

Statement of Mr Bradley Clarke MCIAT, Appellant:

Comments of Bradley Clarke in answer to the response received from Ranald Dods (appointed Planning Officer) and Paul Grigor (Roads Planning Officer) in reference to my planning appeal for the amendment of Condition 2 to Planning Permission 21/00137/FUL.

The initial planning application 21/00137/FUL was set out to cover three main aspects that myself and my Girlfriend wished to achieve after purchasing the property in September 2020 with a view to living here forever, firstly we wanted the opportunity to potentially provide ourselves with clean electricity in the form of a solar panel array which was approved under the planning permission.

Secondly we wanted an annex for friends and family members to stay in when they visit us, as I'm originally from Manchester, England and have made the move as my girlfriend is originally from Edinburgh and all her family live in Edinburgh and the Lothians. The Garden annex was designed so that the form and massing of the structure was acceptable under Permitted Development rights and to have minimal impact to neighbours whilst maintaining a high quality design which we thought would complement the woodland that we own. We had to submit a householder application due to the proposed use of the building as we wanted it to both accommodate a bedroom, ensuite and small kitchen and also be used as design study / home office. The Garden annex approved under Planning Permission 21/00137/FUL has had a non-standard condition attached by the appointed Planning Officer. The condition reads as below:

"The development hereby approved shall remain as permanent ancillary accommodation to the principal dwelling (known currently as Penvalla) and shall be occupied only by persons of the same household. There shall be no subdivision of this single residential planning unit and it shall not be used for independent residential or holiday rental purposes.

Reason: The planning authority considers that the development hereby permitted is the maximum that can be reasonably allowed without causing detriment to infrastructure provision and an intensification of use of the road/access by increased vehicle movements would not be appropriate in this location"

It is worth noting at this stage that the rationale for the wording of Condition 2 remains unclear. It is accepted that the Council may reasonably seek to prevent subdivision of the existing dwelling and its curtilage however preventing guests from using an annex for short-term overnight accommodation (perhaps for as little as one or two nights) appears to be disproportionate, unreasonable, and risks even being perceived as self-indulgent.

During the planning application it was discussed with the Planning Officer that the annex was to be built for friends and family visiting from Manchester, however this was obviously ignored as the section of the condition that states "shall be occupied only by persons of the same household" limits this to use by myself and my girlfriend. In response to this non-standard condition where I requested that it be amended / removed, the response below was provided which can be seen on the Council's planning portal

“For condition 2 we note that you state that you intend to allow family members to stay there on occasion. I assume you are not intending that to be the likes of the son-in-law of your great auntie’s cousin, rather it would be for use by more immediate family members.”

Ranald Dods – Scottish Borders Council, 2021

As I’m sure anyone can agree, this is not only outrageous that the appointed Planning Officer feels they have the right to dictate which Family members are allowed to stay in an ancillary building at my home but is also very scary. This was the main focus of the appeal initially so that this would be lifted and in discussion with my Planning consultant they advised me to put forward a standardly worded condition which both enables friends and family to use the annex and also if in the event I wish to rent it to a potential holiday maker then I could. The holiday let was never discussed until the non-standard condition was placed upon the Planning Permission.

This brings me now to the third reason for my original application which was to fix the only issue my house had when we purchased it, which is the current access. Due to the topography of my house and the land it sits on, the access point has a very acute angle when turning right out of my driveway onto the A701, this together with the fact it’s on a bend makes it difficult to see on coming traffic when you pull out.

As part of the original planning application I submitted a request to install a new access point but I was instructed to remove this access from the proposal as between Ranald Dods and Paul Grigor it was deemed that having two entrances to one house was unacceptable? Personally I have done various planning applications where two access points for one dwelling have been approved all be it in England.

As a compromise I proposed to erect a fence between the existing access and my driveway from the current entrance to my dwelling, but in doing so still maintain the existing access point to the road for maintenance purposes of the circa 1 acre woodland that the access point sits on, which also is on a separate Land Title held by Land Register Scotland. However, this was discounted and at which point Ranald then requested full detailed information for the proposed access point although in his words the proposed access point didn’t seem viable in principle and or detail. This seemed to be contrary to common sense as my next door neighbour has access to his house in a similar location from the main road which if anything is an extension of the row of houses which my property bookends at this end of the village.

