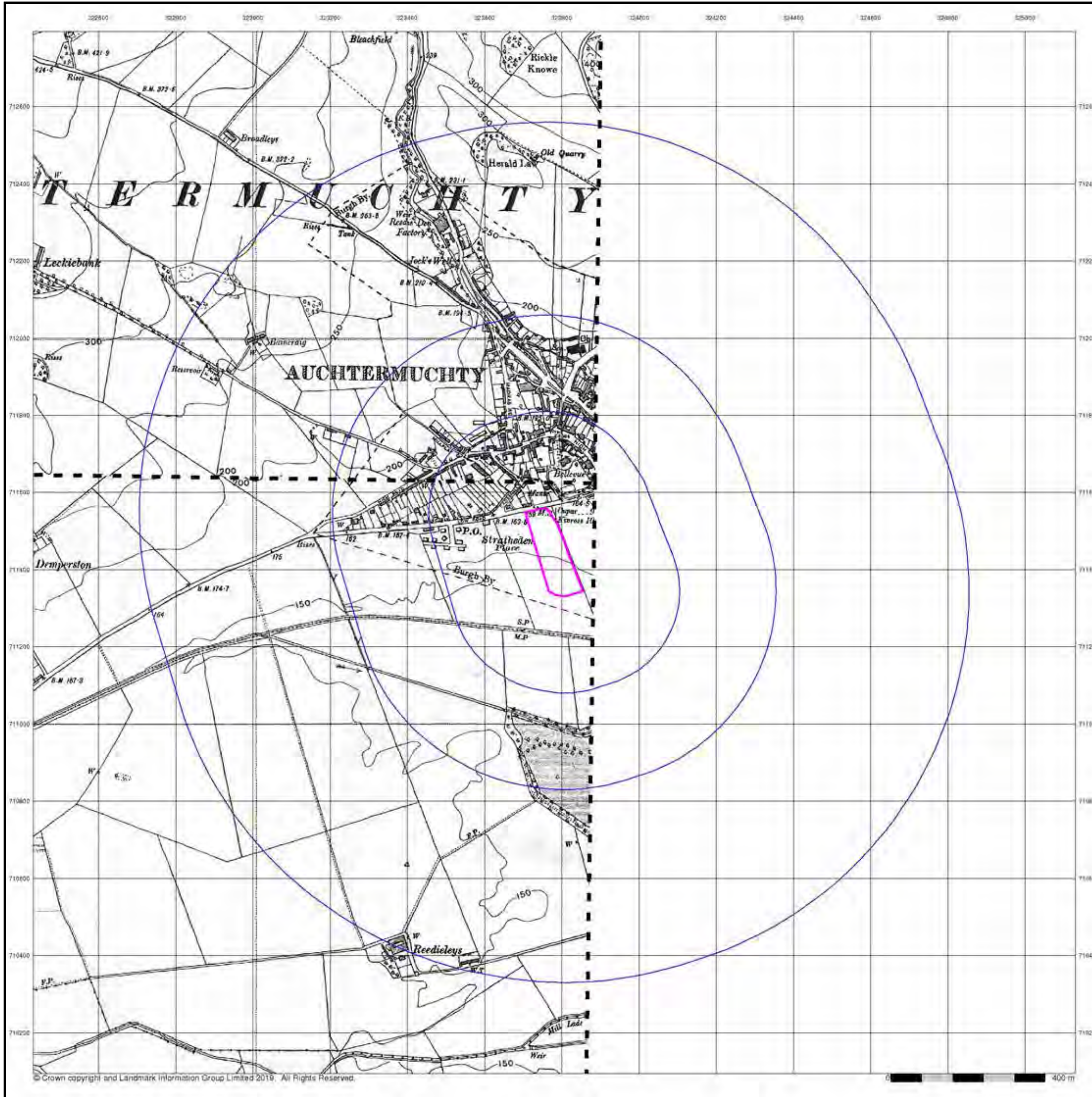


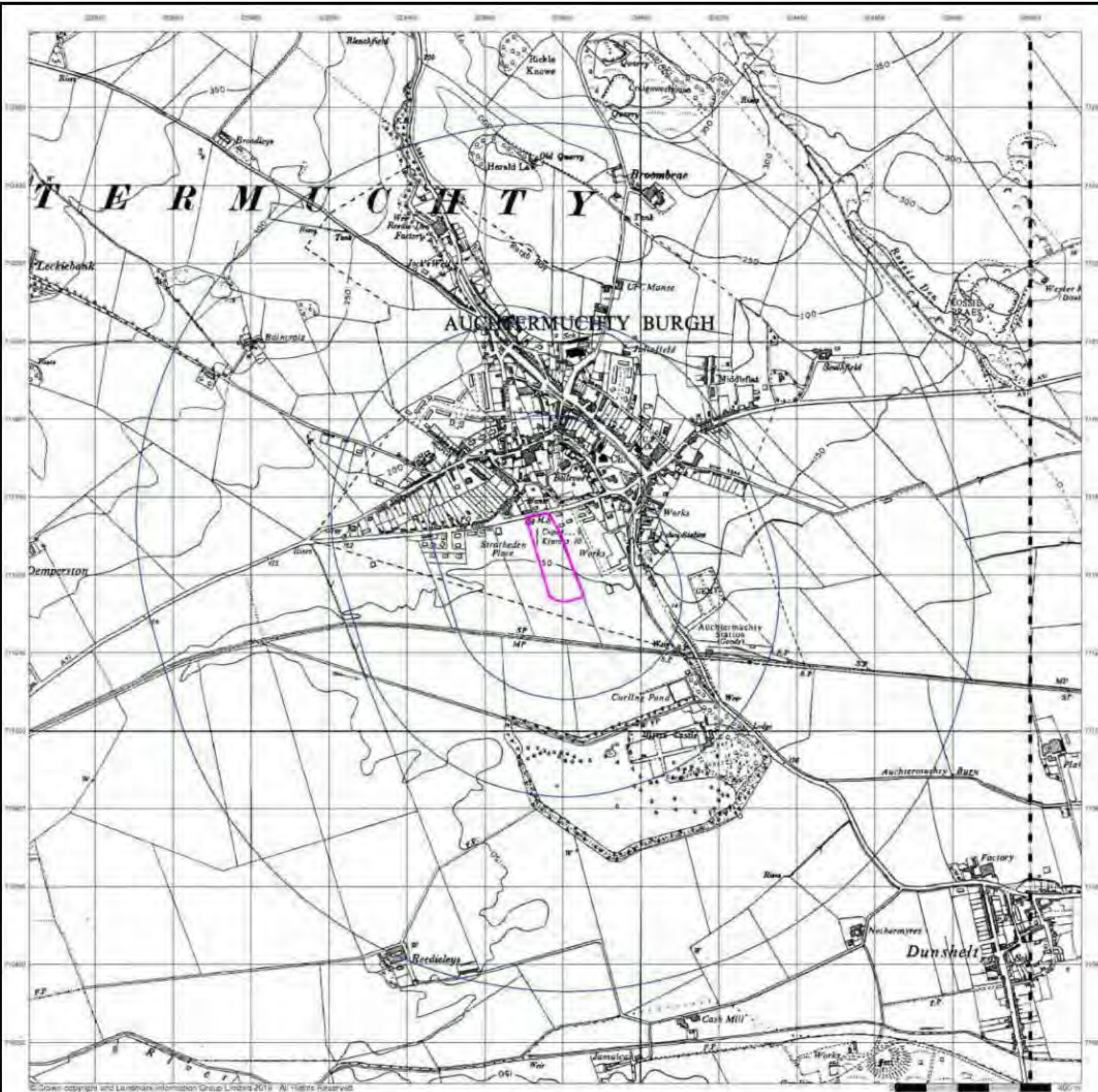
Order Details

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 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife

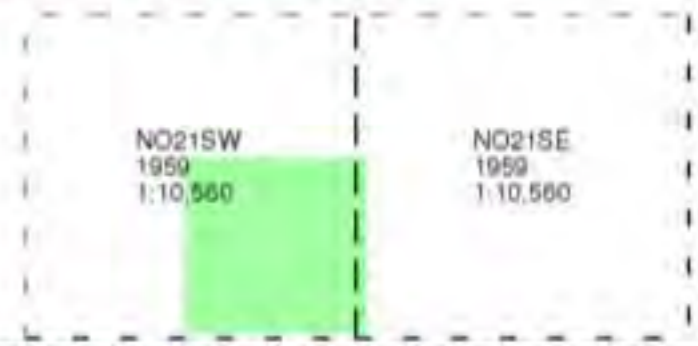




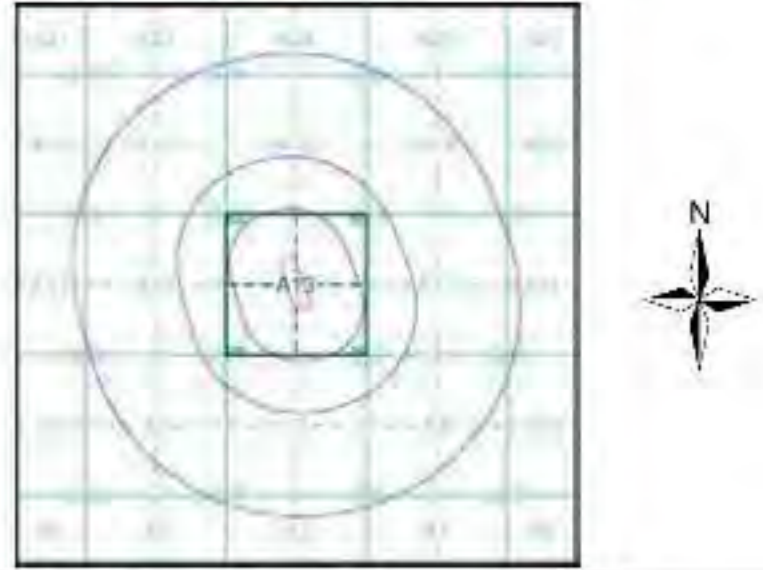
Ordnance Survey Plan
Published 1959
Source map scale - 1:10,000

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

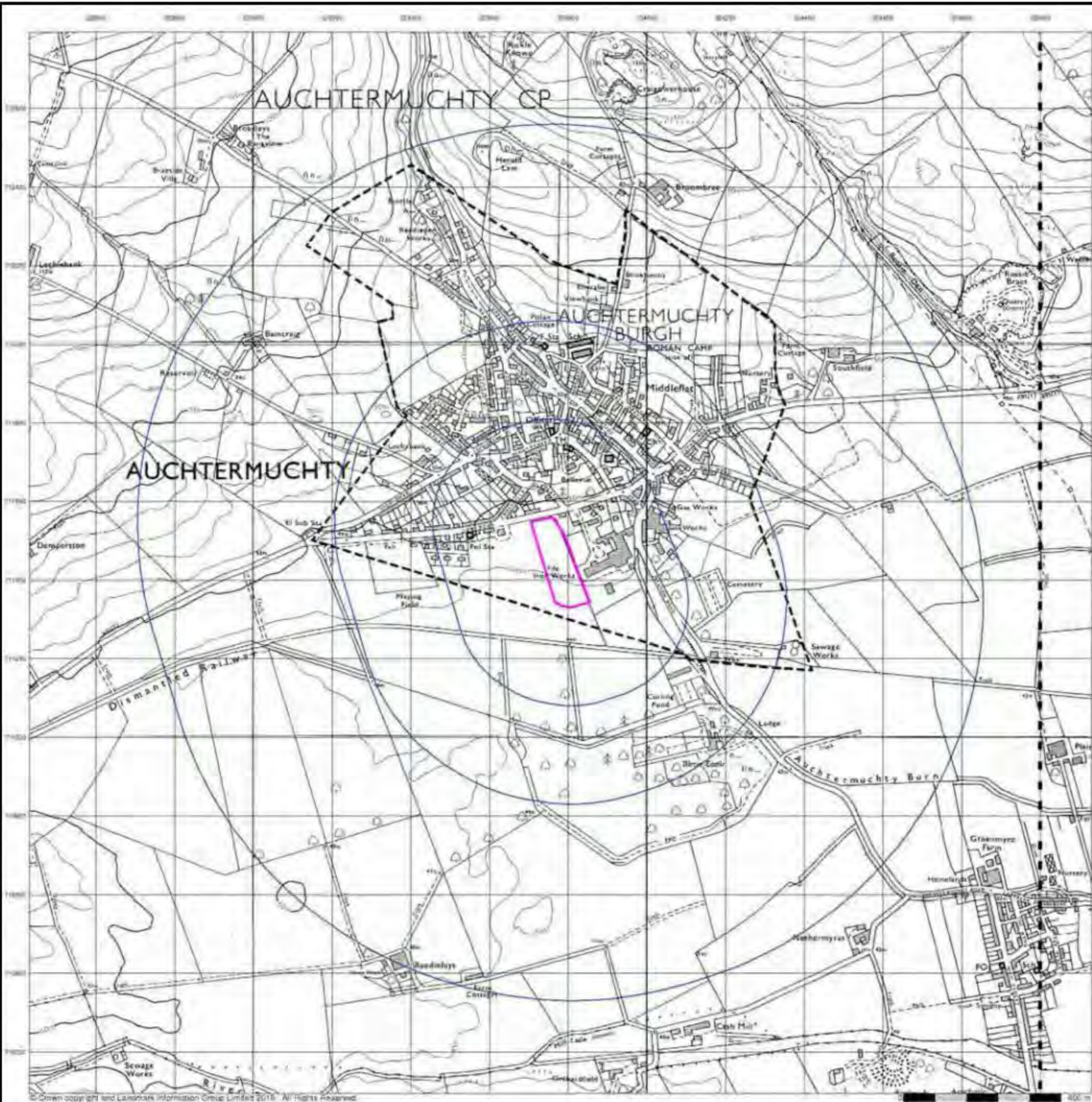
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 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



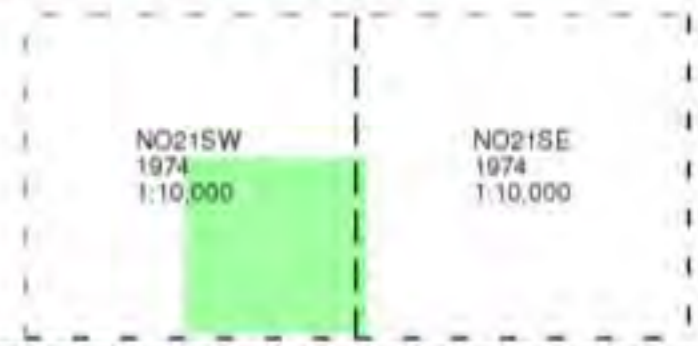
Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk



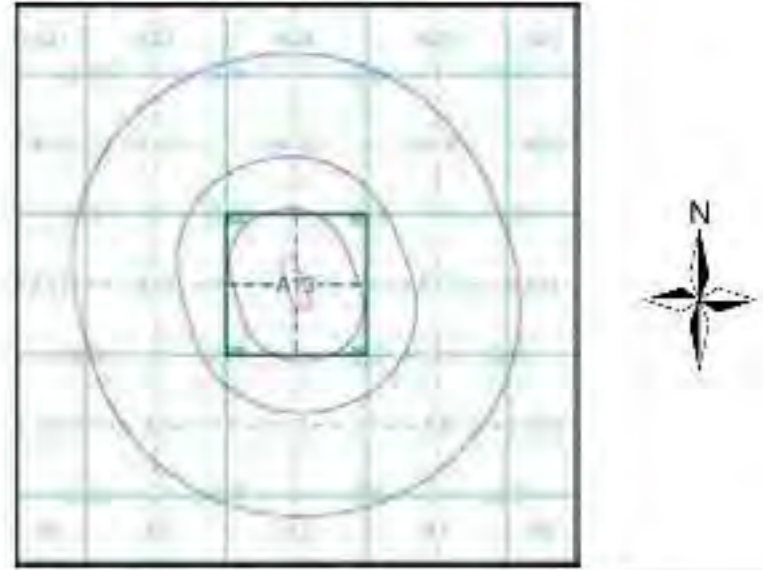
Ordnance Survey Plan
Published 1974
Source map scale - 1:10,000

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

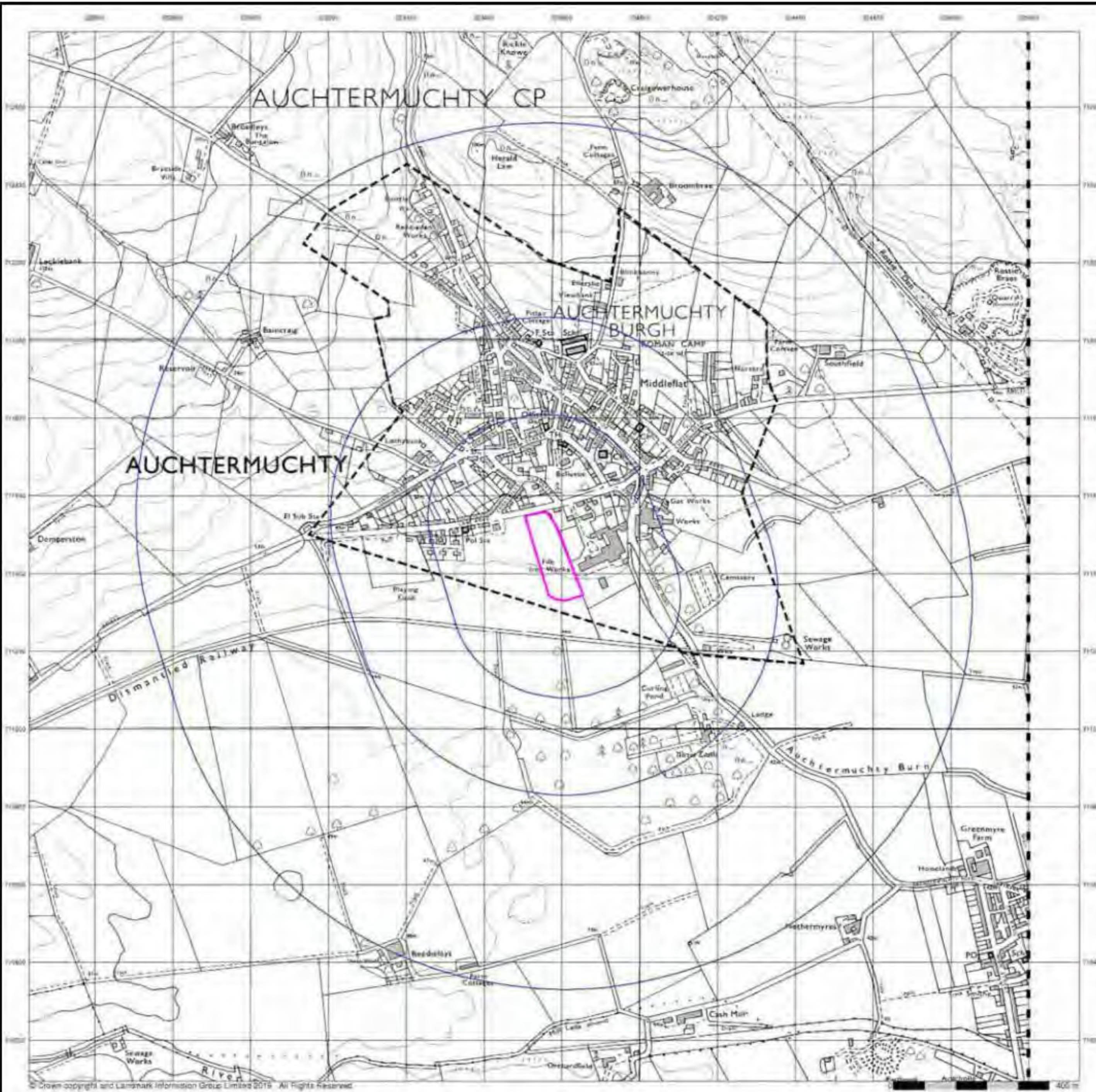
Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
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Site Details

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 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk



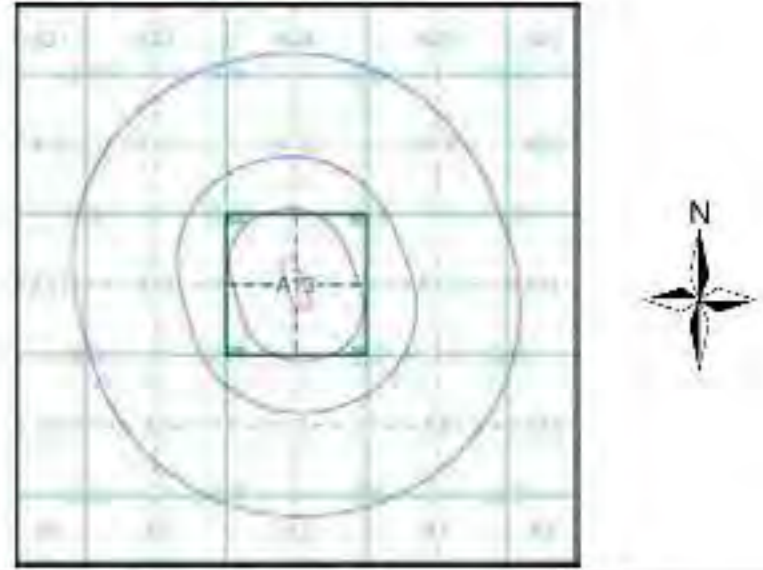
Ordnance Survey Plan
Published 1974
Source map scale - 1:10,000

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

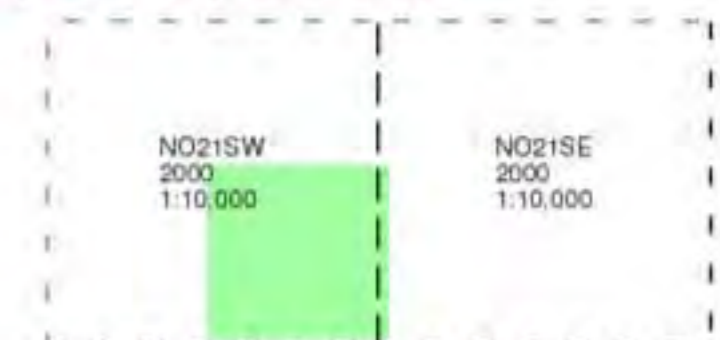
10k Raster Mapping

Published 2000

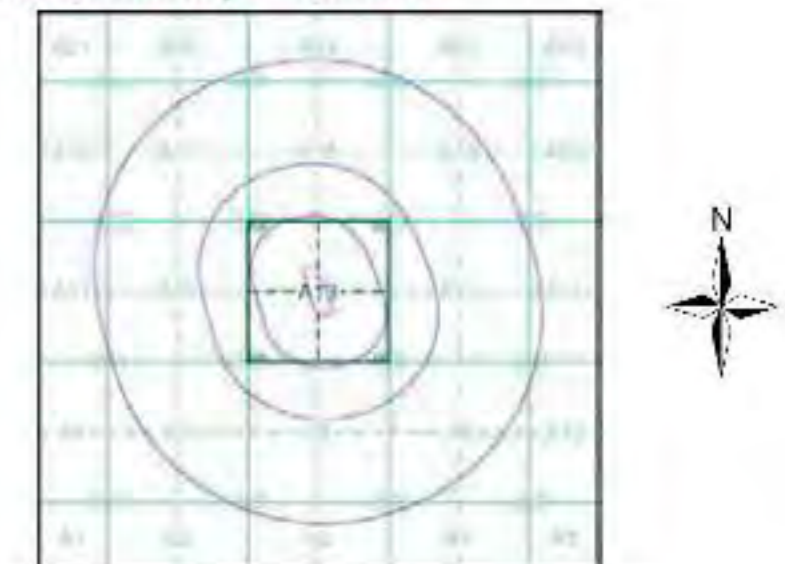
Source map scale - 1:10,000

The historical maps shown were produced from the Ordnance Survey's 1:10,000 colour raster mapping. These maps are derived from Landplan which replaced the old 1:10,000 maps originally published in 1970. The data is highly detailed showing buildings, fences and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevant road number and classification. Boundary information depiction includes county, unitary authority, district, civil parish and constituency.

Map Name(s) and Date(s)



Historical Map - Slice A

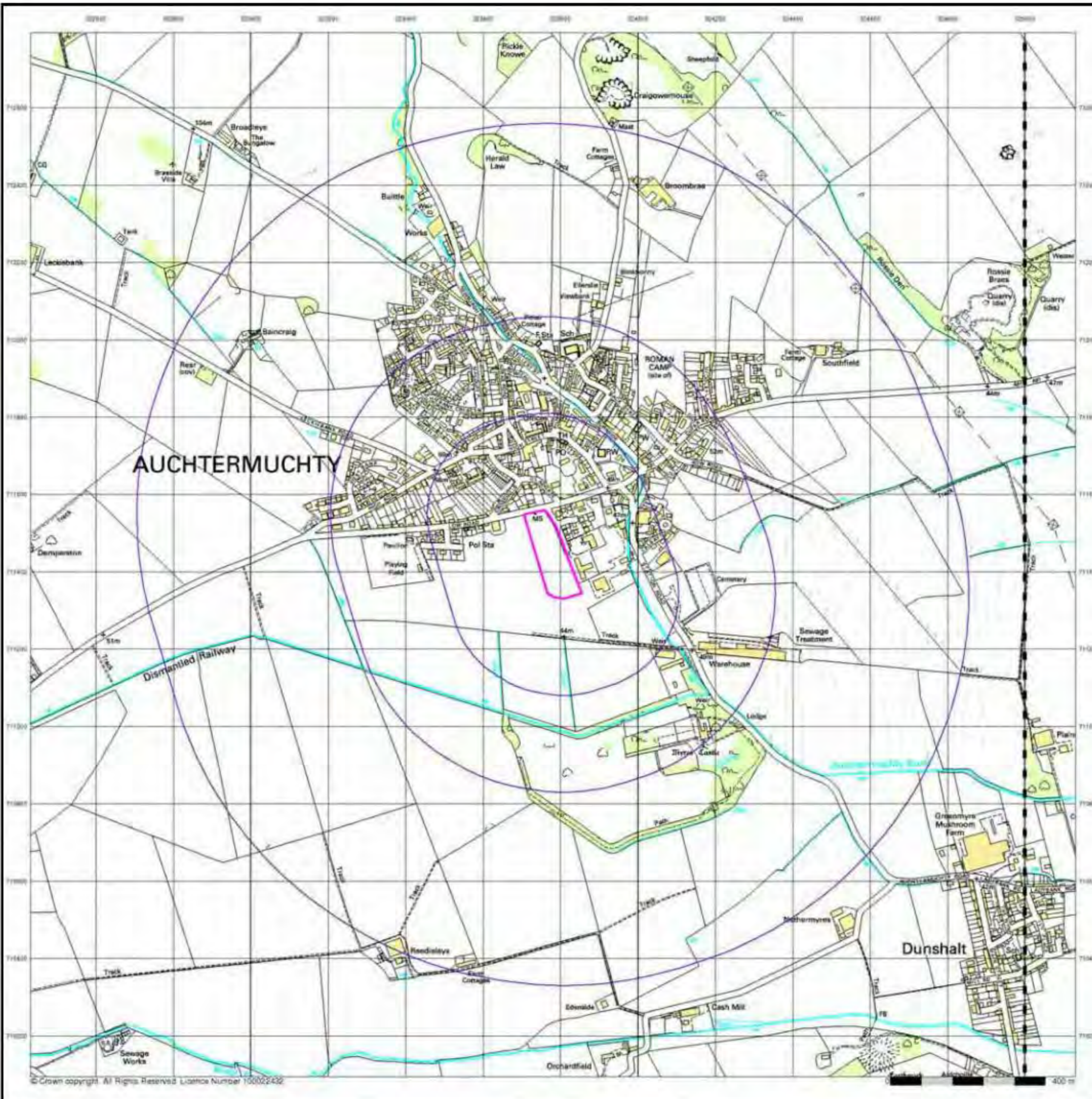


Order Details

Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details

Site at, Auchtermuchty, Fife



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Street View
Published 2019
Source map scale - 1:10,000

Street View is a street-level map for the whole of Great Britain produced by the Ordnance Survey. These maps are provided at a nominal scale of 1:10,000

Map Name(s) and Date(s)



Street View Map - Slice A



Order Details
 Order Number: 227624627_1_1
 Customer Ref: P18-281 HM Phase 1
 National Grid Reference: 323780, 711440
 Slice: A
 Site Area (Ha): 1.73
 Search Buffer (m): 1000

Site Details
 Site at, Auchtermuchty, Fife

Landmark
 INFORMATION GROUP
 Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

Appendix C

SEPA Databases

SEPA Water Classification Hub – Surface Waters



Glassart Burn/Barroway Burn is a river (ID: 6212), in the River Eden catchment of the Scotland river basin district. The main stem is approximately 15.2 kilometres in length. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact from an increased risk of subsidence or flooding.



Parameter
1: Overall status
1-1: Pre-HMWB status
1-3: Overall ecology
1-3-1: Physico-Chem
1-3-1-1: Temperature
1-3-1-2: Soluble reactive phosphorus
1-3-1-4: Dissolved Oxygen
1-3-1-9: Acidity
1-3-1-9-2: pH

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
1: Overall status	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Poor ecological...	Poor ecological...	Poor ecological...	Poor ecological...
1-1: Pre-HMWB status	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Poor	Poor	Poor	Poor
1-3: Overall ecology	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Poor	Poor	Poor	Poor
1-3-1: Physico-Chem	Moderate	Good	High	High	High	High	High	High	Good	Good
1-3-1-1: Temperature	High	High	High	High	High	High	High	High	High	High
1-3-1-2: Soluble reactive phosphorus	High	High	High	High	High	High	High	High	Good	Good
1-3-1-4: Dissolved Oxygen	Moderate	Good	High	High	High	High	High	High	High	High
1-3-1-9: Acidity	High	High	High	High	High	High	High	High	High	High
1-3-1-9-2: pH	High	High	High	High	High	High	High	High	High	High

SEPA: Water Classification Hub: Surface Waters



Select a water body from the map to view further details here.

ID and Name	Local Authority	Catchment	Category	
6212: Glassart Burn/Barroway Burn	Fife, Perth and Kinross	River Eden	River	Click here to view further details...

Glassart Burn/Barroway Burn is a river (ID: 6212), in the River Eden catchment of the Scotland river basin district. The main stem is approximately 15.2 kilometres in length. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact from an increased risk of subsidence or flooding.

Parameter	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
1: Overall status	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Poor ecologia	Poor ecologia	Poor ecologia	Poor ecologia
1.1: Phys-chem status	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Poor	Poor	Poor	Poor
1.2: Overall ecology	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Poor	Poor	Poor	Poor
1.3: 1: Physico-Chem	Moderate	Good	High	High	High	High	High	High	Good	Good
1.3.1.0: Temperature	High	High	High	High	High	High	High	High	High	High
1.3.1.2: Soluble reactive phosphorus	High	High	High	High	High	High	High	High	Good	Good
1.3.1.4: Dissolved Oxygen	Moderate	Good	High	High	High	High	High	High	High	High
1.3.1.6: Acidity	High	High	High	High	High	High	High	High	High	High
1.3.1.8.2: pH	High	High	High	High	High	High	High	High	High	High
1.3.2: Biological elements	Good	Good	Good	High	High	High	Poor	Poor	Poor	Poor

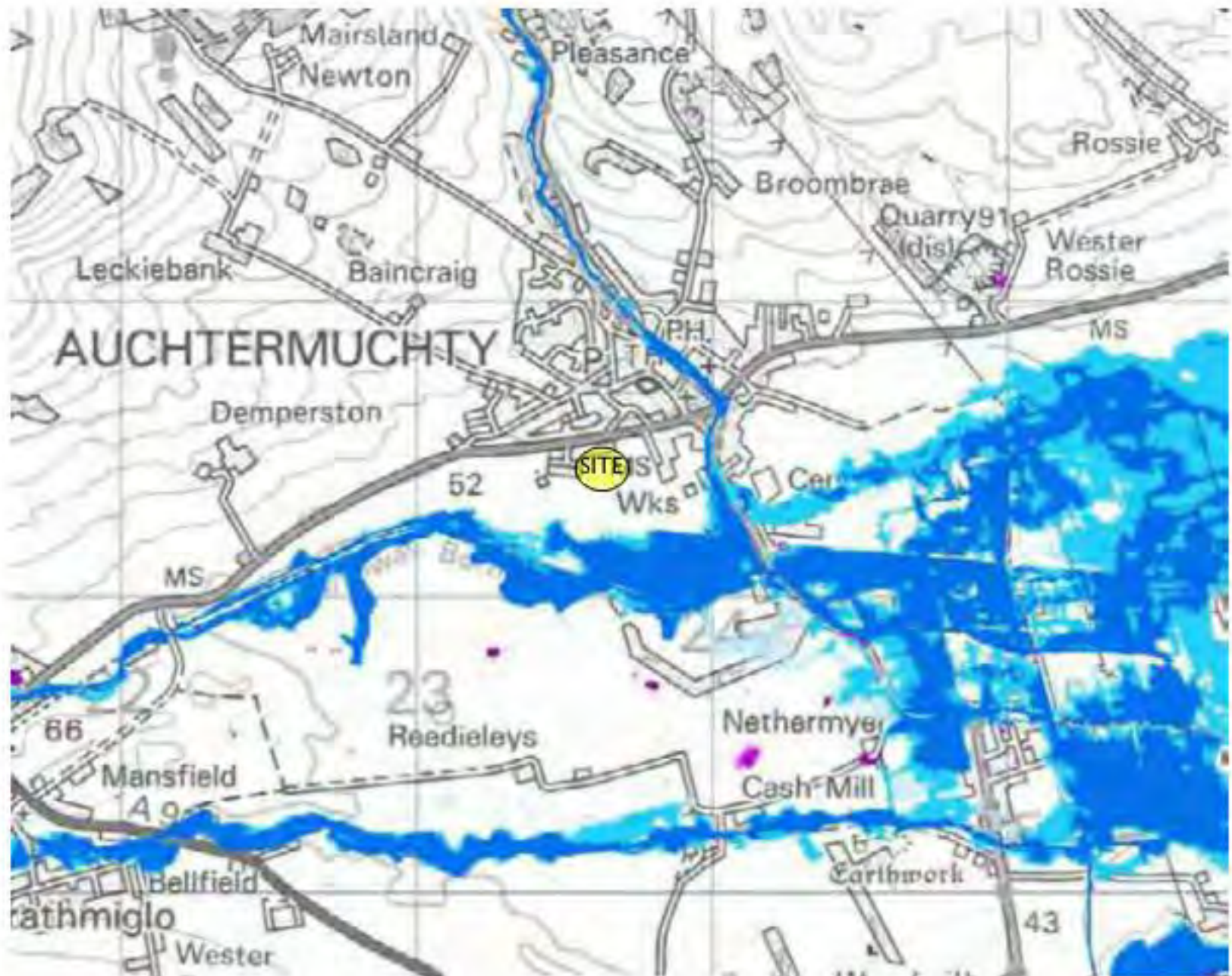
SEPA: Water Classification Hub: Groundwaters



Auchtermuchty is a groundwater (ID: 150579), in the Scotland river basin district. It is 98.8 square kilometres in area.

Parameter	2012	2013	2014	2015	2016
2: Overall status	Poor	Poor	Poor	Poor	Poor
2-1: Quantitative status	Good	Good	Good	Good	Good
2-1-1: Quant - Saline Intrusion	Good	Good	Good	Good	Good
2-1-2: Quant - SW Interaction	Good	Good	Good	Good	Good
2-1-4: Water balance	Good	Good	Good	Good	Good
2-2: Chemical status	Poor	Poor	Poor	Poor	Poor
2-2-1: Chemical - Saline Intrusion	Good	Good	Good	Good	Good
2-2-1-1: CSI - Electrical Conductivity	-	-	Good	Good	Good
2-2-2: Chem - SW Interaction	Good	Good	Good	Good	Good
2-2-2-1: Diffuse impacts	Good	Good	-	-	-
2-2-2-2: Point source impacts	Good	Good	-	-	-

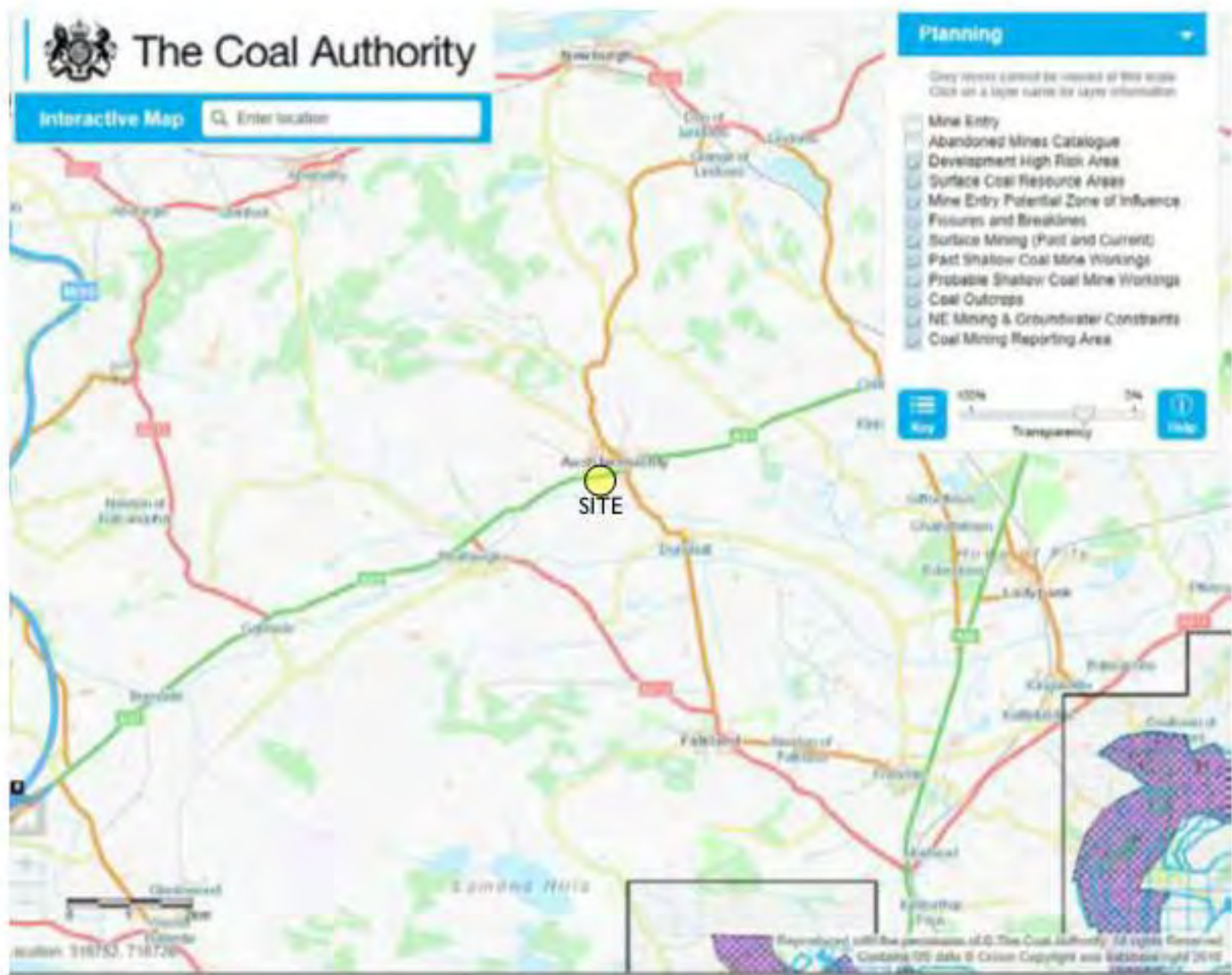
SEPA Flood Risk Map



Appendix D

The Coal Authority Online Interactive Map Viewer – Digital Map Extract

Coal Authority Interactive Map



Appendix E

Environmental Report from Fife Council (September 2018)



Environmental Enquiry Report

Date: 20 September 2018 Time: 17:28

Search Feature: EE180042 Stratheden Place Auchtermuchty P18/281

Approximate area of search feature: 32,734 m²
Co-ordinates of centre of site: 323661, 711460



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Summary

Historical maps and data sources held by this office suggest that the site has always been open, probably agricultural land. Adjacent land uses have included a garage and an iron works (Section 4.1 below). The potential for radon gas to be present has been noted (Section 5.8).

It should be noted that information gathered from historical maps is not conclusive because potentially contaminating land uses may have come and gone between published map editions.

Should the site be redeveloped, an appropriate contaminated land site-specific risk assessment (initially a desk study) should be undertaken to ensure the site is suitable for its proposed end use in accordance with PAN 33 and NHBC guidance.

There are currently no entries on Fife Council's Contaminated Land Register; should we make any entries, they will be posted on www.fifedirect.org.uk/contaminatedland.

Our guidance booklet "Advice for Developing Brownfield Sites in Fife" and our published strategy "Fife Council Contaminated Land Inspection Strategy" are also available.

Information on processes permitted by SEPA under PPC or IPPC regulations can be obtained from SEPA, Pentland Court, Glenrothes, KY6 3DA or www.sepa.org.uk.

Should you require any further information or clarification regarding the contents of this report, please do not hesitate to contact us email contaminated.land@fife.gov.uk.

1. Geological Layers

1.1 Solid Bedrock Geology

1 feature(s) identified on site.

Identified On-site

Record 1 of 1

Geological Epoch: Early Devonian

Geological Period: Devonian

Bedrock Type: Ochil Volcanic Formation -
Pyroxene Andesite

1.2 Linear Geology Features

0 feature(s) identified on-site.

1.3 Superficial Drift Geology

2 feature(s) identified on site.

Identified On-site

Record 1 of 2

Geological Period: Quaternary

Superficial Cover: Glaciofluvial Sheet
Deposits - Gravel, Sand and Silt

Record 2 of 2

Geological Epoch: Pleistocene

Geological Period: Quaternary

Superficial Cover: Till, Devensian -
Diamicton

1.4 Slope Failures

0 feature(s) identified within 250 metres.



Derived from 1:50,000 scale BGS Digital Data under Licence 2001/123 British Geological Survey 2015 ©NERC

2. Water Environment

2.1 Streams and Ditches

0 feature(s) identified on-site.

2.2 River Water Quality

0 feature(s) identified on site.
1 feature(s) identified within 250 metres.

Identified Off-site within 250 metres

Record 1 of 1

River Name: Glassart Burn / Barroway Burn

Status: Overall status -Moderate

2.3 Groundwater Quality

1 feature(s) identified on site.

Identified On-site

Record 1 of 1

Water Body: Glenfarg bedrock and localised sand and gravel aquifers

Status: Quantitative - Good /
Groundwater chemistry - Poor

2.4 Groundwater Vulnerability

2 feature(s) identified on site.

Identified On-site

Record 1 of 2

Vulnerability Class: 3

Advice: Vulnerable to some pollutants;
many others significantly attenuated.

Record 2 of 2

Vulnerability Class: 4a

Advice: Vulnerable to those pollutants not readily adsorbed or transformed (less likely to have clay present in superficial deposits therefore generally higher vulnerability than 4b).



Derived from SEPA water quality data, partly based on the CEH Digital Rivers Network 2015 ©SEPA & CEH

3. Protected Areas

3.1 Private Water Supplies

0 feature(s) identified within 250 metres.

3.2 Natural Heritage Sites

0 feature(s) identified on-site.

3.3 Regional Archaeology

1 feature(s) identified on site.

Identified On-site

Record 1 of 1

Type: Cropmark

Name: Howe of Fife

Comment: Adopted in name but not mapped in local plan

3.4 Smoke Control Areas

0 feature(s) identified on-site.

3.5 Air Quality Management Areas

0 feature(s) identified within 250 metres.

3.6 Ancient Woodland

0 feature(s) identified within 250 metres.

3.7 National Monuments Record of Scotland

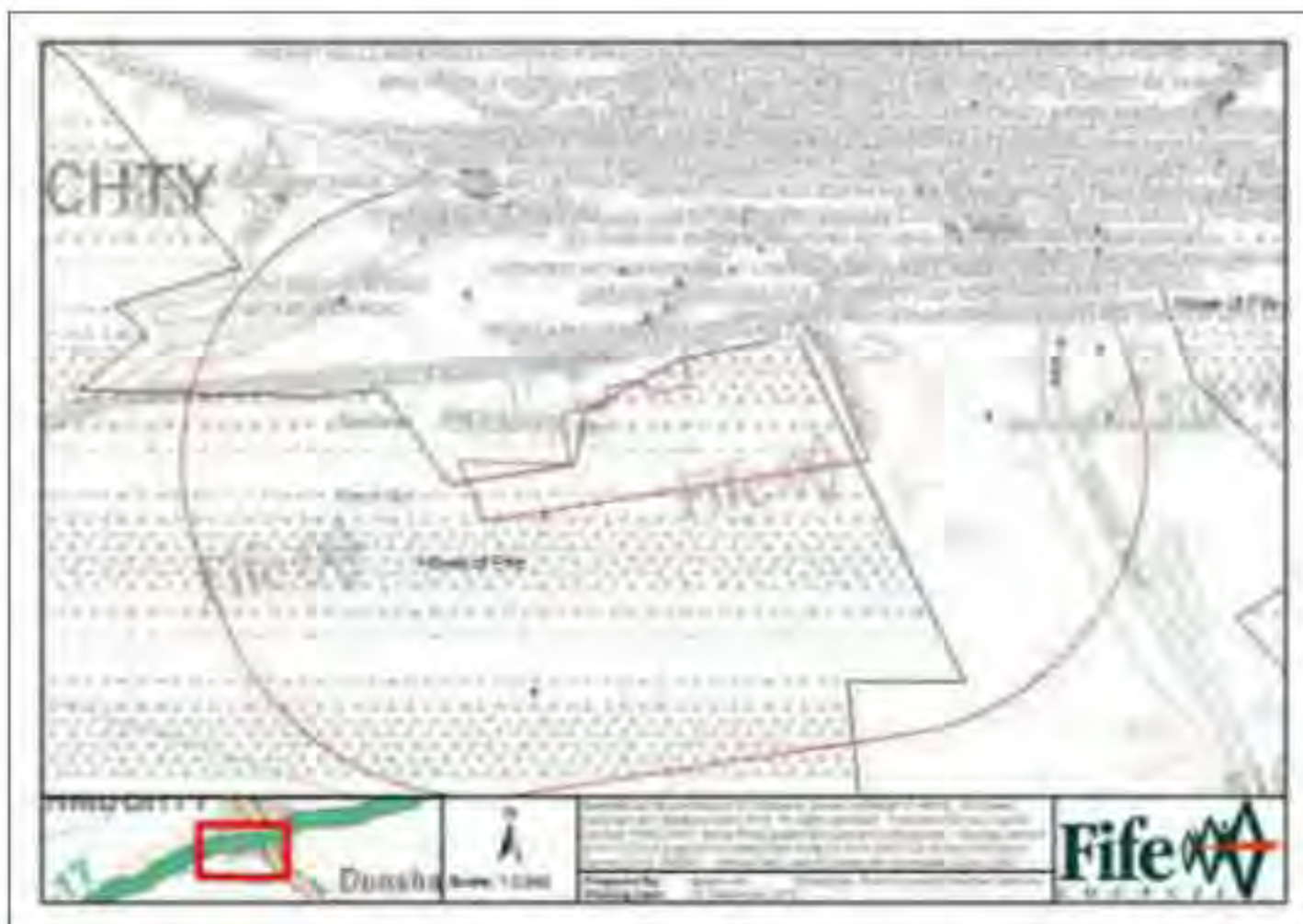
0 feature(s) identified on-site.

3.8 Scheduled Ancient Monuments

0 feature(s) identified on-site.

3.9 Listed Buildings

0 feature(s) identified on-site.



Derived from Scottish Natural Heritage, Historic Scotland and RCAHMS data 2015 ©SNH, HS, RCAHMS

4. Former Land Uses

4.1 Historical Land Uses

0 feature(s) identified on site.
18 feature(s) identified within 250 metres.

Identified Off-site within 250 metre buffer

Record 1 of 18

Map Year: 2001
Description: Motor vehicles: maintenance
& repair e.g. garages
Approximate distance from site: 0.00m
Feature Area: 1438m²
Grid Ref: 323636, 711514

Record 2 of 18

Map Year: 1970
Description: Metal casting/foundries
Approximate distance from site: 0.00m
Feature Area: 26638m²
Grid Ref: 323903, 711427

Record 3 of 18

Map Year: 1856
Description: Railways
Approximate distance from site: 216.42m
Feature Area: 20044m²
Grid Ref: 324878, 711134

Record 4 of 18

Map Year: 1856
Description: Railways
Approximate distance from site: 104.03m
Feature Area: 21072m²
Grid Ref: 322860, 711106

Record 5 of 18

Map Year: 1920
Description: Hospitals
Approximate distance from site: 196.55m
Feature Area: 1257m²
Grid Ref: 324033, 711477

Record 6 of 18

Map Year: 1959
Description: Railways
Approximate distance from site: 104.03m
Feature Area: 21072m²
Grid Ref: 322860, 711106

Record 7 of 18

Map Year: 1974
Description: Factory or works - use not
specified
Approximate distance from site: 178.64m
Feature Area: 4982m²
Grid Ref: 324031, 711541

Record 8 of 18

Map Year: 1959
Description: Metal casting/foundries
Approximate distance from site: 55.98m
Feature Area: 10115m²
Grid Ref: 323924, 711463

Record 9 of 18

Map Year: 1959
Description: Railways
Approximate distance from site: 216.42m
Feature Area: 20044m²
Grid Ref: 324878, 711134

Record 10 of 18

Map Year: 1974
Description: Metal casting/foundries
Approximate distance from site: 1.50m
Feature Area: 15282m²
Grid Ref: 323900, 711466

Record 11 of 18

Map Year: 1938
Description: Railways
Approximate distance from site: 104.03m
Feature Area: 21072m²
Grid Ref: 322860, 711106

Record 12 of 18

Map Year: 1896
Description: Railways
Approximate distance from site: 216.42m
Feature Area: 20044m²
Grid Ref: 324878, 711134

Record 13 of 18

Map Year: 1896
Description: Railways
Approximate distance from site: 104.03m
Feature Area: 21072m²
Grid Ref: 322860, 711106

Record 14 of 18

Map Year: 1970

Description: Engineering works
mechanical engineering and
ordnance works

Approximate distance from site: 195.20m

Feature Area: 5059m²

Grid Ref: 324049, 711536

Record 15 of 18

Map Year: 1920

Description: Metal casting/foundries

Approximate distance from site: 106.44m

Feature Area: 2799m²

Grid Ref: 323941, 711495

Record 16 of 18

Map Year: 1920

Description: Railways

Approximate distance from site: 216.42m

Feature Area: 20044m²

Grid Ref: 324878, 711134

Record 17 of 18

Map Year: 1920

Description: Railways

Approximate distance from site: 104.03m

Feature Area: 21072m²

Grid Ref: 322860, 711106

Record 18 of 18

Map Year: 1920

Description: Machinery: engines, building
and general industrial [manufacture]

Approximate distance from site: 181.04m

Feature Area: 1257m²

Grid Ref: 323993, 711545

4.2 Extractive Industry Pits

0 feature(s) identified within 250 metres.

4.3 Artificial Geology

0 feature(s) identified within 250 metres.

4.4 Waste Management Records

0 feature(s) identified within 250 metres.

4.5 Historical Energy Facilities

0 feature(s) identified on site.

1 feature(s) identified within 250 metres.

Identified Off-site within 250 metre buffer**Record 1 of 1**

Facility: Potential Tanks

Map Year: 1970

Approximate distance from site: 22.30m

Grid Ref: 323634, 711516

4.6 Derelict Fuel Tanks

0 feature(s) identified on site.

8 feature(s) identified within 250 metres.

Identified Off-site within 250 metre buffer**Record 1 of 8**

License No: 2:3:202

Location: R Ferlie 2 Station Road KY14
7DP

Conclusion Date: 13 Aug 1997

Explanation: Steam cleaned and filled
with cement slurry

Positional Accuracy (m): 5

Approximate distance from site: 133.12m

Grid Ref: 323954, 711433

Record 2 of 8

License No: 5:9:011

Location: Carbide of calcium at Fife
Ironworks

Conclusion Date: 22 Mar 1992

Explanation: All removed when plant
closed down; building demolished
1995

Positional Accuracy (m): 50

Approximate distance from site: 110.05m

Grid Ref: 323928, 711456

Record 3 of 8

License No: P103

Location: Burnside Auchtermuchty

Conclusion Date: 1975

Explanation: Filled with sand and cement

Positional Accuracy (m): 50

Approximate distance from site: 231.73m

Grid Ref: 324021, 711557

Record 4 of 8

License No: 344
 Location: Burnside Auchtermuchty
 Conclusion Date: 27 Nov 1942
 Explanation: Cancelled
 Positional Accuracy (m): 50
 Approximate distance from site: 232.30m
 Grid Ref: 324021, 711559

Record 5 of 8

License No: P216
 Location: Royal Hotel Glasgow Road
 Conclusion Date: 11 Aug 1967
 Explanation: Filled with concrete
 Positional Accuracy (m): 5
 Approximate distance from site: 145.04m
 Grid Ref: 323908, 711601

Record 6 of 8

License No: EALOWR/1
 Location: Low Road, KY14 7AU
 Conclusion Date: 18 Oct 2003
 Explanation: closed premises
 Positional Accuracy (m): 50
 Approximate distance from site: 24.40m
 Grid Ref: 323631, 711525

Record 7 of 8

License No: P50
 Location: Co-op High Street
 Conclusion Date: 18 Oct 1971
 Explanation: Infilled - filling not specified
 Positional Accuracy (m): 5
 Approximate distance from site: 131.78m
 Grid Ref: 323728, 711687

Record 8 of 8

License No: 177
 Location: Orchard Flat, Auchtermuchty
 Conclusion Date: 03 Jul 1957
 Explanation: Cancelled
 Positional Accuracy (m): 5
 Approximate distance from site: 190.10m
 Grid Ref: 323968, 711581

For further information, please contact
 Fife Council's Petroleum Officer at
 Trading Standards, Kingdom House,
 Kingdom Avenue, Glenrothes KY7 5LY.



