


From: Scott, Alan (Technical Services, HQ) ascott@scotborders.gov.uk 
Subject: RE: [OFFICIAL] New Drive the Miller's House, Scotsmill, Kailzie
Date: 22 February 2023 at 09:56
To: Jamie MacFarlane argyll-studio@macfarlane-architecture.co.uk
Cc: [REDACTED]

AS

Jamie

Apologies for delayed response, your email had somehow found its way to my junk email box. I don't check it regularly but did this morning. I'm satisfied with the amended drawings in that the building is the limiting factor.

Hope this answers your queries but let me know if not.

Thanks

Alan J Scott - Senior Roads Planning Officer
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From: Jamie MacFarlane <argyll-studio@macfarlane-architecture.co.uk>
Sent: 21 February 2023 17:46
To: Scott, Alan (Technical Services, HQ) <ascott@scotborders.gov.uk>
Cc: Peter Nowell [REDACTED]
Subject: RE: New Drive the Miller's House, Scotsmill, Kailzie

CAUTION: External Email

Good Afternoon Alan,

Thank you for your email of Monday 20th with your helpful comments.

I have taken them on board and have altered the attached drawing to reflect them. I think it would be worth having a conversation regarding the achieved site-line to the nearside kerb to the east.

I would also make the following comments:-

1. Can we amend the drawing to allow as much visibility as possible, but at least 90m visibility? This shouldn't take much alteration as the drawings shows 87.97m and your email states 89.9m. *The 89.9m was a typographical error and the 87.97m was the dimension to the far side road kerb.* The reason for 90m is this is the acceptable distance for one step below the normal minimum of 120m for a road covered by a 40mph limit. This will require the fence being moved back as the visibility splay should be measured to the nearside kerblines (or as close to this as the building line allows), not the far side one as shown. I have shown a sketch below for information. *The sight-line has now been set out from 2.4m in from the carriageway edge and is limited by the*

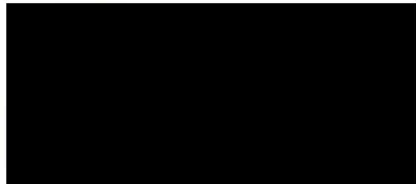
Miller's house wall protruding corner and is achieving a distance of 79.439m to the near edge of the carriageway. If this line is extended to the far side of the carriageway it produces a sight-line of 93.856m. This extrapolates to a distance of 86.647m to the centre line of the carriageway. This is a vast improvement on the ones currently being experienced from the existing hardstanding in front of the former cart shed.

2. The access discussed at the eastern end of the property, considered via application 17/01171/FUL was never approved as the application was withdrawn. I note from the file that the comments from Roads Planning Service were that we would not be able to support it as it stood due to visibility issues. However, I would still require that potential access from/to this area be removed as part of any support for the current proposal. *This potential access will be removed in lieu of the betterment achieved.*
3. The proposed parking and turning is still tight, but does allow turning (albeit multiple manoeuvres will be required). I would welcome any improvements that can be included that will maximise this area fully. *Improved area for turning has been indicated on the attached drawings*
4. A pedestrian route will be required from the new area to the dwelling to allow residents to get from the parking to the dwelling without walking on the public road. *Similarly, this has been indicated on the attached drawings*
5. The initial 2m of the new access would have to be formed to our specification shown below. *Again, this has been indicated on the attached drawings*

I would greatly appreciate having a telephone conversation with you with regard these new amendments in order that Mr Nowell can feel confident that the attached drawings can be utilised in his appeal which is due to be submitted towards the end of this week.

Many thanks for all your assistance Alan.

with kind regards



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