The proposed access which didn’t have much design information at that point in terms of detailed design levels etc. could have been approved in principle controlled with a pre-start condition for detailed construction information as any other element is dealt with, which was again put forward to Ranald at the time of the initial application but was again discounted and or further information be requested before the decision be made.

As the situation seemed to be at a stalemate and Ranald was going to just proceed with a refusal, it was agreed between myself and Carlos Clarke (Lead Planning Officer for the West Borders) that the proposed access be removed so that the annex and solar array could be approved with a view to submitting a separate application for the access in future. At this point there was no indication of any non-standard conditions being placed on the Decision Notice so I was happy to proceed.

We then received the Decision Notice which restricted the use of the annex and didn't include the access as this element had been withdrawn. Following the submission of the appeal further comments from both Ranald and Paul were requested and on reading these I can only say that I'm shocked and very concerned with both sets of comments. The comments from both Ranald and Paul are centered around a statement I made early on in the original planning application where the proposed access was being discussed, the comment was sent to Carlos Clarke in email and reads as follows,

"Also could you maybe ask Highways as to the viability of getting a mirror installed opposite the existing entrance, as with the bend it's impossible to see oncoming traffic and even though it's a 20MPH road people still fly past and it's like Russian roulette sometimes pulling out of the drive and if turning right I need to pull out and reverse back then turn right so increases the chance of an accident. If not could you provide me with contact details so I can chase this myself"

There were obvious concerns on my existing access hence the need to submit a planning application to request a new driveway. I now wonder how this concern can be used to suggest the access is not safe to use for potential holiday makers, when in refusing the proposed driveway – and asserting that continuing to use the existing access would be preferable to putting a new access (benefiting from longer visibility sightlines onto the highway) in place – surely by default this proposes that my current access is safe to use by me, my family and friends? If at this point the access was deemed by the Roads Planning team to be safe enough for use by myself and my visiting family / friends it does not stand to reason that the access is not safe enough for use by potential holiday makers.

I think it is plainly unreasonable that I can be told that my existing access is safe and refused planning permission for a new access – before being told that my existing access is not safe. The Roads Planning team have a responsibility to be consistent in their assessment of case work. It is a matter of fact that I was (and remain) prepared to put new access arrangements in place for my house. This is not an assertion on my part – the originally submitted application plans explicitly demonstrate it to be the case. The only reason that the existing access arrangements have been retained as part of the application is because the Roads Planning team insisted that they were.

If the statement expressing my concerns regarding the access to Carlos Clarke on my initial planning application is the centre / main focus of the Scottish Borders Council's reasoning for refusing the potential occasional use of the approved annex as a holiday let, then I would urge someone to please explain in detail why this concern hasn't been followed up in terms of road safety and why it has been deemed acceptable to put my safety and the safety of any friend and or family visiting my house at risk when both the Development Management and Roads Planning teams have known about the potential danger for some time? If they consider the access to be un-safe then safety measures should be put in place or the access that I applied for should have been looked into further? The Roads Planning team either think the existing access is safe to use or its not?

Statement of Mr Ruairaidh Thompson MRTPI, Ferguson Planning:

The appointed Planning Officer has commented that “the character of holiday use would be fundamentally different to ancillary residential accommodation”.

This assertion is considered to be factually inaccurate.

There are no physical differences in the on-site built form between the proposed and approved developments (i.e. neither development requires any more or less buildings or any changes to existing buildings). There are no alterations required to the supply of water, electricity, gas, or any other utility to Penvalla. No alteration is required to the existing foul water or surface water drainage arrangements serving the property.

Therefore, it is considered that the proposed revision of the wording of Condition 2 would not alter – fundamentally or otherwise – the character of the development approved by Planning Permission 21/00137/FUL.

In respect of the response of the Roads Planning team, it must be noted that the responses is prepared on the assumption that the existing access arrangements are safe but sitting just below the threshold of becoming dangerous. The response contains no evidence that this assumption has been established or justified by an assessment of objective or empirical evidence.