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5. Stakeholder Information

5.1 Fluvial Flood Risk

0 feature(s) identified on-site.

5.2 Coastal Flood Risk

0 feature(s) identified on-site.

5.3 Pipeline Consultations Zones

0 feature(s) identified on-site.

5.4 Hazard Consultation Zones

0 feature(s) identified on-site.

5.5 Council Owned Titles

0 feature(s) identified on site.

5.6 Council Disposals

1 feature(s) identified on site.

Identified On-site

Record 1 of 1

Service: Disposal

Title ID: 23110010

Address: Howe of Fife Police Station

5.7 Political Ward(s)

1 feature(s) identified on site.

Identified On-site

Record 1 of 1

Ward: Howe of Fife and Tay Coast

Number of Councillors: 3

5.8 Radon Potential

2 feature(s) identified on site.

Identified On-site

Record 1 of 2

Advice: [*Part of*] the property is in a Lower probability radon area (less than 1% of homes are estimated to be at or above the Action Level). The property is not in a radon-affected area [*shown in yellow below*].

Record 2 of 2

Advice: [*Part of*] the property is in an Intermediate probability radon area (1 to 3% of homes are estimated to be at or above the Action Level). The property is in a radon-affected area. Stage 1 protection measures would be required for new buildings in accordance with BRE, 1999, "Radon guidance on protective measures for new dwellings in Scotland", BR 376 [*shown amber*].

The estimated radon potential for properties can be obtained through the website www.UKradon.org or by contacting the council's Building Standards & Public Safety team.

5.9 Coal Authority Consultation

0 feature(s) identified on-site.

5.10 Planning Applications

0 feature(s) identified on site.

5.11 Existing Reports (available subject to proof of ownership)

0 feature(s) identified on site.



Derived from the Indicative Radon Atlas HPA (now PHE) & BGS Digital Data British Geological Survey 2015 ©NERC

END OF REPORT

Appendix A Selected Historical Maps

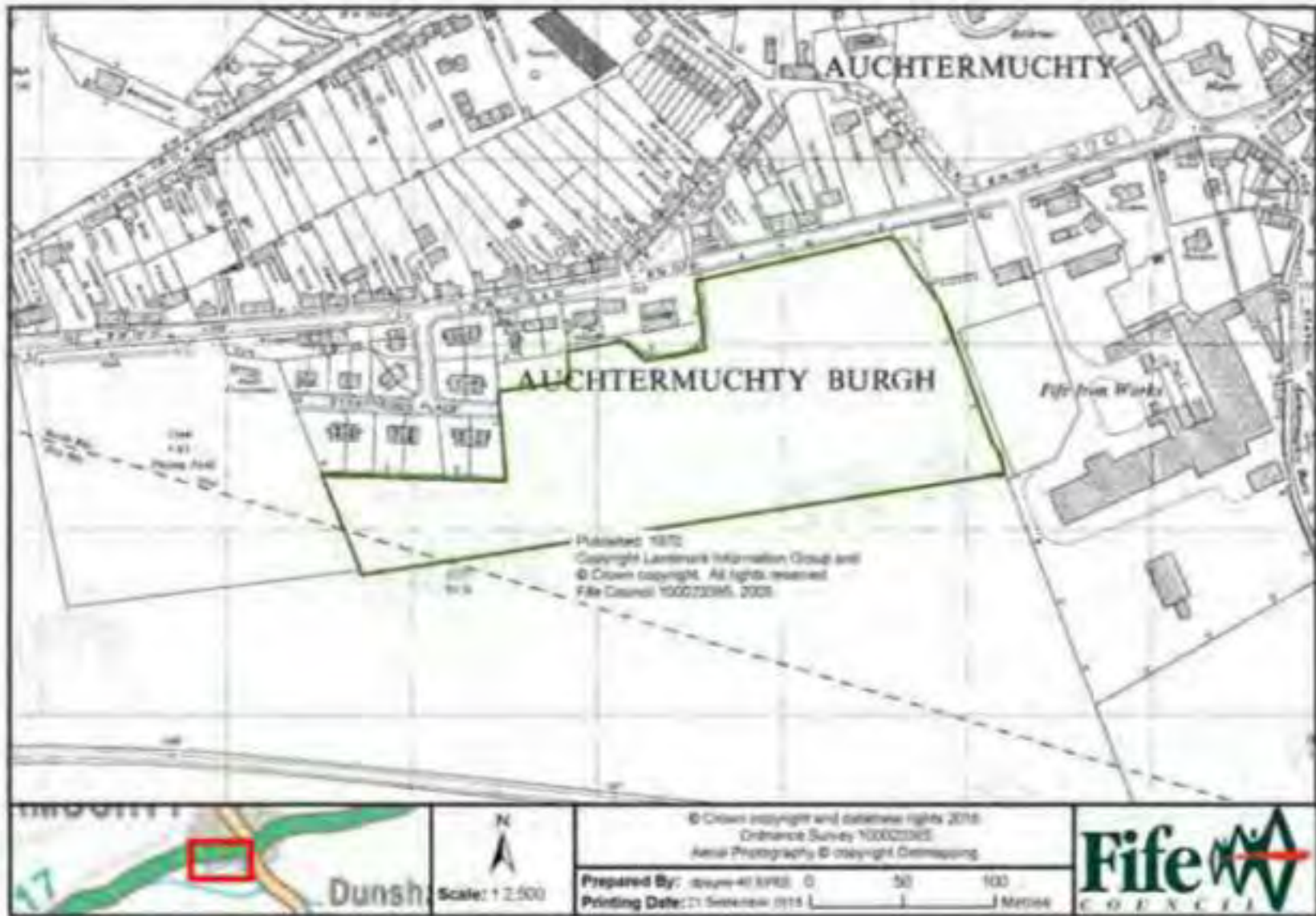
A.1 1890s Ordnance Survey



A.2 1910s Ordnance Survey



A.3 1970s Ordnance Survey



A.4 1980s Aerial Photography



Appendix F

Historical Borehole Scans

Trial Pit No
214

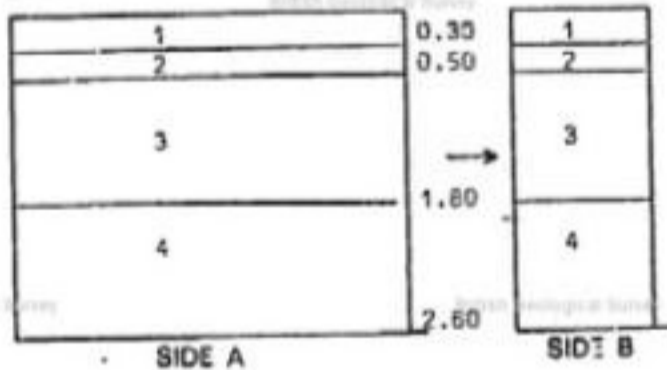
Norwest Holst Soil Engineering Ltd.

TRIAL PIT LOG

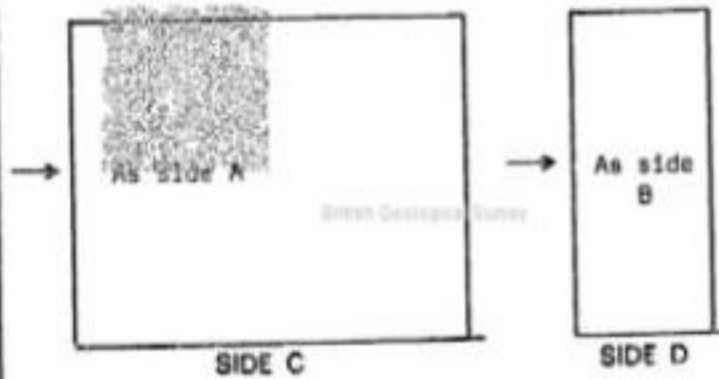
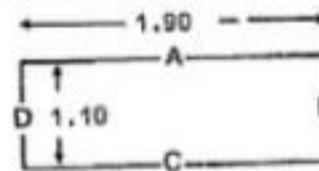
Contract No. F679B.....
 Location A91, AUCHTERMUCHTY, BYPASS
 Client SCOTTISH DEVELOPMENT DEPARTMENT
 Excavation Plant JCB 3C.....
 Dimensions (l x b x h) 3.10 x 1.90 x 2.60m

Ground Level 44.715 m A.O.D.
 Date 19/3/88

ELEVATIONS.—



PLAN (Not to scale)



SAMPLES

No. & Type	Depth m.
B	1.00
B	2.00

No.	Depth m.	STRATA DESCRIPTION	Cv kN/m ²
1	0.00-0.30	TOPSOIL	
2	0.30-0.50	Firm brown mottled silty very sandy CLAY with much gravel	
3	0.50-1.80	Brown mottled very clayey medium SAND and rounded fine, medium and coarse GRAVEL with occasional cobbles and clay pockets grading into:-	
4	1.80-2.60	Brown sandy cobbley fine, medium and coarse rounded- sub rounded GRAVEL	

NOTES Cv Approximate value of undrained shear strength from hand vane
 Groundwater: Rapid inflow 1.30m
 Pumping: None
 Supports/Stability: None/collapsing in sand and gravel

Norwest Holst Soil Engineering Ltd.

Borehole No. **15**

BOREHOLE LOG

Contract No. F6798
 Location A91 AUCHTERMUCHTY BYPASS
 Client SCOTTISH DEVELOPMENT DEPARTMENT
 Method of Boring CABLE PERCUSSION
 Diameter of Borehole 150mm

Sheet 1 of 1
 Ground Level 43.943 m.A.O.D.
 Date 19/3/86

Description	Depth (m)	O.D. (mm)	Sampling	"N"/100 blow
TOPSOIL				
Soft brown not	1.00-1.45			(16)
Loose light br slightly grave	1.50-2.00			
	2.00			"8"
	2.50-3.00			
Medium dense brown fine to	3.00			"13"
	3.50-4.00			
	4.00			"15"
	4.50-5.00			
	5.00			"16"
	5.50-6.00			
	6.00			"18"
	6.50	37.44		
End of borehole				

Type of Sample

- ▢ S.P.T. ▣ Undisturbed
- ▤ C.P.T. ✕ Vane
- Jar △ Water
- Bulk ◻ Piezometer

Remarks (Observations of Ground Water etc.)
 19/3/86 Rapid inflow 2.80m + rose to 2.10m after 20 mins + casing at 2.50m
 Piezometer installed to 5.00m.

Water levels are subject to seasonal or tidal variations and should not be taken as constant

Norwest Holt Soil Engineering Ltd.

Trial Pit No. **214**

CONTRACT No. F6798 TRIAL PIT LOG

Location **A91 AUCHTERBERRY**

Client **SCOTTISH DEVELOPMENT BANK**

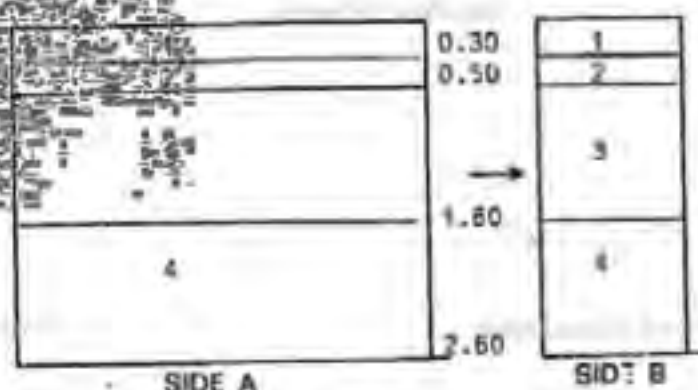
Excavation Plant **WINDSOR**

Pit Dimensions (x x x h) **1.10 x 1.90 x 2.60m**

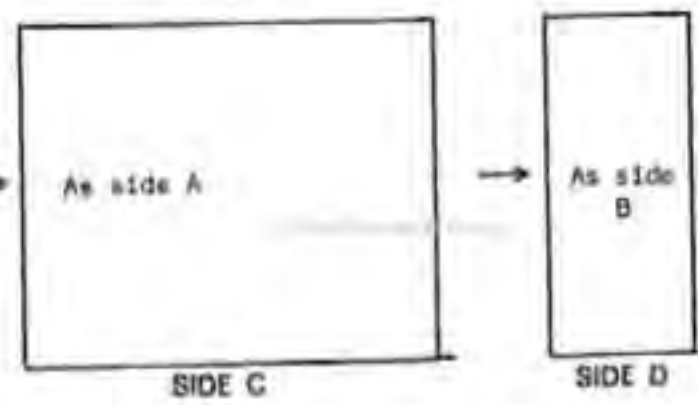
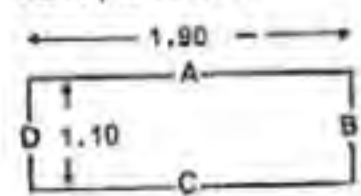
Ground Level **44.715** m A.O.D.

Date **19/3/86**

ELEVATIONS



PLAN (Not to scale)



SAMPLES

No. & Type	Depth m.
B	1.00
B	2.00

No.	Depth m.	STRATA DESCRIPTION
1	0.00-0.30	TOPSOIL
2	0.30-0.50	Fine brown mottled silty very sandy CLAY with small gravel
3	0.50-1.60	Brown mottled very clayey medium SAND and rounded fine, medium and coarse GRAVEL with occasional cobbles and pebbles grading into:-
4	1.60-2.60	Brown sandy cobblely fine, medium and coarse rounded-sub rounded GRAVEL

NOTES Cv Approximate value of undrained shear strength from hand vane
 Groundwater: Rapid inflow 1.30m
 Pumping: None
 Support/Stability: None/collapsing in sand and gravel

Norwest Holst Soil Engineering Ltd.

Borehole No. **16**

BOREHOLE LOG

Contract No. **F6788**
 Location **A9L AUCHTERMUCHTY BYPASS**
 Client **SCOTTISH DEVELOPMENT DEPARTMENT**
 Method of Boring **CABLE PERCUSSION**
 Diameter of Borehole **100mm**

Sheet **1** of **1**
 Ground Level **44.278** m.A.O.D.
 Date **15/3/86**

Description of Strata	Legend	Depth Below O.L. (m)	O.D. Level (m)	Piezo	Sampling	"N"/100 blow
TOPSOIL		0.40	43.88			
Firm brown mottled silty sandy CLAY with some fine to coarse gravel		0.80	43.48		0.50-1.00	(11)
Loose brown very clayey medium to coarse SAND and some bands of fine to coarse subangular GRAVEL		2.40	41.88		1.50 2.00-2.50	"7"
Loose becoming very loose yellow brown medium SAND becoming coarse with much fine gravel		5.00	39.28		2.50 3.00-3.50 3.50 4.00-4.50 4.55	"5" "4" "3"
End of borehole						

<p>Type of Sample</p> <ul style="list-style-type: none"> S.P.T. Undisturbed C.P.T. Vane Jar Water Bulk Piezometer 	<p>Remarks (Observations of Ground Water etc.)</p> <p>15/3/86 Water struck 2.40m : rose to 2.00m : casing at 2.40m</p>
---	--



Auchtermuchty

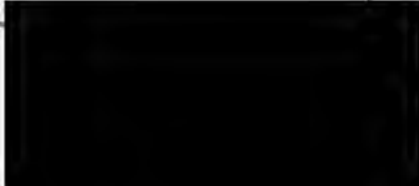
DRAINAGE ASSESSMENT

Dec 2019



Client:

Gladman Scotland,
2 Eliburn Office Park,
Eliburn,
Livingston.
EH54 6GR

Report Reference:			
	Name	Signature	Date
Originator:	D. Naughton		Date 17/12/2019
Checked By:	D. Kirkby		Date 17/12/2019

Revision Record:			
Issue	Date	Status	By
1	17/12/2019	Planning	DN

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3.1 Surface water historical drainage review.....	- 2 -
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3.2.1 Pre-development 'Greenfield' runoff.....	- 3 -
4. SUSTAINABLE URBAN DRAINAGE SYSTEMS	- 3 -
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- Appendix B - Existing record plans
- Appendix C - Calculations
- Appendix D - Flood Risk Assessment

1. INTRODUCTION

1.1 Appointment

Indev Consult Ltd have been appointed as civil engineering consultants, to prepare supporting design for a planning application for a residential development at Low Road, Auchtermuchty.

In order to satisfy the requirement of the Fife Council, Scottish Water and SEPA this Drainage assessment has been carried out in accordance with the guidance contained in "Drainage Assessment" – A Guide for Scotland, "Sewers for Scotland" 4th edition – A policy, design and construction guide for developers in Scotland, CIRIA C753 SUDS Manual and SPP "Planning and Flooding".

1.2 Site Description

The site comprises some 1.97 hectares of green-field development land. The site is bound to the north by Low Road and to the east by Carswell Wynd and existing residential development. To the east and south lies existing farmland as shown in Figure 1 which indicates the extent of the proposed development boundary.

The topography of the site generally falls from north to south. Levels vary from 47.5m to 44.7m across the site. Refer to drawing reference 18-061-SK02 Topographical Survey for closer examination of the site topography in Appendix A. The site can currently be accessed via Low Road to the north.



Figure 1 - Location Plan

1.3 Development proposals

The development comprises 1.97 Ha of residential 2 storey development. Primary access will be taken from Low Road and Carswell Wynd. The site will provide development roads and associated services working to the principles of 'designing streets' guidance along with amenity open space and SUDS areas.

2. PLANNING & REGULATORY FRAMEWORK

The design of the drainage system must take into account the guidance published by various key stakeholders, including the Local Authority (Fife Council), SEPA and Scottish Water.

The Local Authority, being responsible for flood prevention, is focused mainly on the issues surrounding the quantity of water discharging from the site and the degree of attenuation required to reduce the risk of flooding to an acceptable level. General good practice local authority requirements for drainage design would be the following:

1. Reduce the peak discharge from the site to the equivalent green-field discharge to reduce the pressure on the receiving sewerage system or watercourse.
2. Provide sufficient storage, including temporary above ground storage where appropriate, to ensure that there are no detrimental effects on the neighbouring properties or public highways during a 1 in 200 year return period event with a 30% uplift to account for climate change.

As an environmental protection agency, SEPA's role in the drainage approval process relates to issues of water quality and the protection of the natural water environment. Since April 2006 SEPA have fulfilled this duty through the Water Environment (Controlled Activities) (Scotland) Regulations 2005 - more commonly known as the Controlled Activities regulations or CAR.

3. SURFACE WATER ASSESSMENT

3.1 Surface water historical drainage review

Review of current and historical drainage for the site indicates the site drains in a green-field state to a ditch to the south of the site which then connects to the Barroway Burn.

There are no significant upstream catchments that would impact the development as any overland flows would be intercepted by positive drainage within the existing road networks.

There is an existing culvert running from north to south across the site which is to be diverted, subject to further investigation. The indicative location of this culvert is shown

on drawing 18-061-Sk-20 in appendix A. Available service record plans can be reviewed in Appendix B.

3.2 Foul water historical drainage review

Record plans indicate a 150mm diameter foul sewer to the north of the site within the site boundary which will be diverted as part of the development proposals. The proposed foul connection point to the existing network will be within Carswell Wynd.

3.2.1 Pre-development 'Greenfield' runoff

Calculations have been undertaken using, the Institute of Hydrology IH124 method. Results for the 2 year, 30, 100 and 200 year are presented for comparison as below in Table

Table 1 Greenfield Runoff (l/s²)

Method	Return Period (years)			
	2	30	100	200
ICP SUDS	6.9	14.3	19.9	22.5

The Site will be restricted to a 2 year greenfield runoff. This will represent a reduction to the existing condition when compared against the 30, 100 and 200 year storms. The results for the 2 year release would be considered appropriate for the design of the site discharge. It is proposed therefore to take the green-field release for the development as 6.9 l/s² for the purposes of design, subject to agreement with Scottish Water and Fife Council. Calculations for the above are indicated in Appendix C

Table 2 - Site Release and Attenuation

Site	Release (l/s ²)	Preliminary Attenuation Volume (m ³)
Basin	6.9	600

4. SUSTAINABLE URBAN DRAINAGE SYSTEMS

4.1 SUDS Strategy

The suds strategy for the development has been carried out in accordance with the requirements of Ciria C753 SUDS manual. This utilises the simple index approach for design of treatment for the site.

In principle the suds strategy will comprise the following

- Roads runoff will be treated in the detention basin
- Roofs and driveway treatment within the detention basin

4.2 SUDS Details

Details of the proposed basin and control are available in appendix A.

5. FLOOD RISK ASSESSMENT

A Flood Risk Assessment was undertaken for the site and is available for review in appendix D. The main points of the report are as follows:

- The site lies out with the extents of the 1:200 year + climate change flood plain
- Its recommended that FFL of the development are all set at 600mm above the 1 in 200yr + climate change flood levels throughout the site.

6. FOUL DRAINAGE PROPOSALS

As described in section 3.2 there is an existing foul sewer to the north east of the site.

Scottish Water records do not provide any information on the depth of the foul sewer at the proposed connection point. Given the uncertainty with connection levels, it is assumed at this stage that it will not be possible to fall by gravity to a connection to this sewer.

It is therefore anticipated that discharge will be conveyed to a common location at the southern boundary, by means of a traditional gravity pipe network. A new adoptable pumping station will be necessary, together with a section of rising main, to pump the resultant flow to the proposed connection to the foul sewer.

7. ADOPTION AND MAINTENANCE

The proposed adoption extents of elements of the infrastructure are broken down as follows.

- Gully's and gully tails proposed for adoption by Fife Council.
- Main line sewers and disconnecting tails for adoption by Scottish Water.
- Proposed detention basin for adoption by Scottish Water.

8. CONCLUSIONS

This drainage assessment has fulfilled the principle topics of a 'Drainage Assessment a guide for Scotland', CIRIA C753 and the requirements of the Fife Council.

In summary the following has been determined in carrying out this assessment:

- Historically the site drained via green-field discharge towards the existing drain to the south.
- The upstream catchment of the site is developed with positive drainage therefore no issues relating to land drainage are anticipated.
- Greenfield discharge is estimated at 6.9 l/s for the site.
- SUDS are incorporated in the form of an end of line detention basin
- Foul will discharge to the existing Foul sewer to the north east of the site.

APPENDIX A



- NOTES:
- DO NOT SCALE FROM THIS DRAWING
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING AND VERIFICATION OF ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT
 - THE CONTRACTOR SHALL CONFIRM AND BRING TO THE ATTENTION OF THE ENGINEER ANY DISCREPANCIES CONTAINED IN THIS DRAWING PRIOR TO COMMENCEMENT.

Rev	Description	Drwn	Chkd	Date



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 5 Fleck Way - Bellshill - M14 5PR - tel: 01698 744 610
 email: info@indevconsult.com



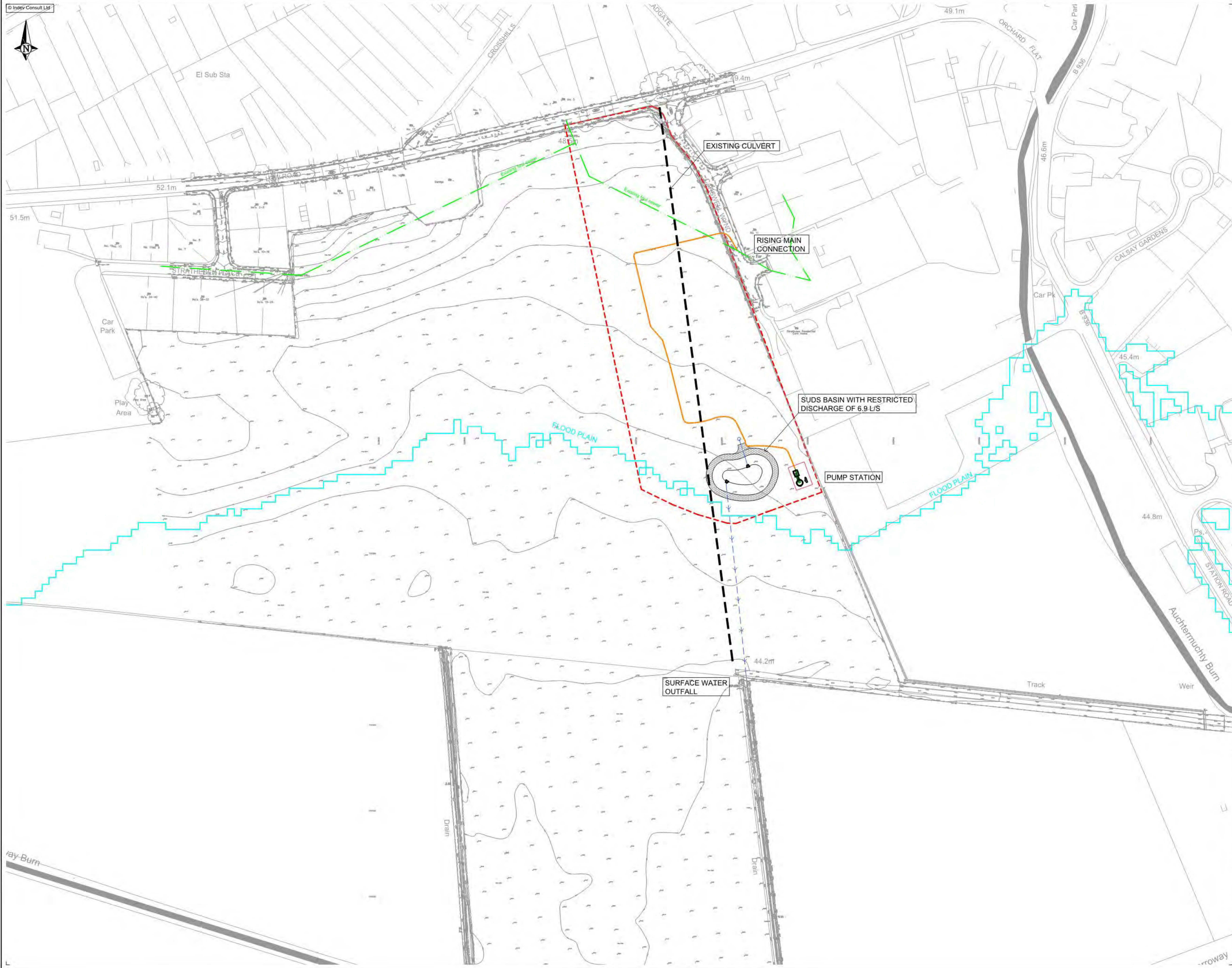
Project Title:
 TOPOGRAPHICAL SURVEY

Drawing Title:
 AUCHTERMUCHTY

Drawn By: DN	Checked By:	Issue Status:
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Date Drawn: DEC 19	Scales: 1:500
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Drawing Number: 18-061-SK02	Revision:
--------------------------------	-----------



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Rev	Description	Drawn	Checked	Date

Indev Consult Ltd - Dwart House - Strathclyde Business Park
 5 Fleck Way - Bellshill - N14 5PH - tel: 01698 744 610
 email: info@indevconsult.com

Project Title: DRAINAGE PROPOSALS

Drawing Title: AUCHTERMUCHTY

Drawn By: DN Checked By: Issue Status:

Date Drawn: DEC 19 Scales: 1:1000

Drawing Number: 18-061-SK20 Revision:

APPENDIX B

Maps by email Plant Information Reply



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KEY TO BT SYMBOLS

IPP		Pole	
Planned IPP		Planned Pole	
PCP		Joint Box	
Planned PCP		Change Of State	
Build		Split Coupling	
Planned		Duct Tee	
Inferred		Planned Box	
Building		Manhole	
Kiosk		Planned Manhole	
Warnings		Cabinet	
		Planned Cabinet	

Other proposed plant is shown using dashed lines.
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BT Ref : GEF09104M

Map Reference : (centre) NO236521135

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KEY TO BT SYMBOLS

DP		Pole	
Planned DP		Planned Pole	
PCP		Joint Box	
Planned PCP		Change Of State	
Build		Spur Coupling	
Planned		Duct Tee	
Inferred		Planned Box	
Building		Manhole	
Kiosk		Planned Manhole	
Installings		Cabinet	
		Planned Cabinet	

Other proposed plant is shown using dashed lines.
BT symbols not listed above maybe disregarded.
Existing BT Plant may not be recorded.
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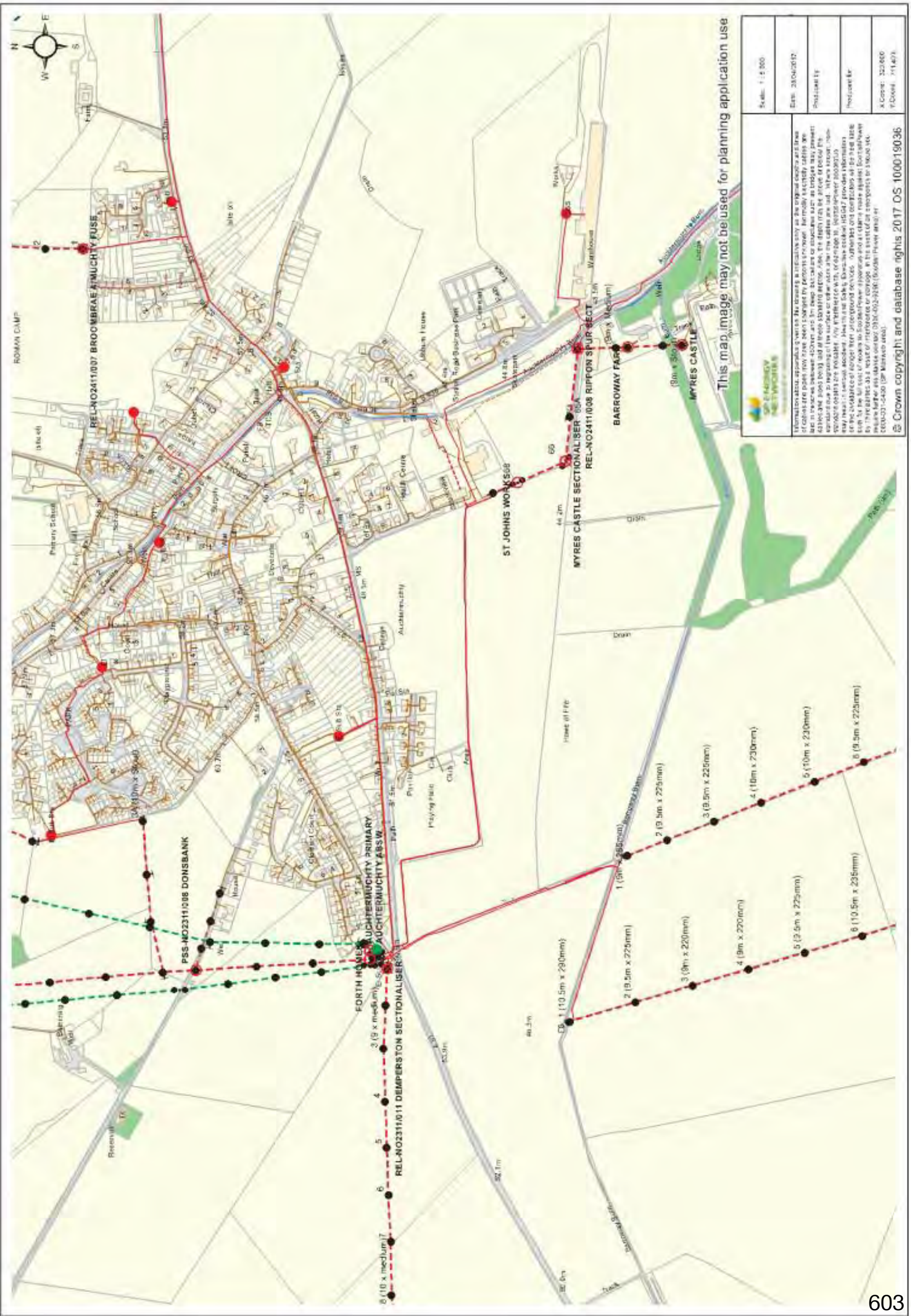
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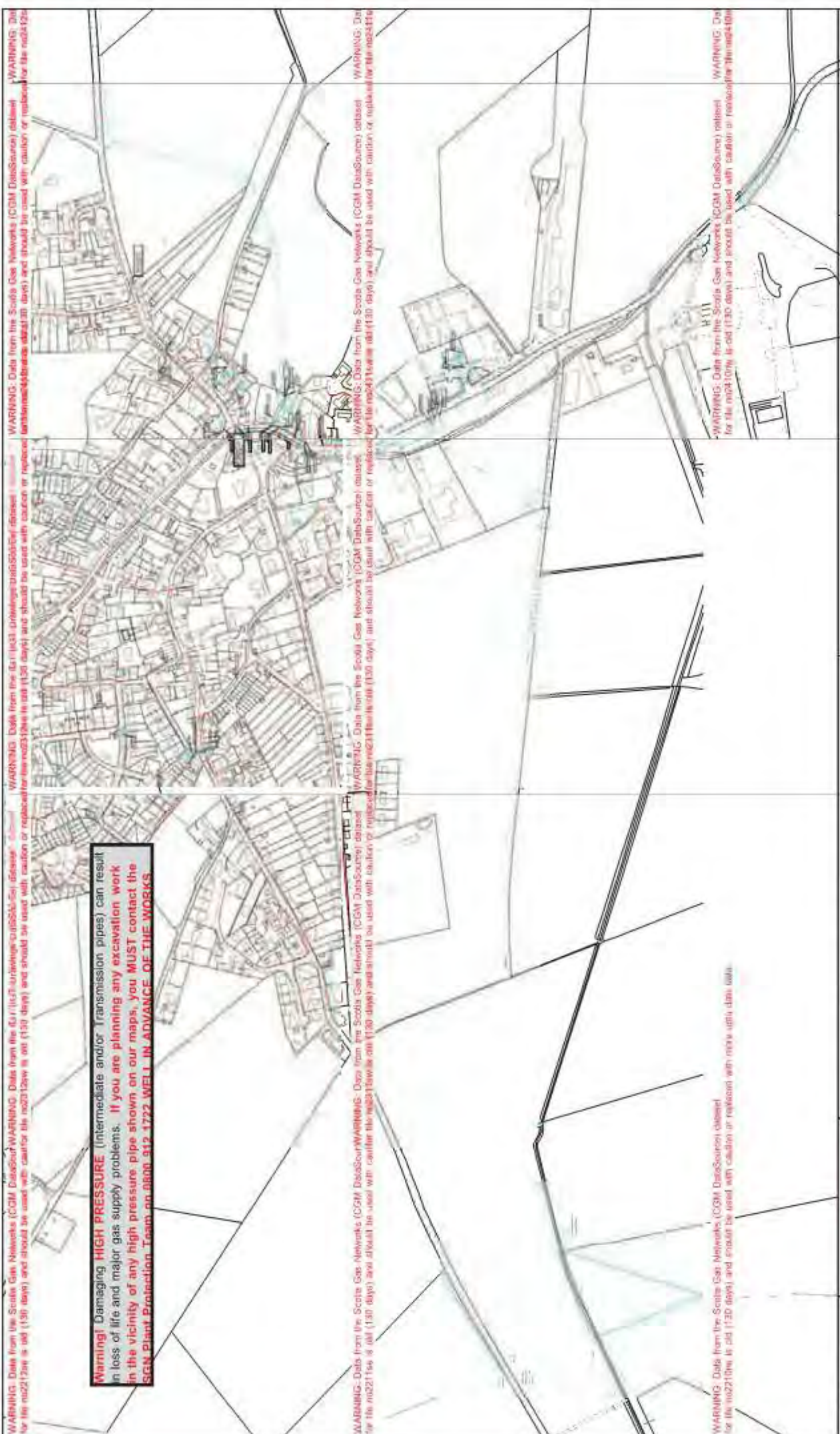
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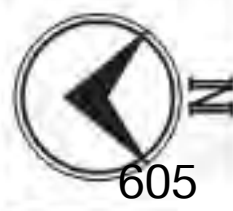
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 EXTRACT DATE: 19 Dec 2016
 MAP REF: M022118E
 CENTRE: 323000, 711400
 SCALE: 1:5,000

- LP Mains
- MP Mains
- IP Mains
- LHF Mains
- RHP Mains

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Date Plotted: 19/04/2017

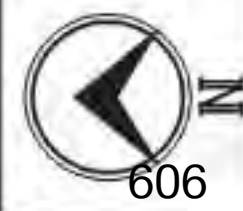
Auchtermuchty
Fresh Water



Scale: 1:2500

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Date Plotted: 19/04/2017

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Waste Water**




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APPENDIX C

Indev Consult Ltd		Page 1
Duart House Strathclyde Business Park Bellshill ML4 3PR		
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XP Solutions	Source Control 2018.1	

ICP SUDS Mean Annual Flood

Input

Return Period (years)	2	Soil	0.400
Area (ha)	1.977	Urban	0.000
SAAR (mm)	773	Region Number	Region 2

Results 1/s

QBAR Rural	7.6
QBAR Urban	7.6
Q2 years	6.9
Q1 year	6.6
Q30 years	14.3
Q100 years	19.9

Duart House
Strathclyde Business Park
Bellshill ML4 3PR



Date 17/12/2019 09:34
File Basin Reduced Site.srcx

Designed by DNaughton
Checked by

Innovyze Source Control 2018.1

ICP SUDS Mean Annual Flood

Input

Return Period (years)	30	Soil	0.400
Area (ha)	1.977	Urban	0.000
SAAR (mm)	773	Region Number	Region 2

Results 1/s

QBAR Rural 7.6
QBAR Urban 7.6

Q30 years 14.3

Q1 year 6.6
Q30 years 14.3
Q100 years 19.9

Duart House
Strathclyde Business Park
Bellshill ML4 3PR



Date 17/12/2019 09:35
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Designed by DNaughton
Checked by

Innovyze Source Control 2018.1

ICP SUDS Mean Annual Flood

Input

Return Period (years)	100	Soil	0.400
Area (ha)	1.977	Urban	0.000
SAAR (mm)	773	Region Number	Region 2

Results 1/s

QBAR Rural 7.6
QBAR Urban 7.6

Q100 years 19.9

Q1 year 6.6
Q30 years 14.3
Q100 years 19.9

Duart House
Strathclyde Business Park
Bellshill ML4 3PR



Date 17/12/2019 09:36
File Basin Reduced Site.srcx

Designed by DNaughton
Checked by

Innovyze Source Control 2018.1

ICP SUDS Mean Annual Flood

Input

Return Period (years)	200	Soil	0.400
Area (ha)	1.977	Urban	0.000
SAAR (mm)	773	Region Number	Region 2

Results 1/s

QBAR Rural 7.6
QBAR Urban 7.6

Q200 years 22.5

Q1 year 6.6
Q30 years 14.3
Q100 years 19.9

APPENDIX D

Gladman

**Proposed Development at
Auchtermuchty, Fife**

Flood Risk Assessment

FINAL

December 2019

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Document Information and History

Project: Proposed Development at Auchtermuchty - Flood Risk Assessment
Client: Gladman
Client Representative: Indev
Kaya Consulting Job Number: KC1563
Filename: 1563 - Auchtermuchty FRA Draft
Project Director: Michael Stewart
Author: Glen Perez-Livermore

This document has been issued and amended as follows:

Version	Date	Description	Created by:	Verified by:	Approved by:
1.0	04/07/2019	Draft	Glen Perez-Livermore	Michael Stewart	Michael Stewart
1.1	13/12/2019	Final	Glen Perez-Livermore	Michael Stewart	Michael Stewart

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SEPA Checklist

 Flood Risk Assessment (FRA) Checklist (SS-NFR-F-001 – Version 13 – Last updated 15/04/2015)	
<p>This document should be attached within the front cover of any flood risk assessments issued to Local Planning Authorities (LPA) in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist SEPA in reviewing FRAs, when consulted by LPAs. This document should not be a substitute for a FRA.</p>	
Development Proposal	
Site Name	Site in Auchtermuchty, Fife off Low Road
Grid Reference	Easting: 323760 Northing: 711501
Local Authority	Fife Council
Planning Reference number (if known)	
Nature of the development	Residential If residential, state type:
Size of the development site	~9.3 Ha
Identified Flood Risk	Source: Fluvial Source name: Barroway Burn
Supporting Information	
Have clear maps / plans been provided within the FRA (including topographic and flood inundation plans)	Yes
Has a historic flood search been undertaken?	Yes
Is a formal flood prevention scheme present?	No If known, state the standard of protection offered
Current / historical site use	Agricultural
Hydrology	
Area of catchment	15.33 km ²
Qmed estimate	NA m ³ /s Method: Catchment Descriptors
Estimate of 200 year design flood flow	15.8 m ³ /s
Estimation method(s) used *	Rainfall-runoff If other (please specify methodology used): FEH RR If Pooled analysis have group details been included Select from List
Hydraulics	
Hydraulic modelling method	2D Software used: ISIS
If other please specify	Flood Modeller
Modelled reach length	1800 m
Any structures within the modelled length?	Bridges Specify, if combination Arch bridge - Modelled 1D Floating culvert orifice
Brief summary of sensitivity tests, and range:	
variation on flow (%)	35 rainfall %
variation on channel roughness	20%
blockage of structure (range of % blocked)	50-100 % Reference CIRIA culvert design guide R168, section 8.4
boundary conditions:	
(1) type	Upstream: Flow Downstream: Normal depth
(2) does it influence water levels at the site?	Specify if other: Yes No
Has model been calibrated (gauge data / flood records)?	No
Is the hydraulic model available to SEPA?	No
Design flood levels	200 year 44.64 m AOD 200 year plus climate change 44.75 m AOD

 Flood Risk Assessment (FRA) Checklist (SS-NFR-F-001 - Version 13 - Last updated 15/04/2015)	
Coastal	
Estimate of 200 year design flood level	NA m AOD
Estimation method(s) used	Select from List If other (please specify methodology used):
Allowance for climate change (m)	m
Allowance for wave action etc (m)	m
Overall design flood level	m AOD
Development	
Is any of the site within the functional floodplain? (refer to SPP para 255)	Yes If yes, what is the net loss of storage m ³
Is the site brownfield or greenfield	Greenfield
Freeboard on design water level (m)	0.6 m
Is the development for essential civil infrastructure or vulnerable groups?	No If yes, has consideration been given to 1000 year design flood? Select from List
Is safe / dry access and egress available?	Vehicular and Pedestrian Min access/egress level m AOD
If there is no dry access, what return period is dry access available?	years
If there is no dry access, what is the impact on the access routes?	Max Flood Depth @ 200 year event m
Design levels	Ground level m AOD Max Flood Velocity: m/s Min FFL: 200+CC+0.6 mAOD
Mitigation	
Can development be designed to avoid all areas at risk of flooding?	Yes
Is mitigation proposed?	Yes
If yes, is compensatory storage necessary?	No
Demonstration of compensatory storage on a "like for like" basis?	Select from List
Should water resistant materials and forms of construction be used?	Select from List
Comments	
Any additional comments:	Development should be located outwith floodplain. Additional mitigation measures recommended for surface water and other sources of flood risk
Approved by:	M Stewart
Organisation:	Kaya Consulting Ltd
Date:	04/07/2019
Note: Further details and guidance is provided in "Technical Flood Risk Guidance for Stakeholders" which can be accessed here:- CLICK HERE * ReFH2 is now accepted by SEPA for flow estimates in Scotland. Any use of this method should be compared with other accepted methods.	

1 Introduction

Kaya Consulting Ltd. was commissioned by Gladman, through Indev, to carry out an assessment of the risk of flooding for the proposed development on land at Auchtermuchty, Fife.

The site is greenfield, currently in farm land. The site is bounded to the north by Low Road and existing residential development; to the east by Cardswell Wynd and local development; to the south by further agricultural land and to the west by some existing development and agricultural land.

The Barroway Burn flows approximately 300m to the south of the site at its closest. Consultation of the SEPA Flood Map indicates that the site may be at risk of flooding from this watercourse.

The scope of work includes the following:

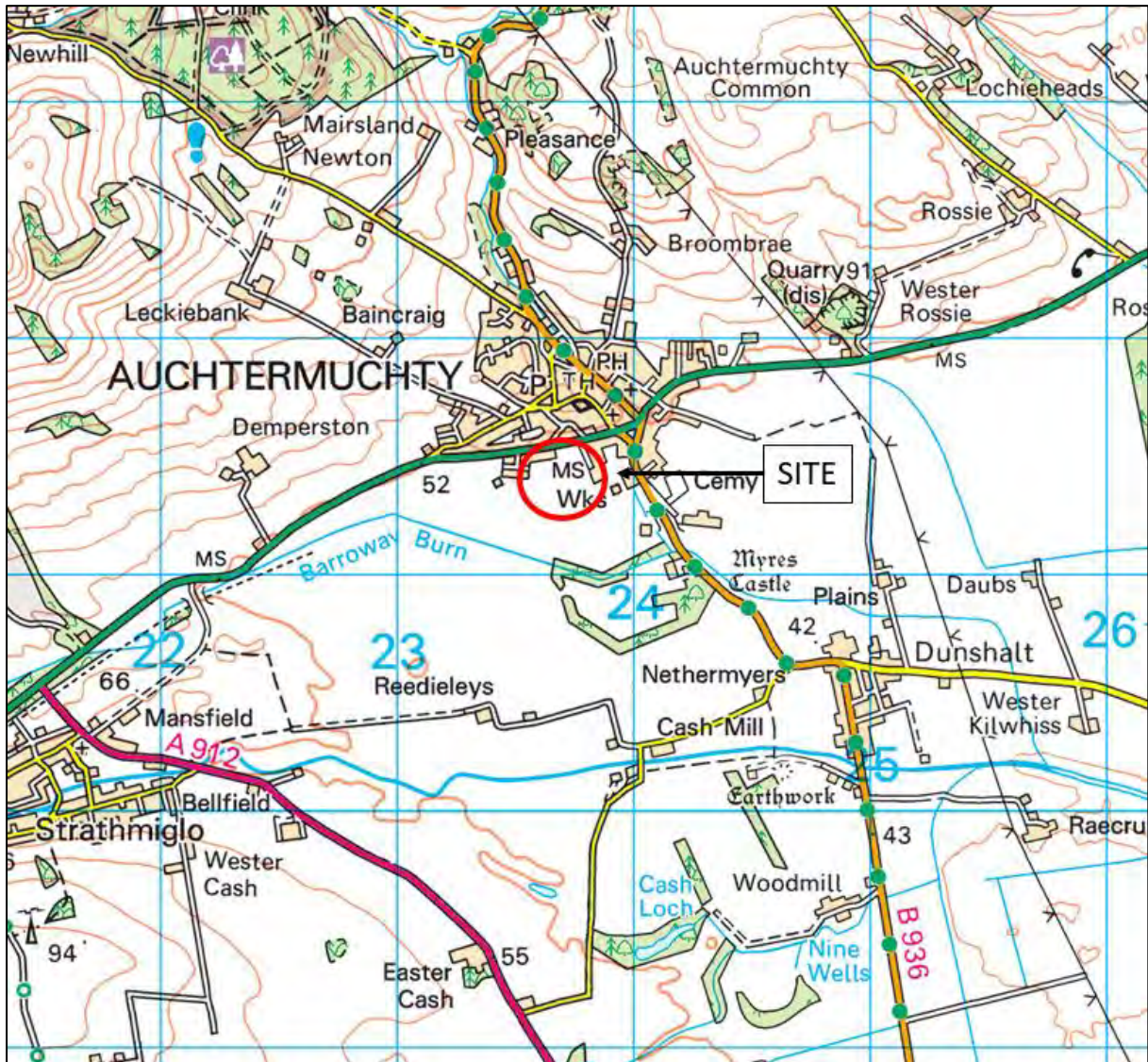
- Walkover site visit;
- Hydrological analysis to estimate design flows that could arrive at the site;
- Development of a 2D mathematical model of the Barroway Burn;
- Prediction of 200-year flood map and assessment of risk of flooding from fluvial sources;
- Assessment of risk of flooding from surface water runoff;
- Assessment of risk of flooding from other sources, including groundwater;
- Flood risk assessment report based on the above; and
- Prepare and submit a technical report summarizing findings of the study and recommendations.

Information made available to Kaya Consulting Ltd. for the study includes the following:

- Site location map; and
- Topographic survey.

A general location map of the site is shown in Figure 1.

Figure 1: General location of the proposed development



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2 Legislative and Policy Aspects

2.1 National Planning Policy

The current version of the Scottish Planning Policy (SPP) was published in June 2014 and replaces the previous version which was published in February 2010. The SPP sets out national planning policies which reflect Scottish Government's priorities for operation of the planning system and for the development and use of land. It relates to:

- the preparation of development plans;
- the design of development, from initial concept through to delivery; and
- the determination of planning applications and appeals.

The National Planning Framework (NPF) provides a statutory framework for Scotland's long term spatial development and sets out the Scottish Government's spatial development priorities for the next 20 to 30 years. The SPP sets out the policy that will help to deliver the objectives of the NPF.

Some extracts from the SPP are listed below:

Policy Principles

255. *The planning system should promote:*

- *a precautionary approach to flood risk from all sources, including coastal, water course (fluvial), surface water (pluvial), groundwater, reservoirs and drainage systems (sewers and culverts), taking account of the predicted effects of climate change;*
- *flood avoidance: from functional flood plains and medium to high risk areas;*
- *flood reduction: assessing flood risk and, where appropriate, undertaking natural and structural flood management measures, including flood protection, restoring natural features and characteristics, enhancing flood storage capacity, avoiding the construction of new culverts and opening existing culverts where possible; and*
- *avoidance of increased surface water flooding through requirements for Sustainable Drainage Systems (SuDS) and minimising the area of impermeable surface.*

256. *To achieve this, the planning system should prevent development which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere. Piecemeal reduction of the functional floodplain should be avoided given the cumulative effects of reducing storage capacity.*

257. *Alterations and small-scale extensions to existing buildings are outwith the scope of this policy, provided that they would not have a significant effect on the storage capacity of the functional floodplain or local flooding problems.*

Key Documents

- *Flood Risk Management (Scotland) Act 2009.*
- *Updated Planning Advice Note on Flooding.*
- *Delivering Sustainable Flood Risk Management (Scottish Government, 2011).*
- *Surface Water Management Planning Guidance (Scottish Government, 2013).*

Delivery

258. Planning authorities should have regard to the probability of flooding from all sources and take flood risk into account when preparing development plans and determining planning applications. The calculated probability of flooding should be regarded as a best estimate and not a precise forecast. Authorities should avoid giving any indication that a grant of planning permission implies the absence of flood risk.
259. Developers should take into account flood risk and the ability of future occupiers to insure development before committing themselves to a site or project, as applicants and occupiers have ultimate responsibility for safeguarding their property.

Development Planning

260. Plans should use strategic flood risk assessment (SFRA) to inform choices about the location of development and policies for flood risk management. They should have regard to the flood maps prepared by Scottish Environment Protection Agency (SEPA), and take account of finalised and approved Flood Risk Management Strategies and Plans and River Basin Management Plans.
261. Strategic and local development plans should address any significant cross boundary flooding issues. This may include identifying major areas of the flood plain and storage capacity which should be protected from inappropriate development, major flood protection scheme requirements or proposals, and relevant drainage capacity issues.
262. Local development plans should protect land with the potential to contribute to managing flood risk, for instance through natural flood management, managed coastal realignment, washland or green infrastructure creation, or as part of a scheme to manage flood risk.
263. Local development plans should use the following flood risk framework to guide development. This sets out three categories of coastal and watercourse flood risk, together with guidance on surface water flooding, and the appropriate planning approach for each (the annual probabilities referred to in the framework relate to the land at the time a plan is being prepared or a planning application is made):

- **Little or No Risk** – annual probability of coastal or watercourse flooding is less than 0.1% (1:1000 years)
 - No constraints due to coastal or watercourse flooding.
- **Low to Medium Risk** – annual probability of coastal or watercourse flooding is between 0.1% and 0.5% (1:1000 to 1:200 years)
 - Suitable for most development. A flood risk assessment may be required at the upper end of the probability range (i.e. close to 0.5%), and for essential infrastructure and the most vulnerable uses. Water resistant materials and construction may be required.
 - Generally not suitable for civil infrastructure. Where civil infrastructure must be located in these areas or is being substantially extended, it should be designed to be capable of remaining operational and accessible during extreme flood events.
- **Medium to High Risk** – annual probability of coastal or watercourse flooding is greater than 0.5% (1:200 years)
 - May be suitable for:
 - residential, institutional, commercial and industrial development within built-up areas provided flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood risk management plan;
 - essential infrastructure within built-up areas, designed and constructed to remain operational during floods and not impede water flow;
 - some recreational, sport, amenity and nature conservation uses, provided appropriate evacuation procedures are in place; and
 - job-related accommodation, e.g. for caretakers or operational staff.
 - Generally not suitable for:

- *civil infrastructure and the most vulnerable uses;*
- *additional development in undeveloped and sparsely developed areas, unless a location is essential for operational reasons, e.g. for navigation and water-based recreation, agriculture, transport or utilities infrastructure (which should be designed and constructed to be operational during floods and not impede water flow), and an alternative, lower risk location is not available; and*
- *new caravan and camping sites.*
- *Where built development is permitted, measures to protect against or manage flood risk will be required and any loss of flood storage capacity mitigated to achieve a neutral or better outcome.*
- *Water-resistant materials and construction should be used where appropriate. Elevated buildings on structures such as stilts are unlikely to be acceptable.*

Surface Water Flooding

- *Infrastructure and buildings should generally be designed to be free from surface water flooding in rainfall events where the annual probability of occurrence is greater than 0.5% (1:200 years).*
- *Surface water drainage measures should have a neutral or better effect on the risk of flooding both on and off the site, taking account of rain falling on the site and run-off from adjacent areas.*

Development Management

264. *It is not possible to plan for development solely according to the calculated probability of flooding. In applying the risk framework to proposed development, the following should therefore be taken into account:*

- *the characteristics of the site;*
- *the design and use of the proposed development;*
- *the size of the area likely to flood;*
- *depth of flood water, likely flow rate and path, and rate of rise and duration;*
- *the vulnerability and risk of wave action for coastal sites;*
- *committed and existing flood protection methods: extent, standard and maintenance regime;*
- *the effects of climate change, including an allowance for freeboard;*
- *surface water run-off from adjoining land;*
- *culverted watercourses, drains and field drainage;*
- *cumulative effects, especially the loss of storage capacity;*
- *cross-boundary effects and the need for consultation with adjacent authorities;*
- *effects of flood on access including by emergency services; and*
- *effects of flood on proposed open spaces including gardens.*

265. *Land raising should only be considered in exceptional circumstances, where it is shown to have a neutral or better impact on flood risk outside the raised area. Compensatory storage may be required.*

266. *The flood risk framework set out above should be applied to development management decisions. Flood Risk Assessments (FRA) should be required for development in the medium to high category of flood risk, and may be required in the low to medium category in the circumstances described in the framework above, or where other factors indicate heightened risk. FRA will generally be required for applications within areas identified at high or medium likelihood of flooding/flood risk in SEPA's flood maps.*

267. *Drainage Assessments, proportionate to the development proposal and covering both surface and foul water, will be required for areas where drainage is already constrained or otherwise problematic, or if there would be off-site effects.*

268. *Proposed arrangements for SuDS should be adequate for the development and appropriate long-term maintenance arrangements should be put in place.*

2.2 SEPA Flood Maps

The SEPA flood maps show the likely extent of flooding for high, medium and low likelihood for fluvial, pluvial (surface water) and tidal flows.

Consultation of the SEPA flood maps indicates that the site may be located within the fluvial floodplains.

As the SEPA maps are indicative the flood risk from all sources requires a more detailed assessment.

2.3 SEPA Technical Flood Risk Guidance

The latest version of SEPA 'Technical Flood Risk Guidance for Stakeholders' would need to be consulted when undertaking flood risk assessments (current version is 9.1, June 2015). This technical guidance document is intended to outline methodologies that may be appropriate for hydrological and hydraulic modelling and sets out what information SEPA requires to be submitted as part of a Flood Risk Assessment.

SEPA Policy 41 sets out roles and responsibilities of SEPA and Planning Authorities.

2.4 SEPA Flood Risk and Land Use Vulnerability Guidance

The current version (February 2018) states that:

"The purpose of this guidance is to:

- o aid understanding of the relative vulnerability to flooding of different land uses;*
- o assist in the interpretation of SEPA's Flood Risk Planning Guidance, which is based upon the risk framework.*

SEPA has created this guidance to assist in our assessment of the vulnerability to flooding of different types of land use. Table 1 classifies the relative vulnerability of land uses, grouping them into five categories from Most Vulnerable through to Water Compatible Uses.

The classification comprises five categories: 1. Most Vulnerable Uses; 2. Highly Vulnerable Uses; 3. Least Vulnerable Uses; 4. Essential Infrastructure; 5. Water Compatible Uses.

The classification (Table 1) is linked to the risk framework in SPP by a matrix of flood risk (Table 2). Table 2 gives a very brief outline of SEPA's likely planning response for each of the three flood risk categories of the risk framework relative to each of the five vulnerability categories.

In producing this guidance, SEPA has sought to refine and enhance the vulnerability classification and definitions identified in the SPP risk framework.

Table 1: SEPA Land Use Vulnerability Classification¹

1. Most Vulnerable Uses	2. Highly Vulnerable Uses	3. Least Vulnerable Uses	4. Essential Infrastructure	5. Water Compatible Uses ³
<p>For the purpose of this guidance, Most Vulnerable Uses include land uses that are defined as both <i>civil infrastructure</i> and <i>most vulnerable</i> in the SPP 2014 glossary. Civil infrastructure is denoted with an asterisk (*) in the list below.</p> <p>Most Vulnerable Uses therefore comprise:</p> <ul style="list-style-type: none"> • police stations* • ambulance stations* • fire stations* • command centres and telecommunications installations required to be operational during flooding* • emergency dispersal points* • hospitals* • residential institutions such as residential care homes/ prisons, nurseries, children's homes and educational establishments* • basement dwellings • single dwelling houses in remote rural locations • dwelling houses situated behind informal embankments² • caravans, mobile homes, chalets and park homes intended for permanent residential use • holiday caravan and camping sites • installations requiring hazardous substance consent (but where there is demonstrable need to locate such installations for bulk storage of materials with port or other similar facilities, or with energy infrastructure, that require a coastal or water-side location, or other high flood risk areas, then the facilities should be classified as Essential Infrastructure – see column 4). 	<p>Comprise:</p> <ul style="list-style-type: none"> • buildings used for dwelling houses • social services homes (ambulant /adult) • hostels and hotels • student halls of residence • non-residential uses for health service • landfill and sites used for waste management facilities for hazardous waste 	<p>Comprise:</p> <ul style="list-style-type: none"> • shops • financial, professional, and other services • restaurants and cafés • hot-food takeaways • drinking establishments • nightclubs • offices • general industry • storage and distribution • non-residential institutions not included in Most Vulnerable or Highly Vulnerable Uses • assembly and leisure • land and buildings used for agriculture and forestry that are subject to planning control • waste treatment (except landfill and hazardous waste facilities) • minerals working and processing (except for sand and gravel) 	<p>Comprises:</p> <ul style="list-style-type: none"> • essential transport infrastructure (including mass evacuation routes) that has to cross the area at risk • essential utility infrastructure that has to be located in a flood risk area for operational reasons (this includes electricity generating power stations and grid and primary sub-stations, sewage treatment plants and water treatment works, wind turbines and other energy generating technologies) • installations requiring hazardous substance consent only where there is demonstrable need to locate such installations for the bulk storage of materials with port or other similar facilities, or with energy infrastructure that requires a coastal, water-side, or other high flood risk area location. 	<p>Comprise:</p> <ul style="list-style-type: none"> • flood control infrastructure • water transmission infrastructure and pumping stations • sewage transmission infrastructure and pumping stations • sand and gravel workings • docks, marinas and wharves • navigation facilities • MOD defence installations • ship building, repairing, and dismantling • dockside fish processing and refrigeration and compatible activities requiring a waterside location • water-based recreation (excluding sleeping accommodation) • lifeguard and coastguard stations • amenity open space • nature conservation and biodiversity • outdoor sports and recreation and essential facilities such as changing rooms • essential ancillary sleeping or residential accommodation for staff required by uses in this category, subject to a specific operational warning⁴ and evacuation plan.

¹ Developments that combine a mixture of uses should be placed in the higher of the relevant classes of flood risk vulnerability. The impact of a flood on the particular land use could vary within each vulnerability class. In particular, a change of use to a dwelling house within the 'Highly Vulnerable' category could significantly increase the overall flood risk, especially in relation to human health and financial impacts. Any proposal for a change of use to a dwelling house should therefore be supported by a flood risk assessment. The redevelopment (including change of use) of an existing building or site provides a valuable opportunity to reduce the vulnerability of that site to flooding and therefore to reduce overall flood risk. This can be achieved through changes to less vulnerable land uses and improvements to the management of flood risk on the site.

² Embankments not formally constituted under flood prevention legislation including agricultural flood embankments constructed under permitted development rights.

³ Advice in the SPP risk framework on these activities is limited. The nature of the above activities necessitates locations that are prone to flooding. Generally, it is difficult to recommend a specific annual return period to guide development decisions for such uses. SEPA would recommend that the risk of flooding should be assessed giving particular consideration to:

Table 2: SEPA Matrix of Flood Risk (to be read in conjunction with our Flood Risk Planning Guidance)

Classification	Most Vulnerable Uses	Highly Vulnerable Uses	Least Vulnerable Uses	Essential Infrastructure	Water Compatible Uses
Flood Risk					
Little or no risk (<0.1% AP)	No constraints	No constraints	No constraints	No constraints	No constraints
Low to medium risk (0.1% - 0.5% AP)	<p>Generally not suitable for Civil Infrastructure: where Civil Infrastructure must be located in these areas, or is being substantially extended, it should be designed to be capable of remaining operational and accessible during extreme flood events (i.e. 0.1% AP).</p> <p>Generally not suitable for other Most Vulnerable Uses unless site-specific factors suggest a more favourable approach should be taken, or where one of the following apply:</p> <ul style="list-style-type: none"> • Redevelopment of an existing building, including changes of use to an equal or less vulnerable use to the existing use. • Redevelopment of a previously developed site where it involves the demolition of existing buildings and/or erection of additional buildings within a development site, and the proposed land use is equal or less vulnerable than the existing land use. • Where the principle of development on the site has been established in an up-to-date, adopted development plan or the National Planning Framework and flood risk issues were given due consideration as part of the plan preparation process and our assessment of risk has not changed in the interim. 	Generally suitable for development though an FRA may be required at upper end of the probability range (i.e. close to 0.5% AP).	Generally suitable for development though an FRA may be required at upper end of the probability range (i.e. close to 0.5% AP).	Generally suitable for development.	Generally suitable for development.
Medium to high risk within built up area (>0.5% AP)	<p>Generally not suitable for development unless one of the following apply:</p> <ul style="list-style-type: none"> • Redevelopment of an existing building, including changes of use to an equal or less vulnerable use to the existing use. • Redevelopment of a previously developed site where it involves the demolition of existing buildings and/or erection of additional buildings within a development site, and the proposed land use is equal or less vulnerable than the existing land use. • Where the principle of development on the site has been established in an up-to-date, adopted development plan or the National Planning Framework and flood risk issues were given due consideration as part of the plan preparation process and our assessment of risk has not changed in the interim. 	<p>Generally not suitable for development unless one of the following apply:</p> <ul style="list-style-type: none"> • Redevelopment of an existing building, including changes of use to an equal or less vulnerable use to the existing use. • Redevelopment of a previously developed site where it involves the demolition of existing buildings and/or erection of additional buildings within a development site, and the proposed land use is equal or less vulnerable than the existing land use. • Where the principle of development on the site has been established in an up-to-date, adopted development plan or the National Planning Framework and flood risk issues were given due consideration as part of the plan preparation process and our assessment of risk has not changed in the interim. • The site is protected by a flood protection scheme of the appropriate standard that is already in existence and maintained, is under construction, or is planned for in a current flood risk management plan. 	<p>Generally not suitable for development unless one of the following apply:</p> <ul style="list-style-type: none"> • Redevelopment of an existing building, including changes of use to an equal or less vulnerable use to the existing use. • Redevelopment of a previously developed site where it involves the demolition of existing buildings and/or erection of additional buildings within a development site, and the proposed land use is equal or less vulnerable than the existing land use. • Where the principle of development on the site has been established in an up-to-date, adopted development plan or the National Planning Framework and flood risk issues were given due consideration as part of the plan preparation process and our assessment of risk has not changed in the interim. • The site is protected by a flood protection scheme of the appropriate standard that is already in existence and maintained, is under construction, or is planned for in a current flood risk management plan. 	Suitable for essential infrastructure, designed and constructed to remain operational during floods (i.e. 0.5% AP), and not impede water flow.	Generally suitable for development - job related accommodation and some recreational, sport, amenity and nature conservation uses are only suitable provided that appropriate evacuation procedures are in place

2.5 Flood Risk Management (Scotland) Act 2009

The Flood Risk Management (Scotland) Act 2009 came into force on 26 November 2009. The Act repealed the Flood Prevention (Scotland) Act 1961 and introduces a more sustainable and streamlined approach to flood risk management, suited to present and future needs and to the impact of climate change. It encourages a more joined up and coordinated process to manage flood risk at a national and local level.

The Act brings a new approach to flood risk management including a framework for coordination and cooperation between all organisations involved in flood risk management, new responsibilities for SEPA, Scottish Water and local authorities in relation to flood risk management, a revised and streamlined process for flood protection schemes, new methods to enable stakeholders and the public to contribute to managing flood risk; and SEPA to act as a single enforcement authority for the safe operation of Scotland's reservoirs.

2.5 Controlled Activities Regulations (CAR)

The Water Environment (Controlled Activities) (Scotland) Amended Regulations 2013 (CAR) brings new controls for discharges, abstractions, impoundments and engineering works in or near inland waters. Any such work requires authorisation (licence) from the Scottish Environment Protection Agency (SEPA) who are responsible for the implementation of the Act. The Regulations include a requirement that surface water discharge must not result in pollution of the water environment. It also makes Sustainable Drainage Systems (SuDS) a requirement for new development, with the exception of runoff from a single dwelling and discharges to coastal waters.

2.6 Climate Change

The SPP states that "*planning system should promote a precautionary approach to flood risk from all sources, including coastal, water course (fluvial), surface water (pluvial), groundwater, reservoirs and drainage systems (sewers and culverts), taking account of the predicted effects of climate change.*"

One of the sustainable policy principles within the National Planning Framework is supporting climate change mitigation and adaptation including taking account of flood risk.

SEPA previously recommended a 20% increase in peak flow for the 0.5% AEP (1:200) event, in accordance with DEFRA (Department of Environment, Food and Rural Affairs) and Scottish Government research.

SEPA has recently released updated climate change recommendations by River Basin Region, based on UKCP18. These climate change uplifts range from 24% to 56%. For smaller catchments, an increase in peak rainfall intensity allowances of between 35% and 55% are now recommended.

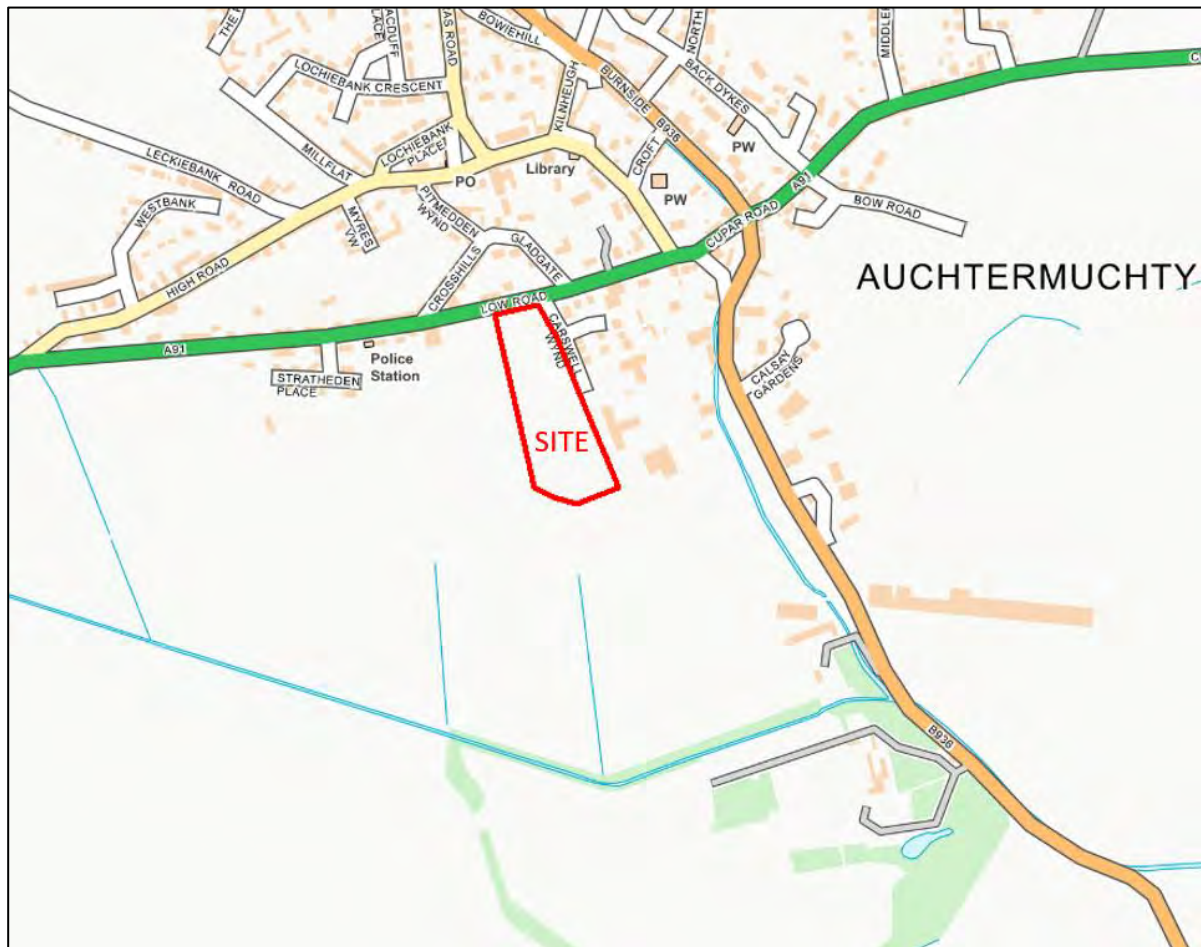
It is recommended that any site drainage design considers future estimates of increased precipitation and follows an adaptive approach. The Climate Change (Scotland) Act 2009 also makes reference to adaptation to climate change.

3 Site Location and Description

The site is greenfield and currently farm land. It measures approximately 1.7ha.

The site is bounded to the north by Low Road and existing residential development; to the east by Cardswell Wynd and local development; to the south by further agricultural land and to the west by agricultural land. Figure 2 shows the approximate site boundary.

Figure 2: Site boundary



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Photo 1 shows the site looking from the north-eastern site boundary at the junction of Low Road and Cardswell Wynd towards the south-western boundary of the site. Photo 2 shows the site looking from the south-eastern site corner towards the northern site boundary. Photo 3 shows the confluence of the Barroway Burn and Auchtermuchty Burn just upstream of the B936 looking upstream. The Auchtermuchty Burn cascades into the Barroway Burn via a series of steps.

Photo 1: Site looking from the north-eastern site boundary looking to the south-western site boundary



Photo 2: Site looking from the south-eastern site boundary towards the northern site boundary



Photo 3: Barroway Burn at confluence of Auchtermuchty Burn just upstream of B936



The site topography was obtained from LiDAR and a topographical survey of the site.

General ground levels within the site fall from north to south. Levels within the site range between approximately 48m AOD (metres Above Ordnance Datum) along the northern site boundary to 44.5m AOD along the southern site boundary. Low Road to the north of the site lies above the level of the site. Carswell Wynd also lies above the level of the site.

Figures 3 and 4 show cross-sections through the site and surrounding area. Figure 5 shows the location of the cross-sections and the general topography of the site and surrounding area. Figure 6 shows contours of the site and surrounding area.

The accuracy of the LiDAR was assessed through comparison with the surveyed data. It was noted that the margin of error did not generally exceed 0.1m. A digital terrain model (DTM) of the site was also created from a topographical survey conducted at the site.

The Barroway Burn flows in an easterly direction approximately 300m to the south of the site at its closest. This watercourse appears to have been historically straightened to aid in agricultural production. However, only the very oldest "Roy Highlands" maps show the historic route. These maps were drawn to an irregular scale and it is hard to determine the historic route against current mapping. However, they do suggest that the watercourse will have naturally had a meandering morphology. This watercourse has its confluence with the Auchtermuchty Burn just upstream of the B936. Here flows are conveyed under the B936 via a stone arch of a minimum of 2m wide by 1m high. A substantial 1.5m high wall runs along the B936 in this location.

Figure 3: Cross-section 1 - From north to south through site and surrounding area

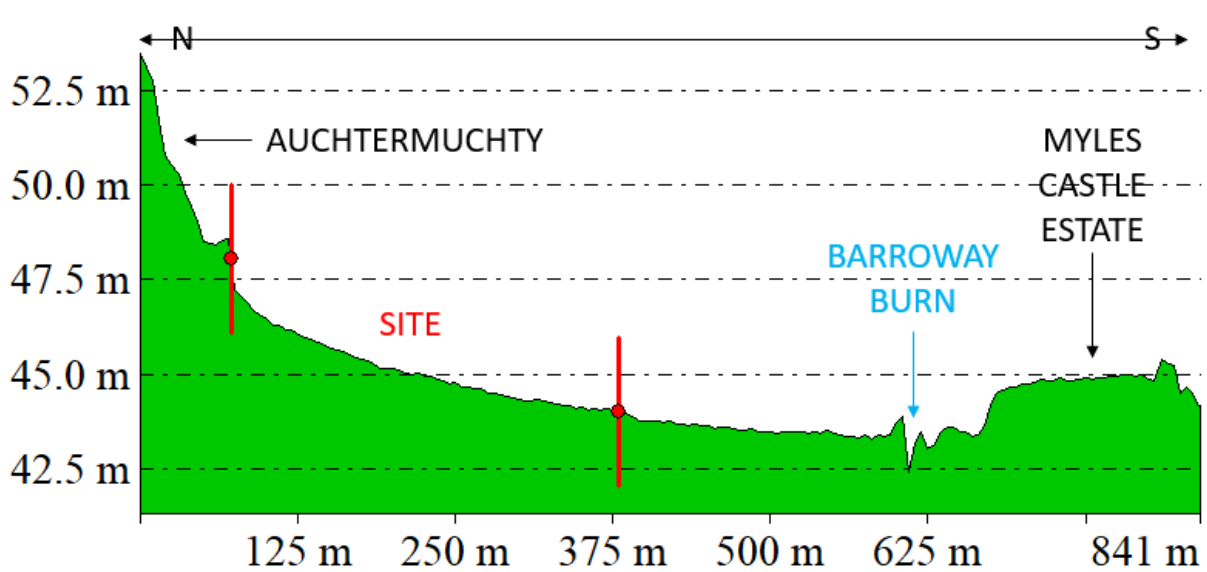
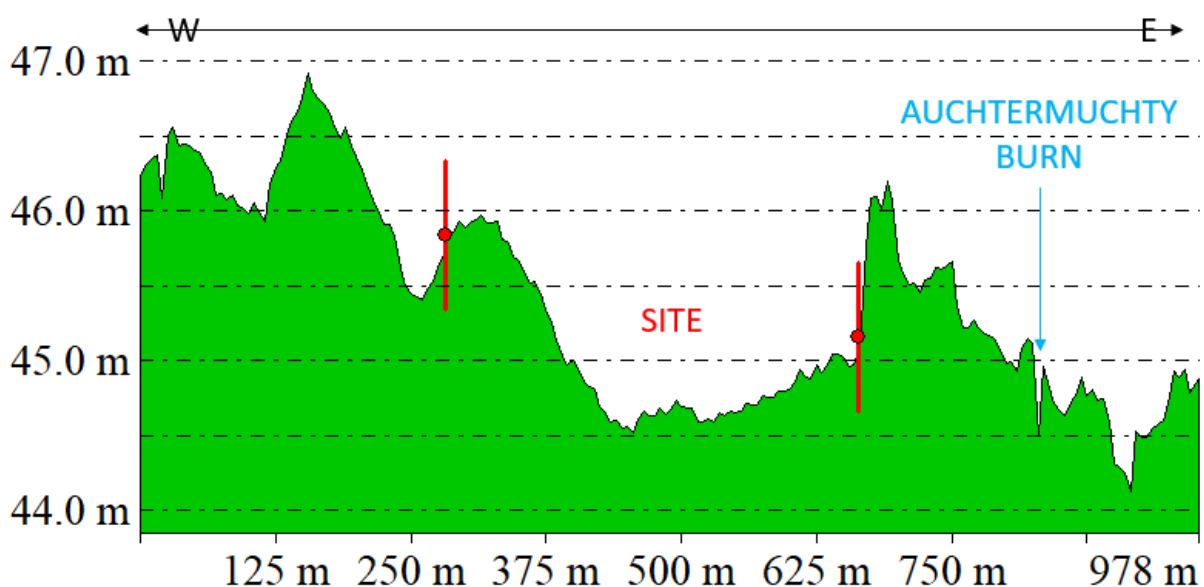


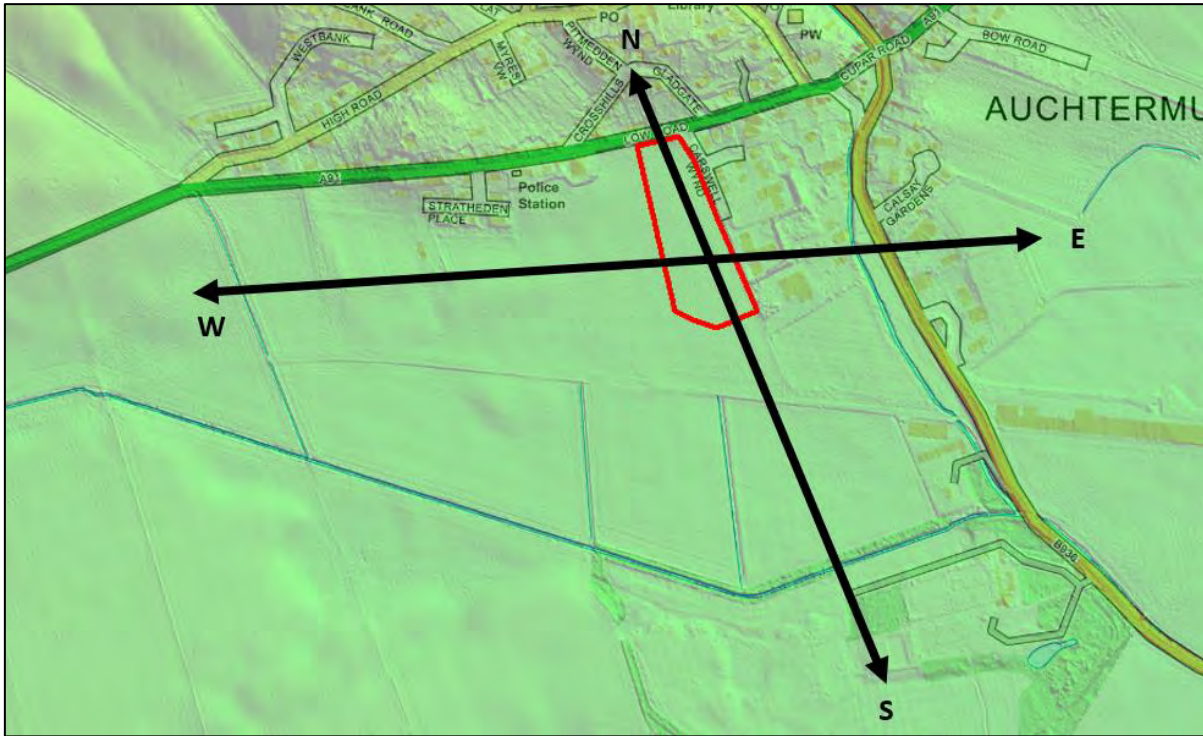
Figure 4: Cross-section 2 - From west to east through the site and surrounding area



The Auchtermuchty Burn flows in a south-easterly and southerly direction through Auchtermuchty along the line of the B936. This watercourse passes under a number of roads via a series of bridges and culverts before cascading down a series of steps at its confluence with the Barroway Burn. This watercourse lies 150m from the site at its closest.

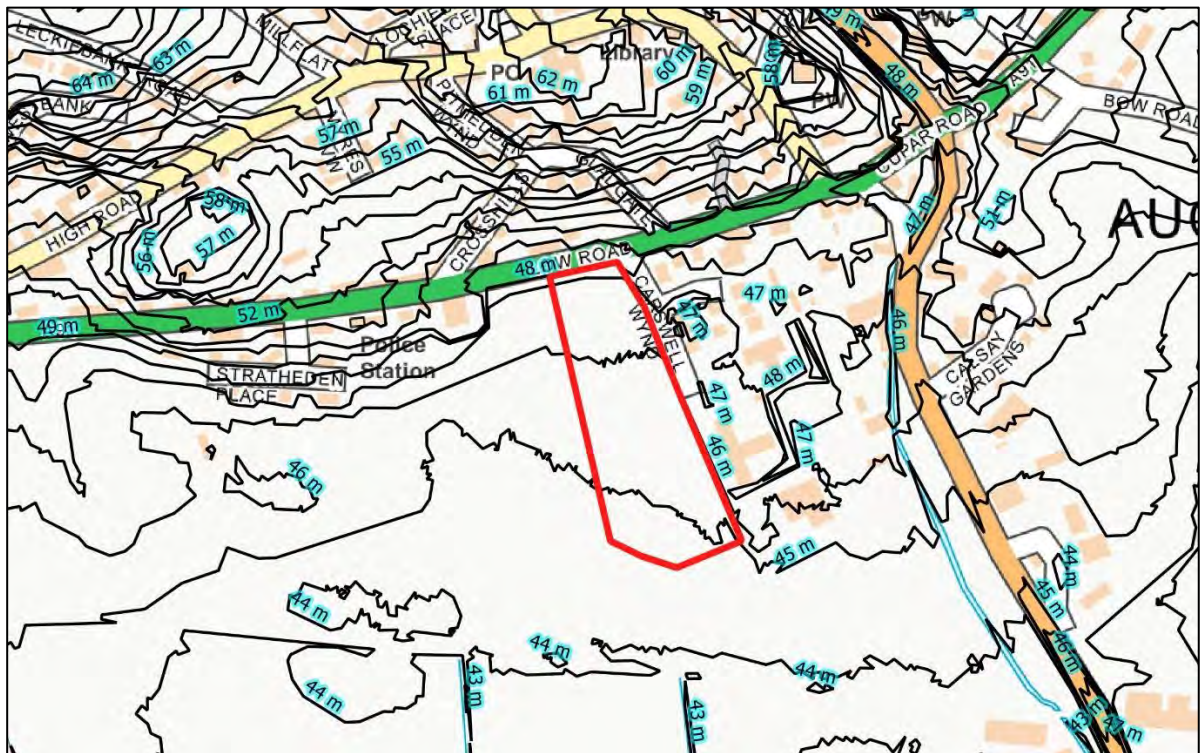
There are two drainage channels that flow in a southerly direction immediately to the south of the site, with no channel within the site. While both appear to act as local land drains it is likely that there are culverts or french drains within the site that discharge into these drainage channels. Only standing water was identified during the site visit within these channels; there was no visible flow in the channels. Watercourses and other relevant features are marked on Figure 7.

Figure 5: Location of Cross-sections and hill shading showing local topography



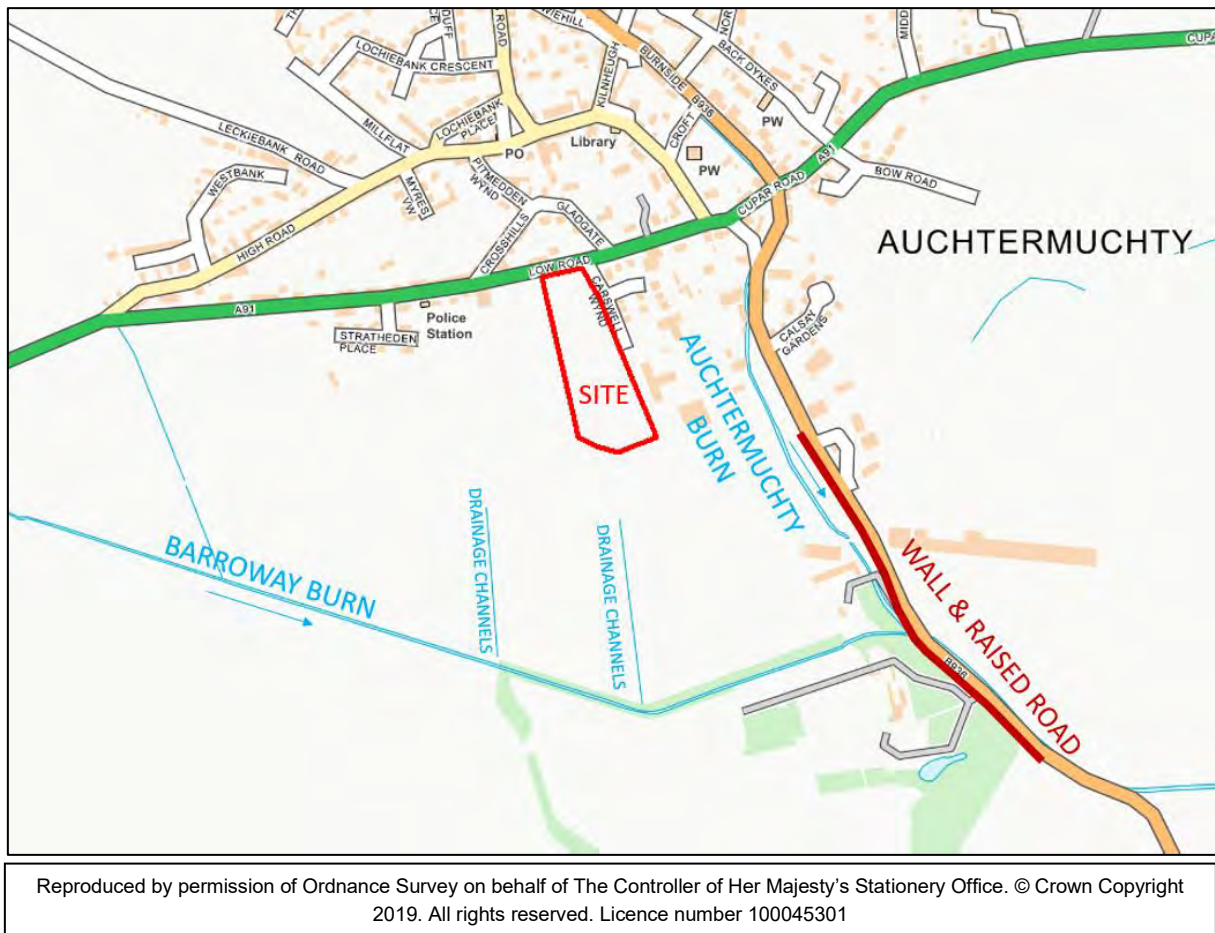
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Figure 6: 2m Contour lines within the site and surrounding area based on LiDAR DTM data



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Figure 7: Watercourses and Relevant features within the vicinity of the site



A review of the British Hydrological Society (BHS) Chronology of British Hydrological Events website was undertaken to uncover any historic flood events for the area surrounding the site. The following keywords were searched for: "Auchtermuchty", "Barrowway Burn" and "Dunshalt". There were two references to elevated rainfall in Auchtermuchty in 1877 but no further details of flooding were provided.

Auchtermuchty has a history of flooding from the Auchtermuchty Burn. Numerous references are made to flooding in SEPA PVA documents in addition to historical documents such as the "Ordnance Gazetteer of Scotland". None of these references confirm flooding to have taken place within the immediate vicinity of the site.

The Auchtermuchty Flood Prevention Scheme (FPS) was developed in 1997 to provide protection to the historic centre of Auchtermuchty. Defences predominantly comprise walls with a low embankment. The scheme provides protection up to the 1 in 100-year event. This FPS does not provide protection to the site, according to modelling undertaken by JBA Consulting which shows flood extents with and without the defences in place.

4 Hydrological Analysis

A hydrological assessment was undertaken to estimate design flows flowing into the Auchtermuchty and Barroway Burn.

4.1 Estimation of Design Flows for the Barroway Burn

The catchment descriptors were extracted from the FEH web-service. The catchment a short distance downstream of the confluence of the two watercourses is approximately 15.3km².

Catchment descriptors are shown in Table 1:

Table 1: Catchment Descriptors of the Barroway Burn

Parameter	Values
EASTING (m)	324050
NORTHING (m)	711050
AREA (km ²)	15.33
ALTBAR (m)	132
ASPBAR (°)	144
ASPVAR	0.54
BFIHOST	0.627
DPLBAR (km)	4.82
DPSBAR (m/km)	90.3
FARL	0.997
LDP	8.33
PROPWET	0.45
SAAR (mm)	845
SAAR4170 (mm)	901
SPRHOST	28.11
URBCONC1990	-999999
URBEXT1990	0.0001
URBLOC1990	-999999
URBCONC2000	-999999
URBEXT2000	0.0028
URBLOC2000	-999999

Design flows were then estimated based on rainfall-runoff and empirical methods: the FEH Rainfall-Runoff method and the Revitalised FEH Rainfall-Runoff method (ReFH2). The results are shown in Table 2.

The estimated flows from the two methods are tabulated in Table 2. Current SEPA guidance for climate change suggests an allowance of 35% to account for an increase in rainfall intensity. Catchment design rainfall can be calculated on the FEH Web-service website. Rainfall depths provided for the 1 in 200-year event were scaled up by 35% to account for climate change and then input into the FEH Rainfall-

Runoff model. This approach is not possible within the ReFH2 software and so the return period equivalent to the 1 in 200-year + 35% uplift in rainfall intensity flow is calculated instead and used to calculate the flow. The equivalent return period was estimated to be 1220 years. ReFH2 does not permit return periods greater than 1 in 1000-years to be calculated. For this reason, a scaling factor was derived by calculating the percentage increase in rainfall depth between the 1 in 1000-year event and the 1 in 1220 year event. Flows were then upscaled using the scaling factor. This flow estimate is greater than merely multiplying the 1 in 200-year flow by 35%.

Table 2: Design Flows for the Barroway Burn

Estimation Method	1 in 200-year return period flow (m ³ /s)	1 in 200-year return period + 35% uplift in rainfall intensity flow (m ³ /s)
FEH Rainfall-Runoff ^a	15.80	23.66
ReFH2 ^b	7.12	10.50

a – Storm duration – 7.3 Hours

b – Storm duration – 5.5 Hours

The most conservative design flow was calculated by the FEH Rainfall-Runoff method. This flow was used to develop the mathematical model.

4.2 Estimation of Design Flows for the Auchtermuchty Burn

The flow estimates were repeated for the combined catchments of the Barroway Burn and the Auchtermuchty Burn, downstream of their confluence. Catchment descriptors were extracted from the FEH web-service for a catchment area of approximately 33.1km². Catchment descriptors are shown in Table 2.

Table 3: Catchment Descriptors for the Auchtermuchty Burn

Parameter	Values
EASTING (m)	324300
NORTHING (m)	711050
AREA (km²)	33.115
ALTBAR (m)	149
ASPBAR (°)	137
ASPVAR	0.38
BFIHOST	0.616
DPLBAR (km)	5.36
DPSBAR (m/km)	104.6
FARL	0.986
LDP	9.78
PROPWET	0.45
SAAR (mm)	836
SAAR4170 (mm)	896
SPRHOST	29.23
URBCONC1990	-999999
URBEXT1990	0

URBLOC1990	-999999
URBCONC2000	0.792
URBEXT2000	0.0064
URBLOC2000	0.217

Design flows were then estimated based on rainfall-runoff and empirical methods: the FEH Rainfall-Runoff method and the Revitalised FEH Rainfall-Runoff method (ReFH2). The results are shown in Table 4.

Table 4: Design Flows for the Auchtermuchty Burn

Estimation Method	1 in 200-year return period flow (m³/s)	1 in 200-year return period + 35% uplift in rainfall intensity flow (m³/s)
FEH Rainfall-Runoff	33.33	50.30
ReFH2	15.90	23.48

Considering the combined flow estimates in Table 4, the flow for the Auchtermuchty Burn is equal to those estimated above minus those estimated for the Barroway Burn. This gives a peak 1 in 200-year flow of approximately 17.53 m³/s. This equates to a 1 in 200-year plus climate change flow of 26.64 m³/s.

The final flows used in the model described in Section 5 are provided in Table 5 below.

Table 5: Design flows used in the Mathematical Model

Watercourse	1 in 200-year return period flow (m³/s)	1 in 200-year return period + 35% uplift in rainfall intensity flow (m³/s)
Barroway Burn	15.80	23.66
Auchtermuchty Burn	17.52	26.64

5 Mathematical Modelling

A 2D Flood Modeller model of the Barroway Burn and Auchtermuchty Burn was developed to determine the peak water levels and potential flooding extents.

A 2D model was considered appropriate for the following reasons:

- Initial model runs indicated that much of the overbank area surrounding the Barroway Burn is low-lying ground that is likely to flood at lower return period events. This is because the arch bridge under the B936 poses a restriction to flow at the confluence of the two watercourses. This means that the capacity of the river channel itself is less important than the overland flow pathways across the floodplain and 2D flow processes will dominate over the 1D channel processes when defining the floodplain.
- Modelling the channel within the 2D model only, based on LiDAR data will tend to underestimate the capacity of the channel, as LiDAR data is unable to penetrate water to any depth, so will not represent the full depth of the channel. As a result, the approach taken is conservative with less water passing with the channel than would be expected in a 1D/2D model.
- The current development proposals are for Planning in Principle. The purpose of the modelling is to define a floodplain for the development of a Masterplan. It is recommended that more detailed modelling is undertaken at the Detailed Planning stage.

5.1 2D Model Development

A 2D Flood Modeller model was developed to represent the Barroway Burn and Auchtermuchty Burn.

The model was developed using LiDAR DTM data as the base topographical data. This LiDAR data was compared to the topographical survey and noted to generally be within 0.1m of the surveyed levels. Given the spacing of points within the topographical survey the LiDAR was considered to provide a better representation of the overall topography of the site and surrounding areas.

This 2D model domain was developed using a 4m grid size, and a 0.055 roughness (Manning's n) value used throughout the model. The majority of the modelled reach is agricultural land suggesting a lower Manning's value could be suitable in winter months. However, a higher value accounts for some limited brush along the line of the watercourses. Inflow boundaries were added to represent the inflow locations of the two watercourses. The flows used are shown in Table 5 in Section 4. A downstream normal depth boundary was added approximately 1000m downstream of the site to allow flows to leave the model. A normal depth slope gradient of 1 in 100 was given, consistent with the local gradient. The substantial stone wall that surrounds Myres Castle was represented in the model using "Z" lines for represented topographical features. The active area was sized to accommodate all flows without having an artificial impact on overland flow pathways.

A 1D "floating culvert" model was added to the model to represent the arch culvert under the B936, based on dimensions measured in the field. This combined with the "Z" lines to represent the raised stone wall represent a flow restriction. The model was run with a 0.5 second timestep. Both the 1D and 2D models ran with a mass error of less than 4%. There were no instances of "no convergence".

5.2 Modelling Results

Figure 9 shows the results for the 1 in 200-year flood event. Figure 10 shows the 1 in 200-year plus climate change event.

The results show that flows are restricted by the arch culvert under the B936 and raised stone wall which causes flows to back up upstream. Flows spill out of the main channel very quickly and flood the riparian area along the Barroway Burn and Auchtermuchty Burn. Flood waters accumulate against the stone wall around the perimeter of the Myres Castle but cannot spill over the walls. Flows back up into the park along the line of the Auchtermuchty Burn and then spill over the B936 and through the business park. Soon after flows begin to back up into the agricultural land adjacent to the site, up to the boundary of the site in the 1 in 200-year event. At around this point flows exceed the level of the stone wall around Myres Castle and spill to the south through the castle grounds and away from the site.

Flooding occurs immediately adjacent to the southern site boundary in a 1 in 200-year event, reaching a water level of 44.64m AOD. For the 1 in 200-year plus climate change event there is a slightly greater flood area that encroaches slightly into the site, with water levels reaching a maximum of 44.75m AOD. This means that flood depths along the southern site boundary would reach a maximum flood depth of approximately 0.1m in a 1 in 200-year plus climate change event.

Figure 8 shows a cross-section through the site from north to south showing the level difference and the part of the site likely to be at risk of flooding in the 1 in 200-year flood event.

The model mass balance error is <1% up to and beyond the peak of the flood. The mass balance errors rises above 1% during the falling limb of the flood hydrograph due to model grid drying effects.

Figure 8: Cross-section through site and Barroway Burn showing 1 in 200-year water level

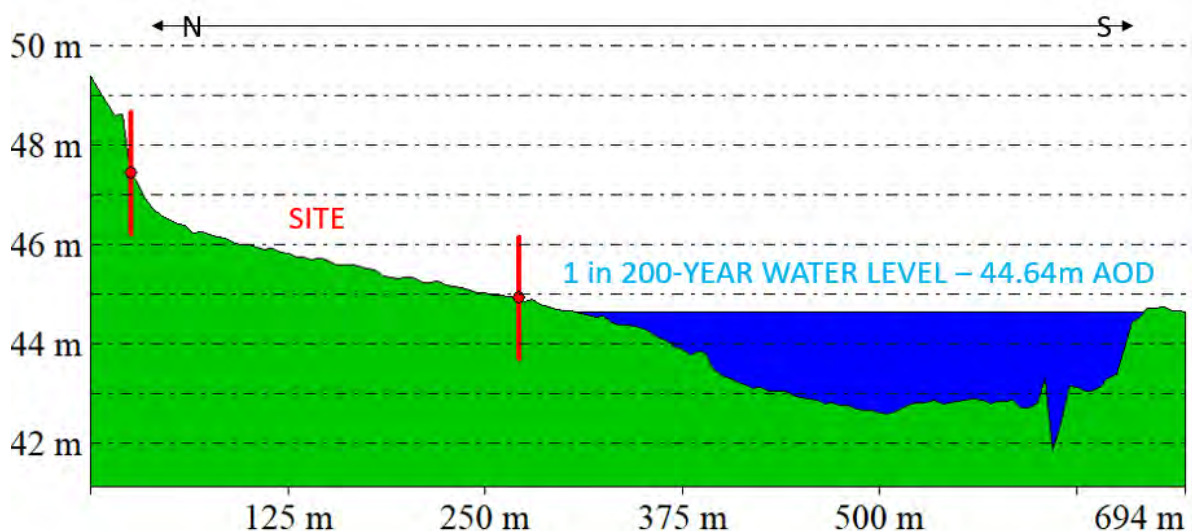
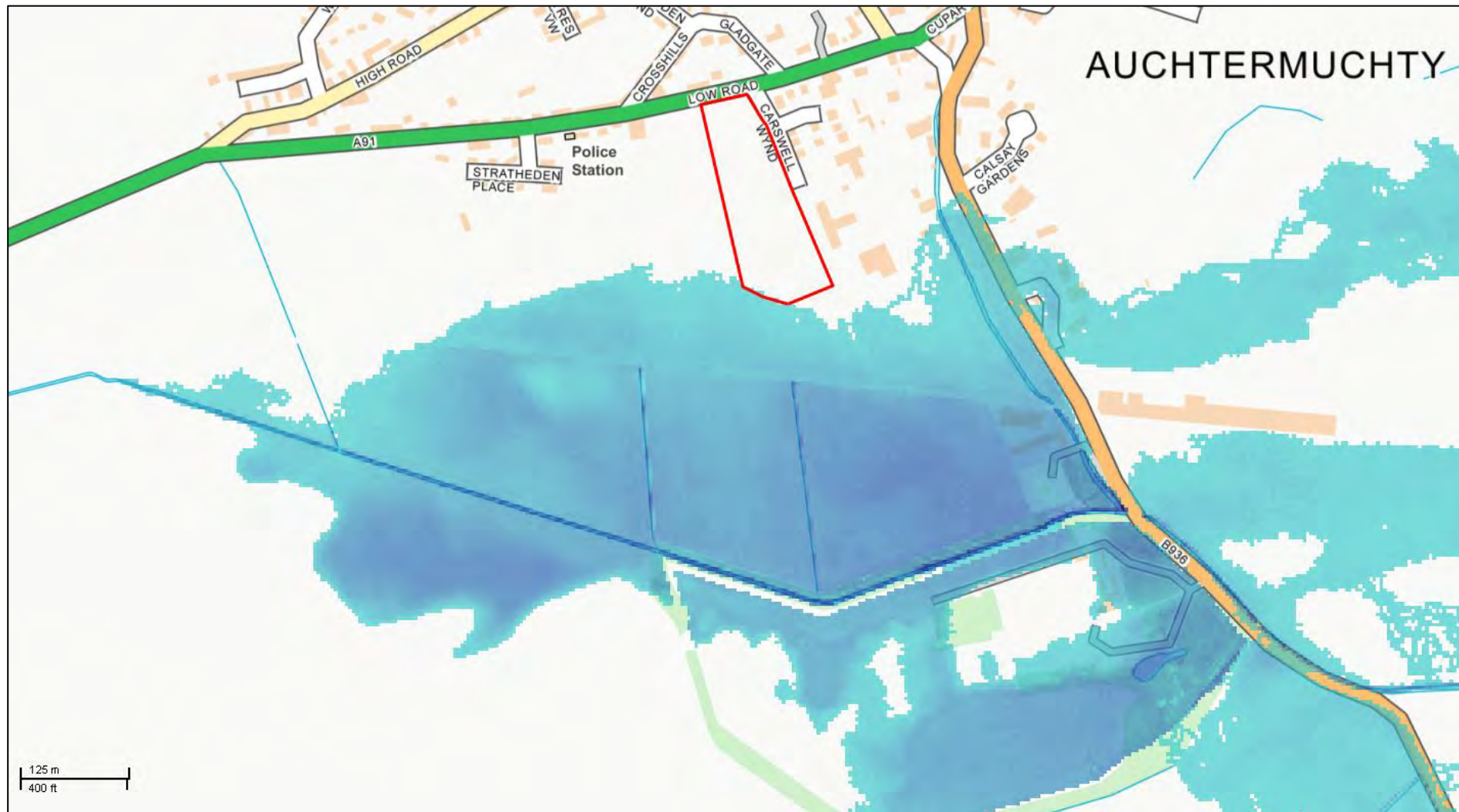
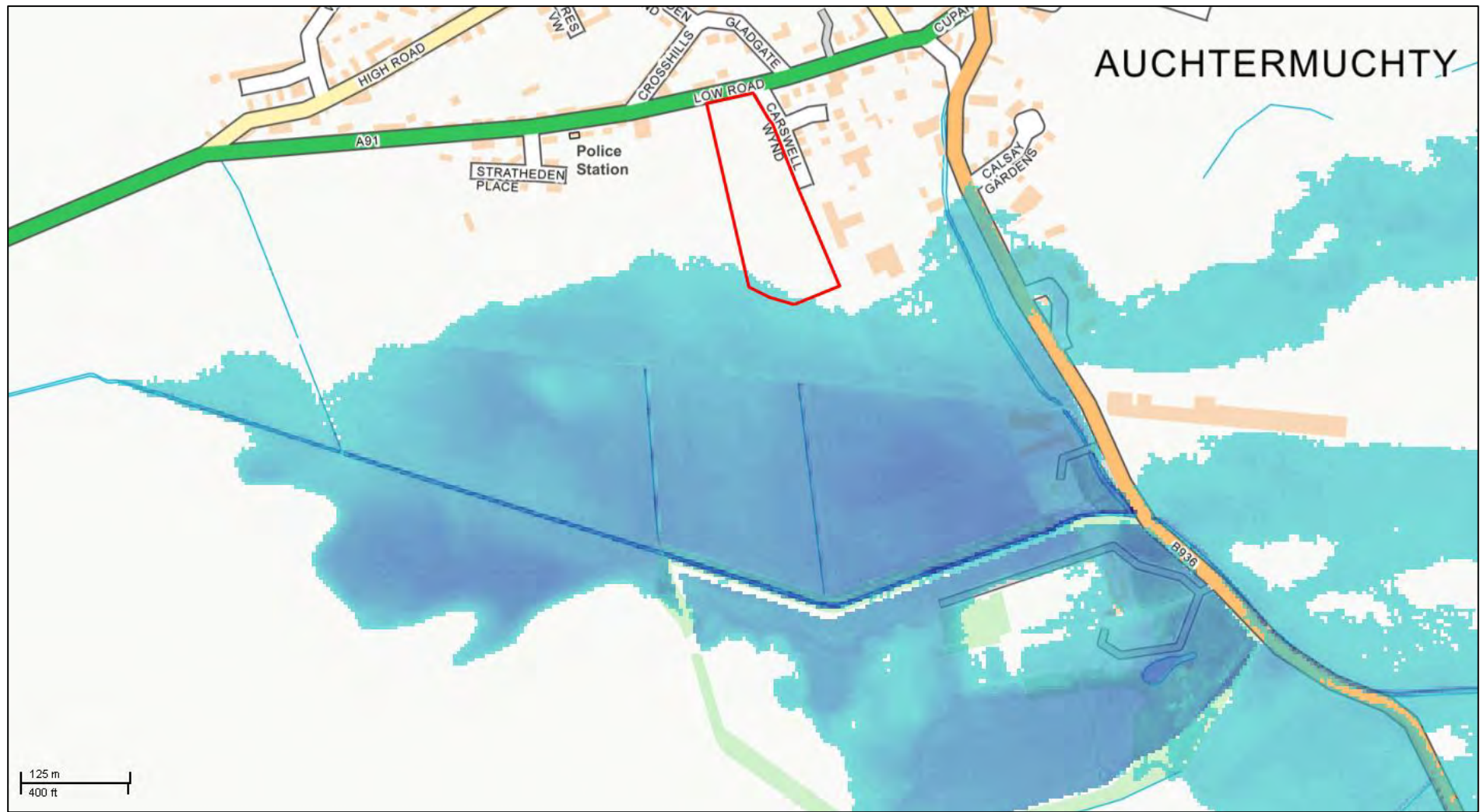


Figure 9: 1 in 200-year flood map



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Figure 10: 1 in 200-year + CC flood map



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5.3 Sensitivity Analysis

A model sensitivity analysis provides an illustration of the effect of changing key model parameters on the important model outputs (in this case flood levels, extents and depths). If model parameters are varied within the range of possible input values, then a sensitivity analysis can also provide an indication of uncertainty associated with the model predictions.

A sensitivity analysis was undertaken considering the following parameters;

- An increase in flow equivalent to making an additional 35% uplift allowance for rainfall intensity to represent future climate change;
- Manning's "n" values for the model were increased by 20% from design values
- Downstream boundary was reduced to a gradient of 1 in 1000;
- The arch culvert under the B936 was downsized by 50% to represent a 50% blockage of this structure.
- The arch culvert under the B936 was removed from the model to represent a model with a 100% blockage of this structure.
- A finer model grid resolution of 2m.