It must be understood that the opinion/complaint of an Applicant (who is neither a Highways Engineer or a Transport Planner) is a subjective estimation and cannot replace the requirement for an objective, evidence-based assessment.

A technical assessment prepared by Steven Oxford (the Applicant’s Transport Planning consultant) has been provided below. The assessment provided establishes that the proposed revision to Condition 2 would not have a significant impact on the operation of the existing access and would not present an unacceptable risk to road safety.

It is considered that greater weight should be given to the objective assessment submitted herein than to the complaint of the Appellant to Mr Clarke of 19th April 2021.

HIGHWAYS TECHNICAL NOTE PENVALLA, BROUGHTON

SITE LOCATION

The site lies to the east of the A701 and is accessed via an unmade track. The A701 is lit and has a footway along its eastern side. The speed limit along the site frontage is 20mph. The A701 provides a link between The A74 and Edinburgh.

It is accepted that visibility is restricted at the junction with the A701 due to the angle at which the track meets A701, the horizontal alignment of the A701, and vegetation to the south side of the junction. The land south of the track lies within the applicants control and shrub clearance could be carried out to improve intervisibility to/from the south. Stopping sight distances within “*Designing Streets: A Policy Statement for Scotland*” suggest that visibility splays should be 2m x 33m based on 25mph vehicle speeds, (allowing for a degree of speeding) or 25m for the permitted 20mph.

THE APPROVAL

The Planning Approval (21/00137/FUL) includes the following condition restricting occupancy/use of the accommodation:

The development hereby approved shall remain as permanent ancillary accommodation to the principal dwelling (known currently as Penvalla) and shall be occupied only by persons of the same household. There shall be no subdivision of this single residential planning unit and it shall not be used for independent residential or holiday rental purposes. Reason: The planning authority considers that the development hereby permitted is the maximum that can be reasonably allowed without causing detriment to infrastructure provision and an intensification of use of the road/access by increased vehicle movements would not be appropriate in this location.

The primary reason for the inclusion of restriction of occupancy/use of the building is that use other than by immediate family would result in additional vehicular use of the access with a detrimental impact on the highway safety. This report explores the anticipated impact of the use of the consented development beyond that conditioned.

The impact of the development as both holiday let and non-ancillary dwelling are assessed.

POTENTIAL TRAFFIC GENERATION

There is limited TRICS data available in respect of holiday lets, with what information there is relating to large “resort” type accommodation such as Butlins or caravan sites rather than individual lets. TRICS suggests daily trip rates to holiday lets of 2.4 trips per day per accommodation, being 1.24 arrivals and 1.17 departures.

In comparison an individual dwelling would be expected to generate 4.5 trips per day. As a worst-case, use beyond that conditioned would therefore result in an additional 4.5 trips per day. With the existing use this would result in a car every 2.5 hours entering or leaving.

This level of traffic in both instances would not result in any significant impact on the safety or operation of the local highway network given existing traffic levels on the A701.

To minimise vehicular use by occupants it is suggested that two cycles for use by any occupants be provided in a secure weather tight store. In support of aspirations to support reductions in emissions and greener travel the applicant is also willing to install an Electric Vehicle charging point with use as a holiday let.

(TRICS data in Appendices.)

ROAD SAFETY

The A701 is signed as a 20mph zone in the area of the site and through Broughton.

Existing highway signage alerts drivers approaching from the south to the presence of a junction on the left and the possibility therefore of vehicles entering the carriageway from the left (including the site). The junction to which this sign refers is assumed to be Kibucho Rd approximately 60m after the site access. There is no distance plate on the sign indicating the proximity of the junction.

An interrogation of accident records shows no recorded accidents in the vicinity of the development; 2 serious accidents were recorded north of Broughton (see below). It would appear therefore that danger when emerging from the access may be more perceived than real. This perception is likely to encourage suitable caution being taken when using the access.

There remains the possibility of creating a new access onto the A701 with improved visibility. It is accepted that this would necessitate a further application. And has already been the subject of discussion between the applicant and officers. There would seem to be potential benefit for all users in investigating options for an improved access.