The results of this sensitivity analysis can be seen in Table 6 showing the maximum water levels at the site.

The results suggest that the biggest impact on water levels is the increase in flows by a 35% increase in rainfall intensity. Water levels adjacent to the site increase by approximately 0.1m compared to the base case 1 in 200-year scenario.

An increase in the roughness (Manning's n) results in increases of less than 0.02m at the site. Similar increases were noted in other locations. This would be anticipated as an increase in roughness values is considered likely to result in an increase in modelled water levels.

Decreasing the slope of the downstream boundary from the bed slope to 1:1000 resulted in minor changes at the downstream end of the model only and did not impact water levels within the site.

Blocking the arch culvert by 50% results in an increase in water levels within the site by 0.04m compared to the 1 in 200-year base case. In the event of a 100% blockage of this structure water levels within the site would rise by an additional 0.04m to 44.72m AOD.

The 1 in 200-year base case model was re-run using a finer, 2m grid resolution to determine if this would have an impact on the results. The resulting flood map was almost identical to that produced using the 4m grid, with minor differences of one grid cell in certain locations. Maximum water levels were predicted to be 0.01m lower. The suggestion is that running the model with a smaller grid has very little discernible impact on the model results.

The model sensitivity analysis clearly shows that the flood extent is not overly sensitive to model parameters or flows once the 1 in 200 year flood flow is reached. At this flow water is overflowing the channel and road downstream of the site and changes in culvert blockage or flow can be accommodated with small changes in flood levels due to the width of the overtopping flow pathway.

Table 6: Modelled maximum water level at site for each scenario

Modelled Scenario	Max. Water level at site (m AOD)
1 in 200	44.64
1 in 200 + CC	44.75
1 in 200 Mannings $n +20\%$	44.66
1 in 200 – Downstream Boundary 1 in 1000	44.64
1 in 200 – Arch Culvert 50% blocked	44.68
1 in 200 – Arch Culvert 100% blocked	44.72
1 in 200 – 2m Grid resolution	44.63

6 Flood Risk Assessment

The flood risk assessment considers the risk from:

- Watercourses;
- Drainage Channels;
- Surface water flooding;
- Groundwater flooding; and
- Infrastructure.

6.1 Watercourses

A 2D Flood Modeller model was developed to represent the Barroway Burn and Auchtermuchty Burn.

Based on SPP, land within the 1 in 200-year floodplain extent would not normally be suitable for most types of development, including residential and commercial. Therefore, we would recommend that development (including SuDS) is located outside of the 1 in 200-year flood extent.

The flood extents are provided in Figures 9 and 10 for the 1 in 200-year and 1 in 200-year plus climate change events. These show that the site lies outwith the floodplain, with flooding in a 1 in 200-year flood coming up to the edge of the site boundary. This means the site lies outside the 1 in 200-year flood extent and can be developed according to SPP.

Modelling was undertaken using a 2D flood model and sensitivity results indicated that once large areas to the south and east of the site are flooded that changes to model inputs produced limited changes to flood levels and the flood extent. Therefore, there is a high degree of confidence in the flood extent and the modelling approach used, where the flooding mechanisms are predominantly 2D.

We would also recommend that Finished Floor Levels of all development are set at least 600mm above the 1 in 200 year + climate change flood levels through the site. This level is the highest of all modelled sensitivity runs including the modelled blockage scenarios.

It is noted that flood levels at the site are controlled by the spill level of water onto the B936 to the east of the site. No changes should be made to this road without consideration being made to the impact on flood levels to the west of the road.

This assessment is in support of a Planning Application in Principle and shows that there should be no significant limits on the development as a result of flood risk from the nearby watercourses. However, the assessment is based on conservative 2D flood modelling and it is recommended that the flood levels are reviewed at the detailed planning stage with more detailed modelling. Based on sensitivity analysis presented in this report any changes to flood levels are unlikely to significantly impact the flood extent at the site.

6.2 Drainage Channels

There are two drainage channels that flow in a southerly direction to the south of the site. While both appear to act as local land drains there is the possibility that there are culverts or french drains within

the site that discharge into these drainage channels. Only standing water was identified during the site visit; there was no visible flow identified in the channels

Flood risk posed by the existing drainage channels is likely to be minimal, as they likely serve only to intercept local surface water and ground levels fall to the south away from the site. However, if culverts or french drains do exist within the site it will be necessary to either maintain these features (with appropriate stand-offs) or replace them with the site drainage or similar features, if it is shown that the culverts/drains connect to land outside the site boundary.

6.3 Surface Water Flooding

A Watershed Analysis was undertaken in GIS, based on the LiDAR data to assess potential overland flow routes. The results are shown in Figure 11 against the 1 in 200-year + CC floodplain.

- Surface water originating from the north is likely to flow towards the site and be intercepted by Low Road. Once flows exceed the capacity of the local drainage flows would spill over the kerb and spill into agricultural land to the west of the site. Flows continue to flow to the south away from the site.
- Surface water originating from the north-east and east at Carswell Wynd is likely to flow towards the site in a south-westerly direction entering the site once flows exceed the capacity of the local drainage system. Areas further to the south and east than Carswell Wynd are likely to shed surface water in a southerly direction away from the site.
- Surface water originating to the south of the site is likely to flow to the south towards the Barroway Burn, away from the site.
- Surface water originating to the west and north-west of the site is likely to flow in a southerly and south-easterly direction away from the site.

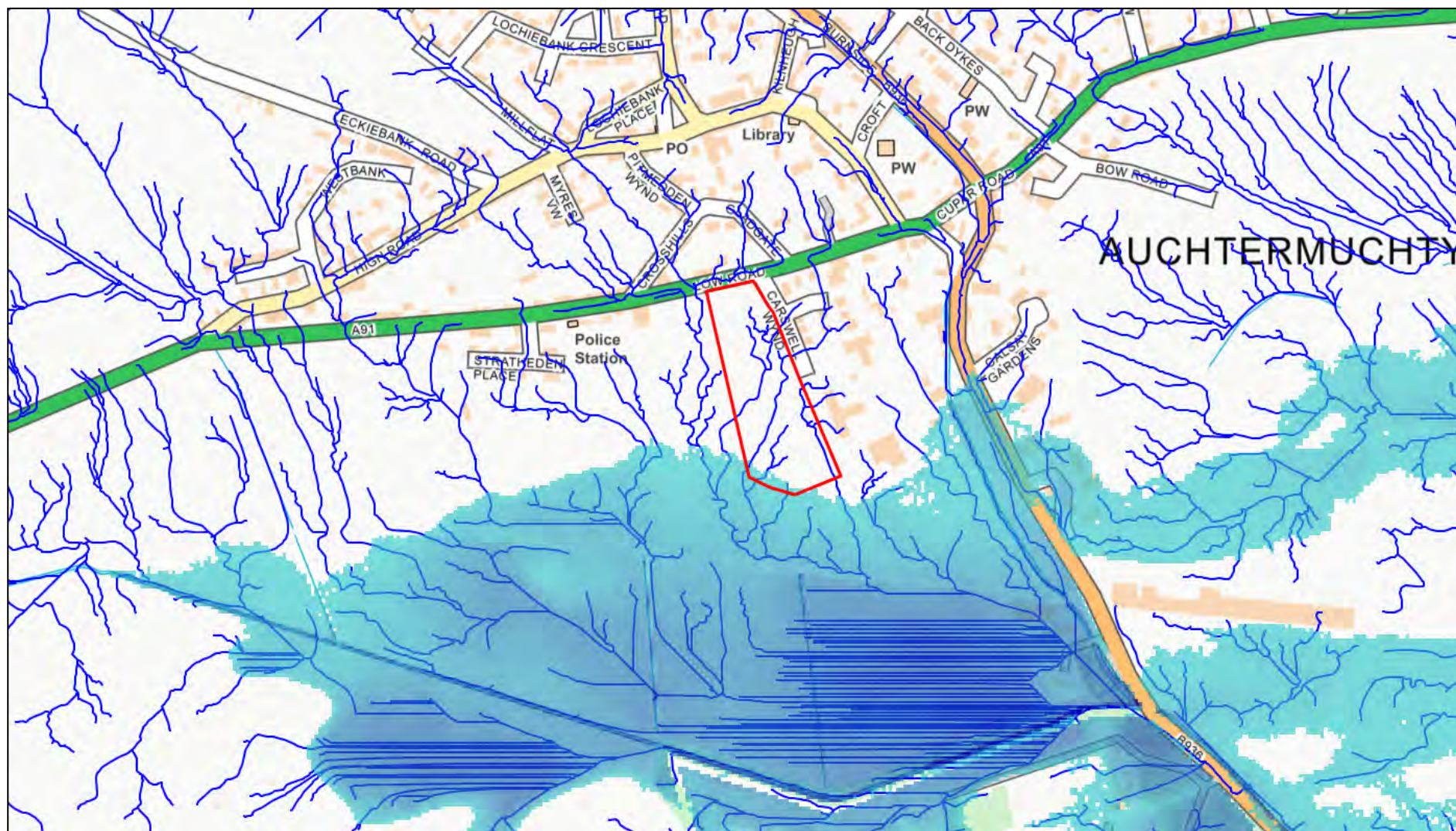
There is a single, main overland flow pathway that would enter the site from Carswell Wynd. This would need to be maintained as part of the proposed development.

Careful level design will need to be considered when design site access points from either Low Road or Carswell Wynd. If flood waters could enter the site by way of access points, the roads should be designed to either (i) take excess surface water into the site drainage system or (ii) allow surface water to be routed through the site (e.g., along roads) to the existing locations where they leave the site.

Careful level design will also need to be considered with respect to local ground levels, with levels designed to shed away from buildings. This is particularly important along the northern and eastern site boundaries as there is a level difference between the site and these areas.

The results suggest that the site is a “low” risk of surface water flooding so long as mitigation measures described above are put in place.

Figure 11: Overland flow pathways against the 1 in 200-year + CC floodplain



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6.4 Groundwater Flooding

The SEPA ground water flood maps suggest that the site lies outside of land potentially at risk of flooding. Groundwater flooding is not common as a primary source of flooding in Scotland.

However, parts of Auchtermuchty and the Howe of Fife are known for a high water table. Flood risk posed by groundwater should be investigated during site investigations. If locally raised groundwater levels are identified during site investigations, suitable mitigation measures would need to be employed in terms of foundation design and choice of SuDS.

6.5 Drainage System and Existing Sewers

The design of the site drainage system is not part of this commission. As the site is currently undeveloped, development has the potential to increase runoff rates from the site. It is recommended that runoff from the site is attenuated to greenfield rates to be agreed with the Local Authority and discharged to the either drainage channels to the south of the site that ultimately discharge into the Barroway Burn or the Barroway Burn. If it is discharged to the channels, we would recommend that the capacity of these channels is assessed to show that they will be able to pass the discharges from the site and any other inputs to the channels. Surface water must be discharged to the same location as it discharges currently, otherwise additional attenuation may be required.

Discussion should also be held with the Local Authority, SEPA and Scottish Water to discuss appropriate requirements for SuDS. Designs should also be undertaken that are consistent with Fife Council guidance, which requires storm water up to the 1 in 200 year + climate change level to be stored on site with no flood risk to properties.

SEPA have recently release their most up-to-date estimates for climate change. These indicate a potential increase in rainfall intensity by 35% in this area. This creates a potential discrepancy between climate change allowances required by Scottish Water and Fife Council for the drainage design, which may be a smaller percentage. Therefore, overland flow pathways for flows in excess of the capacity of the proposed drainage system are likely to become more important and consideration should be given to how flows are routed the site.

The surrounding area is likely to be served by the Scottish Water sewer network. The risk of flooding from these sewers has not been modelled in this study. But overland flow pathways from flows surcharging from sewers would be expected to be the same as those detailed for the surface water runoff (See Section 6.3). Recommendations made in Section 6.3 should serve to mitigate against the flood risk, such as maintaining overland flow pathways within the site and designing the site to intercept surface water originating from outwith the site.

Within the site ground levels and overland flow pathways should be designed to convey any excess flows (in the event of rainfall in excess of design conditions or blockage to the drainage system) through the site to the Barroway Burn without ponding or flooding properties. As with all drainage systems, a maintenance regime should be put in place to ensure all components of the drainage system function as designed.

6.6 Safe Access

Safe pedestrian access and egress should be provided to the site during extreme flood events. SEPA and the emergency services generally recommend that “dry” access is provided wherever possible.

Careful level design will need to be considered when design site access points from either Low Road or Carswell Wynd. If flood waters could enter the site by way of access points, the roads should be designed to either (i) take excess surface water into the site drainage system or (ii) allow surface water to be routed through the site (e.g., along roads) to the existing locations where they leave the site.

Flooding from the Barroway and Auchtermuchty Burns does not have an impact on the Low Road or Carswell Wynd, according to the model results.

The above suggests that “flood free” access should be possible so long as the access road to the site is designed carefully in line with recommendations.

7 Flood Risk Summary and Conclusions

This report describes a flood risk assessment for a proposed development at Auchtermuchty in Fife.

A 2D Flood Modeller model was developed to represent the Barroway Burn and Auchtermuchty Burn.

Based on SPP, land within the 1 in 200-year floodplain extent would not normally be suitable for most types of development, including residential and commercial. The flood extents show that the site lies outwith the floodplain, with flooding in a 1 in 200-year flood coming up to the edge of the site boundary. This means the site lies outside the 1 in 200-year flood extent and can be developed according to SPP.

We would also recommend that Finished Floor Levels of all development are set at least 600mm above the 1 in 200 year + climate change flood levels through the site. This level is the highest of all modelled sensitivity runs including the modelled blockage scenarios.

This assessment is in support of a Planning Application in Principle and shows that there should be no significant limits on the development as a result of flood risk from the nearby watercourses. However, the assessment is based on conservative 2D flood modelling and it is recommended that the flood levels are reviewed at the detailed planning stage with more detailed modelling. Based on sensitivity analysis presented in this report any changes to flood levels are unlikely to significantly impact the flood extent at the site.

Flood risk posed by the existing drainage channels is likely to be minimal, as they likely serve only to intercept local surface water. However, if culverts or french drains do exist within the site it will be necessary to either maintain these features (with appropriate stand-offs) or replace them with the site drainage or similar features, if it is shown that the culverts/drains connect to land outside the site boundary.

There is a single, main overland flow pathway that would enter the site from Carswell Wynd. This would need to be maintained as part of the proposed development.

Careful level design will also need to be considered with respect to local ground levels, with levels designed to shed away from buildings. This is particularly important along the northern and eastern site boundaries as there is a level difference between the site and these areas.

Flood risk from groundwater flooding, drainage systems and existing sewers are detailed in Sections 6.5 and 6.6, respectively.

Careful level design will need to be considered when design site access points from either Low Road or Carswell Wynd. If flood waters could enter the site by way of access points, the roads should be designed to either (i) take excess surface water into the site drainage system or (ii) allow surface water to be routed through the site (e.g., along roads) to the existing locations where they leave the site. Dry, safe access to the site should be possible so long as levels and the drainage system are designed in line with recommendations.

As with any design, maintenance is an important requirement for an effective drainage system. Regular maintenance programs need to be implemented for all components of the drainage system.

It should be noted that risk of flooding can be reduced but not totally eliminated, given the potential for events exceeding design conditions and the inherent uncertainty associated with estimating hydrological parameters for any given site.

Proposal Details

Proposal Name	100512632
Proposal Description	This appeal is submitted Gladman Developments Ltd. (Gladman) in support of their application for Planning Permission in Principle (PPiP) (ref. 19/03631/PPP) for 30 affordable homes on land at Low Road/ Carswell Wynd, Auchtermuchty
Address	
Local Authority	Fife Council
Application Online Reference	100512632-001

Application Status

Form	complete
Main Details	complete
Checklist	complete
Declaration	complete
Supporting Documentation	complete
Email Notification	complete

Attachment Details

Notice of Review	System	A4
AD2 Appeal Statement	Attached	A4
AD 3 List of documents	Attached	A4
OS 1 - Planning Form and Notices	Attached	A4
OS 2 - Application Cover Letter	Attached	A4
OS 3 - Site Location Plan	Attached	A3
OS 4 - Framework 49 units	Attached	A0
OS 5 - Planning Statement	Attached	A4
OS 6 - Framework 30 units	Attached	A1
OS 7 - Design Statement inc Low Carbon Checklist part 1	Attached	A4
OS 7 - Design Statement inc Low Carbon Checklist part 2	Attached	A4
OS 8 - Noise Assessment	Attached	A4
OS 9-1 - LVIA part 1	Attached	A4
OS 9-2 - LVIA part 2	Attached	A4
OS 9-3 - LVIA part 3	Attached	A4
OS 10 - PEA	Attached	A4
OS 11 - Transport Statement	Attached	A4
OS 12-1 - Phase 1 SI part 1	Attached	A4
OS 12-2 - Phase 1 SI part 2	Attached	A4
OS 12-3 - Phase 1 SI part 3	Attached	A4

OS 12-4 - Phase 1 SI part 4	Attached	A4
OS 12-5 - Phase 1 SI part 5	Attached	A4
OS 13-1 - Drainage Assessment part 1	Attached	A4
OS 13-2 - Drainage Assessment part 2	Attached	A4
AS 1-1 - Landscape Note	Attached	A4
AS 1-2 - Site Photographs Winter Views	Attached	A1
AS 1-3 - Massing Model Illustrative Views	Attached	A3
AD 1 - Appeal Form	Attached	A4
Notice_of_Review-2.pdf	Attached	A0
Application_Summary.pdf	Attached	A0
Notice of Review-001.xml	Attached	A0

Agenda Item 4(2)

**Land to west of Carswell Wynd, Auchtermuchty,
Fife**

Application No. 19/03631/PPP

Planning Decision Notice

Report of Handling

Gladman Developments Ltd Kingdom Housing
Association Camp
Gladman Scotland
2 Eliburn Office Park
Livingston
UK
EH54 6GR

Planning Services

Scott Simpson
03451 55 11 22
development.central@fife.gov.uk

Your Ref:
Our Ref: 19/03631/PPP

Date 19th October 2021

Dear Sir/Madam

Application No: 19/03631/PPP
Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works
Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Please find enclosed a copy of Fife Council's decision notice indicating refusal of your application. Reasons for this decision are given, and the accompanying notes explain how to begin the appeal procedure should you wish to follow that course.

Should you require clarification of any matters in connection with this decision please get in touch with me.

Yours faithfully,

Scott Simpson, Planner, Development Management

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DECISION NOTICE PLANNING PERMISSION IN PRINCIPLE

Fife Council, in exercise of its powers under the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006 **REFUSES PLANNING PERMISSION IN PRINCIPLE** for the particulars specified below

Application No: 19/03631/PPP
Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works
Address: Land To West Of Carswell Wynd Auchtermuchty Fife

The plans and any other submissions which form part of this Decision notice are as shown as 'Refused' for application reference 19/03631/PPP on Fife Council's Planning Applications Online

REFUSE FOR THE FOLLOWING REASON(S):

1. In the interest of safeguarding the countryside from unjustified sporadic residential development; the need for new dwellinghouses at this location is not considered to be justified as there are other alternative allocated sites available within the Auchtermuchty settlement boundary which could be developed for affordable housing and although the proposal could help address a small shortfall of 49 houses, the development would have adverse impacts, such as a detrimental landscape impact and loss of prime agricultural land, which would outweigh this benefit. The proposal is, therefore, contrary to Policies 1, 2, 7 and 8 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).
2. In the interest of safeguarding the local landscape character of the area; the application site is located on an open area of prime agricultural land which is significantly important in terms of its contribution to the landscape character and distinctiveness of the Auchtermuchty Settlement. This site provides a strong visual connection between the urban environment and the countryside/Lomond Hills which forms a strong and contributing factor to this distinctiveness and landscape character. The proposal would not complement the local landscape features and would cause significant harm to the rural and open sense of identity of this part of the town and would, therefore, have a detrimental landscape impact on the distinctiveness and landscape character of this area. The proposal is, therefore, contrary to Policies 1, 7 and 13 of the Adopted FIFEplan (2017), Making Fifes Places Supplementary Guidance (2018), Scottish Planning Policy (2014) and TAYplan (2017).
3. In the interests of safeguarding prime agricultural land; the proposal would result in the irreversible unjustified loss of approximately 1.9 hectares of Prime Agricultural Land (Class 2 and 3.1). The proposal would, therefore, be contrary to Policies 1 and 7 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).

Dated: 19th October 2021

Declan Semple
For Head of Planning Services

4. In the interests of road safety; the junction spacing between the access onto Low Road and Carswell Wynd would not comply with Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018). This guidance states that junction spacing on a traffic distributor road such as Low Road should be 100 metres, whilst, this application can only provide a maximum junction spacing of approximately 40 metres which would increase the probability of an accident occurring at this location all to the detriment of road safety. The proposed access onto Low Road would also sterilise on-street parking on the north side of the A91, opposite the junction which is currently used by adjacent householders which would be detrimental to the convenience of existing road users and adjacent residents. The proposal would, therefore, have an unacceptable impact on the surrounding area in terms of road safety. The proposal would, therefore, be contrary to Policies 1 and 3 of the Adopted FIFEplan (2017) and Making Fife's Places Supplementary Guidance (2018).

PLANS

The plan(s) and other submissions which form part of this decision are: -

Reference	Plan Description
01	Location Plan
02	Site Plan
03	Design and/or Access Statement
04	Planning Statement
05	Landscape and visual assessment
06	Report
07	Transportation Statement
08	Noise Report
09	Drainage Assessment
10	Flood Risk Assessment
11	Ecological Statement
12	Flood Calculations
13	Flood Calculations
14	Additional Information
15	Drainage Plan
16	Drainage Plan
17	SUDs and Flood Risk Assessment Certs
18	SUDs and Flood Risk Assessment Certs
19	SUDs and Flood Risk Assessment Certs
20	Additional Information
21	Additional Information
22	Drainage Assessment
23A	Report
24	Site Plan
25	Landscape and visual assessment
26	Figures and Photomontage
27	Figures and Photomontage
28	Additional Information

Dated:19th October 2021

Declan Semple
For Head of Planning Services
Fife Council

IMPORTANT NOTES ABOUT THIS DECISION

LOCAL REVIEW

If you are not satisfied with this decision by the Council you may request a review of the decision by the Council's Local Review Body. The local review should be made in accordance with section 43A of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc (Scotland) Act 2006 by notice sent within three months of the date specified on this notice. Please note that this date cannot be extended. The appropriate forms can be found following the links at www.fifedirect.org.uk/planning. Completed forms should be sent to:

Fife Council, Committee Services, Corporate Services Directorate

Fife House

North Street

Glenrothes, Fife

KY7 5LT

or emailed to local.review@fife.gov.uk

LAND NOT CAPABLE OF BENEFICIAL USE

If permission to develop land is refused or granted subject to conditions, whether by the Planning Authority or by the Scottish Minister, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he/she may serve on the Planning Authority a purchase notice requiring the purchase of his/her interest in the land in accordance with Part V Town and Country Planning (Scotland) Act, 1997.

REPORT OF HANDLING
APPLICATION DETAILS

ADDRESS	Land To West Of, Carswell Wynd, Auchtermuchty		
PROPOSAL	Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works		
DATE VALID	14/01/2020	PUBLICITY EXPIRY DATE	13/02/2020
CASE OFFICER	Scott Simpson	SITE VISIT	17/01/2020
WARD	Howe Of Fife And Tay Coast	REPORT DATE	15/10/2021

SUMMARY RECOMMENDATION

The application is recommended for:

Refusal

ASSESSMENT

Under Section 25 of the Town and Country Planning (Scotland) Act 1997, the determination of the application is to be made in accordance with the Development Plan unless material considerations indicate otherwise.

1.0 BACKGROUND
1.1 Site Description

1.1.1 The application site measures approximately 1.9 hectares and comprises of an existing agricultural field which is located between Low Road (A91 Distributor Road) to the north and Carswell Wynd to the east. The site is located outwith any settlement boundary and adjacent to the Auchtermuchty Settlement Boundary as designated within the Adopted FIFEplan (2017). The site is surrounded by an agricultural field to the south and west with residential dwellings to the east, north and to the west beyond the agricultural field. A health centre, Strathview

Residential care home and an employment site are also located to the east of the site on Carswell Wynd. The site is bound by an approximately 1.5 metre high stone wall on the north boundary and an approximately 1.2 metre high metal post fence on the east boundary. The majority of Auchtermuchty is located to the north of Low Road and grouped around the B936 road to Newburgh following the course of a small burn which runs through the centre of the village. The site is classed as prime agricultural land (Classes 2 and 3.1) as per the James Hutton Institute Soil Survey of Scotland. The site also lies within the Howe of Fife Archaeological Area of Regional Importance. The area allows for clear uninterrupted view towards the Lomond Hills.

1.2 Proposal

1.2.1 The proposal seeks planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works. The original submission indicated the proposal was for 49 residential units, however, this has been lowered to 30 units during the course of this application. An indicative layout has been submitted which shows an outline of 30 dwellings on the site with an open space and SUDS basin to the south of the site. The indicative layout shows that building would be set back approximately 25 metres from Low Road with an open space area located on the northern area of the site. Two accesses into the site are shown with one from Low Road to the north and one from Carswell Wynd to the east. The open space and SUDS detention basing to the south measure approximately 5498 square metres, whilst, the open space area to the north measures approximately 699 square metres.

1.3 Planning History

1.3.1 There is no recent relevant planning history for the application site.

1.4 Procedural Issues

1.4.1 The proposed development comprises development on a site area less than 2 hectares and is for less than 50 dwellinghouses and is, therefore, classed as a Local Development under The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009.

1.4.2 The case officer physically visited the application site on 28th June 2021 and the application was advertised by this Planning Authority in the Courier newspaper on 23rd January 2020.

1.4.3 An EIA screening opinion (19/03214/SCR) for proposed residential development of up to 49 affordable units, access, open space, landscaping and associated works was adopted on 25th November 2019. This screening opinion related to the application site plus the agricultural field on the western side of the application site. Fife Council as Planning Authority adopted the opinion that an EIA would not be required for the proposal.

2.0 ASSESSMENT

2.1 The issues to be assessed against the Development Plan and other guidance are as follows:

- Principle of Development including Housing Shortfall
- Design, Scale and Finishes
- Landscape and Visual Impact
- Loss of Prime Agricultural Land

- Natural Heritage
- Residential Amenity
- Garden Ground
- Road Safety
- Water/Drainage/Flood Risk
- Contaminated Land/Air Quality
- Waste Management
- Low Carbon
- Archaeological Impact
- Infrastructure and Planning Obligations
- Education
- Green Infrastructure and Open Space
- Affordable Housing

2.2 Principle of Development including Housing Shortfall

2.2.1 The Scottish Planning Policy (SPP) (2014) promotes the use of the plan-led system to provide a practical framework for decision making on planning applications thus reinforcing the provisions of Section 25 of the Act.

2.2.2 Policy 1, Part A, of the Adopted FIFEplan (2017) stipulates that the principle of development will be supported if it is either (a) within a defined settlement boundary and compliant with the policies for this location; or (b) is in a location where the proposed use is supported by the Local Development Plan. Policy 1, Part B advises that development proposals must address their development impact by complying with the following relevant criteria and supporting policies including in the case of proposals in the countryside or green belt, be a use appropriate for these locations as per Policies 7 (Development in the Countryside) and 8 (Houses in the Countryside). Policy 7 advises that development in the countryside will only be supported where it is for housing in line with Policy 8.

2.2.3 Policy 8 states that development for housing in the countryside will only be supported where:

6. It is for small-scale affordable housing adjacent to a settlement boundary and is required to address a shortfall in local provision, all consistent with Policy 2 (Homes);

7. A shortfall in the 5 year effective housing land supply is shown to exist and the proposal meets the terms of Policy 2 (Homes);

2.2.5 A planning statement has been submitted which advises that this application responds to the requirement to deliver affordable housing within the area and seeks to demonstrate how a high-quality residential development can be delivered in this sustainable location within the five-year period. The development will be delivered by Kingdom Housing Association and Champion Homes. The statement further advises that the submission demonstrates the suitability of this site under the relevant policy criteria to provide a high quality, sustainable residential development, deliverable within the short-term for much needed local affordable homes in a well-designed format, sensitive to the village surroundings. This proposal represents an opportunity to deliver a well-designed development of affordable units to the village, appropriate to its surroundings, of benefit to the local community, contributing to the affordable housing need for the area and deliverable in the short term (five years).

2.2.6 The agent states that the proposal would be acceptable at this location as it would comply with Policy 8, Criterion 7 of the FIFEplan as they consider it is for small-scale affordable housing adjacent to a settlement boundary and is required to address a shortfall in local provision, all consistent with Policy 2 (Homes). They also consider that the development would have no adverse impacts which would outweigh the benefits of addressing any shortfall when assessed against the wider policies of the plan, infrastructure constraints can be addressed, and the development would complement and not undermine the strategy of the plan.

2.2.7 Policy 2 of the FIFEplan states that housing developments will be supported to meet strategic housing land requirements and provide a continuous 5-year effective housing land supply on sites allocated for housing in the Plan or on other sites provided the proposal is compliant with the policies for the location. The FIFEplan also states that where a shortfall in the 5 year effective housing land supply is shown to exist within the relevant Housing Market Area, housing proposals within this Housing Market Area will be supported subject to satisfying each of the following criteria:

1. the development is capable of delivering completions in the next 5 years;
2. the development would not have adverse impacts which would outweigh the benefits of addressing any shortfall when assessed against the wider policies of the plan;
3. the development would complement and not undermine the strategy of the plan; and
4. infrastructure constraints can be addressed.

2.2.8. Consideration must also be given to SPP and TAYPlan (2017). Policies 123-125 of the SPP (Maintaining a 5-year Effective land supply) state in this regard that policies 32-35 of the SPP may become relevant. These policies set out that where there is a shortfall in the 5-year effective housing land supply, development which contributes towards sustainable development will be a significant material consideration. The recent Case Law of *Gladman v Scottish Ministers* (2020) sets out that there is a tilted balance towards approving applications which address a shortfall in the 5-year effective housing land supply and contribute towards sustainable development and these should be approved unless the development would cause significant impacts which would outweigh this tilted balance.

2.2.9 Twenty-three letters of objection have been received and they raise concerns that the proposal would be contrary to TAYplan, FIFEplan and Making Fife's Places. They also consider that the site was expressly ruled out by the Scottish Government for development when proposed for allocation. They further consider that there should be no development on greenbelt until allocated sites have been built on, there is no local or unmet demand for affordable housing, the site is not small scale and the allocated sites within Auchtermuchty should be developed before this site. It should be noted that the site is not allocated as Green Belt within the FIFEplan, however, it is located on prime agricultural land within the countryside. They also advise that 49 Houses is too many and the limit is for 30 houses as per Policy 2 of the FIFEplan. These concerns are noted, and the principle of development is fully considered below.

2.2.10 There must be a housing shortfall in the Housing Market Area for the proposal to comply with the terms of Policy 2 of the FIFEplan, as the site is not allocated for housing and would be located in the countryside and outwith any settlement boundary. To monitor the maintenance of a five-year supply of housing land, Fife Council publishes an annual audit of housing land supply. The latest Housing Land Audit 2020 (HLA20) sets out a schedule of all effective housing sites expected to deliver new homes in the next seven years. It also sets out a position statement in relation to each HMA in Fife which measures the existing land supply against the five year housing supply target set by the two Strategic Development Plans. The site is located

within the Cupar and North West Fife Housing Market Area (Cupar HMA) and Fife Council's Housing Land Audit 2020 (August 2021) advises that there is a small housing shortfall (-49) in the 5-year effective housing land supply in the Cupar HMA. It is therefore accepted that the proposed development lies within an area where a small shortfall in the 5-year effective housing land supply exists.

2.2.11 The agent has advised that the development would be capable of delivering completions within the next 5 years and has set out a phasing plan for the development to demonstrate this. It is, therefore, accepted that the development could deliver completions with the next 5 years. The proposal must also comply with the other relevant criteria contained within Policy 2 and these matters are assessed below.

2.2.12 Policy 2 further states that the development of sites adjacent to settlement boundaries, excluding green belt areas, solely for the provision of small-scale affordable housing, may be supported where there is established and unmet local need and if no alternative site is available within a settlement boundary. In such instances, priority will be given to the redevelopment of brownfield sites. The scale of such adjacent development will reflect the character of the settlement - a maximum of 20 units for settlements with fewer than 200 households; a maximum of 30 units for settlements of between 200 and 1,000 households; and a maximum of 49 units for settlements of greater than 1,000 households.

2.2.13 Fife Councils Affordable Housing team (AH) advise that there is a high need for affordable housing in the Auchtermuchty settlement which can be demonstrated by considering data extracted from the Fife Housing Register (14/09/21). This states that in September 2021, there were 117 applicants who specified Auchtermuchty as an area of choice. There are 211 affordable properties (183 Fife Council and 28 Kingdom Housing Association) in Auchtermuchty and only 5 properties were re-let by Fife Council in the previous year. The combined Housing Need and Demand Assessments 2018-30 indicate a need for 46 affordable homes per annum in the Cupar and North West Fife Housing Market Area (HMA). This equates to a 5-year housing need of 230 affordable homes. (Source: TAYplan HNDA (2014) and SESplan HNDA (2015)). The 2021-22 to 2025-26 Strategic Housing Investment Plan (SHIP) details the potential to deliver 285 homes within this Housing Market Area. This is in excess of the 5-year need identified above, however it should be noted that the SHIP Projects table has an overprovision of 27% to take account of sites that either do not progress or that are developed outwith the SHIP timescale. AH advise that the proposed site has been included within the SHIP and demonstrates the potential of the SHIP to meet the affordable housing needs within the HMA. (Source: SHIP 21/22-25/26).

2.2.14 The HLA20 figures and the response from Fife Council's Affordable Housing team demonstrates that there is a small housing shortfall (-49) in the 5-year effective housing land supply within the Cupar HMA and there is, more specifically, an established and unmet local need for affordable housing within the Auchtermuchty Settlement Boundary. The proposal has also been amended to reduce the number of units originally proposed from 49 to 30 units which would allow the scale of the proposed development to reflect the settlement of Auchtermuchty which has between 200 and 1000 households as per the FIFEplan.

2.2.15 Policy 2 requires that there must be no alternative site located within the adjacent settlement boundary which could accommodate affordable housing. There are two allocated sites (AUC 001 and AUC 002) located within the Auchtermuchty settlement boundary which have a capacity for 18 and 30 homes respectively and the agent has advised that AUC 001 is within the control of the applicant and proposals are being progressed for this site. They also

advise that pre-application discussions with Fife Council have taken place regarding this proposal and this site would be developed for open market housing in line with the FIFEplan allocation. The agent further advises that it is their understanding that AUC 002 is within the control of another party and may be progressed during 2021. They also advise that this site is being progressed by the landowner following lapse of an agreement with a housebuilder and that it is commercially unavailable to the applicants as they have other commitments within the village, whilst, the site has experienced high levels of opposition from locals due to access constraints. They conclude that neither allocated site forms part of the SHIP programming and the fact that neither site has been developed for housing further exacerbates the overall delivery of affordable units in the area.

2.2.16 The agent has advised that the allocated site (AUC 001) adjacent to the application site is being brought forward for open market housing by the applicant. The applicant, therefore, has control over this site, however, no evidence has been provided to sufficiently demonstrate why this allocated site could not be developed for affordable housing. The other allocated site (AUC 002) is non-effective within the HLA20 due to access constraints, however, an application for planning permission in principle (21/02110/PPP) is currently pending consideration for a residential development on this site. Fife Council's Transportation Development Management team have provided a consultation response for this application which advises that they have no objections to this proposal, subject to conditions relating to road safety matters, however, this application is still under consideration by this Planning Authority. It is noted that the applicant does not own this land and the agent advises that the site is being progressed by the landowner following lapse of an agreement with a housebuilder. This, however, demonstrates that there is landowner willingness to enter into an agreement with a third party to develop the site. No robust evidence has also been submitted to show why this allocated site could not be brought forward for affordable housing when it would appear that there is landowner willingness to enter into an agreement with a third party to develop the land.

2.2.17 Based on the above, insufficient evidence has been submitted to demonstrate why these allocated sites could not be developed for affordable housing. There are, therefore, alternative sites available within the Auchtermuchty Settlement boundary which should be developed before this area of prime agricultural land and the justification from the agent with regards to the lack of alternative sites is not accepted. The proposal would, therefore, be contrary to Policies 1 and 2 of FIFEplan and development of this site, if permitted, could undermine the delivery of these allocated sites and further undermine the development strategy of the Development Plan. The proposal would, therefore, not be acceptable in principle and would not comply with the Development Plan in this respect.

2.2.18 The matter relating to whether the proposal would have adverse impacts which would outweigh the benefits of addressing any shortfall when assessed against the wider policies of the plan and whether infrastructure constraints can be addressed is further considered in the forthcoming paragraphs of this report. The principle of the proposal would, therefore, not comply with Policies 1, 2, 7 and 8 of the Adopted FIFEplan (2017) or with Making Fife's Places Supplementary Guidance (2018) as there are significant adverse impacts which would outweigh the proposal's contribution to the small housing shortfall of 49 units and there are other alternative site available within the settlement boundary which could accommodate this proposal.

2.3 Design, Scale and Finishes

2.3.1 Policies 1 and 10 of the Adopted FIFE plan advises that development will only be supported if it does not have a significant detrimental visual impact on the surrounding area.

2.3.2 Making Fife's Places Supplementary Guidance (2018) sets out the expectation for developments with regards to design. These documents encourage a design-led approach to development proposals through placing the focus on achieving high quality design. These documents also illustrate how development proposals can be evaluated to ensure compliance with the six qualities of successful places.

2.3.3 The objections consider that the final design of the units is undisclosed, however, believe that they will be out of character with the surrounding area. They also state that the density of development is unacceptable.

2.3.4 The agent has submitted a design and access statement (DA) which sets out a thorough analysis of the site, and its wider context. It offers a clear assessment of contextual design and layout characteristics with which to base future detailed design, applying key principles to an indicative layout. The DA concludes that this site provides the opportunity for a high-quality affordable homes development that responds sensitively to its edge of settlement location in terms of carefully considered built form, density and scale of development. The DA also advises that key to this is the reflection of local settlement character throughout the development. This includes features such as frontage terminating street views, shared spaces creating a varying streetscape and the inclusion of a mix of frontages and gables. Furthermore, through zoning of building densities, existing views have been maintained.

2.3.5 The submitted indicative layout shows a development of 30 residential dwellings with open space areas to the north and south of the application site. The indicative layout provides an overview of the uses proposed and sets out design principles for future development on the application site in relation to the location of the proposed uses; vehicular and pedestrian accesses; connectivity and landscaping. Given that this is an application for planning permission in principle, only an indicative site layout has been submitted. It is possible to assess the proposed design principles and indicative layout of the proposal against the six qualities of successful places, however, it should be noted that detailed design matters would be fully assessed under any future applications for approval of matters specified in conditions.

2.3.6 The proposed site layout, through the provision of pedestrian and access routes through the site which connect to Low Road to the north and to Carswell Wynd to the east would have good connectivity and would be easy to move around in and beyond. The design principles also include varied building levels along the southern edge of the site, existing stone walls being retained, buildings to follow the grain of the site falling gradually towards the south, a settlement edge which creates a transition between the settlement and the landscape and a lower level of site relative to Low Road. The proposed indicative layout shows car parking on the site which would result in a visual over-dominance of car parking at key locations such as parking within front gardens and on-street parking which has not been integrated into the public realm so that it appears as part of the landscape. The junction spacing between the proposed access and the Carswell Wynd junction would also not be acceptable as set out under section 2.9 (Road Safety) below. The proposed indicative site layout would, therefore, not be fully acceptable, however, it is considered, based on the submitted DA that a development through the incorporation of the proposed design principles could be designed to be visually acceptable on this site. Further specific details relating to the proposal's visual impact including finishing materials, site layout, parking and heights etc would also be fully assessed at the ARC stage and could be controlled through conditions attached to this planning permission in principle were

the proposal considered to be acceptable. The matters relating to the detailed design of the site would, therefore, be fully assessed through any future ARC application. The landscape impact of the development is fully considered below.

2.4 Landscape and Visual Impact

2.4.1 Policies 1 and 10 of the Adopted FIFEplan advises that development will only be supported if it does not have a significant detrimental visual impact on the surrounding area. Policy 7 of the Adopted Local Plan continues that new development in the countryside must be of a scale and nature that is compatible with its surrounding uses and must be located and designed to protect the overall landscape and environmental quality of the area. Policy 13 of the FIFEplan states that development proposals will only be supported where they protect or enhance natural heritage and access assets including landscape character and views.

2.4.2 Making Fife's Places Supplementary Guidance (2018) sets out the expectation for developments with regards to design. These documents encourage a design-led approach to development proposals through placing the focus on achieving high quality design. These documents also illustrate how development proposals can be evaluated to ensure compliance with the six qualities of successful places. The guidance sets out the level of site appraisal an applicant is expected to undertake as part of the design process. This includes a consideration of the landscape setting, character and the topography of the site. This consideration is particularly important when determining proposals at the edge of a settlement. The appraisal process may also require an assessment of the townscape character of the site context, where appropriate. Appendix B of the Supplementary Guidance sets out the detailed site appraisal considerations in relation to landscape change. SPP paragraph 194 promotes positive change that maintains and enhances distinctive landscape character. In addition, SPP paragraph 202 states that development should be designed to take account of local landscape character and the potential effects on landscapes, including cumulative effects. The SPP directs planning authorities to adopt a precautionary approach when considering landscape impacts, but also to consider the ways in which modifications to a proposal could be made to mitigate the risk (paragraph 204). Details of the assessment to be undertaken to determine a proposals consistency with these principles is provided in the Scottish Government's Creating Places: A Policy Statement on Architecture and Place for Scotland and Designing Streets.

2.4.3 The NatureScot website states that "in the European Landscape Convention definition 'Landscape' means an area, as perceived by people, whose visual features and character are the result of the action and interaction of natural and/or human factors. All landscapes combine natural components (such as geology, soils and watercourses) and human influences (such as settlement and land use) with cultural perceptions (such as history, social associations and aesthetic values). Landscape Character is created by the way the physical components come together and can be defined as "a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another". Although landscape character is also about experience and sense of place it is not about opinions or judgements on whether one landscape is considered better or worse than another". It further states that "Landscape Character Assessment (LCA) is the process of identifying and describing variation in the character of the landscape. LCAs identify and explain the combination of elements and features that make landscapes distinct from one another by mapping and describing Landscape Character Types and Areas. The associated description of their distinctive characteristics shows how the landscape is perceived and experienced by people". An LCA provides baseline information including a shared written understanding of the key characteristics of a landscape that can be used to guide landscape change.

2.4.4 A Fife Landscape character assessment was carried out in 1999 and this is included within the NatureScot Landscape Character Assessment (2019). This shows that a large part of the site, including the settlement of Auchtermuchty, is located within the Lowland Hills and Valleys Landscape Character type (LCT 186) whilst the southern part of the site is located within the Lowlands River Basin Landscape Character type (LCT 190). LCT 186 describes this landscape as a series of low hills and valleys, whilst, LCT 190 which relates to the southern part of the site is described as wide, flat basins that have been drained to form agricultural land. The assessment states that the Lowland Hills are a landscape experience which "is probably the most complex and variable in the study area. These are subtle landscapes with variety being a key characteristic that should be valued. The relatively high density of settlement and the busy nature of the landscape, with many people living, working and travelling in the area, mean that the intrinsic landscape value of the Lowland Hills and Valleys is very high. They are the background and context to much of everyday life in Fife, for most of the area's residents. They are landscapes familiar to many people and the landscapes which provide individuals and communities with their sense of belonging. The variety, continuity, maturity and subtlety of the landscape, with its long history of settlement and rural land use, is the essence of the landscape type". The assessment of the Lowland River basins states that the "western part of the Howe of Fife (LR56) is predominantly open, with a regular pattern of intensively cultivated, arable fields. Settlements are few and generally modern and organised or planned in layout".

2.4.5 The submission includes a Landscape and Visual Appraisal (LVA), indicative massing and illustrative views from 13 viewpoints, site context photographs and an additional landscape impact commentary note for the proposal. This assessment demonstrates how it has informed the indicative site layout plan submitted with the application and provides an assessment of the likely landscape and visual effects of the proposed development. The LVA makes reference to the Fife Landscape Character Assessment and sets out the characteristics of these landscape areas. The LVA states that the site contains no landscape features and forms part of a field that has historically been rationalised and denuded of vegetation. The only notable feature is the stone wall extending along the northern boundary. Although, almost immediately abutting the Conservation Area, the development in the immediate context of the site is post-war in date and lacking any notable local characteristics. The LVA considers that the site is of low landscape character sensitivity.

2.4.6 The LVA states that the site is primarily visible from the core paths to the south and south-west and from Low Road to the north, as demonstrated in the site context photographs and the landscape capacity study contained within Appendix 1 of the LVA. The LVA also states that key views towards the site are those from the A91 Low Road as it passes along the northern boundary, from Carswell Wynd to the immediate east and from Core Path 298, approximately 900m to the south-west.

2.4.7 The LVA further sets out that from the south and south-west, the site is seen set back against the existing edge of Auchtermuchty, as shown in the landscape capacity study and from the A91, views are possible across the site towards the Lomond Hills, over 5km to the south and these views have formed a key element of the masterplan design. The LVA also states that glimpses towards the site are possible from Core Paths on the north side of Auchtermuchty but, from these locations, the site is seen in the context of the neighbouring development, whilst, from the south-east, the site is obscured by the dense planting around Myres Castle. The LVA considers that it is possible to incorporate a one to two-storey development on the site in a way that preserves much of the views south from the A91 by ensuring that development is kept to the east, as illustrated by Figures 11 to 14 in the DAS. The LVA further considers that such

development will be seen set back against the existing built edge of the town and will not intrude significantly into views from the south or south-west, being seen set back against the existing built edge, as demonstrated by the landscape capacity study in Appendix 1 of the LVA.

2.4.8 The LVA states that there is no specific residential development guidance for area LH34 (Lowland Hills and Valleys Character Area) but general principles for development states that "the lowland Hills and Valleys have the capacity to accommodate other forms of modes scale development and structures, though in prominent locations these should be subject to landscape and visual impact assessment" The LVA concludes that well designed residential development that is reflective of the scale of the adjacent settlement on the site is unlikely to cause any significant landscape or visual impacts. The site is not particularly visually sensitive, despite forming part of long distance panoramic views from the Lomond Hills, due to the effects of topography and distance, and the site's relationship with the existing built edge of Auchtermuchty. There are no notable landscape or historic features identified within this note that would require protection from development. Conversely, there are opportunities to improve the edge of Auchtermuchty in this area through the introduction of new areas of native tree and hedgerow planting". The submission, therefore, considers that residential development on this site would have no significant harm and that the proposal would be visually absorbed by and read as part of the existing urban structure.

2.4.9 Fife Council's Urban Design Officer (UD) has advised that the DA sets out a thorough analysis of the site, and its wider context. It offers a clear assessment of contextual design and layout characteristics with which to base future detailed design, applying key principles to an indicative layout. They also advise that, overall, it is considered that the appraisal of the wider landscape character and development potential and supporting information is appropriate in terms of identifying the landscape characteristics, key views and opportunities/constraints. The UD officer considers that this relates to the fact that from a distance, development of the nature proposed, could likely be read against the backdrop of the existing settlement and that future landscaping could soften this urban edge further. They further advise that from a perspective closer to the site and its immediate relationship to the settlement, the existing site makes an important landscape and visual contribution to the structure, edge and distinctiveness of Auchtermuchty. In addition, there are key views along the frontage of Low Road (particularly Views 1 and 2 within the submission) which are significant in importance as contributing to the distinctive character to this part of Auchtermuchty. They conclude that the development of the site would result in the loss of this landscape structure and key view, significantly undermining the above characteristics and contrary to policy. They consider that the supporting information confirms that the strong visual connection between the urban environment and the countryside/Lomond Hills, one that presents such a strong and contributing factor to the distinctiveness and character of the area, particularly from Views 1 and 2, would be harmed to a significant degree. They conclude that while housing footprints may be proposed to be set back from Low Rd, the placement of buildings would still significantly interrupt the visual flow of the landscape to distant views.

2.4.10 The site was also considered during the Examination process with regards to unresolved objections to the Proposed FIFEplan. Therefore, the conclusions drawn by Reporters on behalf of Scottish Ministers who conducted the Examination are a material consideration in the determination of this application. Representations were made to the proposed Local Development Plan by the landowners requesting that the site be allocated as a housing site within FIFEplan (Candidate site AUC004). The reporter advised that "Expansive open views across the site provide one of the few remaining unobstructed views of the Lomond Hills from Low Road when entering or leaving Auchtermuchty". The reported agreed that these views are

an important aspect of the rural character and appearance of this part of Auchtermuchty and provide an important connection with the landscape setting of the town.

2.4.11 The reporter noted an argument that this would be a gap/infill site compatible with development on either side. They were not, however, "convinced that the proposed 30 houses could be accommodated on the 1.2 hectare site without a significant visual and landscape effect. Notwithstanding its location adjacent to the settlement boundary, the reporter considered that the proposed development would contravene one of the 6 qualities of successful place listed in Scottish Planning Policy "distinctiveness" in that it would not complement local features such as the landscape and would have an adverse impact on the rural and open sense of identity of this part of the town, whilst, the loss of private views from the 3 residential properties on the north side of Low Road was not material to their considerations". They considered that the proposed development of the site was not justified, whilst, the potential for the site to integrate reasonably well with and support existing facilities in Auchtermuchty, its accessibility to public transport, the lack of sensitive natural heritage designations, the site's overall effectiveness and the various other supporting information provided did not alter their view and they concluded that the site should not be allocated for housing within the FIFEplan.

2.4.12 Objections state that the proposal reduces direct connection between the Town and its landscape setting, it would impact on natural surroundings and outlook and it would have a detrimental impact on the landscape.

2.4.13 It is accepted that a proposal could be located on this site which from a distance, would be read against the backdrop of the existing settlement when viewed from the south of Auchtermuchty, whilst, the introduction of landscaping could soften this urban edge further. The LVA and DA proposes that the development layout will maintain visual corridors and preserve views out to Lomond Hill and it is accepted that some views could be maintained to Lomond Hill, however, this open area of agricultural land is considered significantly important to the landscape character and distinctiveness of the Auchtermuchty Settlement and provides key views to the Lomond Hill. This site also provides a strong visual connection between the urban environment and the countryside/Lomond Hills which forms a strong and contributing factor to the distinctiveness and landscape character of the area. This is shown within views 1 and 2 of the submission and the proposed development for 30 dwellings at this location would represent a visual intrusion in the landscape which would result in the loss of this strong visual connection and key views between the Auchtermuchty Settlement and the countryside/Lomond Hills which would cause significant harm to the distinctiveness and landscape character of this area. The full extent of this open gap between the existing buildings on Low Road needs to, therefore, be maintained free of development to ensure that this rural and open sense of identity and distinctiveness of place at the edge of this settlement boundary is retained. The views from private properties are not a material planning consideration, however, the perception and experience of the historic landscape character presently enjoyed by all receptors (residents and visitors) at this location on the edge of the settlement boundary is important and contributes towards the landscape character and this should not be lost. The reporter's comments regarding the proposed allocation of this site and the consultation response from Fife Council's Urban Design officer are, therefore, accepted and the proposal would result in a significant detrimental impact on the landscape character of the area. The proposal would, therefore, not be acceptable and would not comply with the Development Plan in this respect.

2.5 Loss of Prime Agricultural Land

2.5.1 Policies 1 and 7 of the FIFEplan state that development on prime agricultural land will not be supported except where it is essential as a component of the settlement strategy or necessary to meet an established need, for example for essential infrastructure, where no other suitable site is available or it is for small-scale development directly linked to a rural business or it is for the generation of energy from a renewable source or the extraction of minerals where this accords with other policy objectives and there is a commitment to restore the land to its former status within an acceptable timescale.

2.5.2 Objections state that the proposal would result in an irreversible loss of prime agricultural land which would not be acceptable.

2.5.3 The proposal would result in the loss of approximately 1.9 hectares of prime agricultural land (Classes 2 and 3.1). The majority of the site (approximately 1.6 hectares) falls under Class 2 which has a potential for a wide range of crops, except those harvested in winter, whilst a small area on the southern part of the site falls under class 3.1 which has the potential for a moderate range of crops, with good yields for some (cereals and grass) and moderate yields for others (potatoes, field beans, other vegetables). As per section 2.2 (Principle of Development including Housing Shortfall) above, there are alternative suitable sites available within the settlement which could potentially be brought forward for affordable housing. This proposal is also not an essential component of the settlement strategy and would, therefore, result in the unjustified irreversible loss of approximately 1.9 hectares of prime agricultural land. This loss of prime agricultural land would also outweigh the potential of the site to contribute to the supply of effective housing land, of which there is a modest shortfall (-49). The proposal would, therefore, not be acceptable and would not comply with the Development Plan in this respect.

2.6 Natural Heritage

2.6.1 Policies 1 and 13 of the FIFEplan state that development proposals will only be supported where they protect or enhance natural heritage and access assets including protected and priority habitats and species, green networks and greenspaces and woodlands (including native and other long established woods), and trees and hedgerows that have a landscape, amenity, or nature conservation value.

2.6.2 A Preliminary Ecological Appraisal report (EA) was submitted which advises that the site consists of arable land being used to produce potatoes, therefore, the proposal would not result in the direct loss of habitats of any nature conservation significance. The report also advises that there are no nature conservation designations within the vicinity of the site. The appraisal also advises that no protected species would be significantly impacted upon as a result of the development and states that no further surveys are required for bats, badgers, water voles, red squirrel or otter, however it also sets out good practice measures which should be carried out during any potential construction works. The report further sets out a number of biodiversity enhancement measures which should be carried out to promote biodiversity.

2.6.3 Fife Council's Natural Heritage Officer has advised that the EA report makes recommendations in relation to otter, badger, birds and biodiversity enhancement and they have no objections subject to these matters being secure by condition.

2.6.4 The site would be located on a grassed open area of agricultural land and would have no significant ecological impact on the site or surrounding area. Conditions could also be attached to any recommendation for approval requiring an updated ecological report to be submitted at the ARC stage which considers the detailed design of the proposal and which sets out any

biodiversity enhancement measures. The proposal would, therefore, comply with the Development Plan in this respect and would be acceptable.

2.7 Residential Amenity

2.7.1 PAN 1/2011 provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise. It also advises that Environmental Health Officers should be involved at an early stage in development proposals which are likely to have significant adverse noise impacts or be affected by existing noisy developments.

2.7.2 Policies 1 and 10 of the FIFEplan and Fife Council's Planning Customer Guidelines on Daylight and Sunlight advises that new development should not lead to the loss of privacy or sunlight and daylight. Policy 10 also states that new development is required to be implemented in a manner that ensures that existing uses and the quality of life of those in the local area are not adversely affected. Fife Council's Minimum Distance between Window Openings guidance advises that there should be a minimum of 18 metres distance between windows that directly face each other, however, this distance reduces where the windows are at an angle to each other.

2.7.3 Fife Council's Policy for Development and Noise (2021) sets out how noise impact should be considered through the planning process. It advises that the noise impact arising from development should be considered and mitigated and residential development should not unacceptably affect existing businesses or be built in locations which would be affected by excess or inappropriate noise levels. The guidance further advises that to achieve wider outcomes of the Local Outcome Improvement Plan and the FIFEplan, it is recognised that the physical separation of noise and noise sensitive development will not be possible in all circumstances and that it may be appropriate to make provision for development in certain exceptional circumstances in order to achieve wider strategic objectives. For the purposes of this guidance, exceptional circumstances are considered to be proposals which aim to secure appropriate redevelopment of brownfield sites, which promote higher levels of density near transport hubs and which secures higher density development in town centres and larger urban settlements.

2.7.4 Objections state that the proposal would result in a loss privacy and would overshadow other properties within the surrounding area. They also state there would be a detrimental impact in terms of noise from the proposed dwellings and there would be disturbance caused during the construction period. These concerns are noted, and the amenity impact of the proposal is fully considered below.

2.7.5 The indicative drawings demonstrate that dwellinghouses could be accommodated on the site with no significant impact on the surrounding area in terms of privacy and daylight/sunlight levels. A proposal could, therefore, be designed so that it would comply with the aforementioned policies and guidance. These issues would, however, be assessed in more detail as part of any future ARC application and, therefore, this is not the main determining factor in this instance given only the principle is being considered. Conditions could also be recommended requiring that evidence be submitted with any future ARC application demonstrating that the detailed design would comply with Fife Council's Planning Customer Guidelines on Daylight and Sunlight and Fife Council's Minimum Distance Between Windows Guidance. The proposal subject to conditions would, therefore, comply with the Development Plan in this respect and would be acceptable in this instance. This would not, however, be the determining factor in this instance.

2.7.6 A noise impact assessment report has been submitted due to the proposal being a noise sensitive use which would be located next to a busy road (Low Road to the north), an industrial use to the east and a petrol station. The report advises that the dominant noise source at locations across the site was road traffic on Low Road and the surrounding local road network. The report findings show that there would be no significant impact on external amenity areas with all noise levels being below the recommended 50 dB. The report findings also show that there would be no significant impact on the dwellings located at the centre of the site (NSR3) or the southern part of the site (NSR4), however, there would be a significant impact on the internal noise levels on the dwellings at the front of the site (NSR1 and NSR2) due to road traffic noise. The predicted internal noise levels within habitable rooms at NSR1 and NSR2 would exceed target noise levels by up to 9.9 dB during the daytime, and up to 6.6 dB during the night-time period. The report further advises that dwellings located at the NSR1 and NSR2 locations would, therefore, not meet the required noise levels, however, this could be mitigated against by having the stand-off distance from the road as 35 metres which would enable the target levels to be achieved both internally and within gardens or suitable acoustic barriers could be utilised between the road and the dwellings were they to be closer to the road than 35 metres. The report concludes that noise from the adjacent commercial/industrial uses would have a low impact on the proposal. The report further notes that internal target noise levels can be comfortably met at proposed dwellings most-exposed to road traffic noise via closed-window attenuation, however, the site would have to be considered to be an exceptional circumstance as set out in Fife Council's Policy for Development and Noise.

2.7.7 The submitted noise report shows that the adjacent Low Road would have a significant noise impact on any proposed dwellings located within 35 metres of Low Road, however, it also sets out mitigation measures such as incorporating a setback of approximately 35 metres from Low Road, the erection of acoustic barriers or the utilisation of a closed window solution. The proposed erection of acoustic barriers along the frontage of this site would not, however, be considered acceptable in terms of the visual impact on the surrounding area and any proposal should try and retain the low stone wall which runs along the frontage of this site. The site can also not be considered to be an exceptional circumstance as set out in Fife Council's Policy for Development and Noise as it would not achieve wider strategic objectives. It would also not secure appropriate redevelopment of brownfield sites, which promote higher levels of density near transport hubs and which secures higher density development in town centres and larger urban settlements. A closed windows solution would, therefore, also not be acceptable in this instance. This application, is however, for planning permission in principle and there are solutions to the noise impact from the road which may be acceptable such as setting the development back from the main road by 35 metres, however, this matter including the visual impact of the development would be fully considered at the ARC stage and it would be appropriate to condition that any future application should take these matters into account at the ARC stage. Fife Council's Environmental Health Public Protection team have advised that they agree with the findings of the noise assessment and have no objections to the proposal, however, they would need to be consulted on any detailed proposal and any proposed mitigation measures at the ARC stage. They also request that a scheme of works be submitted at the ARC stage. The proposal subject to conditions would, therefore, comply with the Development Plan in this respect and would be acceptable in this instance.

2.8 Garden Ground

2.8.1 Policies 1 and 10 and Fife Council's Planning Customer Guidelines on Garden Ground advise that all new detached and semi-detached dwellinghouses should be served by a

minimum of 100 square metres of private useable garden space and that a building footprint of 1:3 will be required.

2.8.2 The submitted indicative layout demonstrates that a proposal could be designed to include sufficient useable garden ground to serve the needs of any future occupants, however, these issues would be assessed in more detail as part of any future ARC application, therefore, this is not the main determining factor in this instance given only the principle is being considered. The proposal subject to conditions would, therefore, be acceptable in principle and would comply with the Development Plan in this respect.

2.9 Road Safety

2.9.1 Policy 1, Part C, Criterion 2 of the Adopted FIFEplan states that development proposal must provide the required on-site infrastructure or facilities, including transport measures to minimise and manage future levels of traffic generated by the proposal. Policy 3 of the Adopted FIFEplan advise that such infrastructure and services may include local transport and safe access routes which link with existing networks, including for walking and cycling. Further detailed technical guidance relating to this including parking requirements, visibility splays and street dimensions are contained within Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018).

2.9.1 Fife Council's Transportation Development Management team (TDM) have been consulted and have advised that they object to the proposal as the access proposed onto Low Road, does not meet the junction spacing standards set out in the Fife Council Transportation Development Guidelines which require a minimum spacing between the new access and Carswell Wynd of 100 metres and not approximately 40 metres as indicated. They also advise that the access proposed onto Low Road would sterilise existing on-street parking on the north side of the A91 opposite the junction which is currently used by adjacent householders. They consider that this would be detrimental to the convenience of existing road users and adjacent residents. TDM also advise that they have concerns regarding the internal layout of the proposal due to the two small cul-de-sacs which could result in the prevalence of parking spaces and they also object to the 85 metre straight road which could encourage increased speeds. Transport Scotland were also consulted as the proposal could affect the A92 Trunk Road and they have advised that they have no objections to the proposal.

2.9.2 Objections state that proposal will cause traffic congestion due to increase in traffic and it will also cause issues with on-street parking. They also state that the access onto Low Road would not meet current junction spacing standards, there will be a detrimental impact on the road network including the High Street and road junctions on the A91 road and the increase in the volume of traffic would be a road safety risk for neighbouring residents. They further state that there is insufficient visibility at the access from Carswell Wynd and there is a level difference of about 1 metre between Low Road and the site which would make access difficult. These road safety concerns are noted, and this matter is fully assessed below.

2.9.3 TDMs concerns relating to the internal layout are noted, however, the proposed internal layout is a matter which would be fully assessed at the ARC stage and this is a matter which could be overcome with some amendments to the internal layout and which could be controlled through conditions if this application were to be approved. The junction spacing between the access onto Low Road and Carswell Wynd is not, however, acceptable as it would not comply with Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018). This guidance states that junction spacing on a traffic

distributor road such as Low Road should be 100 metres, whilst, this application can only provide a maximum junction spacing of approximately 40 metres which could increase the probability of accidents occurring. An access is shown onto Carswell Wynd, however, removing the access onto Low Road would result in only once access into the site and the proposal would then not comply with Designing Streets Guiding Principles which states that "Multiple points of vehicular and pedestrian access with the surrounding public road network and integration with existing settlement shall be provided". TDM's view that the access onto Low Road would sterilise on-street parking on the north side of the A91 opposite the junction and this would be detrimental to the convenience of existing road users and adjacent residents is also accepted. The proposal would, therefore, not comply with the Development Plan in this respect and would have an unacceptable impact on the surrounding area in terms of road safety.

2.10 Water/Drainage/Flood Risk

2.10.1 Policies 1 and 3 of the FIFEplan states that development must be designed and implemented in a manner that ensures it delivers the required level of infrastructure and functions in a sustainable manner. Where necessary and appropriate as a direct consequence of the development or as a consequence of cumulative impact of development in the area, development proposals must incorporate measures to ensure that they will be served by adequate infrastructure and services. Such measures will include foul and surface water drainage, including Sustainable Urban Drainage Systems (SUDS).

2.10.2 Policy 12 of the FIFEplan advises that development proposals will only be supported where they can demonstrate that they will not, individually or cumulatively increase flooding or flood risk from all sources (including surface water drainage measures) on the site or elsewhere, that they will not reduce the water conveyance and storage capacity of a functional flood plain or detrimentally impact on future options for flood management and that they will not detrimentally impact on ecological quality of the water environment, including its natural characteristics, river engineering works, or recreational use.

2.10.3 Objections state that there are existing problems with sewer and surface water drainage and the proposal would compound this. They also state that the proposal would exacerbate flooding.

2.10.4 A drainage impact assessment and flood risk assessment has been submitted in support of this application. Fife Council's Flooding Shoreline and Harbours team have advised that any future ARC application should include the required SuDs certification and full details in relation to surface water management. SEPA have also advised that they have no objections to the proposal subject to conditions relating to flood risk. It is considered that any future detailed proposal could be designed to incorporate sufficient measures to adequately deal with surface water management and flood risk. This matter would, however, be fully assessed at the ARC stage and conditions could be attached to any potential approval requiring that full details relating to surface water management and attenuation are submitted with any future ARC application. The proposal, subject to conditions, would therefore be acceptable and would comply with the Development Plan respect.

2.11 Contaminated Land/Air Quality

2.11.1 Policies 1 and 10 of the Adopted FIFEplan advises that development proposals must not have a significant detrimental impact on amenity in relation to contaminated and unstable land,

with particular emphasis on the need to address potential impacts on the site and surrounding area.

2.11.2 Fife Council's Land and Air Quality Team (LAQ team) has been consulted and advised that they have no objections to the proposed development subject to conditions relating to contaminated land investigation, remediation and verification. Conditions could be recommended regarding these matters should this application be approved. The proposal subject to these conditions would, therefore, have no significant detrimental impact in relation to contaminated land and would comply with Development Plan Policy in this respect.

2.11.3 An air quality impact assessment which describes existing local air quality conditions and assesses the potential air quality impacts in the future as a result of the proposal could be conditioned to be submitted at the ARC stage in compliance with Fife Council's Air Quality in Fife Advice for Developers. The proposal, subject to conditions, would therefore be acceptable and would comply with the Development Plan respect.

2.12 Waste Management

2.12.1 Policies 1 and 10 of the Adopted FIFEplan states that development proposals must not have a significant detrimental impact on amenity in relation to the operation of existing or proposed waste management facilities.

2.12.2 There is sufficient space within the curtilage of the proposed site to accommodate the required bin storage facilities. A condition could also be recommended requiring that details of the proposed location of the bin stores is submitted with any future ARC application. The proposal subject to conditions would be acceptable in principle and would comply with Development Plan Policy in this respect.

2.13 Low Carbon

2.13.1 SPP (paragraph 154) notes that the planning system should support the transition to a low carbon economy consistent with national objectives and targets. To achieve this, planning authorities should seek to reduce emissions and energy use in new buildings and from new infrastructure by enabling development at appropriate locations that contributes to these objectives and targets.

2.13.2 Policies 1 and 11 (Low Carbon) of the FIFEplan (2017) state that planning permission will only be granted for new development where it has been demonstrated that the proposal meets the current carbon dioxide emissions reduction target (as set out by Scottish Building Standards), and that low and zero carbon generating technologies will contribute at least 15% of these savings from 2016 and at least 20% from 2020.

2.13.3 Fife Council's Low Carbon Fife Supplementary Guidance (January 2019) notes that small and local applications will be expected to provide information on the energy efficiency measures and energy generating technologies which will be incorporated into their proposal. In addition, applicants are expected to submit a completed sustainable building statement (Appendix B of the guidance).

2.13.4 A low carbon statement has been submitted which advises that greenhouse gases will be reduced through the adoption of "fabric first" principles supplemented by renewable technologies, all ensuring that the buildings will exceed the minimum requirements of the

Building Standards and that the properties will achieve at least the "Bronze Active" level of sustainability labelling, plus will meet the "Silver level" of aspects 1 and 2.

2.13.5 The statement demonstrates that the proposal could incorporate sufficient energy efficiency measures and energy generating technologies which would contribute towards the current carbon dioxide emissions reduction target. Conditions could be attached were this application to be approved requiring that full details of any energy generating technologies and measures are submitted at the ARC stage. The proposal, subject to this condition, would therefore be acceptable and would comply with the Development Plan in this respect.

2.14 Archaeological Impact

2.14.1 Policies 1 and 14 of the Adopted FIFEplan advises that development which protects or enhances buildings or other built heritage of special architectural or historic interest will be supported. Development proposals which impact on archaeological sites will only be supported where remains are preserved in-situ and in an appropriate setting or there is no reasonable alternative means of meeting the development need and the appropriate investigation, recording, and mitigation is proposed. Policy 14 also states that the archaeological investigation of all buried sites and standing historic buildings within an Archaeological Area of Regional Importance will be a required in advance of development unless good reason for an exemption can be shown

2.14.2 Fife Council's Archaeologist advises that they originally requested a condition requiring a programme of archaeological work be carried out in accordance with a detailed written scheme of investigation. The agent has subsequently submitted this information and the Archaeologist advises that this submitted information is acceptable. The proposal would, therefore, have no significant impacts on this Archaeological Area of Regional Importance and would comply with the Development Plan in this respect.

2.15 Infrastructure and Planning Obligations

2.15.1 Circular 3/2012: Planning Obligations and Good Neighbour Agreements sets out Scottish Government expectations on the role planning obligations will play in addressing the infrastructure impacts of new development. The circular requires that planning obligations meet all of the five tests as set out in paragraphs 14-25 of the circular. A planning obligation should be necessary to make the proposed development acceptable in planning terms; serve a planning purpose and where it is possible to identify infrastructure provision requirements in advance, should relate to development plans; relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area; fairly and reasonably relate in scale and kind to the proposed development and be reasonable in all other respects.

2.15.2 Policy 1, Part B, criterion 1 of the FIFEplan advises that development proposals must mitigate against the loss of infrastructure capacity caused by the development by providing additional capacity or otherwise improving existing infrastructure. Policy 4 of the FIFEplan advises that developer contributions will be required from development if it will have an adverse impact on strategic infrastructure capacity or have an adverse community impact. Policy 4 also states that developments, other than a change of use to employment land or leisure site, will be exempt from these obligations if they are for the conversion or renovation of an existing building, particularly if it is listed and if they are for the re-use of derelict land/buildings or previously developed land.

2.15.3 Objections state that the proposal may be incompatible with existing infrastructure.

2.15.4 Fife Council's Planning Obligations Framework Guidance (2017) (POG) advises that planning obligations will be requested by Fife Council as Planning Authority to address impacts arising from proposed development activity consistent with the tests set out in Circular 3/2012. The guidance describes when planning obligations will be sought, where exemptions will apply and how methodologies will be applied when considering the impacts, a proposed development will have on existing infrastructure. The priorities to be addressed are educational provision, transport, affordable housing development, greenspace, public art and employment land.

2.15.4 The POG advises that planning obligations will not be sought for employment use classes 4, 5 or 6, the construction for residential development of fewer than ten houses, Town Centre redevelopment, listed building conversions, brownfield sites (previously developed land), affordable housing or for changes of use. The POG further advises that where a proposed development would create a critical infrastructure capacity issue, particularly in terms of the primary school estate, contributions may still be required.

2.15.6 As per POG, this development would be exempt from the requirement to make planning contributions, as it is for affordable housing, unless there is a critical infrastructure capacity issue.

2.16 Education

2.16.1 The POG advises that new residential developments across Fife will have an impact on the school estate and certain types of development will be required to provide education contributions where there is a shortfall in local school capacity. These contributions will only be required when the need for additional school capacity is brought about directly through the impact of the development and these obligations will take the form of either direct school and nursery provision or financial contributions towards the cost of creating additional capacity for increased pupil numbers.

2.16.2 Objections state that there is currently no education capacity for the development.

2.16.3 Fife Council's Education Services have been consulted on this application and have advised that the application site is within the catchment area for Auchtermuchty Primary School, St Columba's Roman Catholic Primary School, Bell Baxter High School and St Andrew's Roman Catholic High School. This site is also within the Howe of Fife (NE4) local nursery area. They advise that there is currently no capacity risk at Bell Baxter High School, St Columba's Roman Catholic Primary School or St Columba's Roman Catholic Primary School. They also advise that there is currently a capacity risk at Auchtermuchty Primary School which is considered to be critical within the next two years. They have no objection to the proposal subject to being notified of any reviews to the build out rate, to allow them to monitor development progress and the timing of impact at the schools and the Education Service to be consulted in drafting the terms of any section 75 agreement relating to the existing or proposed school estate. It is not considered, however, that any planning obligation would be required in this instance as the proposal for 30 dwellings would have no significant impact on the education capacity within this area if it is phased appropriately. The proposal subject to an acceptable phasing plan would, therefore, be acceptable and would comply with the Development Plan in this respect.

2.17 Green Infrastructure and Open Space

2.17.1 Policy 1, Part C, criterion 4 of the FIFEplan requires proposals to provide green infrastructure in accordance with the Green Network Map. Policy 3 of FIFEplan ensures that new development makes provision for infrastructure requirements to support new development. This includes green infrastructure and green network requirements such as open space and amenity space.

2.17.2 Making Fife's Places Supplementary Guidance sets out that development proposals comprising between 10 and 50 units are required to provide 60 square metres of open space per dwelling on site or contribute towards existing open space if the development is located within 250m walking distance of an existing open space.

2.17.3 The proposal would be required to provide 1800 square metres as per the above open space requirement. The development provides, approximately 5498 square metres on the south site of the site, whilst, the open space area to the north measures approximately 699 square metres. It is considered, therefore, that proposal would be acceptable in this respect and would provide adequate open space to serve the proposed development. The proposal would, therefore, comply with the Development Plan in this respect.

2.18 Affordable Housing

2.18.1 Policy 1, Part C, Criterion 1 of the Adopted FIFEplan states that development proposals must meet the requirements for affordable housing. Policy 2 of the Adopted FIFEplan states that open market housing development must provide affordable housing at the levels for each Housing Market Area (HMA), consistent with the Affordable Housing Supplementary Guidance. This should be fully integrated into new development and be indistinguishable from other forms of housing. In order to achieve mixed and balanced communities, mixed tenure developments will be promoted. Fife Council's Supplementary Guidance on Affordable Housing (2018) considers that housing proposals must accord with the structure plan housing land requirement.

2.18.2 Fife Council's Affordable Housing team have no objections to the proposal and advise that the mix of affordable housing units should be agreed with them. As the proposal is for 100% affordable housing the proposal complies with above Policies and Guidelines on affordable housing provision. A condition could also be attached to any recommendation for approval requiring that the development remains as affordable housing for the lifetime of the development. There would, therefore, be acceptable and would comply with the Development Plan in this respect. This would not, however, be the determining factor in this instance.

CONSULTATION RESPONSES

Community Council	Object
Environmental Health (Public Protection)	No objections
Transportation, Planning Services	Object due to detrimental impact on road safety
Land And Air Quality, Protective Services	No objections
Education (Directorate)	No objections
Asset And Facilities Management Services	No response
Structural Services - Flooding, Shoreline And Harbours	No objections subject to conditions
Scottish Environment Protection Agency	No objections subject to conditions

Transportation And Environmental Services - Operations Team	No response
Policy And Place Team (North East Fife Area)	No comments
Housing And Neighbourhood Services	No objections
Natural Heritage, Planning Services	No objections subject to conditions
Archaeology Team, Planning Services	No objections
Parks Development And Countryside	No response
Transport Scotland	No objections
Urban Design, Planning Services	Object due to landscape impact

REPRESENTATIONS

Twenty-three objections, including one from the Auchtermuchty and Strathmiglo Community Council, have been received in relation to this application. The material planning considerations raised have been addressed under sections of this report of handling. The other non-material considerations are as follows:

- Housing will lead to increase in crime.
- were told that no houses would be built on field as it was greenfield.
- Could lead to further development on rest of field.
- Loss of private view.
- Two applications for development within this area have been refused in recent years.
- No notice of planning application was seen posted anywhere close to the site and app has not been well communicated.
- Developer has not discussed proposal with Community Council.
- Impact on health centre capacity.

CONCLUSION

The proposed development would not result in any adverse impact with respect to residential amenity issues, contaminated land, low carbon and infrastructure. However, the principle of dwellinghouses at this location outwith any Settlement Boundary has not been justified. Furthermore, the proposed development would have a significant detrimental landscape impact on the distinctiveness and landscape character of this area and would result in the unjustified loss of prime agricultural land. The proposal would also result in a detrimental impact on road safety due to the inadequate junction spacing onto Low Road. The proposal would therefore not be acceptable in principle and would be contrary to the terms of the Development Plan.

DETAILED RECOMMENDATION

The application be refused for the following reason(s)

1. In the interest of safeguarding the countryside from unjustified sporadic residential development; the need for new dwellinghouses at this location is not considered to be justified as there are other alternative allocated sites available within the Auchtermuchty settlement boundary which could be developed for affordable housing and although the proposal could help address a small shortfall of 49 houses, the development would have adverse impacts, such as a detrimental landscape impact and loss of prime agricultural land, which would outweigh this benefit. The proposal is, therefore, contrary to Policies 1, 2, 7 and 8 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).

2. In the interest of safeguarding the local landscape character of the area; the application site is located on an open area of prime agricultural land which is significantly important in terms of its contribution to the landscape character and distinctiveness of the Auchtermuchty Settlement. This site provides a strong visual connection between the urban environment and the countryside/Lomond Hills which forms a strong and contributing factor to this distinctiveness and landscape character. The proposal would not complement the local landscape features and would cause significant harm to the rural and open sense of identity of this part of the town and would, therefore, have a detrimental landscape impact on the distinctiveness and landscape character of this area. The proposal is, therefore, contrary to Policies 1, 7 and 13 of the Adopted FIFEplan (2017), Making Fife's Places Supplementary Guidance (2018), Scottish Planning Policy (2014) and TAYplan (2017).

3. In the interests of safeguarding prime agricultural land; the proposal would result in the irreversible unjustified loss of approximately 1.9 hectares of Prime Agricultural Land (Class 2 and 3.1). The proposal would, therefore, be contrary to Policies 1 and 7 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).

4. In the interests of road safety; the junction spacing between the access onto Low Road and Carswell Wynd would not comply with Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018). This guidance states that junction spacing on a traffic distributor road such as Low Road should be 100 metres, whilst, this application can only provide a maximum junction spacing of approximately 40 metres which would increase the probability of an accident occurring at this location all to the detriment of road safety. The proposed access onto Low Road would also sterilise on-street parking on the north side of the A91, opposite the junction which is currently used by adjacent householders which would be detrimental to the convenience of existing road users and adjacent residents. The proposal would, therefore, have an unacceptable impact on the surrounding area in terms of road safety. The proposal would, therefore, be contrary to Policies 1 and 3 of the Adopted FIFEplan (2017) and Making Fife's Places Supplementary Guidance (2018).

National Policy and Guidance
Scottish Planning Policy (SPP) (2014)
TAYplan (2017)
PAN 1/2011 Planning and Noise
Circular 3/2012: Planning Obligations and Good Neighbour Agreements
NatureScot Landscape Character Assessment (2019)

Development Plan
Adopted FIFEplan (2017)
Making Fife's Places Supplementary Guidance (2018)
Fife Council's Low Carbon Fife Supplementary Guidance (January 2019)
Fife Council's Supplementary Guidance on Affordable Housing (2018)

Other Guidance
Fife Council's Policy for Development and Noise (2021)
Fife Council's Planning Customer Guidelines on Daylight and Sunlight (2018)
Fife Council's Planning Customer Guidelines on Garden Ground (2016)
Fife Council's Minimum Distance between Windows Guidance (2011)
Fife Council's Air Quality in Fife Advice for Developers (2020)
Fife Landscape character assessment (1999)

Agenda Item 4(3)

**Land to west of Carswell Wynd, Auchtermuchty,
Fife**

Application No. 19/03631/PPP

Representation(s)

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr Ryan McDonald

Address: 2 Carswell Wynd, Auchtermuchty, Cupar, Fife KY14 7FB

Comment Details

Commenter Type: Neighbour Notified

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposal is not in keeping with the design of neighbouring properties. Houses in Carswell Wynd are bungalows.

The size of the development is not in keeping with the neighbouring area.

Issues of privacy, noise and overshadowing of neighbouring properties, including the local care home.

Increase in volume of traffic is a risk to neighbouring residents, including those in the local care home. Known issues with speeding on Low Road at present combined with increased traffic merging onto Low Road could lead to increased numbers of accidents.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr IAN Wightman

Address: Honeysuckle Cottage, 1 Carswell Wynd, Auchtermuchty Cupar, Fife KY14 7FB

Comment Details

Commenter Type: Neighbour Notified

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The immediate area is already plagued by inappropriate parking due to new local businesses.

Further increasing the amount of cars in this quiet area, already under pressure by road users going to the local surgery and the peoples home, will only lead to further congestion and misery.

The development would have an extremely negative impact on the look of the immediate area to visitors. This development will have an serious impact on the natural surroundings and the environment.

Auchtermuchty is currently under resourced in policing and any increase in housing will only lead to more problems for the area.

The town is lacking in any pupil space / teacher numbers at the local primary school, and cannot support any further increase in its numbers.

Whilst the design of these "units" remain a secret, there is every reason to believe that these homes or units will be out of character with the area.

Sabina Janczar

From: Andy Pearce <andy69pearce@gmail.com>
Sent: 25 January 2020 09:20
To: Development Central
Subject: Application number 19/03631/PPP

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

I would like to object to this application that will sit directly opposite to my property, when originally buying the property 14 years ago we were told by the then local councilor that there would never be any houses built in that field as it was a greenfield site and any new building would be on brownfield similar to where this house was built, one of the things that helped us decide on buying this property, we never really thought there would be a time limit on never. The field is a large field and I have no problem with affordable housing if it's for families that are local or for younger members of local families who can't afford to buy or live locally, but stick it in behind the football park and build an access road it will be safer for children wanting to use the park. Traffic in our immediate vicinity is already busy enough during the day with surgery traffic and since the opening of local businesses on the high road people park where they want outside our properties often without thought which already causes problems for surgery traffic and local home owners, I myself have been told where to go when I have asked people not to park behind the telephone exchange as I use the lowered kerb beside my property for getting my fathers wheelchair in and out of our adapted vehicle for access to our wheelchair ramp at the front door my fathers only access in and out of our property, I have also been threatened with hospital treatment by someone who took exception to me driving into my own street and parking at my door as it would block them in and when people park adjacent to our property I often find I spend more time moving the car to let people past than I do taking my father in and out the car a job that should take five minutes takes a half hour because careless parking leaves me blocking the road so I don't want any extra traffic, we enjoy the peace once the working day is done and we get the street back to ourselves, additional properties means additional traffic could cause more parking congestion and shatter the evening / night time peace. We bought for the view and the peace you want to now take both, I also worry that this is a small test case application to try pass planning with a view to further expansion which I would whole heartedly protest against, while speaking to a surveyor who had parked in front of our property and was out with his instruments taking measurements of the field boundaries, I had been told that there would easily be the space for upto 3000 residential properties in this field with access already provided by our street and the street in the area behind the police station, but that they would most likely try a smaller planning application first before expanding in increments so that local people would have time to make adjustments to there expanding community, truth or not I don't know but so far it's looking like the truth, are you going to expand local services, provide extra doctors services, dentists, extra school places, lower speed limits on the A91, improve local infrastructure for the increasing population, improve the burnside crossing for the added traffic flow or even put in the local bypass that's been talked about since the year dot, or just start building and hope for the best, am I against amenity low cost housing for locals no, do I want to be overlooked and have extra traffic, lose my view and put up with extra noise no not while there are options for building on other greenfield sites in the same area.

Yours sincerely mr A.W.Pearce

And on behalf of my father mr W.N.Pearce

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr Chris Perry

Address: 7 Low Road, Auchtermuchty, Cupar, Fife KY14 7AU

Comment Details

Commenter Type: Neighbour Notified

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development would be contrary to the vision and development policies set out in the two Strategic Development Plans affecting Auchtermuchty in which Fife Council participates, namely TAYplan and the FIFEplan Local Development Plan, which together form the Statutory Development Plan under which this proposal should be considered.

FIFEplan Local Development plan (LDP) was adopted in 2017 after extensive consultation and representations, during which a proposal dating from 2009, put forward on behalf of the owner of the farmland directly South of Low Road, for a housing development between Carswell Wynd and Stratheden Place was considered. This proposal was submitted to Scottish Ministers as an Unresolved Issue due to concerns expressed by the Community. After an examination of the issue by a Reporter appointed by Scottish ministers, the land directly to the South of Low Road between Carswell Wynd and the Burnside Garage was expressly ruled out for development. It was ruled that only a smaller site extending East from Stratheden Place to Burnside Garage (Site AUC 01) would be appropriate and could be allocated for development within the settlement envelope.

A subsequent objection on behalf of the landowner in 2014 arguing for the re-inclusion of the land South of Low Road in the LDP was also rejected.

The current proposal again concerns land directly to the South of the Low Road, extending twice as far South into the countryside than earlier schemes and reducing by half the extent to which there is a direct connection between the town and its landscape setting from the Low Road. My objection to this proposal broadly reflects my previous objection to the earlier schemes.

Open land to the South of Low Road is not a gap or infill site as referenced in previous proposals

advanced here - these are terms associated with an open area left after removal of pre-existing structure(s). It has in fact been in continuous use as prime agricultural land and the background to daily life in the town since at least 1828, and the interval between built form here to the South of the Low Road is the last remaining open and panoramic aspect within the town which connects the town to its landscape setting, extending across typical Howe of Fife farmland to the Lomond Hills beyond. It is in effect the equivalent of a promenade for residents and visitors walking here.

The extent of the proposed site and the number of housing units proposed (49) represents a major development in terms of the Hierarchy of Development Proposals. In my view it also represents a deep intrusion of urbanisation into open countryside, the irreversible loss of prime agricultural land and a disproportionate growth which may well be incompatible with existing infrastructure and services.

In terms of the Policies adopted by the adopted Fife LDP, I believe the proposals do not meet the requirements of the following:

Policy1: Development Principles, Part A (1), Part B (2,5,6,7,9,10)

Policy 7: Development in the Countryside, (7, and Directive on Prime Agricultural Land which states that " Development on prime agricultural land will not be supported except where it is essential: 1. as a component of the settlement strategy or necessary to meet an established need, for example for essential infrastructure, where no other suitable site is available; 2. for small-scale development directly linked to a rural business; or 3. for the generation of energy from a renewable source or the extraction of minerals where this accords with other policy objectives and there is a commitment to restore the land to its former status within an acceptable timescale.

Policy 10: Amenity, (7,8)

Policy13: Natural Environment and access.

With regard to Policy3: Infrastructure and Services, and Policy 12: Flooding and the Water Environment, and notwithstanding the wealth of information, technical and otherwise, that has been advanced in support of the application, I would point out that there is a well documented and long history of problems with surface water drainage on the stretch of Low Road to the North of the proposed site. Surface water here is via gullies set into the road which connect to the combined sewer which crosses the proposed site and to which the site would be connected. The road drains connecting through to the combined sewer have been failing to cope with heavy rainfall for a long time, even before I moved into my property in 1990, with recurrent flooding and ponding issues on an increasingly regular basis due to heavier rainfall patterns. The Councils' Transportation Department will be aware of this, and in response to previous complaints on the issue, have cited capacity issues with regard to the historic nature of the sewer arrangement here. I would be happy to provide supporting evidence of this ongoing problem , including photographs, videos and documentation if requested. My concern is that the additional load on the sewer and surface drainage from the proposed development can only compound the problems experienced here.

With regard to the transport and safe access element of Policy 3, I note that a new access road

from Low Road is proposed in the application, in addition to access via Carswell Wynd from the Low Road. There is a substantial drop in levels between Low Road and the site at the point proposed for the new access road, which is less than ideal for vehicular egress from the site onto what is a busy main road. Furthermore, this new access road would not meet with the Councils' Junction Spacing Standards in terms of its distance from the junction at Carswell Wynd.

With regard to Policy 8: Houses in the Countryside, which supports development of houses in the countryside in a narrow range of instances, the application would seem to be leaning heavily on two of the eight instances listed in supporting the proposals, namely instance 6-"It is for small-scale affordable housing adjacent to a settlement boundary and is required to address a shortfall in local provision" and instance 7-"A shortfall in the effective housing land supply is shown to exist" However , Policy 8 goes on to qualify any support in these instances: "In all cases, development must be of a scale and nature compatible with surrounding uses, well-located in respect of available infrastructure and contribute to the need for any improved infrastructure; and located and designed to protect the overall landscape and environmental quality of the area."

Firstly I do not think that this is a small-scale development. Secondly I would question whether the 'houses in the countryside" criteria apply to prime agricultural land (see comments under Policy 7 above) as opposed to other undeveloped countryside. I have also been unable to discover where the local need or unmet need for a housing development of this size has been identified. Within the published Housing Land Audit HLA17, only the existing approved allocation within the LDP features, and the Fife Strategic Housing Investment Plan available online makes no mention of the inclusion of this new proposal under reference P43195 as stated in the application supporting documents. I have however been reassured to some extent that any delivery of affordable housing within the Strategic Housing and Development Plan is subject to Planning constraints.

An additional concern that I'm sure is shared by many in the community would be the impact that the proposal would have on Auchtermuchty Medical Centre, which serves an area extending well beyond Auchtermuchty itself. The practice appointment system currently struggles to keep waiting times to see a doctor down to below a month. Again, the addition of 49 additional households on what would be the Centre's doorstep can only compound the issue,

Equally, primary school provision in Auchtermuchty currently has the estimated upper limit of capacity for an additional 21 children which is below the number of the additional demand potentially arising from the development.

I am thankful that the Council, in its response to the Pre-Application exchanges, has insisted on the adopted Local Development Plan being the most important consideration here, and trust that this resolve is maintained in rejecting this application.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mrs Elizabeth Dunlop

Address: 6 Gladgate, Auchtermuchty, Fife KY14 7AY

Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to this proposed development for the following reasons. I consider that the estimated number of cars associated with the proposed houses to be underestimated.

At the moment there are two or three cars that park regularly at the north end of Carswell Wynd, thereby giving free traffic flow to traffic on Low Road.

Auchtermuchty Health Centre has a regular Monday morning Clinic from 8 am to 1 pm when about 40 cars bring patients to the Clinic and park in their car park..

The Health Centre holds an annual Flu Immunisation morning at which, last November, over 900 patients were seen. Most came by car as they were from outwith the immediate area or unable to walk the distance.

The land for the proposed development is prime agricultural land and is the only open aspect within the town which connects the town to its landscape. It would be an unacceptable intrusion of urbanisation into open countryside. Two applications for development of this area have been refused in recent years.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr Alan Muirhead

Address: 4 Whites Weigh, 21 Station Road, Auchtermuchty Cupar, Fife KY14 7DP

Comment Details

Commenter Type: Community Council

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Auchtermuchty and Strathmiglo Community Council object to this application on the grounds below.

It is proposed to build on prime agricultural land that is not included in the current Fifeplan as being zoned for housing. The Community Council has consistently argued that there should be no encroachment on Green Belt until those areas currently included in Fifeplan as available for housing have been used.

We acknowledge the need for affordable housing in Auchtermuchty but even accepting that and ignoring the above this proposal does not meet the current requirements as defined in Fifeplan. For a town the size of Auchtermuchty the maximum number of affordable houses for such a proposal is thirty.

We are also concerned about the effect on the landscape. Open views to the Lomond Hills are an important part of the overall landscape environment of the town allowing a visual connection with the landscape and this proposal would result in a loss of this connection to the landscape.

Finally, we object strongly to the statement in paragraph 1.4.1 of their Planning Statement that Gladman had discussed future plans with Auchtermuchty and Strathmiglo Community Council. That is completely untrue as despite being invited on several occasions to attend a Community Council meeting Gladman have never actually done so nor have they discussed either this plan or any future plans with Auchtermuchty and Strathmiglo Community Council.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr James Frame

Address: 6 Carswell Wynd, Auchtermuchty, Cupar, Fife KY14 7FB

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to object to the proposed new development West of Carswell Wynd for the following reasons:

ONE- Contrary to FIFEplan

The proposed development is contrary Fife Council's Adopted FIFEplan (this was only adopted in September 2017). This land is not zoned for housing.

TWO- Transport and Infrastructure

Referring to the Transport Statement from Gladman Developments (Section 5.6) I must take issue with the statement "These photos show that there is adequate visibility from the minor road, Carswell Wynd on to the main route, the A91. Therefore, it would be possible to access the proposed development at this point".

Photo 7 is very misleading. While sitting, in the driver's seat of a car, at the junction in Carswell Wynd (waiting to turn right onto the A91) the view to the right is very much obscured by the 3 electrical cabinets on the footpath. Visibility is further reduced by the columns for the street light and the traffic lights at the crossing. If there are pedestrians on the footpath close to the pedestrian crossing, visibility (to the right) is eliminated all together.

As most households have at least 1 car, it can assumed that there will be at least 49 vehicles (probably significantly more) in this development. There will also be additional vehicles accessing it for: visitors, home shopping/ parcel deliveries, home helps/ district nurses, etc. This will have a significant impact on the road junctions with the A91.

THREE- Loss of farmland

As we are being encouraged to eat locally sourced food (and to support local farmers), I object to the use of prime agricultural land for a housing development.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mrs Eileen Lennie

Address: 11 Carswell Wynd, Auchtermuchty, Cupar, Fife KY14 7FB

Comment Details

Commenter Type: Neighbour Notified

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We wish to object to this application going ahead.

Previous application to build on this site was ruled out after being submitted Scottish Ministers. The land between Carswell Wynd and Low Road Garage is the only panoramic view extending out of the town boundary. This view is enjoyed not only by residents but people driving through the town.

The number of houses will accommodate many people. Many of the houses will be family homes and the impact on the school and surgery will be great. (1 month to see a doctor at present!)

Traffic. Many of the homes will accommodate young families. Two adults perhaps working and commuting elsewhere. Two vehicles per house in some cases. The High Street is very often congested as it is. The impact on the Roads within the High St. will be greatly detrimental .

Bearing in mind that the Chemist, Post Office Co-op and a Take away are all within 100 yards of one another at the top of the High St.. The access road via Carswell Wynd. This road cannot take any more vehicles going up and down as well as the access road from Low road may cause problems. Children crossing to go to school will be a concern. Lorries especially tear along the main road at great speed.

There have been many issues regarding flooding and water is lying at the lower end of the site and not draining away. This has been there for some time now not to mention flooding on the Low Road.

The nursing home at the bottom of Carswell Wynd. The residents will be robbed of all the pleasures of looking out into the countryside.

We trust you will take on board our points and carry forward a rejection to this application.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr James Stewart

Address: 10 Carswell Wynd, Auchtermuchty, Cupar, Fife KY14 7FB

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This area was expressly ruled out earlier that only a smaller site (AUC01) could be allocated for development within the settlement envelope.

(1) Open land to the south of Low Road is not a gap or infill site this area is prime agricultural land and is the last remaining open and panoramic view in the town, extending across Howe of Fife farmland to the Lomond Hills beyond. It is an effect the equivalent of a promenade for residents and visitors walking here. The proposed development in our view is a deep intrusion into the countryside with the loss of prime agricultural land.

(2) Another of our concerns is the drainage with the development will increase additional load to the sewer and surface drainage from the proposed development can only compound the problems experienced here.

(3) Another concern is the current waiting times to see a doctor especially if you want a doctor of your choice, it can be anything between 4 to 6 weeks. The Health Center doesn't only cover Auchtermuchty but an extended area out with Auchtermuchty. If the proposed development was to go ahead it would only increase pressure to the existing problems at this practice.

(4) With the proposed houses built there would be a significant movement of traffic in and out of this site onto the A91 which is a busy trunk road. It would increase to existing houses for entry and egress to their properties.

(5) Flooding: the area at the bottom of the development has been submerged in water for at least 4 months. If the development was to go ahead it would only increase the flooding.

On behalf of James Stewart and Morag Jack.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr John Dempsey

Address: 3 Low Road, Auchtermuchty, Cupar, Fife KY14 7AU

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I refer to the neighbour notification 15th January 2020 regarding application No 19/03631/ppp for land west of Carswell Wynd Auchtermuchty and would like to make the following comments

1/ The new access from Low Rd to the site which is indicated on the plans across from number 5 and 7 low Rd would cause a danger to road users due to the short distance from the Carswell Wynd junction.

2/ The low Rd to the north of the site is subject to regular flooding during heavy rain and a new access in this area will cause more danger when flooding occurs to users of the A91.

3/ The Auchtermuchty primary school is almost at full capacity.

4/ There is also 2 more sites in Auchtermuchty that have preliminary planning past for more than 50 properties so this would impact on the primary school as well.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr C. Monteil

Address: 9 Low Road, Auchtermuchty, Cupar, Fife KY14 7AU

Comment Details

Commenter Type: Neighbour Notified

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Objection to the Planning permission in principle No 19/03631

This planning permission in principle should be rejected for many reasons, the first being the number of requests for exceptions:

- Number of house exceeding the limit
- Build on prime agricultural land
- Site not on Fife local development plan
- No respect for the Making Fife's Places guidance

1) The Fife local development plan, voted in 2017, allows the housing development on two sites: AUC001, located behind the Burnside garage, and AUC002, in Millflat. Concerning the affordable housing, the FIFEplan policy 2 states that the development of sites adjacent to the settlement boundaries might only be considered for acceptance if no other site is available. Consequently, this proposal conflicts with the policy and the planning permission should be refused.

2) The number of households allowed for a development in Auchtermuchty is limited to 30. Gladman is willing to build 49. This should be enough to reject the proposal.

Gladman expects a large flexibility from the Fife council to accept a 50% increase of the number of homes allowed, but also decides to stay below 50 to avoid being considered a major development, which would involve a wider consultation of the community.

3) In the Figure 24 of the Design statement, it is written that the 49 homes will be built on 1.5 Ha of developable land. If this dwelling units density is perfectly understandable in a city where the real estate pressure is high, it is not appropriate for a small town. Gladman claims the intent to respect

the identity and character of Auchtermuchty, but none of the house shown in the pictures page 19 of the Design Statement are a part of such a high-density housing estate.

As a result, this planning does not respect the "Distinctive" and the "Safe and pleasant" criteria from the Making Fife's Places document from August 2018, which expects the new developments to:

- Reflect the pattern of the local settlement form -street widths, building setbacks, block sizes, street patterns, density and mix etc.
- Provide buildings and spaces with a scale, height, massing, density etc. that reflects the location of the development within the settlement -town centre, suburban, village, settlement edge, countryside.

4) In the Transportation statement, the topography section page 26 mentions that there is a significant drop of 1m in level between the site and Low road (also noticeable in the picture p17, 4.23), which is a very busy road. At the new intersection, any car driving from the new site into low road will not have a clear view of the traffic and the risk of accident is high. This is a major safety hazard and Gladman development will probably refuse to pay for elevating the road, as it is mentioned in the same report, 4.24, "There is a difference in level between the existing carriageway edge and the site, so providing a footway alongside the carriageway would require earthworks at a disproportionate cost".

5) It is understandable that the exact design of the estate does not have to be included for the planning application in principle. However, it is expected to detail the main features and the solutions proposed to overcome the constraints.

Unfortunately, the wording of that design statement contributes to maintain a certain ambiguity throughout the document. The planning permission should be rejected if the applicant can't demonstrate clarity about the real plan/intentions and not what will please the decision committee.

For example, in the design statement, Figure 21: landscape, it is proposed to maintain a 35m space between low road boundary and the houses facing north in order to, according to Gladman, respect the view to the Lomond hills from the conservation area, which is probably an important argument for the project approval. However, in "Setback from low road" section page 30, we can read: "Should dwellings be located closer than 35m then the detailed design of the dwelling would need to consider..." Basically, there is no guarantee Gladman will respect this distance once the planning permission is accepted.

6) This land is prime agricultural site and offers the last unspoiled view of the Lomond Hills from Auchtermuchty. A development of this size will irreversible affect the town landscape.

In "outward view", page 14, it is written: "These views are limited to this 110m gap in built form where the Lomond Hills are viewed between existing development along Carswell Wynd, and that on Low Road and around Stratheden Place". Once again the document wording is ambiguous: the

site is not considered as an agricultural land, but as a "gap in built" between two estate. The difference is important because someone who does not know the village would think it is a wasteland that can be filled without too much effect on the countryside.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr John Davie

Address: 22 Westbank, Auchtermuchty, Cupar, Fife KY14 7LA

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Objections to Planning Application

Ref: 19/03631/PPP Land to West of Carswell Wynd, Auchtermuchty

As an Auchtermuchty resident, having retired from a career in the housebuilding industry, I am often asked to comment on housing applications. I therefore often attend Auchtermuchty Community Council meetings when these matters are on the agenda.

Having followed the progress of the Gladman application since it first appeared on the agenda for the Auchtermuchty Community Council meeting several months ago, I attended the January meeting, held on Monday 28th, and was invited, along with an experienced town planner, to comment on the application and to answer any questions arising.

The Gladman application was top of the agenda at Monday's Community Council meeting, which was very well attended, mainly by people living within close proximity to the application site. Many were unhappy about the Gladman application and were hoping to hear of sound reasons for submitting objections to it.

The following comments are compiled from issues arising at that meeting.

1. Consultation with Community Council (CC) and Auchtermuchty Community Trust (ACT)

Local newspapers printed an article about the Gladman application suggesting that the application had been discussed with both the CC and ACT, prior to it being submitted. Information submitted with the application in fact states that the CC and ACT were consulted. This statement is false and the CC's secretary has already written to the Case Officer in the Planning Department pointing this

out.

Does this false information render the planning application invalid? In the eyes of local objectors it raises the question as to whether the application contains other false information.

2. Existing Fife Plan

The only site in Auchtermuchty which is currently zoned for housing and which is capable of development, is that for 18 houses at the rear of the Low Road garage and adjacent to Stratheden Place. The local community is of the opinion that Fife Council has a duty to ensure that this site is developed before any un-zoned land in the village is. They understand that there is a need for affordable housing but that that housing should be fully integrated with mainstream housing and plots.

There is undoubtedly a large demand for all categories of housing together with its supporting infrastructure, and the local people are aware that none of these facilities can possibly be provided without the preparation of a forward-thinking masterplan or place plan.

Many in Auchtermuchty believe that it is vital that no housing should be approved on the application site which would prevent access to developable land south and west of the application site in future. In the interests of good forward planning, the incorporation of the Kingdom Housing development should be contained within a well-considered structure plan.

It would be possible to extend the site of the currently zoned 18-unit site, in order to accommodate the number of houses which Kingdom Housing wishes to construct. The best possible outcome for local residents is that this is done.

The majority of objections would be removed if the applicant were to amend their scheme accordingly, bearing in mind that all the land in this area is in the ownership of the one farmer.

3. Roads Standards

The housing layout information submitted is adequate for an outline application, but it is obvious to a trained eye how the applicant intends to gain vehicular access to the development. Without considerable alteration to the submitted concept, the Council's Road and Transportation Engineers will find difficulty in granting a Roads Construction Consent for the scheme.

The submitted plans indicate limited access to Carswell Wynd, which is already substandard in relation to Fife Council's Roads Design Guidelines. Carswell Wynd is a Category 5 cul-de-sac extending from the A91 to a standard T-shaped turning head at the entrance to Auchtermuchty Health Centre. Carswell Wynd comprises a cul-de-sac off a cul-de-sac. That is not permissible under current roads guidelines. In addition to the existing housing, the carpark for the Health Centre has spaces for around 60 vehicles and a further approximately 15 spaces are accessed regularly at the Care Home located to the south of the Health Centre. Therefore Carswell Wynd is

generating traffic far beyond its design capacity and no further access onto this road should be permitted.

4. Main Access from the Low Road (A91)

The submitted conceptual layout shows the main access to the development located at a point on the A91 midway between Carswell Wynd and the garage. The A91, a major distributor road, has onerous junction spacings and the access location proposed will not comply with junction spacing requirements.

This difficulty could be relaxed, but not eliminated, by constructing a roundabout at this point of access. This would have the added benefit of acting as a traffic-calming measure, at the same time as minimising junction sight lines.

This proposed access road should take the form of a general access road terminating at a circular turning-head. It should also be capable of being extended in the future to merge with the B936.

This approach to the road design would create the opportunity to open up the south of the village for future development and would enable much-needed roads improvements to the A91 and the B936 to take place.

In addition to submitting the above objections, Fife Council should be aware that plans are being currently prepared under the Community Placemaking Initiative scheme for submission to the Council. These show the means by which the local community would like to see Auchtermuchty developed.

The concept has been discussed with Willie Rennie MSP, who showed much interest in the ideas and informed us of a scheme in Crail which he is supporting, whereby the local community submits proposals to the Council under this new Initiative scheme. Having taken his advice, we intend to proceed with an Auchtermuchty scheme on a similar basis.

One of our local councillors has already emailed the Planning Department in this connection, in the hope that our housing action group can be given the opportunity to discuss our ideas with yourselves.

Auchtermuchty Community Council would like sound forward-planning with regard to future development and consider there is a great opportunity here to prepare a master plan incorporating much-needed public facilities and roads improvements, all of which would ensure that the future for the community would be a sustainable and vibrant one.

It must be understood that Auchtermuchty Community Council is in no way opposed to the principle of the building affordable homes, but there is great concern here that if this Gladman scheme were to be approved in its current form, these vital opportunities for the future would be

lost.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mrs Chirstinn Aitken

Address: 5 Low Road, Auchtermuchty, Cupar, Fife KY14 7AU

Comment Details

Commenter Type: Neighbour Notified

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am opposed to the development listed above not only because of the impact it will have on the countryside but the strain it will put on the already stretched services in the town. The open landscape here is a real amenity for residents and must be protected for future generations: The direct connection to the panorama of farmland and hills is also surely of benefit to the residents of the care home and also visitors to the medical centre.

The doctors surgery is already incredibly busy, the average waiting time for an appointment is three weeks but you could always wait hours to be seen at the Monday morning drop-in. I also understand that the school is almost at full capacity with only around twenty spaces left.

The volume of traffic on this road is already really bad without adding potentially another 49+ cars. Having attended the Community Council meeting held to discuss this application I'm aware that the adopted Local Development plan explicitly ruled out development on the stretch of farmland between Carswell Wynd and Burnside Garage - I hope the Council takes the same approach with this application.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mrs Janice Wightman

Address: Honeysuckle Cottage, 1 Carswell Wynd, Auchtermuchty Cupar, Fife KY14 7FB

Comment Details

Commenter Type: Neighbour Notified

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There are three businesses on the Low Road with no parking facilities therefore people using these businesses park on Carswell Wynd, which is already causing obstructions. This will only get worse with the extra traffic these homes will bring.

The Surgery currently covers a wide area in this part of Fife, and it can be quite difficult to get an appointment with a doctor so obviously this will only get worse with new patients being added to the list.

The primary school has very few spaces for more pupils. I am sure with all the houses they plan to build on this land there are going to be quite a few families plus the fact the school is greatly under resourced.

I read last week in local newspaper that Fife schools have been told to stop spending money. The school will not be able to accommodate the pupils this development will bring.

The surrounding road system is all ready very busy, as it's a main artery between Kinross and Cupar and already extremely busy. Its already difficult to exit Carswell Wynd onto Low Road. This development will only make things worse.