The map displays a satellite view of the Broughton area, showing roads A701, B7016, and B7018. Several incident markers are visible, including a red arrow (Fatal) and a yellow arrow (Slight Serious Fatal) near Broughton Place Farm Partnershp. Other locations marked include Broughton Village Hall, Constans Wood Chip, Scott Vehicle Repair, Broughton Primary School, Broughton Ales, RCS Window Cleaning, and Broughton Kirk. A search bar at the top right contains the text 'm12.61q'. The bottom right corner features a legend for incident severity and a summary box.

Hide

Location: m12.61q

Years: 5 of 22 years selected

Severity: Fatal, Serious

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search

Incident Severity

- Yellow arrow: Slight Serious Fatal
- Red arrow: Fatal

2 results found

APPENDICES- TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
KC KENT	1 days
WS WEST SUSSEX	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
12 CONNAUGHT	
CS SLIGO	2 days

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

Primary 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: No of Dwellings
Actual Range: 30 to 159 (units:)
Range Selected by User: 4 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 20/10/20

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:

Tuesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 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:

Neighbourhood Centre (PP56 Local Centre)	5
--	---

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:

Village	5
---------	---

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.

TOTAL VEHICLESCalculation 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	5	69	0.058	5	69	0.173	5	69	0.231
08:00 - 09:00	5	69	0.130	5	69	0.363	5	69	0.493
09:00 - 10:00	5	69	0.141	5	69	0.173	5	69	0.314
10:00 - 11:00	5	69	0.150	5	69	0.159	5	69	0.309
11:00 - 12:00	5	69	0.144	5	69	0.182	5	69	0.326
12:00 - 13:00	5	69	0.164	5	69	0.213	5	69	0.377
13:00 - 14:00	5	69	0.176	5	69	0.161	5	69	0.337
14:00 - 15:00	5	69	0.184	5	69	0.199	5	69	0.383
15:00 - 16:00	5	69	0.184	5	69	0.156	5	69	0.340
16:00 - 17:00	5	69	0.236	5	69	0.213	5	69	0.449
17:00 - 18:00	5	69	0.346	5	69	0.164	5	69	0.510
18:00 - 19:00	5	69	0.268	5	69	0.176	5	69	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.181			2.332			4.513

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	30 - 159 (units:)
Survey date date range:	01/01/13 - 20/10/20
Number of weekdays (Monday-Friday):	5
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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
WS WEST SUSSEX	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days

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

Primary 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 units
 Actual Range: 170 to 1779 (units:)
 Range Selected by User: 31 to 9700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/07/18

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 1 days
 Saturday 1 days

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

Selected survey types:

Manual count 2 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 1
 Free Standing (PPS6 Out of Town) 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:

Out of Town 1
 No Sub Category 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:

n/a 2 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 500m Range:

All Surveys Included

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES

Calculation factor: **1 UNITS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	2	975	0.025	2	975	0.012	2	975	0.037
08:00 - 09:00	2	975	0.073	2	975	0.038	2	975	0.111
09:00 - 10:00	2	975	0.070	2	975	0.100	2	975	0.170
10:00 - 11:00	2	975	0.102	2	975	0.157	2	975	0.259
11:00 - 12:00	2	975	0.073	2	975	0.117	2	975	0.190
12:00 - 13:00	2	975	0.149	2	975	0.119	2	975	0.268
13:00 - 14:00	2	975	0.163	2	975	0.122	2	975	0.285
14:00 - 15:00	2	975	0.172	2	975	0.085	2	975	0.257
15:00 - 16:00	2	975	0.129	2	975	0.081	2	975	0.210
16:00 - 17:00	2	975	0.097	2	975	0.090	2	975	0.187
17:00 - 18:00	2	975	0.064	2	975	0.071	2	975	0.135
18:00 - 19:00	2	975	0.044	2	975	0.067	2	975	0.111
19:00 - 20:00	2	975	0.040	2	975	0.042	2	975	0.082
20:00 - 21:00	2	975	0.027	2	975	0.044	2	975	0.071
21:00 - 22:00	1	1779	0.013	1	1779	0.020	1	1779	0.033
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.241			1.165			2.406

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 170 - 1779 (units:)
 Survey date range: 01/01/13 - 28/07/18
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 1
 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.