This development will take away the last open view connection to the vista / landscape and will deny the public a wonderful view of the Lomond's and surrounding countryside.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Ms Glynda O'Hara

Address: Flintstones, 5 Kilnheugh, Auchtermuchty Cupar, Fife KY14 7BZ

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the proposal for the erection of dwelling houses on this site for the following reasons

- 1} The current settlement infrastructure will be unable to cope with the additional needs of what is likely to be at least 200 people. The existing water, electric, gas and sewage systems would require extensive modifications. Auchtermuchty Primary School is already using "huts" to accommodate the current pupils. The provision of Health Care in Auchtermuchty is already stretched to its limits .
- 2} The proposed housing estate would require vehicular access via the Low Road which is of course part of the main highway between Edinburgh and St Andrews.
- 3} The site in question is agricultural land and provides an unbroken view of the Lomond Hills to many residents and also to visitors passing through.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr David Watson

Address: 4 Crosshills, Auchtermuchty, Cupar, Fife KY14 7AX

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is prime agricultural land which is not included in the current Fifeplan as being zoned for housing. I feel that there should be no encroachment on greenbelt land until those areas which are currently in the Fifeplan have been used.

It is my understanding that in a town the size of Auchtermuchty, the maximum number of affordable houses for such a proposal is thirty.

The current proposal would adversely affect the landscape of the town in relation to the open views of the Lomond Hills. This valuable connection would be significantly diminished.

I would also note that despite the developer Gladman's indications to the contrary, they had not, as of 27.1.20, engaged with Auchtermuchty and Strathmiglo Community Council.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mrs Abi Rose-Armstrong

Address: 10 Leith Avenue, Burntisland, Fife KY3 9HE

Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I work in a care home for the elderly which is located in Carswell Wynd - the proposed planning application sees to build houses directly in front of the care home - we have residents who are very vulnerable. The excessive noise during the construction and continuing noise there after will cause dramatic distress to our residents. The route into Carswell Wynd is not suitable for any extra vehicles and would prove a hazard to staff and residents alike.

The homes will be overlooking our residents communal areas as well as their own personal private bedrooms - losing their sense of dignity and wellbeing. The building works alone will put a lot of stress and strain on these sensitive people let alone the longer impact of having houses, cars and a large number of people in the vicinity.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Ms Shona Dryburgh

Address: 1 Millflat, Auchtermuchty, Cupar, Fife KY14 7BQ

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It came to my attention that David Gladman of Gladman Developments, who is seeking planning permission to be granted for the Land to West Of Carswell Wynd, Auchtermuchty, is highly successful at achieving planning applications for many 'Greenfield sites' within the United Kingdom. Mr Gladman's firm stands accused by press and public, of inflicting 'unwanted housing' in the countryside - the Peak District and Stratford-upon-Avon to name but a few. These designated areas would never have been built on in the past, no council would have sanctioned this move in years gone by, knowing full well that there would be very strong objections against building in areas of historical, and natural beauty. Gladman Developments are responsible for 107 homes being built within sight of the hauntingly beautiful Kinder Scout plateau in the Peak District. Why then have such applications, been granted? Under Government reforms, councils must show they have enough land to meet housing targets for the next five years. If they do not, they lose key powers to ward off predatory planning applications. This current application in Auchtermuchty in my view is one which could be viewed as being 'predatory' in nature.

Gladman Developments are preying on every greenfield area in every region in the UK. As such, the company has spotted a niche market, and is capitalising upon this by bringing ruin to villages and towns, to countryside, to field and to glen. They are urbanising the countryside, they are eating up our fields, and Gladman Developments are being unscrupulous in their desire to achieve successful planning applications by plying their 'No win no fee' trade to landowners. This company are exploiting new planning rules and regulations, to threaten our historic countryside. Where once we grew crops, we now grow houses!

We recently came away from the European Market. We will require every fertile piece of land that we hold throughout the UK, in order to grow our own crops. Growing our own crops will be an

absolute necessity for two reasons. 1) We require fertile land to remain free from planning applications in order that we grow our own crops. If we fail to do this, and we eat up fertile land with planning applications, and housing, then we will be forced to import crops to feed our ever growing populations. Now that we have left the EU, the cost of importing food will rise, leaving us to face the fact that producing our own food is not only an option, it is indeed a very real necessity. If we are forced to import foods, because we lack the fields to grow enough crops for the nation, the import fees will drive the price up to market, and more families will need to seek help from food banks. 2). As the population increases, it will be necessary to be able to produce our own foods. Once we take away our precious fertile soil, and cover it in concrete, we have no way of reclaiming these lands. It is imperative that we save our fields from destruction. It is inconceivable that we continue to fund the coffers of Mr Gladman, a man who is unscrupulous in thought as he is in deed. It is inconceivable that we should aid Mr Gladman's thirst to pave over all of our UK wide greenfield sites.

A damning report by MPs, published recently, found that developers are exploiting planning reforms to inflict 'inappropriate and unwanted' housing on communities. Two respected rural institutions - The National Trust and Country Life magazine - warn that Britain's most picturesque areas are being desecrated. We should be outraged that this is happening to our country, we desperately need to come to our senses, before we lose all that is precious to us.

In rural Oxfordshire, there is a little village called Bampton. Residents there have joined forces with their local council to fight Gladman Developments who have plans for 127 new homes. The pressure of adding so many houses, will not only disfigure the village, it will also put an intolerable amount of pressure on local services. Not only is Bampton's school, surgery and sewerage works are all close to capacity - it seems that this narrative is played time and time again up and down the UK. 'Close to capacity' - or in our case beyond our capacity in reference to Auchtermuchty Health Centre. Should this build, go ahead, it would mean that we could have at the very least, an extra one hundred patients to add to the Health Centre's patients list. If the build at Falkland goes ahead, then we will have at least an extra 300 patients from Falkland added to that same list. In total - we could have in excess of over four hundred extra patients to add to Auchtermuchty's Health Centre's books. The Health Centre currently offers appointments four weeks ahead. We have open access on a Monday morning, when people from Collessie, Dunshalt, Falkland, Strathmiglo, Auchtermuchty and surrounding areas, descend upon the Health Centre. The seats are very quickly taken, leaving standing room only, and the wait can be three hours or more to see a Doctor - this is under current circumstances. To add four hundred more patients to the current difficulties, would make a difficult situation, intolerable. What would happen to the elderly and patients with chronic conditions? Should these patients try as requested by the Doctor, to attend appointments regularly, once the extra 400 odd patients are added to the list, it is questionable if these patients would be able to secure an appointment at all. I have been informed that many staff are planning to leave the health centre. There is no question that this crisis will be very real, and it will be a crisis of Fife Council's own making.

There is no doubt that as the population continues to increase, more housing is needed, but this must be planned with care. We are currently trying to stitch reams of housing onto communities whose infrastructure is already maximised, thus creating a patchwork quilt of inadequate housing swathes, throughout the United Kingdom. The Scottish Government has exerted pressure on our councils to add more housing to our rural areas, but in doing so we are creating a pressure cooker of problems. To this end should we not form planning co-ops, where those who have retired from the housing and planning trade, can guide members of the public who have elected to join the 'Public Planning Co op' who then put forward a well measured plan of action, within a given measure of time, in order to take the intense pressure off our councils who are being forced into the corner, and who ultimately end up make rash decisions. Should we not also consider 'new towns' as a way of alleviating unimaginable pressure on towns and villages? .

We must build, but we must build in the right areas, and we must build well.

Auchtermuchty is already an example of a village that has been badly planned, we don't want the council to venture further up this path. Westland Park should never have been built as the whole estate exits through one road which has no pavements on either side. We have an atrocious building installed by Fife Council, that 'carbuncle' is Myres View which is an example of a 4 storey pebbledash tower block that was stitched on to a street full of stone built weavers cottages, lying opposite a late 17th century stone built farmhouse, from which a stone wall threads along the High road. It is indeed the eye sores of all eye sores. The architect and town planners could not possibly excuse the reasoning behind placing such an ugly building beside historical stone built cottages and houses, it is an abomination. I live in a stone built weavers cottage in the same area as Myres View, and running up the back of our street is a row of ex council houses. These council houses were built on a higher level and they peer into the back of our homes. The council built the street so close to our street that sounds echo round the walls of our gardens, that conversations are very often overheard, especially when we leave our windows open.

As residents, we have to live with the awful consequences of town planning. Auchtermuchty deserves to be treated better - for this new build to be constructed in a way that does not affect current residents, and it fits in with the landscape and tone of the area. Please give us time to produce a better plan than this?

In relation to the Carswell Wynd plan, I feel the houses are wrongly placed. To build housing in a long thin line on the opposite of the original housing stock would make the development look completely unbalanced, unfinished and characterless.

Gladman Developments initially made note of the beautiful view of the Lomond Hills, which is exceptional. The view of the Lomond's impressed Gladman Developments so much so, that note was made that during the planning stage -it is important to protect the view. It is notable for a company such as Gladman Developments, who are as unscrupulous as they are successful, that even they, were conscious of the beauty of this place. The initial plan was to build the houses in a

V shape, in order that you could take in as much of the view as is possible, however that concept failed to materialise, and no more thought was put into the structure and pattern of the housing stock, or the view for that matter.

The sewerage system currently in place, will be badly overstretched, and the road as it stands is not suitable to be added on to. The road is not wide enough for two cars to pass, and all the traffic from this area would have to leave by one exit onto a main road.

This planning application would ruin one of the prettiest sites that we have in Auchtermuchty, and as the application only shows one long street, the site would look strangely unbalanced in its entirety. It is without doubt that building one long road, would invite further works to commence behind this initial row of houses, after which, Auchtermuchty would then begin to enter the realms of becoming a town, finally eroding the charm of being a village.

People choose to live in the countryside, instead of bustling towns and cities. The UK, runs the risk of losing its identity as a nation of villages, towns and cities. Indeed we will eventually become one large land mass should we fail to keep predators from swallowing up swathes of our countryside.

Charlie Ewan-fs

From: Jane Freer [REDACTED] >
Sent: 13 February 2020 00:41
To: Development Central
Subject: Unable to access eplanning to submit my comment - 19/03631/ppp
Categories: In Progress

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Please submit this comment as nothing will allow me on to the portal.

Jane Freer

31 The Riggs

Auchtermuchty

KY14 7DX.

12th Feb 2020.

Re: 19/03631/PPP | Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works | Land To West Of Carswell Wynd, Auchtermuchty, Fife.

FAO Case Officer - Natasha Cockburn

Dear Madam,

This area of land was hoped to be included in the proposed LDP 2015 as “a logical/infill site for housing” to be built “consistent with the pattern of development immediately adjacent” on Carswell Wynd and “on either side” i.e. Low road and Stratheden Place/AUC001. The infill sought by A A and J Brand was for an allocation of 30 units of mixed, privately-owned and social housing.

However, Fife Council upheld the recommendation of exclusion of the site from the previous St Andrews and East Fife Local Plan (see Core Document CD2 page111) for the same reason of the detrimental impact upon the nature of “the rural character and appearance of the area” due to the impact of the loss of the

aesthetic of the visual setting which is “an important aspect of the character and appearance of this part of Auchtermuchty”. This application, for a block of forty-nine, closely packed social housing units makes nonsense of the previously stated consideration.

It is noted that this concentration of dwellings will use up all the existing resources that were available for the 2016 LDP. AUC001 and AUC002 were accepted as sites that took up the primary school places leaving no reserve and spread housing development across the existing settlement.

It is noted that traffic flow on to Low road at rush hour times is anticipated at some increase of 8 cars per hour. No traffic flow figures seem to reflect the constant stream of traffic across Low Road, up Gladgate, (where there are no pavements for its entire length), Crosshills (with intermittent pavements) and along Pitmedden Wynd, (where there is only one pavement). Pedestrians already have to make dangerous crossovers with no poor visibility and speeding cars at the top of the steep hill where the three roads converge. It is the elderly and mothers with children who are forced to walk the roads of Auchtermuchty, the increased danger to the vulnerable of our village is unconscionable.

It is noted that the application is for one unit of social housing less than the 50-unit threshold that would generate an automatic public consultation and is 40% over the automatic concurrence of 30 units given the 974 dwellings that comprise Auchtermuchty.

However, this planning device to engineer a side-door acceptance of the proposal is made not **after** the development of AUC 001 & 002 but **before** the **promised** amenities have been made available to the public. Can this manipulation stand up to scrutiny?

Auchtermuchty, due to the size of its school, its lack of shop, local public transport its sub-standard roads and pavements can only be classed as a village. This development of 49 units would alter the village to that of a township in one move. Fife Council policies state that approval for such a change in status has to be deliberated through proper public consultation.

This proposal constitutes a 10% overnight increase of the 974 dwellings if it is allowed before the development of the two sites already in the LDP. This consequence abrogates our right to have that consultation and does not seem to me to be within the jurisdiction of the planning office to approve.

Yours truly,

Jane Freer

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr Brian Slattery

Address: Halhill, Leckiebank Road, Auchtermuchty Cupar, Fife KY14 7EB

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Specific Objections

1. In Section 1.4.2 of the Planning Application Gladman imply that Consultation has taken place with the local Community Council and Auchtermuchty Community Trust (ACT). The telephone conversations with individuals referred to in no way constitute a Consultation. Furthermore, Gladman refused to discuss the plans for the area with ACT until after a decision is made on the current application. They are only willing to discuss future applications.

2. In section 4.3.3 it clearly states the development must be for a maximum of 30 units for Settlements from 200 to 1000 households. Auchtermuchty has 927 units. Fife Council must not bend the rules for Gladman and allow them to avoid proper public consultation.

General Objections

It has become clear during recent months that there is a strong backing from key community groups for the development of a new Community Hub in Auchtermuchty which would also serve the surrounding communities.

Initial studies by ACT have indicated that a strongly favoured possible site for the Hub would be in the open field adjacent Low Road. The type of building envisaged could conveniently be sited on the area known as AUC001 which is to the south of the Garage and Police Station on Low Road. Siting the building here keeps it well clear of obstructing the sight lines from Low Road across the open field to the east. Direct road access to Low Road would be required to a standard that allows occasional use by a vehicle such as a large coach. This access would be shared with any access provision for housing developments on the wider site.

I consider it vital that the current proposal be rejected or at least put on hold until plans for the whole area are subject of a full discussion with all parties concerned.

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mr Robert Watkins

Address: Huanfa, 3 Orchard Court, Auchtermuchty Cupar, Fife KY14 7HX

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Limited comments only are provided - as we were only made aware of this Planning Proposal at about 15.00 on 13/2/20 (today). It has not been well communicated, especially given the size and significance of the proposed development within Auchtermuchty. Note that there was no 'Notice of Planning Application' to be seen posted or hanging anywhere close to the proposed site, when we looked at about 17.00 today. It should also be noted that several of the documents listed on the Fife Planning website are listed as 'document unavailable'!?, and therefore could not even be viewed however quickly.

Objection is on the grounds of :-

Proposed development has not been included in Fife Local Development Plan (Sept. 2017).

Therefore it has not been subject to wider and extended community discussion. Moreover it is a significant and major change from the above plan.

Proposal clearly extends the established boundary and footprint of the town into farming land. It fills in an open (normally sunny and green) panoramic and arguably iconic view over the Eden Valley from the heart of 'Muchty both towards Myers Castle and encompassing the East Lomond all the way to the West Lomond and beyond. Currently there are ca. 240m of publicly readily accessible frontage to enjoy this open South/South-westerly aspect from Carswell Wynd and Low Road. This would reduce to a ca. 50m 'corridor view' from Low Road only as a result of the proposed development. And as suggested by the outlined site markings red-lined in the 'The Landscape and Visual Appraisal Outline'; it would almost be inevitable that any development site would eventually be extended westward towards Stratheden Place resulting in the loss of the aspect towards the Lomonds entirely. The proposal results in loss of views and amenity to those living/working nearby, and the residents in general would in future find it necessary to travel/walk

uphill and outside of 'Muchty to recapture the view.

In summary; from within 'Muchty it would significantly impact the setting of the town and its characteristic open Southerly aspect.

(Note. Recall that there was in past significant support in Plans that "views South towards to the Lomond Hills to be protected")

Proposal will increase traffic and pedestrian volume (especially at 'rush hour'), and add a further junction in area of Low Road (the main A91) where there are already multiple junctions in very close proximity to bus stops, a light controlled crossing, together with an area of road which regularly floods locally making parts of pavement impassable after rain; as well as multiple business and private house driveways. The A91 despite no longer being a trunk road, is heavily used as the main route between the Motorway and Cupar/St. Andrews. Traffic can regularly back-up in the area close to Carswell Wynd causing hazards and this is often associated with bus movements. There is already wider community concern within 'Muchty associated with traffic and the potential risk in crossing the A91. The proposed development would significantly increase the number of houses South of the A91 (and to West of the town centre by ca. 40-80%.)

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Mrs Helen Bowman

Address: Highfield Leckiebank Road, Auchtermuchty, Fife KY14 7EB

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

I wish to object to this application on three grounds.

Many residents in Auchtermuchty believe that land on the Low Road is the obvious site for any future development. However, Gladman and Kingdom Housing have both avoided any public consultation by restricting their proposal for 'up to 49 units', and 1.98 hectares. 50 units, or 2 hectares, constitutes a major development and allows for a formal consultation exercise. I am aware that Gladman is private sector but as a social enterprise, third sector organisation I am disappointed that Kingdom Housing do not seem to follow best practice transparency guidelines. I think residents in Auchtermuchty should be consulted and our local representatives be made aware at the development stage of what people need and what their concerns are.

Material Considerations for valid objections

The only site in Auchtermuchty currently zoned for housing and which is capable of development is that for 18 houses at the rear of the Low Road garage and adjacent to Stratheden Place. It would be possible to extend this site to accommodate the number of houses Kingdom Housing wish to construct.

Carswell Wynd is already sub standard for its current use by residents, staff and patients at the

Health Centre, and staff and visitors of the Strathview Care Home. It comprises a cul-de-sac off a cul-de-sac. Carswell Wynd is already generating traffic far beyond its design capacity and no further access onto this road should be permitted.

It is my understanding that even with the more relaxed regulations regarding affordable housing, Kingdom Housing has exceeded in this application the maximum number of houses permitted. I believe there would need to be in excess of a 1,000 properties (currently 974) in Auchtermuchty for 49 houses to be permitted. To build a concentration of 49 affordable houses in a block would not reflect current planning thinking.

In conclusion I wish to object to this outline (planning permission in principle) application in its current form. The three material considerations for objecting are

- Use of unzoned land for housing when zoned land, capable of development, is available.
- Sub standard nature of Carswell Wynd & Issues with the main access from the Low Road (A91)
- 49 units exceeds the permitted number of 30 based on number of houses in Auchtermuchty

Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Customer Details

Name: Ms Jean Bell

Address: 3 High Road, Auchtermuchty, Cupar, Fife KY14 7BE

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the proposal of 49 houses being built at Carswell Wynd in Auchtermuchty. I believe that the maximum number of affordable houses that can be built in one development in a village of less than 1000 houses is 30 houses, so the proposal for 49 exceeds the limit for Auchtermuchty. The other issue of building 49 houses is that it's a direct insult to the community, as it is one less than the 50 houses that require a public consultation, it's sneaky and under-hand. It would be in everyone's interests to engage the community in developments for the best outcomes for that community. This particular site is a designated greenfield site and as such has previously been regarded as an area that should not be built on, and is supposedly protected from building. There are housing developments for Auchtermuchty in the Local Development Plan, already approved by the Scottish Reporter, but if you build the proposed development at Carwell Wynd you will exceed the limit of the primary school, and will be unable to build on the already agreed site, which doesn't make sense at all. Incidentally, the proposal itself fails to mention improvements that would be required to the road, which is already sub standard for those currently living there.

Agenda Item 4(4)

**Land to west of Carswell Wynd, Auchtermuchty,
Fife**

Application No. 19/03631/PPP

Consultee Comments

MEMORANDUM

TO: Natasha Cockburn, Planner, Major Business & Customer Service

FROM: Eloise Griffin, Acting Lead Officer, Land & Air Quality

DATE: 20 January 2020

OUR REF: PC190243.C2

YOUR REF: 19/03631/PPP

SUBJECT: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works at Land at Carswell Wynd, Auchtermuchty

Thank you for your consultation on the above application. After reviewing the available information, I would provide the following:

Land Quality

I refer to Mason Evans' report, "Phase I Desk Study Report", dated December 2019.

Mason Evans recommend that intrusive site investigations be undertaken to characterise the site ground conditions. The results of such investigations, and appropriate site specific risk assessment, are to be submitted for comment.

If remedial measures are required to ensure safe development of the site, these must be described in a Remedial Action Statement detailing the measures that will be used to mitigate against potential risks. The statement must include a verification plan specifying when, how and by whom remedial measures will be inspected. The remedial action statement must be submitted to and accepted in writing by the council before any development work begins on site. A Verification Report would be required on completion and before occupation of any property.

Radon

Mason Evans note that the site is located in an intermediate probability radon area and that basic radon protection measures are necessary in the construction of new dwellings (or extensions). Details of the measures to be installed should be provided.

Should Development Management approve an application for the site, it is advised that the contaminated land conditions LQC1 to LQC3 (attached) be utilised to ensure the site would be developed in accordance with the relevant technical guidance including PAN 33.

Please note that we are not qualified to comment on geotechnical matters relating to ground stability or foundation design. This response is from the Land & Air Quality team; our colleagues in Public

Protection may submit their own response. Should you require any further information or clarification regarding the above comments, please do not hesitate to contact this office.

Regards
EG, Acting Lead Officer
Enc. Model Conditions

Model Planning Conditions for Land Quality

LQC1

NO DEVELOPMENT SHALL COMMENCE ON SITE ~~until the risk of actual or potential land contamination at the site has been investigated and a Preliminary Risk Assessment (Phase I Desk Study) has been submitted by the developer to and approved in writing by the local planning authority. Where further investigation is recommended in the Preliminary Risk Assessment, no development shall commence~~ until a suitable Intrusive Investigation (Phase II Investigation Report) has been submitted by the developer to and approved in writing by the local planning authority. Where remedial action is recommended in the Phase II Intrusive Investigation Report, no development shall commence until a suitable Remedial Action Statement has been submitted by the developer to and approved in writing by the local planning authority. The Remedial Action Statement shall include a timetable for the implementation and completion of the approved remedial measures and a Verification Plan specifying how, when and by whom the installation will be inspected.

All land contamination reports shall be prepared in accordance with CLR11, PAN 33 and the Council's Advice for Developing Brownfield Sites in Fife documents or any subsequent revisions of those documents. Additional information can be found at www.fifedirect.org.uk/contaminatedland.

Reason: To ensure potential risk arising from previous land uses has been investigated and any requirement for remedial actions is suitably addressed.

LQC2

NO BUILDING SHALL BE OCCUPIED UNTIL remedial action at the site has been completed in accordance with the Remedial Action Statement approved pursuant to condition. In the event that remedial action is unable to proceed in accordance with the approved Remedial Action Statement — or contamination not previously considered in either the Preliminary Risk Assessment or the Intrusive Investigation Report is identified or encountered on site — all work on site (save for site investigation work) shall cease immediately and the local planning authority shall be notified in writing within 2 working days. Unless otherwise agreed in writing with the local planning authority, development works shall not recommence until proposed revisions to the Remedial Action Statement have been submitted by the developer to and approved in writing by the local planning authority. Remedial action at the site shall thereafter be completed in accordance with the approved revised Remedial Action Statement. Following completion of any measures identified in the approved Remedial Action Statement — or any approved revised Remedial Action Statement — a Verification Report shall be submitted by the developer to the local planning authority.

Unless otherwise agreed in writing with the local planning authority, no part of the site shall be brought into use until such time as the remedial measures for the whole site have been completed in accordance with the approved Remedial Action Statement — or the approved revised Remedial Action Statement — and a Verification Report in respect of those remedial measures has been submitted to and approved in writing by the local planning authority.

Reason: To provide satisfactory verification that remedial action has been completed to the planning authority's satisfaction.

LQC3

IN THE EVENT THAT CONTAMINATION IS ENCOUNTERED not identified by the developer prior to the grant of this planning permission, all development works on site (save for site investigation works) shall cease immediately and the local planning authority shall be notified in writing within 2 working days.

Unless otherwise agreed in writing with the local planning authority, development work on site shall not recommence until either (a) a Remedial Action Statement has been submitted by the developer to and approved in writing by the local planning authority or (b) the local planning authority has confirmed in writing that remedial measures are not required. The Remedial Action Statement shall include a timetable for the implementation and completion of the approved remedial measures. Thereafter remedial action at the site shall be completed in accordance with the approved Remedial Action Statement. Following completion of any measures identified in the approved Remedial Action Statement, a Verification Report shall be submitted to the local planning authority. Unless otherwise agreed in writing with the local planning authority, no part of the site shall be brought into use until such time as the remedial measures for the whole site have been completed in accordance with the approved Remedial Action Statement and a Verification Report in respect of those remedial measures has been submitted by the developer to and approved in writing by the local planning authority.

FIFE COUNCIL

ASSETS, TRANSPORTATION AND ENVIRONMENT

TO: Natasha Cockburn, Planner, Development Management
FROM: Moir Gibson, Structural Services, Flooding, Shoreline & Harbours
DATE: 22 January 2020
OUR REF: MG/19/03631/PPP
YOUR REF: 19/03631/PPP
CONTACT: Moir Gibson Ext 450522

SUBJECT: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works - Land to the West Of Carswell Wynd, Auchtermuchty

I refer to your Consultation Request Notification dated 14 January 2020 requesting observations on the application forms and associated plans available to view on-line at <http://planning.fife.gov.uk/online> for the above proposed development and comment only on matters relating to flooding and surface water drainage.

We would ask the Applicant to provide:

1. As per FRA *Surface water originating from the north-east and east at Carswell Wynd is likely to flow towards the site in a south-westerly direction entering the site once flows exceed the capacity of the local drainage system therefore the Applicant should demonstrate that this has been considered as it could affect the drainage proposals/properties.*
2. As per FRA *Careful level design will need to be considered when designing site access points from either Low Road or Carswell Wynd. If flood waters could enter the site by way of access points, the roads should be designed to either (i) take excess surface water into the site drainage system or (ii) allow surface water to be routed through the site (e.g., along roads) to the existing locations where they leave the site.* The Applicant should demonstrate that this has been considered as it could affect the drainage proposals/properties.
3. As per drawing No 18-061-SK20 Drainage Proposal, there is a culvert running across the site however this is not mentioned within the FRA or if it poses any flood risk. The FRA should be updated to reflect the above.
4. A preliminary calculation for any attenuation volume required.
5. A preliminary submission of the SEPA SIA tool.
6. The FRA established a flood risk by groundwater, therefore we would ask for assessment of the maximum groundwater level at the location of the surface water attenuation features to demonstrate that the base of these features remains above this level.
7. Completed SUDS and FRA certification as per Appendix 1-4.

We note that Fife Council's position is that freeboard of 0.6m is applied to the floor levels of all buildings and that a freeboard of 0.3m is applied to all gardens, roads and other parts of the development above the 1 in 200 year + climate change flood levels through the site.

We note that the proposed outfall route is outwith the site boundary outline therefore the land ownership/legal agreement should be taken into consideration.

Natasha Cockburn
Fife Council
Development Services
Kingdom House
Kingdom Avenue
Glenrothes
KY7 5LY

24 January 2020

By email only to: Development.Central@fife.gov.uk

Dear Natasha

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACTS
PLANNING APPLICATION: 19/03631/PPP
PLANNING PERMISSION IN PRINCIPLE FOR ERECTION OF, AFFORDABLE
HOUSING, FORMATION OF ACCESS, LANDSCAPING, OPEN SPACE AND
ASSOCIATED WORKS
LAND TO WEST OF CARSWELL WYND, AUCHTERMUCHTY, FIFE**

Thank you for your consultation email which SEPA received on 14 January 2020.

Advice for the planning authority

We ask that the planning **condition(s)** in Section 1.1 be attached to the consent. If any of these will not be applied, then please consider this representation as an **objection**. Please also note the advice provided below.

1. Flood Risk

1.1 We have no objection to the proposed development on flood risk grounds provided that, should the Planning Authority be minded to approve this application, the following planning conditions are imposed:

- No built development, including land raising, should take place on ground levels below 44.75mAOD and minimum finished floor levels of 45.35mAOD should be applied.
- No built development should take place on top of the surface water culvert. This will ensure that there is sufficient distance between any development and the culvert in the event of a problem with the culvert such as collapse or should a requirement for any maintenance to be carried out arise.

Continued...

- 1.2 In the event that the planning authority proposes to grant planning permission contrary to this advice on flood risk, the Town and Country Planning (Notification of Applications) (Scotland) Direction 2009 provides criteria for the referral to the Scottish Ministers of such cases. You may therefore wish to consider if this proposal falls within the scope of this Direction.
- 1.3 Notwithstanding our position we would expect South Ayrshire Council to undertake their responsibilities as the Flood Prevention Authority.

Technical Report

- 1.4 We have reviewed the information provided in this consultation and it is noted that the application site lies adjacent to the medium likelihood (0.5% annual probability or 1 in 200 year return period) fluvial flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding from the Barroway Burn.
- 1.5 The Barroway Burn flows in an easterly direction in an artificially straightened channel to the south of the site before passing through a culvert under the B936 into the Auchtermuchty Burn.
- 1.6 We also have records of flooding to properties on Low Road in 1993 to the north of the site. It is not clear what the source of flooding to Low Road was during this event although based on the topography, it seems likely that this was overland flow from the hills to the north east. As the site is lower than Low Road, it is possible that the site was also affected during this event.
- 1.7 A Flood Risk Assessment (FRA) undertaken by Kaya in December 2019 has been submitted as part of the application.

Hydrology

- 1.8 With regards to the flow estimates, we are satisfied that appropriate flow estimation methods have been considered and that a 35% uplift for climate change allowance has been included in line with SEPA's current 'Climate change allowances for flood risk assessment' guidance. We have reviewed the design flows and are satisfied that the estimated 200 year flow is within the range we would expect for the area.

2D Model

- 1.9 Due to the low lying nature of the ground adjacent to the Barroway Burn and the restriction posed by the culvert under the B936, it was determined that flood plain processes will be dominant over channel processes with regards to flood risk.
- 1.10 As such, a 2D model has been used to determine the flood extents and depths to the site from the Barroway Burn and Auchtermuchty Burn. A topographic survey of the site was used to create a DTM of the site and to confirm that available LiDAR data was a good representation of the ground levels.
- 1.11 A 4m grid resolution has been used to represent the physical characteristics of the study area.

Continued...

Given the narrow channel width, this is not considered to be best practice and a general rule of thumb is that 3-4 grid cells are required to resolve major flow paths i.e. modelling a 5m wide channel in 2D would require a minimum 2D grid resolution of around 1.5m.

- 1.12 However, we note that the model was also re-run using a 2m grid resolution which produced very similar results with the overall flood level being 0.01m lower than using a 4m grid. We therefore accept that the methods used in the FRA have been justified.
- 1.13 Sensitivity analysis has been undertaken with regards to modelled flow, roughness and downstream boundary which indicate that the model isn't overly sensitive to changes in these parameters. 50% and 100% blockage scenarios of the culvert have also been considered which creates a maximum increase in flood level of 0.08m to the 200 year scenario.
- 1.14 The in 1 in 200 year and the 1 in 200 year (plus climate change) flood level for the site are given as 44.64mAOD and 44.75mAOD respectively. The climate change scenario indicates that flood water would encroach on the southern boundary of the site to depths in the region of 0.1m.
- 1.15 To account for any uncertainties with the modelling, a precautionary approach should be taken to ensure that no development takes place in areas at risk of flooding. We would therefore require that when the layout of the site is finalised, no built development, including land raising, should take place on ground levels below 44.75mAOD (1 in 200 year plus climate change flood level).
- 1.16 An additional freeboard of 600mm should also be applied to finished floor levels in line with SEPA's Technical Guidance for Stakeholders. This equates to a minimum finished floor level of 45.35mAOD. **This should be ensured by condition.**

Surface Water Drainage Culvert

- 1.17 The Drainage Assessment (Gladman 2019) states that there is an existing surface water drainage culvert running below the site from north to south which is to be diverted. The indicative position of the culvert is illustrated on Drawing No. 18-061-SK20 (Appendix A). At this stage, insufficient information has been provided regarding the proposed route the culvert will take below the site and it is not clear where the inflow and outflow of the culvert is located. As such, it is not known if blockage to the inflow would result in surface water flooding of the site.
- 1.18 We consider water quantity aspects of surface water drainage to largely be the remit of local authorities and can often be managed in many developments by engineering solutions and may be addressed by installation of SUDS. As such we have no detailed comments on surface water flooding at the development. We would wholly support any comments made by Fife Council regarding additional assessment of the site in relation to surface water flooding.
- 1.19 However, SEPA are opposed to any building directly above culverts and the applicant should consider whether the site layout would provide sufficient distance between any development and the culvert in the event of a problem with the culvert such as collapse or should a requirement for any maintenance to be carried out arise.

Continued...

We would therefore require that when the layout of the site is finalised, there should be sufficient distance between any development and the culvert no built development takes place on top of the culvert. **This should be ensured by condition.**

Regulatory advice for the applicant

2. Regulatory requirements

- 2.1 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).
- 2.2 Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011.
- 2.3 A Controlled Activities Regulations (CAR) construction site licence will be required for management of surface water run-off from a construction site, including access tracks, which:
- is more than 4 hectares,
 - is in excess of 5km, or
 - includes an area of more than 1 hectare or length of more than 500m on ground with a slope in excess of 25°

See SEPA's [Sector Specific Guidance: Construction Sites \(WAT-SG-75\)](#) for details. Site design may be affected by pollution prevention requirements and hence we strongly encourage the applicant to engage in pre-CAR application discussions with a member of the regulatory services team in your local SEPA office.

- 2.4 Below these thresholds you will need to comply with [CAR General Binding Rule 10](#) which requires, amongst other things, that all reasonable steps must be taken to ensure that the discharge does not result in pollution of the water environment. The detail of how this is achieved may be required through a planning condition.
- 2.5 Details of regulatory requirements and good practice advice for the applicant can be found on the [Regulations section](#) of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in your local SEPA office at:

SEPA, Pentland Court, The Saltire Centre, Glenrothes, KY6 2DA. Tel: 01592 776910

If you have any queries relating to this letter, please contact me by telephone on 01786 452572 or e-mail at planning.se@sepa.org.uk.

Yours sincerely

Jess Taylor
Senior Planning Officer
Planning Service

Continued...

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at this time. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning or similar application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application or similar application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. For planning applications, if you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found on our [website planning pages](#).

Sabina Janczar

From: Alan Muirhead <secretary@auchtermuchtyandstrathmiglo.cc>
Sent: 04 February 2020 12:42
To: Natasha Cockburn
Cc: Development Central
Subject: 19/03631/PPP - consultee
Attachments: Gladman Objection.doc

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Natasha

Further to your letter of 22nd January Auchtermuchty and Strathmiglo Community Council have now submitted an objection to the above planning application.

Please note that the objection had to be submitted under my name but marked as 'Community Council' as the system only allows personal registrations and will not accept the Community Council as a valid login to the system.

I have attached the objection for information.

Any problem please just let me know.

Thanks and regards

Alan

Alan Muirhead
Secretary
Auchtermuchty and Strathmiglo Community Council

Auchtermuchty and Strathmiglo Community Council object to this application on the grounds below.

It is proposed to build on prime agricultural land that is not included in the current Fifeplan as being zoned for housing. The Community Council has consistently argued that there should be no encroachment on Green Belt until those areas currently included in Fifeplan as available for housing have been used.

We acknowledge the need for affordable housing in Auchtermuchty but even accepting that and ignoring the above this proposal does not meet the current requirements as defined in Fifeplan. For a town the size of Auchtermuchty the maximum number of affordable houses for such a proposal is thirty.

We are also concerned about the effect on the landscape. Open views to the Lomond Hills are an important part of the overall landscape environment of the town allowing a visual connection with the landscape and this proposal would result in a loss of this connection to the landscape.

Finally, we object strongly to the statement in paragraph 1.4.1 of their Planning Statement that Gladman had discussed future plans with Auchtermuchty and Strathmiglo Community Council. That is completely untrue as despite being invited on several occasions to attend a Community Council meeting Gladman have never actually done so nor have they discussed either this plan or any future plans with Auchtermuchty and Strathmiglo Community Council.

FIFE COUNCIL

ASSETS, TRANSPORTATION AND ENVIRONMENT

TO: Natasha Cockburn, Planner, Development Management
FROM: Moir Gibson, Structural Services, Flooding, Shoreline & Harbours
DATE: 22 January 2020
OUR REF: MG/19/03631/PPP
YOUR REF: 19/03631/PPP
CONTACT: Moir Gibson Ext 450522

SUBJECT: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works - Land to the West Of Carswell Wynd, Auchtermuchty

I refer to your Consultation Request Notification dated 14 January 2020 requesting observations on the application forms and associated plans available to view on-line at <http://planning.fife.gov.uk/online> for the above proposed development and comment only on matters relating to flooding and surface water drainage.

We would ask the Applicant to provide:

1. As per FRA *Surface water originating from the north-east and east at Carswell Wynd is likely to flow towards the site in a south-westerly direction entering the site once flows exceed the capacity of the local drainage system therefore the Applicant should demonstrate that this has been considered as it could affect the drainage proposals/properties.*
2. As per FRA *Careful level design will need to be considered when designing site access points from either Low Road or Carswell Wynd. If flood waters could enter the site by way of access points, the roads should be designed to either (i) take excess surface water into the site drainage system or (ii) allow surface water to be routed through the site (e.g., along roads) to the existing locations where they leave the site.* The Applicant should demonstrate that this has been considered as it could affect the drainage proposals/properties.
3. As per drawing No 18-061-SK20 Drainage Proposal, there is a culvert running across the site however this is not mentioned within the FRA or if it poses any flood risk. The FRA should be updated to reflect the above.
4. A preliminary calculation for any attenuation volume required.
5. A preliminary submission of the SEPA SIA tool.
6. The FRA established a flood risk by groundwater, therefore we would ask for assessment of the maximum groundwater level at the location of the surface water attenuation features to demonstrate that the base of these features remains above this level.
7. Completed SUDS and FRA certification as per Appendix 1-4.

We note that Fife Council's position is that freeboard of 0.6m is applied to the floor levels of all buildings and that a freeboard of 0.3m is applied to all gardens, roads and other parts of the development above the 1 in 200 year + climate change flood levels through the site.

We note that the proposed outfall route is outwith the site boundary outline therefore the land ownership/legal agreement should be taken into consideration.

Consultation Request Notification

Please use updated template attached for your response

Planning Authority Name	Fife Council
Response Date	9th March 2020
Planning Authority Reference	19/03631/PPP
Nature of Proposal (Description)	Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works
Site	Land To West Of Carswell Wynd Auchtermuchty Fife
Site Postcode	N/A
Site Gazetteer UPRN	000320326280
Proposal Location Easting	323764
Proposal Location Northing	711444
Area of application site (Ha)	
Clarification of Specific Reasons for Consultation	
Development Hierarchy Level	N/A
Supporting Documentation URL	http://planning.fife.gov.uk/online/applicationDetails.do?activeTab=documents&keyVal=Q2O1J9HFFG400
List of Available Supporting Documentation	As above URL
Date of Validation by Planning Authority	14th January 2020 Development Type: Local - Housing
Date of Consultation	24th February 2020
Governing Legislation	Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006
Consultation Type	Planning Permission in Principle
PA Office	Kingdom House, Kingdom Avenue, Glenrothes, KY7 5LY
Case Officer	Natasha Cockburn
Case Officer Phone number	03451 55 11 22

Planning Portfolio Internal Assessment Sheet

EPPS Team	Archaeology Team - EPES
Application Ref Number:	19/03631/PPP
Application Description:	Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works
Date:	
Reason for assessment request/consultation	<input type="checkbox"/> Statutory <input type="checkbox"/> Non-statutory
Consultation Summary	

Important Note

This is an internal planning assessment response provided from within Economy, Planning and Employability Service. It forms part of the overall assessment to be carried out by Staff on behalf of Fife Council as Planning Authority. The internal assessment is a material consideration in the determination of the application but it requires to be read in conjunction with all the other relevant policies and strategies set out in the development plan, together with any other relevant and related material considerations. It should not be read in isolation or quoted out of this context. The complete assessment on the proposal will be made by the Planning Case officer in due course.

Assessment Summary

1.0 POLICY CONTEXT

Local Plans

Relevant FIFEplan policies on built and historic environment:

- **Policy 1** – Development Principles
Part B

Development proposals must address their development impact by complying with the following relevant criteria and supporting policies, where relevant:

2. Avoid the loss of valuable cultural, tourism and community resources

- **Policy 14** – Built and Historic Environment

All archaeological sites and deposits, whether statutorily protected or not, are considered to be of significance. Accordingly, development proposals

which impact on archaeological sites will only be supported where:

- *Remains are preserved in-situ and in an appropriate setting; or*
- *There is no reasonable alternative means of meeting the development need and the appropriate investigation, recording, and mitigation is proposed.*

Proposals will not be supported where it is considered they will harm or damage:

- *Patterns of traditional orchards and medieval garden riggs*

In all the above, development proposals must be accompanied with the appropriate investigations. If unforeseen archaeological remains are discovered during development, the developer is required to notify Fife Council and to undertake the appropriate investigations.

Applying Policy 14

11. The archaeological investigation of all buried sites and standing historic buildings within an Archaeological Area of Regional Importance will be required in advance of development unless good reason for an exemption can be shown.

Relevant International and national cultural heritage policy and guidance that underpins FIFEplan Policy 14:

- *The European Convention on the Protection of the Archaeological Heritage (Revised) 1992*
- *Scottish Planning Policy 2014 (SPP) Paragraphs 135-151: Valuing the Historic Environment, particularly paragraph 150 'Archaeology and Other Historic Environment Assets'*
- *Town and Country Planning (Scotland) Act 1997, the Planning etc (Scotland) Act 2006, and the Historic Environment (Amendment) (Scotland) Act 2011*
- *Scottish Historic Environment Policy (SHEP) 2011*
- *Planning Advice Note (PAN) 2/2011: Planning and Archaeology*
- *Our Place in Time - the Historic Environment Strategy for Scotland (2014)*
- *Historic Scotland's Managing Change in the Historic Environment and Guidelines for Landscape and Visual Impact Assessment (2002) guidance note series*

- *Visual Impact Assessment (2002) guidance note series*

2.0 ARCHAEOLOGICAL ASSESSMENT

2.1 The archaeological implications of this proposal have assessed against all statutory and non-statutory heritage constraint data sets held by Fife Council, including:

- Scheduled Ancient Monuments
- Non-Statutory List of Monuments

- National Inventory of Gardens & Designed Landscapes
- National Inventory of Historic battlefield Sites
- Conservation Areas
- Archaeological Areas of Regional Importance
- Archaeological Sites of Regional Importance
- Non-Statutory archaeological sites (FSMR & NMRS sites)
- Archaeological Unit library
- HES aerial photograph transcription data
- HES ground survey data
- HES Historic Landscape Assessment data
- Ordnance Survey historic mapping (all editions back to the First Edition)
- Historic cartographic material
- Listed Building data
- GIS archaeological landscape and comparative modelling approaches
- Lidar data

3.0 OVERALL ASSESSMENT

3.1 The proposal will involve residential development on a greenfield site on the edge of Auchtermuchty.

3.2 Significant archaeological deposits of prehistoric date are known to exist in the fields neighbouring the site. Indeed, the land around Auchtermuchty is one of the most intensively archaeologically cropmarked areas of Fife and includes a well-preserved temporary Roman marching camp of Flavian date on the eastern edge of the town.

4.0 CONCLUSIONS

4.1 The site lies within the Howe of Fife Archaeological Area of Regional Importance. *Fifeplan* policy 14 requires: *The archaeological investigation of all buried sites and standing historic buildings within an Archaeological Area of Regional Importance will be required in advance of development unless good reason for an exemption can be shown.*

5.0 RECOMENDATIONS (include any suggested conditions/planning obligations if considering approval)

5.1 Should consent be granted, then in Line with Policy 14 of *Fifeplan*, archaeological works should be requested and an NDP07 condition or similar should be attached to any grant of consent.

NDP07 - Archaeological Excavation

BEFORE ANY WORKS START ON SITE, the developer shall secure the implementation of a programme of archaeological work in accordance with a detailed written scheme of investigation which has been submitted by the developer and approved in writing by this Planning Authority.

In order to safeguard the archaeological heritage of the site and to ensure that the developer provides for an adequate opportunity to investigate, record and rescue archaeological remains on the site, which lies within an area of archaeological importance.

Signed: Douglas Speirs, Archaeologist, Development Plan Team
Date: 26th February, 2020
E-mail: Douglas.Speirs@fife.gov.uk
Number: 473748

Signed by *insert name and upload to Consultee Access* (Service Manager)
Date _____
E-mail _____
Number _____

NB Referral to Senior Manager by Service Manager on a need to know basis.
Effective from January, 2015.

AFFORDABLE HOUSING REQUIREMENT

Land to West of Carswell Wynd, Auchtermuchty

Project Reference	East316a
Planning Application Reference	19/03631/PPP

This note provides guidance on the delivery of affordable housing for the above site. Please refer to the following Fife Council documents for further information:

- [Affordable Housing Supplementary Planning Guidance \(Sept 2018\)](#)
- [Adopted FIFEplan \(Sept 2017\)](#).

Total no of units or site capacity	49 affordable units Mix still to be agreed with FC Housing Services
Affordable Housing Requirement	All the units in this planning application are to be provided as affordable housing and therefore meets the requirements of the Supplementary Planning Guidance. There is no further requirement for affordable housing.
Affordable Housing Mix	The developer has not provided a housing mix within this planning application. Fife Council Housing Services has previously provided a preferred housing mix to the developer. The final mix will be agreed at full planning stage. This development is within the Cupar & Howe of Fife Local Housing Strategy Area (LHS). From the developments that Fife Council has programmed within the LHS Area there is still a shortfall of around 150 units for the 10 year need in the area.
Forms of Delivery	The project will be delivered in conjunction with Kingdom Housing Association and the proposals have the support of Housing Services and the Scottish Government. The allocation of Scottish Government funding for this project has still to be agreed.

Housing Service Contacts	Karen Gubby Housing Professional Fife Council Housing Services Tel: 03451 55 55 55 Extension: 444 558 E-Mail: karen.gubby@fife.gov.uk
	Craig Brown Lead Officer – Affordable Housing & Regeneration Fife Council Housing Services Tel: 03451 55 55 55 Extension 490 116 E-mail: craig.brown@fife.gov.uk



Economy, Planning & Employability Services

Town and Country Planning (Scotland) Act 1997
Application for Permission to Develop Land

Response from Public & Environmental Protection Team

PPT Reference No:	20/00999/CONPLA		
Name of Planning Officer dealing with the matter:	Natasha Cockburn		
Application Number:	19/03631/PPP		
Proposed Development:	Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works		
Location:	Land To West Of Carswell Wynd Auchtermuchty Fife		
Date Required By Planning:	-----	Decision Notice Required?	-----

COMMENTS

After reviewing the above application, I would advise that I have no objections to make at this stage of the planning process with regard to the proposed development.

I have read the noise impact assessment produced by ITP Energised dated the 12th December 2019 and would make the following comments:

- The BS4142 assessment of the industrial units identified a low likelihood of adverse impacts from commercial/industrial sources at the proposed development.
- Noise effects at representative proposed Noise Sensitive Receptors (NSR) have been evaluated using target noise levels and noise effects have been determined to be not significant at proposed dwellings across the majority of the proposed development.
- Significant noise effects associated with road traffic, have been identified at NSR1 and NSR2, representative of the northernmost proposed dwellings within the proposed development. Predicted internal noise levels within habitable target noise levels by up to 9.9dB during daytime, and up to 6.6dB during the night time period.
- Currently there is a lack of information available on the exact layout and design of the proposed residential development. There is potential that noise from road traffic will

affect internal habitable rooms of the proposed development. Therefore, consideration should be given at the detailed design stage to designing internal habitable rooms in order to reduce, control and mitigate the noise impact.

- The noise report submitted suggests mitigation measures that could be implemented to enable the proposed dwellings at NSR1 and NSR2 to meet target noise levels. Specific detail would need to be provided before Environmental Health (Public Protection) could comment in full.
- The report advises that internal target noise levels can be met via closed window attenuation. The REHIS Briefing Note 017 Noise Guidance for New Developments advises that only in exceptional circumstances should satisfactory internal noise levels only be achievable with windows closed and other means of ventilation provided.

The following aspects should be considered by the applicant regarding local amenity.

Construction Noise

To minimise noise disturbance at nearby premises it is generally recommended that activities relating to the erection, construction, alteration, repair or maintenance of buildings, structures or roads shall not take place outside the hours of:

08.00- and 18.00-hours Mondays to Fridays
08.00 and 13.00hours Saturdays

With no working Sundays or Public Holidays

In some cases, different site-specific hours of operation may be appropriate.

Under the Control of Pollution Act 1974, Section 60 Fife Council Protective Services can control noise from construction sites by serving a notice. This notice can specify the hours during which work may be carried out.

In addition, I would request that the applicant submit a Scheme of Works designed to mitigate the effects on sensitive premises/areas (i.e. neighbouring properties and road) of dust, noise and vibration from the construction and demolition phases of the proposed development. The use of British Standard BS 5228: Part 1: 2009 "Noise and Vibration Control on Construction and Open Sites" and BRE Publication BR456 – February 2003 "Control of Dust from Construction and Demolition Activities" should be consulted.

These are the comments of the Environmental Health (Public Protection) Team, for comment on Contaminated Land or Air Quality you should consult the Land & Air Quality Team.

	03.03.2020	Officer:	Brian Gallacher Environmental Health Officer
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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 Fife Council Planning Services Fife House, North Street, Glenrothes, KY7 5LT	Council Reference:-	19/03631/PPP
	TS TRBO Reference:-	NE/40/2020

Application made by Gladman Developments Ltd Kingdom Housing, Gladman Scotland 2 Eliburn Office Park Livingston UK , and received by Transport Scotland on 03 March 2020 for planning permission for planning permission in principle for erection of,affordable housing, formation of access,,landscaping, open space and associated works located at Land To West Of Carswell Wynd Auchtermuchty Fife affecting the A92 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 (A92) 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

Transport Scotland Response Date:- 04-Mar-2020

Transport Scotland Contact:- Shaun Phillips

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.

Planning Portfolio Internal Assessment Sheet

EPES Team	Transportation Development Management
Application Ref Number:	19/03631/PPP
Application Description:	Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works at Land to West of Carswell Wynd, AUCHTERMUCHTY.
Date:	06/03/2020
Reason for assessment request/consultation	<input type="checkbox"/> Statutory <input type="checkbox"/> Non-statutory
Consultation Summary	

Important Note

This is an internal planning assessment response provided from within Economy, Planning and Employability Service. It forms part of the overall assessment to be carried out by Staff on behalf of Fife Council as Planning Authority. The internal assessment is a material consideration in the determination of the application but it requires to be read in conjunction with all the other relevant policies and strategies set out in the development plan, together with any other relevant and related material considerations. It should not be read in isolation or quoted out of this context. The complete assessment on the proposal will be made by the Planning Case officer in due course. The assessment will not be made publicly available until the case officer has completed the overall planning assessment.

Assessment Summary

1.0 OVERALL ASSESSMENT

1.1 This is a planning application in principle for the erection of 49 affordable homes on agricultural land which extends in a North to South direction from the Low Road in Auchtermuchty.

1.2 Transportation Development Management responded to a pre-application enquiry indicating that they would be unlikely to support an application on this site due to the following reasons:

The proposed development was to form 49 dwelling in cul de sacs which is against the principles of Designing Streets where Cul-de-sacs are strongly discouraged. The preference is for networked routes and spaces which connect new residential and mixed use areas together that link with existing development forms.

There is no opportunity of connectivity or linkage available to the West of the site. A Scottish Government Reporter, responded to representations made to the proposed Local Development Plan from landowners who were requesting that the site be allocated as a housing site within FIFEplan (Candidate site AUC004). The Reporter did not consider that the proposed development of this site is justified.

There were two accesses proposed, each of which took access onto the short section of the adopted public road at Carswell Wynd, the section of the development to the South was disconnected due to these points being their only access.

1.3 In this application, the applicant has introduced a 2nd access onto Low Road, the A91 classified road. The position of this access however, does not meet with the junction spacing standards as set down within the Fife Council Transportation Development Guidelines Appendix G - Regional Variations.

1.4 The additional junction access onto the A91 Classified Road would sterilise the on street parking on the opposite side of the road, currently used by the adjacent householders.

2.0 CONCLUSIONS

2.1 Based on the above overall assessment, Transportation Development Management have **objections** in the interest of road and pedestrian safety as noted in the following paragraphs;

3.0 RECOMMENDATIONS (include any suggested conditions/planning obligations if considering approval)

3.1 The proposed development will form Cul de sacs which is against the principles of Designing Streets where Cul-de-sacs are strongly discouraged. The preference is for networked routes and spaces which connect new residential and mixed use areas together that link with existing development forms.

3.2 There is no opportunity of connectivity or linkage available to the West of the site

3.3 The additional access proposed onto Low Road, the A91 Classified Road does not meet with the junction spacing standards as set down within the Fife Council Transportation Development Guidelines Appendix G - Regional Variations.

3.4 The additional junction access proposed onto the A91 Classified Road would sterilise the on street parking on the opposite side of the road, currently used by the adjacent householders. This would be detrimental to the convenience of these road users

Important note

The above internal planning assessment response has been prepared at officer level within the Economy, Planning and Employability Service team responsible for the specific topic area. It is an assessment of the specific issue being consulted upon but it is important to remember that the response cannot be considered in isolation and outwith the overall assessment of the proposal under consideration. Fife Council as Planning Authority, in considering all the material considerations in an individual application, can legitimately give a different weighting to the individual strands of the assessment, including consultation responses, and the final assessment is based on a comprehensive and balanced consideration of all the aspects under consideration.

Author: George MacDonald, Technician Engineer, Transportation Development Management

Date: 06/03/2020

E-mail: george.macdonald@fife.gov.uk

Tel Number: 03451 555555 extension 450447

Signed by Richard Simmons, Lead Officer, Transportation Development Management

Date: 16/03/2020

E-mail: richard.simmons@fife.gov.uk

Tel Number: 03451 555555 extension 450438

FIFE COUNCIL

ASSETS, TRANSPORTATION AND ENVIRONMENT

TO: Natasha Cockburn, Planner, Development Management
FROM: Moir Gibson, Structural Services, Flooding, Shoreline & Harbours
DATE: 10 April 2020
OUR REF: MG/19/03631/PPP-Response2
YOUR REF: 19/03631/PPP
CONTACT: Moir Gibson Ext 450522

SUBJECT: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works - Land to the West Of Carswell Wynd, Auchtermuchty

I refer to your memo dated 9 April 2020 requesting observations on the response received from the applicant to our previous consultation:

We would ask the Applicant to provide:

1. Completed SUDS certification Appendix 2.

The Applicant should note that Fife Council's position of freeboard of 0.6m being applicable to the floor levels of all buildings and of 0.3m being applicable to all gardens, roads and other parts of the development above the 1 in 200 year + climate change flood levels through the site are requirements not recommendations.

The Applicant should also note that written agreement with the adjoining landowner will be required regarding the proposed outfall route before any SuDS design could be accepted.

The Planner shall add the following condition to any approval of this application "Prior to commencement on site the Applicant shall provide full calculations for the design of the drainage system (including the sizing of the attenuation provisions), a completed SEPA SIA Tool Assessment to demonstrate that the SUDS provided has adequate treatment provisions, and details (plan and cross section) for the attenuation and treatment components".

EPPS Team	Urban Design - EPES
Application Ref Number:	19/03631/PPP
Application Description:	Planning Permission in Principle for residential development Land at Low Rd, Auchtermuchty
Date:	21st April 2020
Reason for assessment request/consultation	<input type="checkbox"/> Statutory <input type="checkbox"/> Non-statutory
Consultation Summary	

Policy Context

FifePlan Policies 1 and 14.

Making Fife's Places – 6 qualities of successful places and Evaluation Framework

Scottish Planning Policy puts placemaking at the heart of the Scottish Planning system and promotes the six qualities of successful places as a measure to ensure that new developments result in places that are Distinctive; Welcoming; Adaptable; Resource Efficient; Safe and Pleasant; and Easy to Move Around and Beyond.

Fife Council's Making Fife's Places provides more detail on the application of these principles and the above policy context alongside the Evaluation Framework which should be used (by applicant's and Planning Authority) to evaluate the design quality and the adherence to the placemaking principles.

This PPP application is accompanied by a Landscape and Visual Assessment, and Design Statement.

The site is an unallocated parcel of land, to the south of Low Rd and outwith the settlement boundary. The site comprises c.2ha of arable fields, which slopes very gently down to the south. A stone wall forms part of the northern boundary, post and wire fence to the east, with no clearly defined boundary markers to the west and south.

Auchtermuchty settlement form, and impact - FIFEPlan

Previous considerations in relation to proposed development of the site relate to FIFEPlan site assessment and the Reporters considerations. Key points are:

Site assessment – FIFEPlan – *“Fingers of development extending out along roads brings the surrounding landscape close to the core of the village, including along the edge at Low Rd directly onto farmland setting.”*

LDP Examination Reporters consideration – *“I agree that these views are an important aspect of the rural character and appearance of this part of Auchtermuchty and provide an important connection with the landscape setting of the town.” “I am not convinced that the proposed 30 houses could be accommodated ...without a significant visual and landscape effect. Notwithstanding its location adjacent to the settlement boundary, the proposed development would contravene one of the 6 qualities of a successful place listed in SPP ‘distinctiveness’ in that it would not complement local features such as the landscape and would have an adverse impact on the rural and open sense of identity of this part of the town”.*

Landscape and Visual Appraisal (Barton Willmore)

The LVA sets out clear assessment on the landscape character, including an appropriate range of viewpoints on which to consider the proposal against. It acknowledges the site comprises two landscape character areas – Lowland Hills and Valleys to the north of the site, and Lowland River Basins to the southern half of the site – each with its own characteristics and accompanying advice as set out in the Fife Landscape Character Assessment (SNH, 1999).

As also referenced in previous Pre-application advice, the LVA fails to pick up on an important point under Landscape Guidelines on Settlements and Built Development for Lowland Hills and Valleys (Fife Landscape Character Assessment, page 117), which clearly states that *“The largely unspoilt landscapes...in the Eden Valley have little capacity to absorb new development of any significant scale. Small scale built development well designed and related to its landscape setting could readily be absorbed into this varied landscape.”* There is no narrative or information within the submitted LVA to address this aspect.

P118 of the FLCA also states that *“Subject to appropriate design and siting, the Lowland Hills and Valleys have the capacity to accommodate other forms of modest-scale development and structures, though in prominent locations these should be subject to landscape and visual impact assessment...”*

There is no common definition of what constitutes a particular scale of development. It is considered however, that in the context of the existing settlement, and the relationship of the urban/rural fringe in this location, that the proposal would not be considered small scale but is more significant than that due to the potential visual impact.

The photographs within the LVA that are used to demonstrate visual context and viewpoint perspectives are generally absent of information to identify the site within the view shown, and thus it is difficult to fully comprehend the proposed site and its development in relation to its landscape/town setting. To assist the understanding of any issues raised, the extent of the proposed development site should be marked on the photos.

Para 6.1 states that “Views to the Lomonds from the A91 should be a core part of any development proposals, and roads and building heights should be used to preserve the views where possible”.
.....Proposals appear to miss the fundamental aspect that development has the potential to break the connection between the urban/rural environment that is so important in this location. To preserve the views “where possible” is to compromise the very character and distinctiveness that the Low Rd environment presents and contributes to the sense of place within the wider settlement.

Para 6.3 states that “Well-designed residential development that is reflective of the scale of the adjacent settlement is unlikely to cause any significant landscape or visual impacts.” – This not evidenced. It is considered that the loss of the expansive view along the stretch of Low Rd adjacent to the site would be of significant harm to the existing urban/rural relationship and the contribution that the existing landscape makes to the sense of place within this part of Auchtermuchty. While housing footprints may be proposed to be set back from Low Rd, the placement of buildings would still significantly interrupt the flow of the landscape to distant views. – given that elements of the existing view will be lost, the landscape connection at this rural/urban fringe will be significantly altered....

Para 8.4 “It is possible to incorporate one to two-storey development in the site in a way that preserves much of the view south from the A91 by ensuring that development is kept to the east.”
Again, this is acceptance by the applicant that some degree of loss is appropriate. This is neither evidenced nor, from the submitted information, considered appropriate.

Views 4, 5, and 12 – Carswell Wynd, and Low Rd – it is considered that the proposal would have a significant visual impact here. The LVA states that the building heights would make the proposal acceptable. However, this is not evidenced, and it is considered that the change and impact on the existing character and distinctiveness of the place would be too great and unacceptable.

The LVA states that the whole site is visually more related to the wider Lowland River Basin. Visually, and in isolation, this may be so. However, the whole settlement is more closely related to the rising slopes of the Lowland Hills and Valleys. Given that the application site sits very close to, and has a strong visual and physical relationship with the settlement, it cannot be assessed as being part of the wider River Basin character area on its own – the relationships are more closely integrated and complex than a simple division as perhaps considered within the LVA.

Design Statement

The Design Statement sets out a thorough analysis of the site, and its wider context. It offers a clear assessment of contextual design and layout characteristics with which to base future detailed design, applying key principles to an indicative layout.

Points to note:

P.12 bullet 7, reiterates the compromising statement from the LVA that views to the Lomonds should be preserved *where possible*. This is not an accepted principle with which to base the development of this countryside/edge of settlement site for the reasons provided above.

Bullet 4 states that development should be respectful of its townscape and landscape context. This is a sound principle, but one that is not followed through in the wider considerations or conclusions within the DS. As commented above, the importance of the landscape finger, with wide ranging views, penetrating to the core of the settlement is a key attribute of the townscape/landscape. It is considered that this aspect would be significantly undermined by the proposed development of the site.

The second last paragraph of P12 states that “Well-designed residential development that is reflective of the scale of the adjacent settlement is unlikely to cause any significant landscape or visual impacts. The site is not particularly visually sensitive, despite forming part of long distance panoramic views from the Lomond Hills, due to the effects of topography and distance, and the site’s relationship with the existing built edge of Auchtermuchty.” The following paragraph states that views outwards from the A91 should be incorporated into the design layout where practicable.

As commented above, the impact on distant views into the site alongside any long range landscape impacts could be managed through sensitive development. However, the impact on the landscape structure/characteristics and the views to the wider countryside from within the settlement will be significantly affected to its overall detriment. The sentiment expressed in the LVA that views will be incorporated “where practicable” further demonstrates a lack of appreciation of the importance of the site and its contribution towards the character of the place, and that throughout the supporting documents the sentiment generally expressed is that it is acceptable to compromise this important settlement asset – this is a fundamental concern.

Section 3.0 The DS acknowledges that the proposed development will need to respond to both the settlement and the landscape setting and character, and fully consider the views towards the Lomond Hills. However, the DS appears to justify the development by the fact that views to the south from Low Rd can be compromised, by only fully retaining partial views from point ‘B’. The view, and the sense of landscape fingers permeating into the core of the settlement, from point ‘A’ would largely be interrupted by development.

The Design Statement refers to the outward views and states that the limited height, massing and setback would mitigate the visual impact. There is no evidence/details eg wireframes/photomontages to demonstrate the statements made in the DS and the visual impact caused by any development of the nature proposed.

Page 18 – Context/character – the DS identifies general townscape characteristics and refers to key contextual features which are then applied to elements of the design response, which, from an urban and townscape perspective, would help to ground any development within its place.

Page 28 - Fig 20. Design response to views – consideration is principally given to the views into the settlement. There is no strong or clear narrative on views out from the existing town, which, in this context, is an omission, a key issue with this site and one which relates to the commentary above re. Section 3.0.

Page 32 para 9.0 scale, height and massing – there is no evidence (in terms of photomontages/drawings etc) to demonstrate what the impact will be or what aspect of views would be lost. For example, this section states that “Development within the central area of the site

will be able to accommodate two storey dwellings.” There is no supporting evidence presented to back up this claim.

Design guide, page 40 – should the proposal be considered for approval, then the Design Principles set out within the DS should be secured by condition to ensure they can be applied to any subsequent detailed application.

Evaluation Framework

Applications for planning permission will be evaluated against the criteria within the Framework. Applicants are encouraged to demonstrate how their proposals address the criteria, thereby establishing if they meet the 6 qualities of successful places. Applicants are also expected to establish if any of the elements referred to in the framework are not relevant to their proposal and to provide full justification how they have come to that conclusion. The application does not provide explicit supporting detail to address each criteria within the Evaluation Framework, and at this stage, it would be expected that this aspect of the Supplementary Guidance should be addressed.

Notwithstanding this gap in information, the following is an initial response to key criteria (at this PPP level):

Distinctive (Essential) – *Is the proposal an appropriate design response to the surrounding context in terms of townscape and landscape?* The proposal, while not presenting a significant visual impact on long distant views into the site or the wider strategic landscape character, is considered to have a significant impact upon the immediate townscape/landscape and its effect on the distinctive character of this part of the settlement.

Does the proposal make the most of existing buildings, landscape etc? It is considered that the proposal represents an unjustified significant negative impact upon the distinctive character of the settlement and the countryside that penetrates close to the heart of Auchtermuchty at this location.

Has the built form been designed to minimise visual impact in sensitive locations? While the proposal seeks to reduce the visual impact and the loss of green infrastructure and its views to the wider countryside, the overall negative impact remains significant.

Distinctive (Important) – *Does the use of natural feature, buildings, street patterns, spaces, skylines, building form, landscape etc create a place with a distinctive character?* The loss of the countryside character and reduction in views to the wider countryside, would, it is considered, lead to a significant reduction and loss of the existing character and distinctiveness. At a site level only, it is considered that the layout/design principles within the site have been well thought through, taking into account its place context and its wider characteristics, building this into the proposed form and layout.

Have opportunities been taken to incorporate green infrastructure into the fabric of the buildings and the spaces between them? No details are provided in respect to building detail at this stage. The green spaces within the site have been well considered and presented within the layout.

Easy to Move Around and Beyond (Essential) *Has a network or routes been created? Are spaces, streets and footpaths connected into the routes surrounding the development. Is it well integrated with the existing settlement?* Two vehicular access points are proposed, connecting with existing network. No additional footpaths/cycle routes are shown on the indicative layouts. Is there scope for additional links to the north and east? Internally, a significant part of the site is served by essentially a cul de sac road arrangement and is not clearly permeable.

Has the proposal considered green networks? The landscape strategy provides areas of open space with tree/hedging to connect these and to the wider countryside.

Easy to Move Around and Beyond (Important) *Are routes safe and direct, pedestrian and cycle friendly?* There are direct connections to adjacent principal streets. Shared surfaces are located within the site to create more pleasant spaces for pedestrians/cyclists. Vehicle speeds should be kept low within the proposed street layout.

Accessible streets? No clear details at this stage.

Streets designed as places that respond to the site rather than based on standard details? The layout and street hierarchy appears to have been considered through a contextual assessment and designed accordingly. The detailed design of the streets, location of parking, street trees, street furniture are matters for later stages of the planning process.

Easy to Move Around and Beyond (Best Practice) *Does the development use landmarks, vistas and gateways to make it easy to find ways through the development?* The layout responds to its edge of settlement context with views to the south. It also incorporates termination of views using a street design, building layout, with cues taken from the existing settlement, within the site to provide enclosure so that the sense of place is reinforced across the site.

Safe and Pleasant (Essential) *Is the overall scale of the development appropriate for the site?* In relation to the impact of development on the existing settlement, and the character/distinctiveness afforded by the countryside nature of the site, the scale of development would undermine this existing character to a significant degree.

Are space, streets and paths overlooked by windows/doors? Generally, from the indicative framework layout, it would appear as though most spaces were overlooked by active elevations. However, the details of this would be assessed at the next stage of the planning process.

Natural traffic calming and avoiding rat runs? In principle, this has been designed into the road layout/street hierarchy approach.

Does the layout accommodate car parking so that the development does not appear dominated by cars? While the DS states that a range of car parking solutions will be employed, no further details are presented. Concern would remain if a significant proportion of car parking were to be served by front garden parking.

Safe and Pleasant (Important) *Do the main entrances face the street?* Principal building fronts face the streets, or are used in combination with gable features (no details provided to illustrate the design of such gables)

Do streets blocks and buildings have a built form appropriate to their location in the settlement? Internally, and examined in isolation of wider visual impacts, the layout is justified by a sound contextual assessment.

Welcoming (Essential) *Is the relationship between the new development and the countryside sensitively handled?* As stated above, the impact on the distinctiveness and character of the existing settlement would be significantly undermined.

Welcoming (Important) *Is there a clear strategy for the public realm, landmarks and public art?* There are landmarks identified on the layout within appropriate locations. A public art strategy, detailed public realm proposals and details on landmark features have not been provided at this stage.

Welcoming (Best Practice) *Does the layout make good use of views?* As referred above, the development significantly impacts upon the distinctiveness of the Low Rd area by interrupting the visual and physical penetration of countryside into the settlement at this location.

Overall Urban Design Conclusion

Overall, it is considered that the appraisal of the wider landscape character and development potential is appropriate in terms of identifying the landscape characteristics, key views and opportunities/constraints. This relates to the fact that from a distance, development of the nature proposed, could likely be read against the backdrop of the existing settlement and that future landscaping could soften this urban edge further.

However, from a perspective closer to the site and its immediate relationship to the settlement, it is considered that the existing site makes an important landscape and visual contribution to the structure, edge and distinctiveness of Auchtermuchty. In addition, there are key views along the frontage of Low Rd which are equally as important in providing a distinctive character to this part of Auchtermuchty. It is therefore considered that the development of the site would result in the loss of this landscape structure and key view, significantly undermining the above characteristics, contrary to the above policy context.

In detail, and in response to statements made within the LVA/DS, there is insufficient information to demonstrate how the proposal can address the matters raised in relation to landscape and visual impact. There are no supporting drawings, photomontages or other imagery, for example, that can evidence the statements made in the LVA/DS in relation to visual impact of development, or impact of the scale/height/layout of development, from the existing settlement.

Ewen Campbell, Urban Design Officer, 21st April 2020

Consultee Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Consultee Details

Name: Ms Stephanie Little

Address: Kingdom House, Kingdom Avenue, Glenrothes, Fife KY7 5LY

Email: stephanie.little@fife.gov.uk

On Behalf Of: Natural Heritage - EPES

Comments

Response sent to case officer by email.

19/03631/PPP - Auchtermuchty housing Natural Heritage response

This is an application for planning permission in principle for the erection of affordable housing, formation of access, landscaping, open space and associated works on land to the west of Carswell Wynd.

A design statement has been submitted together with an indicative layout and Preliminary Ecological Assessment (PEA).

The PEA describes the Extended Phase 1 Habitat Survey and protected species assessment undertaken. The site is part of an agricultural field with limited boundary features. No evidence of protected species was found within the site however there was evidence of otter and badger within the buffer area surveyed and habitat bordering the site may support nesting birds.

The PEA report makes recommendations in relation to otter, badger, birds and biodiversity enhancement. These should be secured. Details of the biodiversity enhancement to be provided should be submitted with future detailed applications. A landscaping plan including specifications should also be provided.

FIFE COUNCIL

ASSETS, TRANSPORTATION AND ENVIRONMENT

TO: Natasha Cockburn, Planner, Development Management
FROM: Moir Gibson, Structural Services, Flooding, Shoreline & Harbours
DATE: 5 May 2020
OUR REF: MG/19/03631/PPP-Response3
YOUR REF: 19/03631/PPP
CONTACT: Moir Gibson Ext 450522

SUBJECT: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works - Land to the West Of Carswell Wynd, Auchtermuchty

I refer to your memo dated 1 May 2020 requesting observations on the response received from the applicant to our previous consultation:

The request that the Applicant is to provide the completed SuDS certification Appendix 2 remains outstanding.

It is noted that the Applicant intends to outfall the SuDS basin into an existing culvert within the site.

School Estate Impact Report

Education Service Response to Planning Application

Application Reference: 19/03631/PPP
Application Proposal: 49 homes at Carswell Wynd, Auchtermuchty

Report submitted on: 8 July 2020
Report prepared by: Education Service

The provision and delivery of education at a local level in Scotland is the statutory responsibility of Local Authorities under the Education (Scotland) Act 1980. This feasibility report assesses the impact of proposed housebuilding for the school estate and sets out the options to mitigate impact, if one is required.

This report provides any recommendation by the Education Service, and outlines the stages of the assessment including:

- Part 1 – Education impact based on school roll projections
- Part 2 – Options to address school capacity impact and a recommendation

Development Proposal

An application for planning permission (19/3631/PPP) has been submitted for 49 homes at Carswell Wynd, Auchtermuchty.

This site is not included in the Housing Land Audit (HLA). The development is estimated to start in 2020 and be completed in 2021. These values have been used to assess the impact on catchment schools.

Summary of Education Recommendation

Based on the available information and proposed house completion rates, this development is expected to create or contribute to a capacity risk within the catchment area of the development site.

This development site has not been factored into the programme to deliver the Scottish Government's expansion of 1140 hours for nursery pupils, and there are limited places available within the nursery. There is no availability on site to increase nursery provision and therefore, additional capacity may be required in the local nursery area. The Education Service would not object to this planning application, subject to planning obligation payments towards the costs of additional accommodation for early years provision, pro-rated across all eligible developments.

This recommendation is based on information available at the time of the assessment and does not consider any impact of Coronavirus Disease 2019 (COVID-19).

Part 1 – Education impact assessment

1.1 Existing school catchment areas

This application site is currently within the catchment areas for:
Auchtermuchty Primary School; St Columba's Roman Catholic Primary School;
Bell Baxter High School; and St Andrew's Roman Catholic High School.

This site is also within the Howe of Fife (NE4) local nursery area.

1.2 Housing sites and school capacity risks

Projected school pupil numbers and subsequent school capacity risks are based on the impact of known effective housing sites and their expected annual completion rates. Where a planning application proposes development that is different to that detailed in the Housing Land Audit, it is likely that the impact on school places will also be different, particularly where new or previously non-effective sites are progressed; work does not start when expected or more houses are completed each year, even if the same number of houses are built overall.

The cumulative impact on school rolls is based on development sites in these catchment areas. These sites are listed below however, will not include any current pre-application enquiries which may have been included in the assessment:

18/02298/Full, Millflat	30 homes
19/03631/PPP, Carswell Wynd	49 homes (this application)
Leckiebank Farm (CUP104)	30 homes

1.3 Auchtermuchty Primary School

At the Pupil Census there were 180 pupils on the school roll organised in 7 classes in accordance with class size regulations. The school has 7 class areas available which provide capacity for a maximum of 201 pupils only if all classes are 100% full at all stages across the school.

School roll projections, including the expected completion rate of known housing sites, indicate that there is currently a risk that Auchtermuchty Primary School will not have sufficient teaching areas for the number of pupils looking to attend the school in future years.

As this issue is current or expected within the next two years it is considered to be a critical capacity risk.

Classes available and required at Auchtermuchty Primary School

Year	2020	2021	2022	2023	2024	2025	2026	2027	2028
Available	7	7	7	7	7	7	7	7	7
Required	8	7	7	7	7	7	7	7	7

1.4 Bell Baxter High School

At the Pupil Census there were 1400 pupils on the school roll and the school has capacity for a total of 1821 pupils.

School roll projections, including the expected completion rate of known housing sites, indicate that there is currently no capacity risk expected at Bell Baxter High School.

Projected pupil numbers at Bell Baxter High School

Year	2020	2021	2022	2023	2024	2025	2026	2027	2028
Pupils	1458	1498	1545	1586	1610	1601	1571	1580	1513

1.5 St Columba's Roman Catholic Primary School

At the Pupil Census there were 242 pupils on the school roll organised in 10 classes in accordance with class size regulations. The school has 10 class areas available which would provide capacity for a maximum of 292 pupils only if all classes are 100% full at all stages across the school.

School roll projections, including the expected completion rate of known housing sites, indicate that there is currently no capacity risk expected at St Columba's Roman Catholic Primary School.

Classes required at St Columba's Roman Catholic Primary School

Year	2020	2021	2022	2023	2024	2025	2026	2027	2028
Available	10	10	10	10	10	10	10	10	10
Required	10	9	9	9	9	9	9	8	8

1.6 St Andrew's Roman Catholic High School

At the Pupil Census there were 777 pupils on the school roll and the school has a maximum capacity for 1137 pupils.

School roll projections, including the expected completion rate of known housing sites, indicate that there is currently no capacity risk expected at St Andrew's Roman Catholic High School.

Projected pupil numbers at St Andrew's Roman Catholic High School

Year	2020	2021	2022	2023	2024	2025	2026	2027	2028
Pupils	786	793	791	797	790	780	762	744	716

1.7 Howe of Fife (NE4) local nursery area

Local area nurseries were agreed by Fife Council Education and Children's Services Committee in September 2019. This site is within the Howe of Fife (NE4) local nursery area.

By August 2020 the Scottish Government and Fife Council is committed to increasing the funded entitlement to Early Learning & Childcare for all 3-4 year olds and eligible 2 year olds from 600 hours to 1140 hours.

This development site has not been factored into the programme to deliver the Scottish Government's expansion of 1140 hours for nursery pupils.

1.8 Summary of impact

Based on the available information at this time, this development will contribute to a capacity risk at the schools within the catchment area of the development site.

Refer to Part 2 and recommendation.

1.9 Data sources

School capacity risks are reviewed annually to reflect changes to proposed housing, pupil numbers, school accommodation and other relevant legislation or policies. These assessments are based on the Pupil Census (September 2019), School Estate Core Facts (April 2019) and Housing Land Audit (2018) and are provided by Communities and Neighbourhoods (Research Team) on 20 February 2020.

Part 2 – Options to address school capacity impact

2.1 Assessment overview

1140 Hours Nursery Provision

Additional nursery accommodation will be required for nursery provision for pupils from this development, and this development will be required to contribute on a pro-rata basis towards the funding.

2.2 Risks and Issues

This solution is based on the current phasing for the site. Should this phasing change the proposed solution will require to be revisited.

The Education Service appreciate that Fife Council has an obligation to deliver new homes through the adopted Fife Local Development Plan. The Education Service accepts that there is a future capacity risk based on roll projections produced at this time. Should the phasing or number of units change creating a larger impact, the Service would require reassessment of this application.

It should be noted that any additional infrastructure due to development will require associated revenue budget to fund additional teachers' salaries, building and maintenance costs, energy and waste management costs and other staffing costs.

2.3 Recommendations

If planning permission is granted, the Education Service recommends the following:

- a) The Education Service to be notified of any reviews to the build out rate, to allow the Education Service to monitor development progress and the timing of impact at the schools; and
- b) the Education Service to be consulted in drafting the terms of any section 75 agreement relating to the existing or proposed school estate.

This recommendation was agreed by the Education Service on 8 July 2020.

EPPS Team	Urban Design - EPES
Application Ref Number:	19/03631/PPP
Application Description:	Planning Permission in Principle for residential development Land at Low Rd, Auchtermuchty
Date:	11th September 2020
Reason for assessment request/consultation	<input type="checkbox"/> Statutory <input type="checkbox"/> Non-statutory
Consultation Summary	

Policy Context

FifePlan Policies 1 and 14.

Making Fife’s Places – 6 qualities of successful places and Evaluation Framework

Scottish Planning Policy puts placemaking at the heart of the Scottish Planning system and promotes the six qualities of successful places as a measure to ensure that new developments result in places that are Distinctive; Welcoming; Adaptable; Resource Efficient; Safe and Pleasant; and Easy to Move Around and Beyond.

Fife Council’s Making Fife’s Places provides more detail on the application of these principles and the above policy context alongside the Evaluation Framework which should be used (by applicant’s and Planning Authority) to evaluate the design quality and the adherence to the placemaking principles.

This PPP application is accompanied by a Landscape and Visual Assessment, Design Statement, and subsequently an indicative site layout.

The site is an unallocated parcel of land, to the south of Low Rd and outwith the settlement boundary. The site comprises c.2ha of arable fields, which slopes very gently down to the south. A stone wall forms part of the northern boundary, post and wire fence to the east, with no clearly defined boundary markers to the west and south.

Urban Design Comments

A previous Urban Design response was submitted in April 2020. All the issues raised in April with regards to the impact of development on the edge of settlement, its character and distinctiveness are still relevant, and these comments are copied below. It appears that the applicant has failed to address the issues previously raised. It is considered that the existing site makes an important landscape and visual contribution to the structure, edge and distinctiveness of Auchtermuchty. In addition, there are key views along the frontage of Low Rd which are equally as important in providing a distinctive character to this part of Auchtermuchty. It is considered that the development of the site would result in the loss of this landscape structure and key view, significantly undermining the above characteristics, contrary to the above policy context. There is also insufficient information to demonstrate how the proposal can address the matters raised in relation to landscape and visual impact, including drawings, photomontages, 3D imagery or modelling that can allow an assessment to be made on the impact of development, building heights, layout, design etc, on the existing site and townscape characteristics. Overall, to allow a fully informed decision to be made, matters in relation to site layout should not be considered in isolation, and without consideration of all impact issues.

Indicative Site Layout

However, notwithstanding the need to consider the wider impact of development, the following initial observations are made in respect of the site layout:

At a site level, the indicative layout is a disappointing interpretation and response to the principles established within the submitted Design Statement.

The DS identifies a feature building, with an active frontage, terminating the view from the site entrance to the north. This view is now significantly weakened by the location of parked cars in front of the building. The buildings are also set back too far from the edge of the shared space juncture to have a significant visual impact. The sense of visual or physical enclosure and termination of views has been significantly reduced.

Generally, the entrances to the site are poor – there is very limited definition or enclosure of the spaces at the entrances by buildings and active building fronts (or feature gables). The predominant visual elements consists of car parking areas within front gardens with buildings set too far back from the heel kerb to offer any sense of enclosure or entrance. The DS proposes a clear gateway feature to the north of site – this is translated by the current layout into car parking in front of gardens being the principal visual receptor and gateway feature, which is a poor design response.

The Design Statement as submitted, presents building fronts or feature gables to streets or spaces with prominent buildings pulled close to the street edge to enable the main active elevations to be the dominant feature rather than car parking or front gardens dominated by parked cars as presented in the current layout.

For an edge of settlement location on a site with visual prominence and with significant concerns over the wider visual impact, the layout appears to be predicated on a standard house type/plot arrangement, with most units set back c.6m from the heel kerb. This provides little variation or distinctiveness, does not allow the urban form to respond positively to entrances, nodes, or other spaces, and is a step backwards from the stronger design principles expressed in the Design Statement.

There appears to be an unacceptable visual over-dominance of car parking at key locations. This can be symptomatic of overdevelopment, or a lack of consideration of the policy context, the principles expressed in the Design Statement, and/or the failure to apply appropriate design principles to the site layout.

Streets for People

One of the key aspects of Scottish Planning Policy is that streets – in particular those in residential areas - should not be principally to serve vehicles. Any proposal should include principles to address how the design of any shared surface streets (or other appropriate internal roads) would balance out the needs of people (for walking, socialising, play etc) with vehicular movements – through design, materials, street furniture etc. It is expected that shared surface streets will help facilitate these varying needs. Within shared surface streets, the place should be designed principally for people as well as vehicles. Street design/street furniture/landscaping should help facilitate social interaction, play etc. It is not clear how these matters could be addressed by the current proposal.

Within development site of the scale proposed, it is expected that a number of movement ‘nodes’, as well as entrance features, across the site would have the potential to be distinctive spaces, helping to provide definition to the place and provide spaces that are more than just for movement – eg landscaping, informal play or natural traffic calming as well as providing definition of movement between one character area, space, or street typology to the next. However, there is an absence of detailed design to fully consider this aspect (including typical designs, materials, landscaping, boundary treatment, building positioning, feature buildings or other structures and movement corridors for example). For example, the shared surface area to the south of the site, adjacent to the green space, is an area where there is the potential for a strong place function related to the open space. However, the space appears dominated by car parking, which detracts from the visual quality and any opportunity to create an area of distinctiveness.

SUDS

In relation to the site’s edge of settlement context, an appropriate approach in relation to SUDS may be achieved by designing the open space as a multi functional landscape. By avoiding steep embankments to any SUDS pond, using natural contours, and also using swales and rain gardens across the site, would allow this infrastructure to integrate more naturally within the landscape and the wider countryside beyond. The open space area to which the SUDS infrastructure forms part of

appears of a sufficient size to accommodate a more natural form and approach. Appropriate design principles, along with example images/drawings should be included at this stage.

Building Public/Private Space and Boundary Treatment

With regards to building fronts and their relationship to public/private space, it should be established within any proposal that a clear definition between public and private garden space should be incorporated into the design of residential areas. Therefore all front gardens should include a privacy strip formed from railings, hedging or wall. Open plan front gardens are generally an unacceptable design response.

Boundary treatments – the public realm, parking courtyards and residential buildings should be contained by appropriate boundary material to ensure attractiveness and robustness of place and visual quality. All boundaries onto publicly accessible or visible space (including streets, open spaces, parking courtyards, hard/soft landscaped areas) should be formed from railings, hedging, or walls – or a combination thereof. Timber fencing is not a robust boundary material, deteriorates quickly to the detriment of visual quality, and is not appropriate in these visually prominent places. All parking courtyards should have an appropriate screen to the street edge (wall, railing, hedge) so that the visual impact of parked cars is reduced.

Street trees – make a significant contribution to character, visual quality, traffic calming and green corridors for example. These are encouraged across the site.

For detailed layouts as submitted – this should also be accompanied by supporting statements to demonstrate how it responds to the Evaluation Framework of Making Fife’s Places.

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PREVIOUS URBAN DESIGN RESPONSE (April 2020):

Landscape and Visual Appraisal (Barton Willmore)

The LVA sets out clear assessment on the landscape character, including an appropriate range of viewpoints on which to consider the proposal against. It acknowledges the site comprises two landscape character areas – Lowland Hills and Valleys to the north of the site, and Lowland River Basins to the southern half of the site – each with its own characteristics and accompanying advice as set out in the Fife Landscape Character Assessment (SNH, 1999).

As also referenced in previous Pre-application advice, the LVA fails to pick up on an important point under Landscape Guidelines on Settlements and Built Development for Lowland Hills and Valleys (Fife Landscape Character Assessment , page 117), which clearly states that *“The largely unspoilt landscapes...in the Eden Valley have little capacity to absorb new development of any significant scale. Small scale built development well designed and related to its landscape setting could readily be absorbed into this varied landscape.”* There is no narrative or information within the submitted LVA to address this aspect.

P118 of the FLCA also states that *“Subject to appropriate design and siting, the Lowland Hills and Valleys have the capacity to accommodate other forms of modest-scale development and structures, though in prominent locations these should be subject to landscape and visual impact assessment...”*

There is no common definition of what constitutes a particular scale of development. It is considered however, that in the context of the existing settlement, and the relationship of the urban/rural fringe in this location, that the proposal would not be considered small scale but is more significant than that due to the potential visual impact.

The photographs within the LVA that are used to demonstrate visual context and viewpoint perspectives are generally absent of information to identify the site within the view shown, and thus it is difficult to fully comprehend the proposed site and its development in relation to its landscape/town setting. To assist the understanding of any issues raised, the extent of the proposed development site should be marked on the photos.

Para 6.1 states that *“Views to the Lomonds from the A91 should be a core part of any development proposals, and roads and building heights should be used to preserve the views where possible”*.Proposals appear to miss the fundamental aspect that development has the potential to break the connection between the urban/rural environment that is so important in this location. To preserve the views “where possible” is to compromise the very character and distinctiveness that the Low Rd environment presents and contributes to the sense of place within the wider settlement.

Para 6.3 states that *“Well-designed residential development that is reflective of the scale of the adjacent settlement is unlikely to cause any significant landscape or visual impacts.”* – This not evidenced. It is considered that the loss of the expansive view along the stretch of Low Rd adjacent to the site would be of significant harm to the existing urban/rural relationship and the contribution that the existing landscape makes to the sense of place within this part of Auchtermuchty. While housing footprints may be proposed to be set back from Low Rd, the placement of buildings would still significantly interrupt the flow of the landscape to distant views. – given that elements of the existing view will be lost, the landscape connection at this rural/urban fringe will be significantly altered....

Para 8.4 *“It is possible to incorporate one to two-storey development in the site in a way that preserves much of the view south from the A91 by ensuring that development is kept to the east.”* Again, this is acceptance by the applicant that some degree of loss is appropriate. This is neither evidenced nor, from the submitted information, considered appropriate.

Views 4, 5, and 12 – Carswell Wynd, and Low Rd – it is considered that the proposal would have a significant visual impact here. The LVA states that the building heights would make the proposal acceptable. However, this is not evidenced, and it is considered that the change and impact on the existing character and distinctiveness of the place would be too great and unacceptable.

The LVA states that the whole site is visually more related to the wider Lowland River Basin. Visually, and in isolation, this may be so. However, the whole settlement is more closely related to the rising slopes of the Lowland Hills and Valleys. Given that the application site sits very close to,

and has a strong visual and physical relationship with the settlement, it cannot be assessed as being part of the wider River Basin character area on its own – the relationships are more closely integrated and complex than a simple division as perhaps considered within the LVA.

Design Statement

The Design Statement sets out a thorough analysis of the site, and its wider context. It offers a clear assessment of contextual design and layout characteristics with which to base future detailed design, applying key principles to an indicative layout.

Points to note:

P.12 bullet 7, reiterates the compromising statement from the LVA that views to the Lomonds should be preserved *where possible*. This is not an accepted principle with which to base the development of this countryside/edge of settlement site for the reasons provided above.

Bullet 4 states that development should be respectful of its townscape and landscape context. This is a sound principle, but one that is not followed through in the wider considerations or conclusions within the DS. As commented above, the importance of the landscape finger, with wide ranging views, penetrating to the core of the settlement is a key attribute of the townscape/landscape. It is considered that this aspect would be significantly undermined by the proposed development of the site.

The second last paragraph of P12 states that “Well-designed residential development that is reflective of the scale of the adjacent settlement is unlikely to cause any significant landscape or visual impacts. The site is not particularly visually sensitive, despite forming part of long distance panoramic views from the Lomond Hills, due to the effects of topography and distance, and the site’s relationship with the existing built edge of Auchtermuchty.” The following paragraph states that views outwards from the A91 should be incorporated into the design layout where practicable.

As commented above, the impact on distant views into the site alongside any long range landscape impacts could be managed through sensitive development. However, the impact on the landscape structure/characteristics and the views to the wider countryside from within the settlement will be significantly affected to its overall detriment. The sentiment expressed in the LVA that views will be incorporated “where practicable” further demonstrates a lack of appreciation of the importance of the site and its contribution towards the character of the place, and that throughout the supporting documents the sentiment generally expressed is that it is acceptable to compromise this important settlement asset – this is a fundamental concern.

Section 3.0 The DS acknowledges that the proposed development will need to respond to both the settlement and the landscape setting and character, and fully consider the views towards the Lomond Hills. However, the DS appears to justify the development by the fact that views to the south from Low Rd can be compromised, by only fully retaining partial views from point ‘B’. The view, and the sense of landscape fingers permeating into the core of the settlement, from point ‘A’ would largely be interrupted by development.

The Design Statement refers to the outward views and states that the limited height, massing and setback would mitigate the visual impact. There is no evidence/details eg wireframes/photomontages to demonstrate the statements made in the DS and the visual impact caused by any development of the nature proposed.

Page 18 – Context/character – the DS identifies general townscape characteristics and refers to key contextual features which are then applied to elements of the design response, which, from an urban and townscape perspective, would help to ground any development within its place.

Page 28 - Fig 20. Design response to views – consideration is principally given to the views into the settlement. There is no strong or clear narrative on views out from the existing town, which, in this context, is an omission, a key issue with this site and one which relates to the commentary above re. Section 3.0.

Page 32 para 9.0 scale, height and massing – there is no evidence (in terms of photomontages/drawings etc) to demonstrate what the impact will be or what aspect of views would be lost. For example, this section states that “Development within the central area of the site will be able to accommodate two storey dwellings.” There is no supporting evidence presented to back up this claim.

Design guide, page 40 – should the proposal be considered for approval, then the Design Principles set out within the DS should be secured by condition to ensure they can be applied to any subsequent detailed application.

Evaluation Framework

Applications for planning permission will be evaluated against the criteria within the Framework. Applicants are encouraged to demonstrate how their proposals address the criteria, thereby establishing if they meet the 6 qualities of successful places. Applicants are also expected to establish if any of the elements referred to in the framework are not relevant to their proposal and to provide full justification how they have come to that conclusion. The application does not provide explicit supporting detail to address each criteria within the Evaluation Framework, and at this stage, it would be expected that this aspect of the Supplementary Guidance should be addressed.

Notwithstanding this gap in information, the following is an initial response to key criteria (at this PPP level):

Distinctive (Essential) – *Is the proposal an appropriate design response to the surrounding context in terms of townscape and landscape?* The proposal, while not presenting a significant visual impact on long distant views into the site or the wider strategic landscape character, is considered to have a significant impact upon the immediate townscape/landscape and its effect on the distinctive character of this part of the settlement.

Does the proposal make the most of existing buildings, landscape etc? It is considered that the proposal represents an unjustified significant negative impact upon the distinctive character of the

settlement and the countryside that penetrates close to the heart of Auchtermuchty at this location.

Has the built form been designed to minimise visual impact in sensitive locations? While the proposal seeks to reduce the visual impact and the loss of green infrastructure and its views to the wider countryside, the overall negative impact remains significant.

Distinctive (Important) – *Does the use of natural feature, buildings, street patterns, spaces, skylines, building form, landscape etc create a place with a distinctive character?* The loss of the countryside character and reduction in views to the wider countryside, would, it is considered, lead to a significant reduction and loss of the existing character and distinctiveness. At a site level only, it is considered that the layout/design principles within the site have been well thought through, taking into account its place context and its wider characteristics, building this into the proposed form and layout.

Have opportunities been taken to incorporate green infrastructure into the fabric of the buildings and the spaces between them? No details are provided in respect to building detail at this stage. The green spaces within the site have been well considered and presented within the layout.

Easy to Move Around and Beyond (Essential) *Has a network or routes been created? Are spaces, streets and footpaths connected into the routes surrounding the development. Is it well integrated with the existing settlement?* Two vehicular access points are proposed, connecting with existing network. No additional footpaths/cycle routes are shown on the indicative layouts. Is there scope for additional links to the north and east? Internally, a significant part of the site is served by essentially a cul de sac road arrangement and is not clearly permeable.

Has the proposal considered green networks? The landscape strategy provides areas of open space with tree/hedging to connect these and to the wider countryside.

Easy to Move Around and Beyond (Important) *Are routes safe and direct, pedestrian and cycle friendly?* There are direct connections to adjacent principal streets. Shared surfaces are located within the site to create more pleasant spaces for pedestrians/cyclists. Vehicle speeds should be kept low within the proposed street layout.

Accessible streets? No clear details at this stage.

Streets designed as places that respond to the site rather than based on standard details? The layout and street hierarchy appears to have been considered through a contextual assessment and designed accordingly. The detailed design of the streets, location of parking, street trees, street furniture are matters for later stages of the planning process.

Easy to Move Around and Beyond (Best Practice) *Does the development use landmarks, vistas and gateways to make it easy to find ways through the development?* The layout responds to its edge of settlement context with views to the south. It also incorporates termination of views using a street design, building layout, with cues taken from the existing settlement, within the site to provide enclosure so that the sense of place is reinforced across the site.

Safe and Pleasant (Essential) *Is the overall scale of the development appropriate for the site?* In relation to the impact of development on the existing settlement, and the character/distinctiveness afforded by the countryside nature of the site, the scale of development would undermine this existing character to a significant degree.

Are space, streets and paths overlooked by windows/doors? Generally, from the indicative framework layout, it would appear as though most spaces were overlooked by active elevations. However, the details of this would be assessed at the next stage of the planning process.

Natural traffic calming and avoiding rat runs? In principle, this has been designed into the road layout/street hierarchy approach.

Does the layout accommodate car parking so that the development does not appear dominated by cars? While the DS states that a range of car parking solutions will be employed, no further details are presented. Concern would remain if a significant proportion of car parking were to be served by front garden parking.

Safe and Pleasant (Important) *Do the main entrances face the street?* Principal building fronts face the streets, or are used in combination with gable features (no details provided to illustrate the design of such gables)

Do streets blocks and buildings have a built form appropriate to their location in the settlement? Internally, and examined in isolation of wider visual impacts, the layout is justified by a sound contextual assessment.

Welcoming (Essential) *Is the relationship between the new development and the countryside sensitively handled?* As stated above, the impact on the distinctiveness and character of the existing settlement would be significantly undermined.

Welcoming (Important) *Is there a clear strategy for the public realm, landmarks and public art?* There are landmarks identified on the layout within appropriate locations. A public art strategy, detailed public realm proposals and details on landmark features have not been provided at this stage.

Welcoming (Best Practice) *Does the layout make good use of views?* As referred above, the development significantly impacts upon the distinctiveness of the Low Rd area by interrupting the visual and physical penetration of countryside into the settlement at this location.

Overall Urban Design Conclusion

Overall, it is considered that the appraisal of the wider landscape character and development potential is appropriate in terms of identifying the landscape characteristics, key views and opportunities/constraints. This relates to the fact that from a distance, development of the nature proposed, could likely be read against the backdrop of the existing settlement and that future landscaping could soften this urban edge further.

However, from a perspective closer to the site and its immediate relationship to the settlement, it is considered that the existing site makes an important landscape and visual contribution to the

structure, edge and distinctiveness of Auchtermuchty. In addition, there are key views along the frontage of Low Rd which are equally as important in providing a distinctive character to this part of Auchtermuchty. It is therefore considered that the development of the site would result in the loss of this landscape structure and key view, significantly undermining the above characteristics, contrary to the above policy context.

In detail, and in response to statements made within the LVA/DS, there is insufficient information to demonstrate how the proposal can address the matters raised in relation to landscape and visual impact. There are no supporting drawings, photomontages or other imagery, for example, that can evidence the statements made in the LVA/DS in relation to visual impact of development, or impact of the scale/height/layout of development, from the existing settlement.

=====

Ewen Campbell, Urban Design Officer, 11th September 2020

Planning Portfolio Internal Assessment Sheet

EPES Team	Transportation Development Management
Application Ref Number:	19/03631/PPP
Application Description:	PLANNING PERMISSION IN PRINCIPLE FOR THE ERECTION OF AFFORDABLE HOUSING, FORMATION OF ACCESS, LANDSCAPING, OPEN SPACE AND ASSOCIATED WORKS AT LAND TO THE WEST OF CARSEWELL WYND, AUCHTERMUCHTY
Date:	13/10/2020
Reason for assessment request/consultation	<input type="checkbox"/> Statutory <input type="checkbox"/> Non-statutory
Consultation Summary	

Important Note

This is an internal planning assessment response provided from within Planning Services. It forms part of the overall assessment to be carried out by Staff on behalf of Fife Council as Planning Authority. The internal assessment is a material consideration in the determination of the application but it requires to be read in conjunction with all the other relevant policies and strategies set out in the development plan, together with any other relevant and related material considerations. It should not be read in isolation or quoted out of this context. The complete assessment on the proposal will be made by the Planning Case officer in due course. The assessment will not be made publicly available until the case officer has completed the overall planning assessment.

Assessment Summary

1.0 OVERALL ASSESSMENT

1. Further to the Transportation Development Management comments of 6th March 2020 the applicant has submitted a new indicative layout which accommodates 30 dwelling houses, 19 less than previously suggested.
2. The access on to the A91 is located in the same position as it was previously and so my comments relating to it remain an issue.
 - The location of the access does not meet the junctions spacing standards set out in the Fife Council Transportation Development Guidelines for the class of road it is on. A minimum of 100m distance between the junction and Carsewell Wynd should be available. However there is only around a 40m gap between the two junctions.

- The introduction of the junction on to the A91 would sterilise on street parking on the opposite side of the road. This parking is currently used by the adjacent householders.
3. The new indicative layout consists of a loop road to the northern half of the development with a cul de sac, serving 18 properties, to the south. Whilst the introduction of cul de sacs is discouraged, it is permissible to have small ones, usually up to 15 units in size.
 4. The issue I have with the proposed cul de sac is the prevalence of parking spaces adjacent to the road. This dominance of cars will inevitably impact on the visual amenity of the development. Whilst I appreciate this is only a PPP application, and as such the final layout can be different, the indicative layout must not be given approval.
 5. The development is accessed via a straight road, around 85m long. This will encourage increased speeds into the development and so the access road should have an element of horizontal deflection to ensure traffic speeds are kept low.

2.0 CONCLUSIONS

2.1 Based on the above overall assessment, Transportation Development Management **object** to the application in the interest of road safety as noted in section 3.0. below.

3.0 RECOMMENDATIONS (include any suggested conditions/planning obligations if considering approval)

3.1 The access proposed on to Low Road, A91, does not meet the junction spacing standards set out in the Fife Council Transportation Development Guidelines in that the minimum spacing between the new access and Carswell Wynd should be 100m, not around 40m, as indicated.

3.2 The access proposed on to Low Road, A91, would sterilise existing on street parking on the north side of the A91 opposite the junction, currently used by adjacent householders. This would be to the detriment to the convenience of existing road users and adjacent residents.

Important note

The above internal planning assessment response has been prepared at officer level within the Planning Service team responsible for the specific topic area. It is an assessment of the specific issue being consulted upon but it is important to remember that the response cannot be considered in isolation and outwith the overall assessment of the proposal under consideration. Fife Council as Planning Authority, in considering all the material considerations in an individual application, can legitimately give a different weighting to the individual strands of the assessment, including consultation responses, and the final assessment is based on a comprehensive and balanced consideration of all the aspects under consideration.

Signed by Richard Simmons, Lead Officer, Transportation Development Management

Date: 13/10/2020

E-mail: richard.simmons@fife.gov.uk

Tel Number: 03451 555555 extension 450438

Consultee Comments for Planning Application 19/03631/PPP

Application Summary

Application Number: 19/03631/PPP

Address: Land To West Of Carswell Wynd Auchtermuchty Fife

Proposal: Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works

Case Officer: Natasha Cockburn

Consultee Details

Name: Mr Ben Ellis

Address: Kingdom House, Kingdom Avenue, Glenrothes, Fife KY7 5LY

Email: benjamin.ellis@fife.gov.uk

On Behalf Of: Archaeology Team - EPES

Comments

Discussed with case officer informally. No formal comments required from the Development Plan team at this time. Please feel free to seek advice on policy matters if required at a later stage.

Consultation Request Notification

Please use updated template attached for your response

Planning Authority Name	Fife Council
Response Date	25th November 2020
Planning Authority Reference	19/03631/PPP
Nature of Proposal (Description)	Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works
Site	Land To West Of Carswell Wynd Auchtermuchty Fife
Site Postcode	N/A
Site Gazetteer UPRN	000320326280
Proposal Location Easting	323764
Proposal Location Northing	711444
Area of application site (Ha)	
Clarification of Specific Reasons for Consultation	
Development Hierarchy Level	N/A
Supporting Documentation URL	http://planning.fife.gov.uk/online/applicationDetails.do?activeTab=documents&keyVal=Q2O1J9HFFG400
List of Available Supporting Documentation	As above URL
Date of Validation by Planning Authority	14th January 2020 Development Type: Local - Housing
Date of Consultation	11th November 2020
Governing Legislation	Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006
Consultation Type	Planning Permission in Principle
PA Office	Kingdom House, Kingdom Avenue, Glenrothes, KY7 5LY
Case Officer	Natasha Cockburn
Case Officer Phone number	03451 55 11 22

Planning Portfolio Internal Assessment Sheet

EPPS Team	Archaeology Team - EPES
Application Ref Number:	19/03631/PPP
Application Description:	Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works
Date:	
Reason for assessment request/consultation	<input type="checkbox"/> Statutory <input type="checkbox"/> Non-statutory
Consultation Summary	

Important Note

This is an internal planning assessment response provided from within Economy, Planning and Employability Service. It forms part of the overall assessment to be carried out by Staff on behalf of Fife Council as Planning Authority. The internal assessment is a material consideration in the determination of the application but it requires to be read in conjunction with all the other relevant policies and strategies set out in the development plan, together with any other relevant and related material considerations. It should not be read in isolation or quoted out of this context. The complete assessment on the proposal will be made by the Planning Case officer in due course.

Assessment Summary

1.0 POLICY CONTEXT

Local Plans

Relevant FIFEplan policies on built and historic environment:

- **Policy 1** – Development Principles
Part B

Development proposals must address their development impact by complying with the following relevant criteria and supporting policies, where relevant:

2. Avoid the loss of valuable cultural, tourism and community resources

- **Policy 14** – Built and Historic Environment

All archaeological sites and deposits, whether statutorily protected or not, are considered to be of significance. Accordingly, development proposals

which impact on archaeological sites will only be supported where:

- *Remains are preserved in-situ and in an appropriate setting; or*
- *There is no reasonable alternative means of meeting the development need and the appropriate investigation, recording, and mitigation is proposed.*

Proposals will not be supported where it is considered they will harm or damage:

- *Patterns of traditional orchards and medieval garden riggs*

In all the above, development proposals must be accompanied with the appropriate investigations. If unforeseen archaeological remains are discovered during development, the developer is required to notify Fife Council and to undertake the appropriate investigations.

Applying Policy 14

11. The archaeological investigation of all buried sites and standing historic buildings within an Archaeological Area of Regional Importance will be required in advance of development unless good reason for an exemption can be shown.

Relevant International and national cultural heritage policy and guidance that underpins FIFEplan Policy 14:

- *The European Convention on the Protection of the Archaeological Heritage (Revised) 1992*
- *Scottish Planning Policy 2014 (SPP) Paragraphs 135-151: Valuing the Historic Environment, particularly paragraph 150 'Archaeology and Other Historic Environment Assets'*
- *Town and Country Planning (Scotland) Act 1997, the Planning etc (Scotland) Act 2006, and the Historic Environment (Amendment) (Scotland) Act 2011*
- *Scottish Historic Environment Policy (SHEP) 2011*
- *Planning Advice Note (PAN) 2/2011: Planning and Archaeology*
- *Our Place in Time - the Historic Environment Strategy for Scotland (2014)*
- *Historic Scotland's Managing Change in the Historic Environment and Guidelines for Landscape and Visual Impact Assessment (2002) guidance note series*

- *Visual Impact Assessment (2002) guidance note series*

2.0 ARCHAEOLOGICAL ASSESSMENT

2.1 The archaeological implications of this proposal have assessed against all statutory and non-statutory heritage constraint data sets held by Fife Council, including:

- Scheduled Ancient Monuments
- Non-Statutory List of Monuments

- National Inventory of Gardens & Designed Landscapes
- National Inventory of Historic battlefield Sites
- Conservation Areas
- Archaeological Areas of Regional Importance
- Archaeological Sites of Regional Importance
- Non-Statutory archaeological sites (FSMR & NMRS sites)
- Archaeological Unit library
- HES aerial photograph transcription data
- HES ground survey data
- HES Historic Landscape Assessment data
- Ordnance Survey historic mapping (all editions back to the First Edition)
- Historic cartographic material
- Listed Building data
- GIS archaeological landscape and comparative modelling approaches
- Lidar data

3.0 OVERALL ASSESSMENT

3.1 The original assessment of this application revealed the need for an archaeological condition.

4.0 CONCLUSIONS

4.1 The applicant has now submitted a detailed archaeological mitigation strategy which meets the terms of the archaeological condition.

5.0 RECOMENDATIONS (include any suggested conditions/planning obligations if considering approval)

5.1 Should consent be granted, then in Line with Policy 14 of *Fifeplan*, archaeological works should be requested and an NDP07 condition or similar should be attached to any grant of consent.

NDP07 - Archaeological Excavation

BEFORE ANY WORKS START ON SITE, the developer shall secure the implementation of a programme of archaeological work in accordance with a detailed written scheme of investigation which has been submitted by the developer and approved in writing by this Planning Authority.

In order to safeguard the archaeological heritage of the site and to ensure that the developer provides for an adequate opportunity to investigate, record and rescue archaeological remains on the site, which lies within an area of archaeological importance.

5.2 The applicant's submitted archaeological written scheme of investigations should be approved and should now stand as the measure by which compliance with the archaeological condition is measured.

Signed: Douglas Speirs, Archaeologist, Development Plan Team
Date: 17th November, 2020
E-mail: Douglas.Speirs@fife.gov.uk
Number: 473748

Signed by *insert name and upload to Consultee Access* (Service Manager)
Date _____
E-mail _____
Number _____

NB Referral to Senior Manager by Service Manager on a need to know basis.
Effective from January, 2015.

Re: 19/03631/PPP - Carswell Wynd, Auchtermuchty

Natasha Cockburn <Natasha.Cockburn@fife.gov.uk>

Tue 09/02/2021 16:04

To: Lynsey Fraser <l.fraser@gladman.scot>

Hi Lynsey

It would be your decision regarding what proposals to examine the impact on, depending on what proposals you are looking to pursue? 49 units do not comply with policy 2.

Kind regards
Natasha

Natasha Cockburn, Planner
Major Business and Customer Service
Planning Services
Fife House, KY7 5LT

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From: Lynsey Fraser <l.fraser@gladman.scot>
Sent: 09 February 2021 14:29
To: Natasha Cockburn <Natasha.Cockburn@fife.gov.uk>
Subject: RE: 19/03631/PPP - Carswell Wynd, Auchtermuchty

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Hi Natasha

Thanks for coming back to me.

Two weeks would be fine thanks – in terms of examining the impacts, would you prefer we assessed the indicative proposals for up to 49 units, or the reduced scheme? Could we agree two weeks from the date you confirm the preference?

Many thanks



Lynsey Fraser | Strategic Planning Director

T: 07944 605 725 | l.fraser@gladman.scot
www.gladman.co.uk



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From: Natasha Cockburn <Natasha.Cockburn@fife.gov.uk>
Sent: 09 February 2021 13:49
To: Lynsey Fraser <l.fraser@gladman.scot>
Subject: Re: 19/03631/PPP - Carswell Wynd, Auchtermuchty

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Hi Lynsey

If you are looking to submit further additional information, then would a further 2 weeks suffice to have it submitted to us?

Kind regards
 Natasha

Natasha Cockburn, Planner
 Major Business and Customer Service
 Planning Services
 Fife House, KY7 5LT

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From: Lynsey Fraser <l.fraser@gladman.scot>
Sent: 28 January 2021 14:52
To: Natasha Cockburn <Natasha.Cockburn@fife.gov.uk>
Subject: RE: 19/03631/PPP - Carswell Wynd, Auchtermuchty

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Thanks for coming back to me. Having had this deadline confirmed today, is there any chance we could look to extend this for an additional month as we would be unable to get the work completed and submitted by 5th Feb.

Obviously we have known about these issues for a while but considering commissioning the supporting information in light of your comments as referred to below, which change the position slightly. Previously we were

under the impression there was no point in doing this work as there were other considerations that had a stronger bearing on the determination.

Further to our chat I am working on the basis if the information was submitted, subject to the Council's review and satisfaction on the outcome, there may be scope for leeway on some of the other points to be conditions of detailed design.

Many thanks.

Lynsey



Lynsey Fraser | Strategic Planning Director

T: 07944 605 725 | l.fraser@gladman.scot

www.gladman.co.uk



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From: Natasha Cockburn <Natasha.Cockburn@fife.gov.uk>

Sent: 28 January 2021 14:44

To: Lynsey Fraser <l.fraser@gladman.scot>

Subject: Re: 19/03631/PPP - Carswell Wynd, Auchtermuchty

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Hi Lynsey

Apologies, in terms of submission of additional information, Friday 5th February would be my proposed target for that, then I would give 2 weeks for consultees and myself to review. That would bring us to extending the meeting again, beyond the 12th February deadline I've given for a decision.

Kind regards

Natasha

Natasha Cockburn, Planner
Major Business and Customer Service
Planning Services
Fife House, KY7 5LT

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From: Lynsey Fraser <l.fraser@gladman.scot>
Sent: 28 January 2021 14:14
To: Natasha Cockburn <Natasha.Cockburn@fife.gov.uk>
Subject: RE: 19/03631/PPP - Carswell Wynd, Auchtermuchty

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Hi Natasha

In response to my email below, and our recent chat – do you have a cut off date for submission of additional information, or would you be amenable to a further month's extension?

Many thanks

Lynsey



Lynsey Fraser | Strategic Planning Director

T: 07944 605 725 | l.fraser@gladman.scot
www.gladman.co.uk



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From: Lynsey Fraser
Sent: 21 January 2021 12:01
To: 'Natasha Cockburn' <Natasha.Cockburn@fife.gov.uk>
Subject: RE: 19/03631/PPP - Carswell Wynd, Auchtermuchty

Thanks Natasha

Good to catch up.

On the basis of our discussion, if we were to provide further information in respect of the visual/ landscape impact, and this were to be acceptable, it was my impression that there may be scope to deal with matters such as internal layout, access point (Carswell Wynd only) and unit numbers, via condition.

If we were to submit this information, when would it be required, to align with the suggested extension.

Many thanks

Lynsey



Lynsey Fraser | Strategic Planning Director

T: 07944 605 725 | l.fraser@gladman.scot

www.gladman.co.uk



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From: Natasha Cockburn <Natasha.Cockburn@fife.gov.uk>

Sent: 19 January 2021 16:21

To: Lynsey Fraser <l.fraser@gladman.scot>

Subject: 19/03631/PPP - Carswell Wynd, Auchtermuchty

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Hi Lynsey

Thank you for the discussion on the above this afternoon.

In terms of way forward, as we discussed, if you would like to progress the application to a decision without submitting the further information regarding visual/landscape impact then my recommendation would be refusal, which would be a delegated decision.

As we discussed, this would mean you would have the option to have the decision reviewed through the Local Review Body route, where you would submit your application to have the decision reviewed and then LRB would discuss at their meeting. You would not attend the meeting but can watch online, as per the planning committee meetings. See more information here:

https://www.fife.gov.uk/kb/docs/arcles/planning-and-building2/planning_planning_applications_after-we-have-made-a-decision

I will be aiming to decide the application by Friday 12th February. I will send a letter out to this effect.

Kind regards

Natasha

Natasha Cockburn, Planner

Major Business and Customer Service
Planning Services
Fife House, KY7 5LT

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EPPS Team	Urban Design - EPES
Application Ref Number:	19/03631/PPP
Application Description:	Planning Permission in Principle for residential development Land at Low Rd, Auchtermuchty
Date:	4th May 2021
Reason for assessment request/consultation	<input type="checkbox"/> Statutory <input type="checkbox"/> Non-statutory
Consultation Summary	

Policy Context

Scottish Planning Policy: Placemaking

Designing Streets

FifePlan Policies 1 and 14.

Making Fife’s Places – 6 qualities of successful places and Evaluation Framework

Urban Design Comments

This consultation note follows the recent submission of supporting information which is in response to previous Urban Design responses provided in April and September 2020. The submissions include Indicative massing and illustrative views, site context photographs and a commentary note on the issues previously raised.

With regards to the impact of development on the wider landscape character, the submission provides supporting information that suggests that there would be no significant harm, and that the proposed development would (from outwith the settlement) be visually absorbed by, and read as part of, the existing urban structure (re. for example, LVA views 8, 9 and 10 and Illustrative Massing Views 5 and 6).

Views from Low Rd

Views 1 and 2 within the Illustrative Massing document are important to consider. The supporting information states that views of the Lomonds are “repeatedly concealed and revealed as one moves through Auchtermuchty”. This is acknowledged - however in this location, both the

background view (Lomonds) and the foreground view (low lying countryside) makes a significant contribution to the character and distinctiveness of this part of Auchtermuchty, and should not be underplayed. This finger of landscape penetrates the settlement edge and provides for expansive views of both Lomond Hills to be seen from a principal movement route through the urban area. The foreground allows the eye to be drawn over the wider landscape towards the hills, and built development which interrupts this visual connection has the potential to undermine this landscape feature.

The supporting information presents a series of indicative views incorporating the massing of the proposed layout. This is helpful to facilitate an understanding of the visual impact of development and impact on key views towards the Lomonds.

The supporting statement suggests that the proposed built form would sit below the skyline of the hills and uses the indicative massing views to demonstrate this. However, the views shown (in particular the critical views 1 and 2) appear to be from a position higher than a pedestrian would be at street level. The images suggest that eye level height is approaching the ridgeline of the existing bungalow. In this case, the actual view from a person at street level would be altered and the proposed buildings would visually sit higher than suggested, with a subsequent increase in interruption of views to the Hills.

It is considered the supporting information confirms that the strong visual connection between the urban environment and the countryside/Lomond Hills, one that presents such a strong and contributing factor to the distinctiveness and character of the area, particularly from Views 1 and 2, would be harmed to a significant degree. While housing footprints may be proposed to be set back from Low Rd, the placement of buildings would still significantly interrupt the visual flow of the landscape to distant views.

The proposed site layout still raises concerns which have not been addressed – previous comments are copied below and remain extant.

PREVIOUS URBAN DESIGN COMMENTS (with amendments):

Indicative Site Layout

However, notwithstanding the need to consider the wider impact of development, the following initial observations are made in respect of the site layout:

At a site level, the indicative layout is a disappointing interpretation and response to the principles established within the submitted Design Statement.

The DS identifies a feature building, with an active frontage, terminating the view from the site entrance to the north. This view is now significantly weakened by the location of parked cars in front of the building. The buildings are also set back too far from the edge of the shared space juncture to have a significant visual impact. The sense of visual or physical enclosure and termination of views has been significantly reduced.

Generally, the entrances to the site are poor – there is very limited definition or enclosure of the spaces at the entrances by buildings and active building fronts (or feature gables). The predominant visual elements consists of car parking areas within front gardens with buildings set too far back from the heel kerb to offer any sense of enclosure or entrance. The DS proposes a clear gateway feature to the north of site – this is translated by the current layout into car parking in front of gardens being the principal visual receptor and gateway feature, which is a poor design response.

The Design Statement as submitted, presents building fronts or feature gables to streets or spaces with prominent buildings pulled close to the street edge to enable the main active elevations to be the dominant feature rather than car parking or front gardens dominated by parked cars as presented in the current layout.

For an edge of settlement location on a site with visual prominence and with significant concerns over the wider visual impact, the layout appears to be predicated on a standard house type/plot arrangement, with most units set back c.6m from the heel kerb. This provides little variation or distinctiveness, does not allow the urban form to respond positively to entrances, nodes, or other spaces, and is a step backwards from the stronger design principles expressed in the Design Statement.

There appears to be an unacceptable visual over-dominance of car parking at key locations. This can be symptomatic of overdevelopment, or a lack of consideration of the policy context, the principles expressed in the Design Statement, and/or the failure to apply appropriate design principles to the site layout. The proposal should express clear principles within a parking strategy. It is considered that a number of design principles should be incorporated into the proposal – for example, principles reflecting the fact that 1. parked cars should not be visually dominant on the streetscene; 2. parking within front gardens is not generally acceptable when visually dominant; 3. On street parking should not appear as an obvious engineered design, but integrated into public realm/hard landscaping so that appears part of the landscape; and 4. The provision of residential parking within parking courtyards. These principles, appropriate for application at this location and at this level of the design process, would provide a relevant steer to secure an appropriate form of parking/street design with future proposals. With regards to parking courtyards, key design principles should be established at an early stage and demonstrated within a design, including, for example, materials, layout, boundary treatment, and the location of buildings observing the courtyard. Parking courtyards should generally be integrated within the activity of the street and overlooked by building fronts to avoid largely inactive, mono-use courtyards that may not be as well overlooked. The application of these principles should help facilitate an appropriate form of parking/street design and compliance with the above policy context.

Streets for People

One of the key aspects of Scottish Planning Policy is that streets – in particular those in residential areas - should not be principally to serve vehicles. Any proposal should include principles to

address how the design of any shared surface streets (or other appropriate internal roads) would balance out the needs of people (for walking, socialising, play etc) with vehicular movements – through design, materials, street furniture etc. It is expected that shared surface streets will help facilitate these varying needs. Within shared surface streets, the place should be designed principally for people as well as vehicles. Street design/street furniture/landscaping should help facilitate social interaction, play etc. It is not clear how these matters could be addressed by the current proposal.

Within development site of the scale proposed, it is expected that a number of movement ‘nodes’, as well as entrance features, across the site would have the potential to be distinctive spaces, helping to provide definition to the place and provide spaces that are more than just for movement – eg landscaping, informal play or natural traffic calming as well as providing definition of movement between one character area, space, or street typology to the next. However, there is an absence of detailed design to fully consider this aspect (including typical designs, materials, landscaping, boundary treatment, building positioning, feature buildings or other structures and movement corridors for example). For example, the shared surface area to the south of the site, adjacent to the green space, is an area where there is the potential for a strong place function related to the open space. However, the space appears dominated by car parking, which detracts from the visual quality and any opportunity to create an area of distinctiveness.

SUDS

In relation to the site’s edge of settlement context, an appropriate approach in relation to SUDS may be achieved by designing the open space as a multi functional landscape. By avoiding steep embankments to any SUDS pond, using natural contours, and also using swales and rain gardens across the site, would allow this infrastructure to integrate more naturally within the landscape and the wider countryside beyond. The open space area to which the SUDS infrastructure forms part of appears of a sufficient size to accommodate a more natural form and approach. Appropriate design principles, along with example images/drawings should be included at this stage.

Building Public/Private Space and Boundary Treatment

With regards to building fronts and their relationship to public/private space, it should be established within any proposal that a clear definition between public and private garden space should be incorporated into the design of residential areas. Therefore all front gardens should include a privacy strip formed from railings, hedging or wall. Open plan front gardens are generally an unacceptable design response.

Boundary treatments – the public realm, parking courtyards and residential buildings should be contained by appropriate boundary material to ensure attractiveness and robustness of place and visual quality. All boundaries onto publicly accessible or visible space (including streets, open spaces, parking courtyards, hard/soft landscaped areas) should be formed from railings, hedging, or walls – or a combination thereof. Timber fencing is not a robust boundary material, deteriorates quickly to the detriment of visual quality, and is not appropriate in these visually prominent places.

All parking courtyards should have an appropriate screen to the street edge (wall, railing, hedge) so that the visual impact of parked cars is reduced.

Street trees – make a significant contribution to character, visual quality, traffic calming and green corridors for example. These are encouraged across the site.

For detailed layouts as submitted – this should also be accompanied by supporting statements to demonstrate how it responds to the Evaluation Framework of Making Fife's Places.

Architectural strategy – It is considered that contemporary architecture should be encouraged within a modern development, to enrich the character and distinctiveness of the place. A reliance on standard suburban house types would not contribute to a positive design approach. There should be consideration of context in terms of materials used, particularly for residential development. The proposal should include reference to a contextual palette of materials, which, in traditional house building form, may be appropriate. This is to both ground the new development within Auchtermuchty and avoid a concentration of inappropriate finishing materials. For example, if facing brick is not a vernacular material, it is suggested that its use is not encouraged as a standard finishing material other than as an architectural statement or as a complementary material.

Evaluation Framework

Applications for planning permission will be evaluated against the criteria within the Framework. Applicants are encouraged to demonstrate how their proposals address the criteria, thereby establishing if they meet the 6 qualities of successful places. Applicants are also expected to establish if any of the elements referred to in the framework are not relevant to their proposal and to provide full justification how they have come to that conclusion. The application does not provide explicit supporting detail to address each criteria within the Evaluation Framework, and at this stage, it would be expected that this aspect of the Supplementary Guidance should be addressed.

Notwithstanding this gap in information, the following is an initial response to key criteria (at this PPP level):

Distinctive (Essential) – *Is the proposal an appropriate design response to the surrounding context in terms of townscape and landscape?* The proposal, while not presenting a significant visual impact on long distant views into the site or the wider strategic landscape character, is considered to have a significant impact upon the immediate townscape/landscape and its effect on the distinctive character of this part of the settlement.

Does the proposal make the most of existing buildings, landscape etc? It is considered that the proposal represents an unjustified significant negative impact upon the distinctive character of the settlement and the countryside that penetrates Auchtermuchty at this location and key movement route.

Has the built form been designed to minimise visual impact in sensitive locations? While the proposal seeks to reduce the visual impact and the loss of green infrastructure and its views to the wider countryside, the overall negative impact remains significant.

Distinctive (Important) – *Does the use of natural feature, buildings, street patterns, spaces, skylines, building form, landscape etc create a place with a distinctive character?* The loss of the countryside character and reduction in views to the wider countryside, would, it is considered, lead to a significant reduction and loss of the existing character and distinctiveness. At a site level only, it is considered that the layout/design principles within the site have been well thought through, taking into account its place context and its wider characteristics, building this into the proposed form and layout.

Have opportunities been taken to incorporate green infrastructure into the fabric of the buildings and the spaces between them? No details are provided in respect to building detail at this stage. The green spaces within the site have been well considered and presented within the layout.

Easy to Move Around and Beyond (Essential) *Has a network or routes been created? Are spaces, streets and footpaths connected into the routes surrounding the development. Is it well integrated with the existing settlement?* Two vehicular access points are proposed, connecting with existing network. No additional footpaths/cycle routes are shown on the indicative layouts. Is there scope for additional links to the north and east? Internally, a significant part of the site is served by essentially a cul de sac road arrangement and is not clearly permeable.

Has the proposal considered green networks? The landscape strategy provides areas of open space with tree/hedging to connect these and to the wider countryside.

Easy to Move Around and Beyond (Important) *Are routes safe and direct, pedestrian and cycle friendly?* There are direct connections to adjacent principal streets. Shared surfaces are located within the site to create more pleasant spaces for pedestrians/cyclists. Vehicle speeds should be kept low within the proposed street layout.

Accessible streets? No clear details at this stage.

Streets designed as places that respond to the site rather than based on standard details? The layout and street hierarchy appears to have been considered through a contextual assessment and designed accordingly. The detailed design of the streets, location of parking, street trees, street furniture are matters for later stages of the planning process.

Easy to Move Around and Beyond (Best Practice) *Does the development use landmarks, vistas and gateways to make it easy to find ways through the development?* The layout responds to its edge of settlement context with views to the south. It also incorporates termination of views using a street design, building layout, with cues taken from the existing settlement, within the site to provide enclosure so that the sense of place is reinforced across the site.

Safe and Pleasant (Essential) *Is the overall scale of the development appropriate for the site?* In relation to the impact of development on the existing settlement, and the character/distinctiveness

afforded by the countryside nature of the site, the scale of development would undermine this existing character to a significant degree.

Are space, streets and paths overlooked by windows/doors? Generally, from the indicative framework layout, it would appear as though most spaces were overlooked by active elevations. However, the details of this would be assessed at the next stage of the planning process.

Natural traffic calming and avoiding rat runs? In principle, this has been designed into the road layout/street hierarchy approach.

Does the layout accommodate car parking so that the development does not appear dominated by cars? While the DS states that a range of car parking solutions will be employed, no further details are presented. Concern would remain if a significant proportion of car parking were to be served by front garden parking.

Safe and Pleasant (Important) *Do the main entrances face the street?* Principal building fronts face the streets, or are used in combination with gable features (no details provided to illustrate the design of such gables)

Do streets blocks and buildings have a built form appropriate to their location in the settlement? Internally, and examined in isolation of wider visual impacts, the layout is justified by a sound contextual assessment.

Welcoming (Essential) *Is the relationship between the new development and the countryside sensitively handled?* As stated above, the impact on the distinctiveness and character of the existing settlement would be significantly undermined.

Welcoming (Important) *Is there a clear strategy for the public realm, landmarks and public art?* There are landmarks identified on the layout within appropriate locations. A public art strategy, detailed public realm proposals and details on landmark features have not been provided at this stage.

Welcoming (Best Practice) *Does the layout make good use of views?* As referred above, the development significantly impacts upon the distinctiveness of the Low Rd area by interrupting the visual and physical penetration of countryside into the settlement at this location.

Conclusion

Overall, it is considered that the appraisal of the wider landscape character and development potential and supporting information is appropriate in terms of identifying the landscape characteristics, key views and opportunities/constraints. This relates to the fact that from a distance, development of the nature proposed, could likely be read against the backdrop of the existing settlement and that future landscaping could soften this urban edge further.

However, from a perspective closer to the site and its immediate relationship to the settlement, it is considered that the existing site makes an important landscape and visual contribution to the structure, edge and distinctiveness of Auchtermuchty. In addition, there are key views along the frontage of Low Rd (particularly Views 1 and 2 as identified by the applicant) which are significant in

importance as contributing to the distinctive character to this part of Auchtermuchty. It is therefore considered that the development of the site would result in the loss of this landscape structure and key view, significantly undermining the above characteristics, contrary to the above policy context.

Ewen Campbell, Urban Design Officer, 4th May 2021

Agenda Item 4(5)

**Land to west of Carswell Wynd, Auchtermuchty,
Fife**

Application No. 19/03631/PPP

Further Representation(s)

Michelle McDermott
Committee Officer
Financer & Corporate Services
Fife House, North Street
Glenrothes, Fife KY7 5LT

21st December 2021

Dear Ms. McDermott,

Your Ref: MMc/J8.36.357

Further representations in relation to to review of original decision by Fife Planning Review Body with regard to Application Ref: 19/03631/PPP

Firstly, I am in complete agreement with and fully support the reasons given for refusal of this application in the Council's Decision Notice of 19/10/21 as expanded upon in the Council's Report of Handling.

I am however concerned that once again residents and objectors to the application have such limited time to make further representations at what is a very busy time of the year for individuals and the Royal Mail alike. I fear that this will limit the number of responses that you will receive on a matter of no small importance to local residents and the Community Council. Your letter dated 15/12/21 reached me on 17/12/21. On the basis of a 14 day deadline for responses from the date of your letter I have to hope for the best that this will be in your hands by December 29th.

The application by Gladman Developments for the Review is hugely disappointing and will prolong the anxiety felt by many here, but it is not surprising given the modus operandi of this land promoter, first in England and later in Scotland, over the years since the perceived 'loophole' of the 'tilted balance' in favour of residential development, even on unallocated greenfield sites, where there is a shortfall in a Council's 5 year effective land supply was introduced.

In this respect, a briefing by the Campaign to Protect Rural England on "How land promoters exploit legal loopholes at the expense of communities and the countryside" is of relevance; I quote: *"Experienced land promoters, such as Gladman, that can afford expensive lawyers and multiple appeals, often win the fights against local authorities at appeal, leaving them confident in their ability to gain planning permission that goes against local wishes. For example, Gladman's website states: 'Whilst we try to achieve planning permission locally, sometimes for a variety of reasons this is not possible and the site is refused permission at planning committee. This is nothing to worry about; on average around two thirds of our sites go through the appeal process.' Meanwhile, councils are retreating from the appeals process due to high expenses and perceived low chances of winning: standing up for their own policies is seen as an unmerited expense."* The full briefing document is included as a supporting document below.

I sincerely hope that Fife Council **will** stand up for its own policies in this instance. The process here must surely be Plan-led and developed in consultation with local communities, rather than allowing an undermining of the planning system in which we as communities must continue to have confidence. Should the Council succumb in the face of Gladman's challenge to the review of the original decision on their application, this will compromise the advancement of plans which are developing for those sites allocated in the agreed local Development Plan – a significant undermining of the planning process.

There are two sites allocated in the agreed Development Plan which together would meet the shortage of houses identified, therefore it is my understanding that the tilted balance should not come into consideration for this ad-hoc, speculative proposal forwarded by Gladman without their local engagement on what they laughably describe as “part of a green infill site”. Furthermore, if the tilted balance *is* triggered for whatever reason escapes me, then the “shortfall” identified is small and would therefore not add sufficient weight to the angle of tilt to outweigh the significant and cogently demonstrated adverse effects of the proposal.

The Council will be aware that the protracted debate and time spent in Courts with regard to the operation of the tilted balance continues, following **1)** the June 2020 Gladman v Scottish Ministers case ruling, **2)** the subsequent amendments to Scottish Planning Policy published December 2020 and **3)** the ruling by the Outer House Court of Session of July 2021 quashing those amendments. It is not yet clear whether the Scottish Ministers will seek to appeal the July 2021 decision or simply address the matter through National Planning Framework 4, or other policy changes, given their clearly stated position on their policy intention.

Further, and given the correlation of the SPP in Scotland with the NPPF in England as evidenced by reference to an “equivalent clause” in both planning frameworks in the June 2020 Gladman v Scottish Ministers case, I would urge the Council to consider the outcome of a case raised in England by Gladman in the High Court (*Gladman Developments Ltd v Secretary of State for Housing, Communities and Local Government & Anor* [2020] EWHC 518 (Admin) (06 March 2020), which resulted in an important judgement on the interpretation and application of the tilted balance, and also made some important general points. A case summary is included as a supporting document below.

Given this current state of flux, and the likely future curtailment of the potential for this type of speculative development, I feel that the irreversible losses to Auchtermuchty which the current proposal by Gladman would represent, should it be bulldozed through now, would be a loss felt deeply indeed.

Yours Sincerely,

Chris Perry,
7 Low Road Auchtermuchty
Fife KY14 7AU

Supporting Document 1

CPRE briefing – How ‘land promoters’ exploit legal loopholes at the expense of communities and the countryside (Attached)

Supporting Document 2

Case summary, Gladman Developments Ltd v Secretary of State for Housing, Communities and Local Government & Anor (2020) EWHC 518 (Admin) (06 March 2020) (Attached)

CPRE briefing - How 'land promoters' exploit legal loopholes at the expense of communities and the countryside

This short briefing sheds some light onto how self-styled 'land promoters' make lucrative profits by exploiting the planning system and working against local wishes.

At the Campaign to Protect Rural England we have long been aware that some businesses exist solely to profit from a perfect storm of a widely acknowledged housing shortage; political pressure for housebuilding of any kind; the massive unearned financial rewards landowners receive as a result of gaining planning permission; and weaknesses in the planning system.

This is of concern to CPRE because undermining the planning system often results in developments in unsustainable locations - including in areas that are supposed to be protected from development - destroying the character of the countryside and rural towns and villages. Such practices also undermine confidence in the planning system, not only for the individuals and community groups that engage positively with local plans or make the effort to produce their own neighbourhood plan, but also for those landowners and developers who have worked in good faith with the community and pursued their projects through the planning process.

Land promoters persuade landowners to allow them to pursue planning permission on their land for a 20-25% share in the profits once it is sold on for development, without having to bear any risk of investing in land or building a development themselves. As a result of the lack of risk and the high potential profits, land promoters are able to operate on a 'no win, no fee' basis, which is highly tempting to landowners, especially those who don't have confidence engaging with the planning system.

The only regard land promoters pay to planning constraints, such as protected landscapes and settlement boundaries, is in how to get around them - usually by targeting areas that are unable to demonstrate a five year housing land supply. In these circumstances, the National Planning Policy Framework (NPPF) prescribes a presumption in favour of sustainable development - the loophole at the heart of this story which, compounded by a vague definition of 'sustainable development', allows promoters to argue that the demand for housing overrides factors such as environmental or community concerns.

This loophole in effect encourages land promoters to focus their speculative planning applications on councils that they see as having a weak planning policy framework - as a result of not having a local plan or not being able to demonstrate a five year supply of housing land; the promoters know that they stand a good chance of winning planning appeals in such places. Worse than this, the outcome of land promoters' activities in planning appeals and legal decisions often serves directly to delay plan preparation, weaken the application of existing plans, and undermine councils' reasonable claims to having a supply of housing sites, thereby increasing the potential for further predatory actions.

Land promoters' activities lead to unnecessary work and expense for already hard-pressed local planning authorities, as well as anxiety and uncertainty for people who live in the communities affected.

This paper brings together existing information on these practices, and combines this with new data on how promoters are pushing the planning appeal system to its limits.

Ultimately, it is up to the Government to ensure that planning policies reinforce local democracy and remove the potential for disproportionate profits that motivates land promoters; these businesses should not be given opportunities to engage in speculative behaviour that sacrifices beauty and local character. A stronger, more democratic planning system would make it possible for land promoters to bring forward housing that meets the need of communities, while still providing the opportunity for a reasonable return for developers and landowners.

New evidence: appeals and housing land supply

CPRE undertook analysis of appeal decisions concerning four land promoters, between 1 April 2012 and 31 August 2017. The analysis sought to establish what proportion of appeals were successful, and how appeal decisions are influenced in regards to the respective local authority's five year supply of housing land. The four land promoters that were assessed were: Gallagher Estates (5 cases), Gladman Developments (140 cases), Richborough Estates (10 cases) and Welbeck Land (9 cases). Cases were identified by searching for land promoters as appellants in the Planning Resource Compass database.

This identified 164 cases in total, but represents the tip of the iceberg; Gladman alone says it achieves planning permission for more than 10,000 homes a year.¹ Planning inspectorate appeal decision documents were read to find the inspectors ruling of the local authority's five year housing land supply (5YHLS), whether the land promoters challenged the housing land supply and the reasons for challenging it where relevant.

Of the cases analysed, 54% were allowed. By comparison, the Planning Inspectorate's statistics show that for many years around one third of all planning appeals are allowed, and for housing proposals the average is slightly less at around 28%. This suggests that promoters' tactics are successful in terms of winning appeals.

Promoters overwhelmingly pursued appeals where the relevant local authority's 5YHLS is insufficient, with 121 of 164 appeals referring to areas without a demonstrable 5YHLS. This purposefully speculative strategy is common for land promoters.

In a recent High Court case involving Gladman Developments, Gladman Development's Director, David Gladman, said: 'We normally only target local authorities whose planning is in relative disarray and vulnerable to quick planning application for a suitable site. [... Gladman] comes into its own where local authorities are in a state of flux, whilst they either have no up-to-date local plan or, temporarily, they do not have a five-year supply of consented building plots.'²

Yet, land promoters do not shy away from targeting land where councils do have robust plans and a demonstrable 5YHLS. Given the Government's emphasises on localism and the primacy of up-to-date local and neighbourhood plans and housing land supplies, there should be very few circumstances where it is appropriate for a centrally-appointed planning inspector to overrule the decision of the local planning authority. Despite this, nearly a third of appeals where the local authorities had a 5YHLS were approved (Table 1).

Table 1: Proportion of approvals or dismissals for appeals in the context of five year housing land supply (5YHLS) of 164 cases³

	Approved	Dismissed
With a 5YHLS (35)	31%	69%
Without a 5YHLS (121)	60%	40%
No ruling on 5YHLS (8)	62.5%	37.5%

Of the 11 cases where the local authority had demonstrated a 5YHLS and the appeal was still approved, the majority involved land promoters challenging the council's demonstration of a 5YHLS. Reasons land promoters gave for challenging the 5YHLS included suggesting that sites allocated for

¹ Gladman (2018) Home page. <http://www.gladmanland.co.uk/>

² Birmingham Civil Justice Centre. (2016) Available at: [http://www.falcon-chambers.com/images/uploads/news/Gladman_Developments_v_Sutton_2016_EWHC_1597_\(Ch\).pdf](http://www.falcon-chambers.com/images/uploads/news/Gladman_Developments_v_Sutton_2016_EWHC_1597_(Ch).pdf)

³ For the purposes of understanding the weight given to housing land supply in appeal decision-making, Table 1 uses the ruling planning inspector's opinion (or Secretary of State where decisions were 'called-in') on whether the council could demonstrate a five year supply, rather than the arguments of the council or land promoter.

housing were not all deliverable or that expected build-out rates were over-optimistic. This demonstrates that land promoters are not only targeting areas where plans are in ‘disarray’, but they are also using the appeal process with the deliberate aim of undermining plans that are up to date.

Despite planning inspectors generally upholding the view that the councils had a 5YHLS, some then disregarded this as a factor with statements including: ‘Accepting that an area has a five year housing land supply does not necessarily preclude a scheme from being sustainable development or mean that it would be inherently harmful.’ And: ‘As greenfield sites, the land is not of the government’s preferred type, and as the council has a five-year housing land supply, it is not necessarily needed at this particular time [... but would] contribute to building a strong, responsive and competitive economy.’

Experienced land promoters, such as Gladman, that can afford expensive lawyers and multiple appeals, often win the fights against local authorities at appeal, leaving them confident in their ability to gain planning permission that goes against local wishes. For example, Gladman’s website states: ‘Whilst we try to achieve planning permission locally, sometimes for a variety of reasons this is not possible and the site is refused permission at planning committee. This is nothing to worry about; on average around two thirds of our sites go through the appeal process.’⁴ Meanwhile, councils are retreating from the appeals process due to high expenses and perceived low chances of winning: standing up for their own policies is seen as an unmerited expense.

When looking at Gladman exclusively (Figure 1), the majority of appeals they submitted were for sites where the respective local authorities could not demonstrate a 5YHLS, yet even those that did have a 5YHLS had a success rate of over 25%. It also seems that Gladman are happy to take risks on sites that are less likely to receive planning permission, as demonstrated by the level of dismissed appeals.

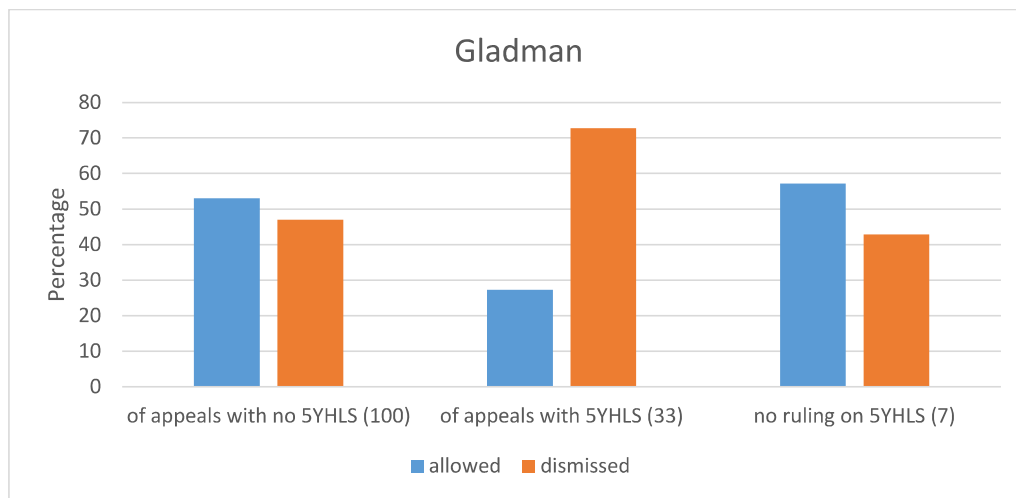


Figure 1: percentage of Gladman appeals cases that were allowed or dismissed in the context of a 5YHLS

Political context:

The Government sees speculative development as a symptom of not having local plans in place, and to a certain extent condones the practice as a means to encourage councils to produce plans; their main proposal to address the problem is to ensure that councils have plans.⁵ However, this research has demonstrated that even when authorities have a five year housing land supply, speculative development is often still approved.

⁴ Gladman Land. How it works; appeals process. Available at: <http://www.gladmanland.co.uk/how-it-works/>

⁵ DCLG (2017) *Fixing Our Broken Housing Market*. The Housing White Paper. <https://www.gov.uk/government/collections/housing-white-paper>

Furthermore, while CPRE agrees that councils should have plans, this alone is not always enough to ensure that housing is built at a fast enough rate to meet council's own targets. Currently, a plan is deemed 'out-of-date' as soon as housing completions dip below the target delivery rate, even by one house, thereby opening the floodgates for speculative applications.

Current Government proposals do not recognise that the main driver for speculative development is not the absence of plans or the need to build houses, but the desire to make profit from developing land that hasn't been rationally and democratically identified as appropriate for development. Land promoters are likely to find some way of exploiting any measures to improve the planning system, as long as the uplift in land value remains such an irresistible temptation.

Conclusion

Communities welcome good development that follows local and neighbourhood plans, but land promoters actively work against local wishes for the sake of their own profit. National planning policy allows and even encourages land promoters to do this through loopholes in the NPPF. This research has shown that even in cases where local authorities had an up to date 5YHLS, one in three cases are approved. In the majority of these cases, land promoters sought to undermine authorities further by openly challenging authorities' housing land supply. This, and other forms of speculative development, have lost communities' faith in the planning system. Changes must be made to close these loopholes in national planning policy to ensure the planning system facilitates developments that are needed and approved by local communities, rather than assisting demand driven development to line corporate pockets.

Recommendations

In order to reduce the potential for harmful speculative development proposals, the Government must:

- **Follow through on commitments in the Housing White Paper to reduce the potential for speculative development.** Where, as a result of the failure of developers to build-out existing sites or seek permission on sites identified in development plans or brownfield registers, the five year housing land supply for an area dips below the expected level, councils should be given time to remedy the situation. For example, councils need time to kick-start stalled developments or bring in new operators to promote existing sites before the presumption in favour of sustainable development creates the need to grant planning permission for new sites. If the councils' actions are not successful, then sites for new developments should be identified strategically through an accelerated local plan process, and not on a first-come-first-served basis by speculators.
- **Cap local plan housing targets at a level that is actually deliverable in terms of the capacity of the housebuilding industry.** This would make it feasible for housebuilding targets to be met.
- **Instruct the Planning Inspectorate that, where a local plan is up to date and 5-year housing land supply is reasonably demonstrated, that the decision on whether to approve or refuse planning permission should lie solely with the local planning authority.** The only exception should be if the proposal in question unequivocally accords with all the relevant policies of the development plan.
- **Reform the way in which the property market works so that the uplift in value of land as a result of planning consent is not so significant as to be irresistible to speculators.** This should be done while still retaining a reasonable expectation of return for landowners, compatible with providing homes that are affordable to local people, mitigating the impacts of development and providing the infrastructure necessary to support it.

Case Name: *Gladman Developments Ltd v Secretary of State for Housing, Communities and Local Government & Anor* [2020] EWHC 518 (Admin) (06 March 2020)

Full case: [Click Here](#)

Commentary: The High Court has dismissed two linked statutory review challenges brought by Gladman Development Limited ('Gladman') to two Planning Inspector appeal decisions in Corby and Uttlesford and issued an important judgment on the interpretation and application of the "tilted balance" in para. 11(d) of the NPPF 2019. At the rolled-up hearing, permission on all four grounds was refused by the High Court.

Gladman argued that the 2 Planning Inspectors had misinterpreted paragraph 11(d)(ii) of the NPPF by taking into account development plan policies when carrying out the "tilted balance" in considering whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits of doing so, when assessed against the policies in the NPPF taken as a whole. Instead, Gladman contended that the decision-makers should have adopted a 2 stage approach firstly carrying out the presumption in favour of sustainable development "tilted balance" exercise under para.11(d)(ii) NPPF disregarding the development plan before going on secondly to apply the presumption in favour of the development plan s.38(6) PCPA 2004 balancing exercise taking into account relevant development plan policies. In both planning appeals, the "tilted balance" had been triggered pursuant to footnote 7 to para.11 of the NPPF as the relevant local planning authority in each case was unable to demonstrate a 5-year housing land supply.

Importantly, the High Court determined, applying established policy interpretation principles, that para 11(d)(ii) NPPF does not require development plan policies to be excluded from consideration in the "tilted balance" exercise. The High Court agreed with the SSHCLG and the LPAs submissions that there was no legal justification for requiring the tilted balance in paragraph 11(d)(ii) and the s38(6) PCPA 2004 balance to be carried out in 2 stages and it is a matter for the decision-maker, having had regard to the relevant development plan policies and other material considerations, whether to apply the two balances together or separately.

As to footnote 7 to para.11 NPPF (i.e. the shortfall in the requirement for a 5 year supply of housing land trigger), the High Court held that its effect was simply to deem certain policies to be out of date triggering the tilted balance exercise in para 11(d) NPPF whereas whether these policies were in fact out-of-date and, if so, in what respects and how much weight to be attached to them remains a matter to be assessed by the decision maker in their planning judgment.

In the Corby appeal, Gladman also argued that the Inspector had erred in law in giving the economic benefits of house-building and occupation reduced weight in the planning balance because they are benefits of all housing development. The High Court concluded that it was legitimate for a decision maker to take into account the presence or absence of a unique quality about a development's benefits and that, if a decision-maker does so, it is for them to determine the weight to be attached to the presence or absence of that quality in their

planning judgment.

In giving its judgment, the High Court also made some important general points. First, in interpreting planning policy, the High Court reiterated that the meaning of policies must be considered objectively, having regard to the full range of circumstances in which they may be applied, and not through the lens or prism of a particular party (e.g. developer) which has been unsuccessful in a planning decision. Second, the High Court also reminded parties and advocates of the Courts' previous warnings against excessive legalism in bringing legal challenges, especially in relation to alleged misinterpretations of planning policy which are often thinly disguised challenges to the application of the policy. Third, the Claimant had filed a witness statement exhibiting other Inspector decision letters argued that the errors alleged in this legal challenge were prevalent amongst Inspectors. The High Court agreed with the SSHCLG and LPAs that such witness statement evidence was irrelevant to the issues before the High Court warning parties to future judicial review/statutory review proceedings that such witness statement evidence should not be filed in future challenges and reminded practitioners of the general principle that evidence in judicial review/ statutory review challenges should be limited to the material which was before the decision maker when making the decision in question.

Case summary prepared by Paul Arnett

Further Comments for the Review of Planning Application 19/03631/PPP

Customer Details

Mr Brian Slattery
Halhill, Leckiebank Rd., Auchtermuchty, Cupar, Fife KY14 7EB

Comment Detail

I am writing this as an individual who is also chair of Auchtermuchty Community Trust, a founder member of Auchtermuchty Heritage and Property Convenor of Edenshead Parish Church of Scotland.

Since I first posted objections to this PPinP application, discussions have continued locally on the possibility of providing a new purpose-built Community Hub. Because of this growing community need, it has become abundantly clear that initial conversations between the developers, the local community and planners, prior to making any proposal would have been helpful for all concerned. Without this, any application for housing development on the open field area to the south of Low Road stretching from Carswell Wynd to the west end of Auchtermuchty, will meet with opposition. Part of this area is already home to the Health Centre, Care Home and a brand-new local Co-op Store.

Due to constraints within the envelope of the town, part of this site would be ideal for this new Community facility, replacing the various individual buildings in the town that are all in need of expensive maintenance. A new building, as well as providing many community services, would include several sports facilities complimenting the existing Sports field and play park to the west of the area. The local Junior Football club is currently looking for extra pitches and an area suitable for an all-weather pitch. Access by foot, car and local bus services can be served given the opportunity to provide well thought out access from Low Road with the correct design of junction.

It is envisaged that on this site, there would be ample room for much-needed housing, in particular affordable housing built to fully sustainable standards. Developing a collaborative plan for the area would enable the whole site to fulfil several local needs, including housing, social activities and community well-being.

It is expected that the local community will embark on developing a **Local Area Plan** in early 2022 with full details on how this area can best be developed to the benefit of all concerned. It is essential that wider consultation, involving the whole community, will hopefully avoid past mistakes of having a Fife Plan that is centred on Housing and Employment at the expense of all the other needs of Communities.

If the existing PPinP for Carswell Wynd were to go ahead as it stands it would make it much more difficult to plan the rest of the area in a sensible way. **An opportunity lost.**

Huanfa,
3 Orchard Court,
Auchtermuchty,
CUPAR,
Fife
KY14 7HX

20th December 2021

Michelle McDermott,
Legal & Democratic Services,
Finance & Corporate Services,
Fife House, North Street,
Glenrothes,
Fife. KY7 5LT

Your Ref. : MMC/J8.36.357

Dear Ms. McDermott,

Application Ref:- 19/03631/PPP : Land to West of Carswell Wynd, Auchtermuchty.

Thank you for your letter of the 15th Dec. 2021, advising that the Fife Planning Review Body will review the above 'Refused' planning application. I write to support the points summarised by Declan Semple of Fife Council Planning Services in the 'Decision Notice' to Refuse the application, and dated 19th October 2021. In addition, I would make the following additional comments.

- A. The Applicant (Gladman) argues that this is a 'gap site' within the settlement of Auchtermuchty. This is disputed, the site should more correctly be seen as significant in allowing a distinctive wide, open, and historical aspect over agricultural land which has hitherto been preserved. It has a ca. 240 m public frontage. Virtually everyone in the town enjoys the benefit of these iconic views of the Lomond Hills, at some stage, while on their way to and from the Auchtermuchty Health Centre. The views are also seen from a significant part of the length of Low Road; and therefore provide an on-going and direct visual as well as physical connection between the town and the Lomond Hills. It is not a gap, it is at present very open – which is precisely the points made in 'Fife Decision Notice Reasons No. 2 & 3'.
- B. Two photographs are enclosed, taken from the corner of the Carswell Wynd and Low Road (A91) junction, to illustrate and hopefully reinforce the statement of 'strong visual connection between the urban environment and the countryside/Lomond Hills' referenced in Reason 2. These views would be lost following construction of the proposed development.
- C. It has also been suggested that this is a small development in the context of the town's overall size. However, it is almost indisputable that should the current development application be approved, the remaining narrower band of agricultural land, to the west of the development and fronting Low Road, will automatically become a 'gap site' or 'infill site'

for further future development. In all likelihood approval of the current application will therefore open the door to further development proposals when it will then be argued that the remaining, narrower parcel of land would have reduced agricultural value and the resulting 'corridor view' perceived to have lower worth in maintaining Auchtermuchty's visual connection with the open landscape beyond. **Approving this application therefore becomes the enabler to the development of the whole agricultural area west of Carswell Wynd/Strathview Care Home and to the east of Stratheden Place.**

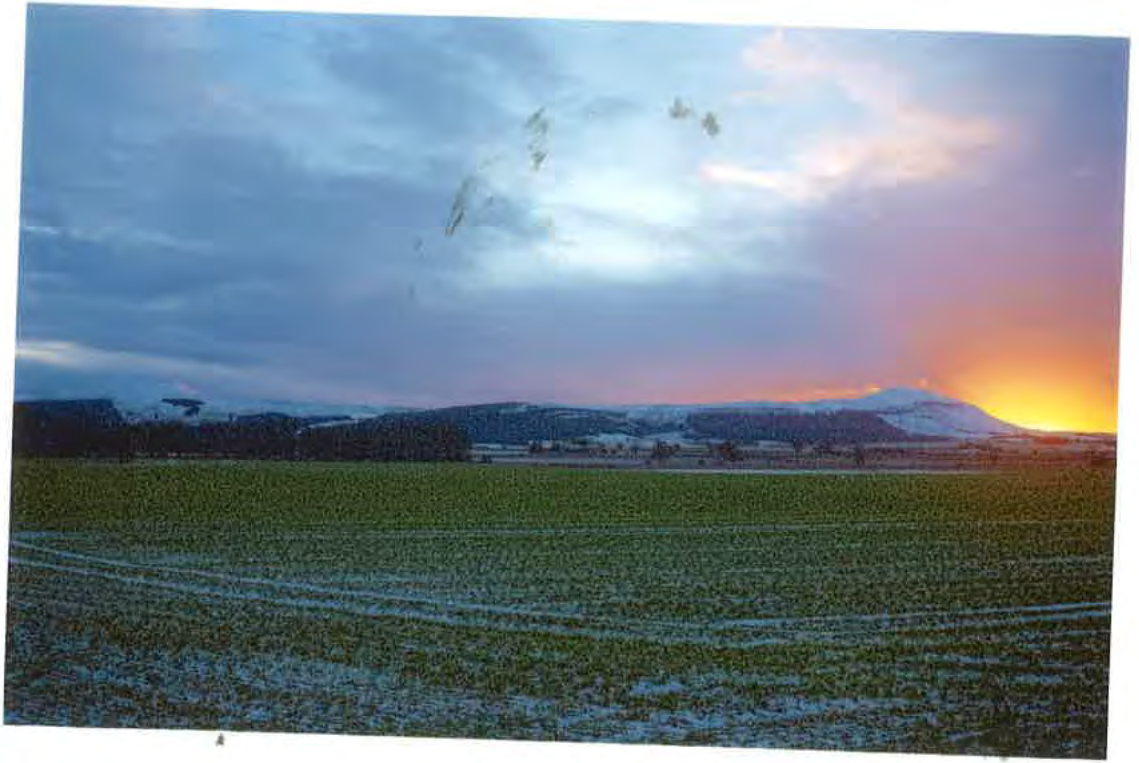
- D. Thus, a review of this application proposal should include consideration of the wider implications of above comment C; and whether it is appropriate to make such a long term and strategic decision without a more extensive, and wide-reaching consultation as part of North East Fife's wider area Development Planning process.
- E. Re. 'Reason 4' Road Safety. Since the original application, circumstances along Low Road have changed. Redevelopment of the former Low Road Garage site into a new Co-op store is now nearing completion. The new Co-op location will attract both pedestrian and vehicle activity from the centre of the town, to the junctions onto and along that part of Low Road close to this proposed new housing development. In addition to the cars and trucks entering/exiting the new Co-op car park itself; there will be overflow and passing traffic seeking to park on Low Road between Crosshills and the Gladgate (as evidenced by current Co-op site contractor parking). This is an area of roadside parking which may be removed (sterilised) depending on the detail access requirements of the new housing development. In any case nearby movements will increase.
- F. Finally, it is believed that the Applicant is also involved in progressing a second possible development site locally, AUC 001 (east of Stratheden Place). Arguably this second site more closely fits the description of an 'infill site'. Additionally, its location means that any impact on the overall visual character and distinctiveness of Auchtermuchty, and the views to the Lomond Hills would be much lower. This would seem to be a more suitable alternative location for affordable housing.

I hope that the review will find the above comments useful and relevant.

Yours faithfully,


Mr. R. Watkins.

Enclosures:- 2 photographs - #1 view westwards ,includes margin to Low Road (A91); #2 view to East & West Lomond.



MR James Stewart
10 Casswell Wynd
Auchtermuchty
By Caper
Fife
KY14 7DY
28.12.2021

Dear Michelle Mc Dermott

We are still
against the building of houses on the
prime agricultural land to the West of
Casswell Wynd Auchtermuchty.

The other concern we have.

The building of a new Co-op store
(on the old garage site) on the South Side
of the A91 at the junction of Crosshills.

With the new store this will further
increase public movement and traffic to
the store on this already busy road.

If the development was to go ahead
this will cause more public movement
and traffic congestion on this busy trunk
road.

Yours faithfully



Agenda Item 4(6)

**Land to west of Carswell Wynd, Auchtermuchty,
Fife**

Application No. 19/03631/PPP

Response to Further Representation(s)

13 January 2022

Fife Council
Local Review Body
C/o. Committee Services

Gladman House
Alexandria Way
Congleton
CW12 1LB

By email only: Michelle.McDermott@fife.gov.uk

Dear Sirs,

PLANNING PERMISSION APPEAL

19/03631/PPP - Land to west of Carswell Wynd, Auchtermuchty

Planning Permission in Principle for 30 Affordable Housing units, access and associated works

This correspondence sets out our response to points raised by third parties. For the purposes of brevity we do not cover any matters that are dealt with in the planning application or appeal submission.

The nature of this proposal is not intended to exploit any policy “loophole” or rely upon the SPP tilted balance. FIFEplan 2017 contains a policy mechanism specifically to facilitate the delivery of affordable homes.

FIFEPlan Policy 2: Homes - specifically supports the development of sites adjacent to settlement boundaries **solely for affordable housing** where there is established an unmet local need and if no site is available within the settlement boundary.

There is an ongoing and urgent requirement to provide new affordable homes in Auchtermuchty for local family units. This project has been included in the most recent SHIP for 30 affordable units in conjunction with Kingdom Housing Association.

Housing Services have confirmed the nature of the requirement for the settlement as:

- 7 x 2-bedroom houses
- 10 x 3-bedroom houses
- 4 x 4-bedroom houses
- 1 x 5-bedroom house (bedroom and accessible bathroom on the ground floor)
- 6 x 2-bedroom amenity bungalows
- 2 x 2-bedroom wheelchair bungalows

It remains our submission that the proposal meets the terms of the development plan, specifically LDP Policy 2 and can be delivered by local developers, employing local people, and benefitting the community with much needed new homes on a modest scale, commensurate with the size of the settlement.



Our submissions in relation to the visual impact, vehicular access and road safety remain as per the application and appeal. The site does not fall under any landscape designation, and the development area has been specifically designed to maintain open views.

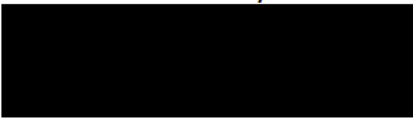
In short, this proposal seeks to deliver a much-needed development to benefit the local community, in line with Fife Council and the Scottish Government's explicit policy commitment to delivering affordable homes.

If planning permission is granted as an outcome of this appeal, the detailed design stage offers an opportunity to fine-tune elements of the proposal including access, development footprint and ridge heights.

Trusting this response will be made available to the Local Review Body in advance of the meeting and we ask that they fully consider the nature of the proposal and the requirement within their community.

We look forward to receiving details of arrangements for the meeting in due course – please note all future correspondence should be directed via planningscotland@gladman.scot.

Yours faithfully.



For Gladman Developments Ltd.
planningscotland@gladman.scot

Cc. Scott Simpson – Development Management