

VILLAGE HALL FEASIBILITY, ST FILLANS

Initial Access Review

Project Ref: 21027

Issue Date: 28 February 2022

Revision: [01]



Client: St Fillans Community Council

Address: St Fillans, Crieff, Perthshire

Site Address: Site at South Loch Earn Road, St Fillans

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Signed	
Date	28 February 2022

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00	Draft for Client Review	23 February 2022
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02		

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1. INTRODUCTION AND BACKGROUND

1.1. BACKGROUND

St Fillans Community Council is evaluating the potential of a new Village Hall, accessed by foot from the centre of the village of St Fillans and by vehicle via the existing junction with the A85 at St Fillans in Perthshire.

As the proposed site is adjacent to the Trunk Road Network (TRN) exploratory discussions have been had with Transport Scotland (TS) with their initial response included in Appendix A.

McGregor Traffic Solutions Ltd (MTS) has been commissioned to provide an initial Access Review and supporting information required to inform the feasibility assessment. The Review has been prepared in line with local and national guidance.

1.2. LOCATION

The proposed development is located on South Loch Earn Road which accesses the A85 at a simple priority junction, on the eastern edge of the village of St Fillans, near Crieff in Perthshire. The site is connected by a footbridge directly to the middle of the village.

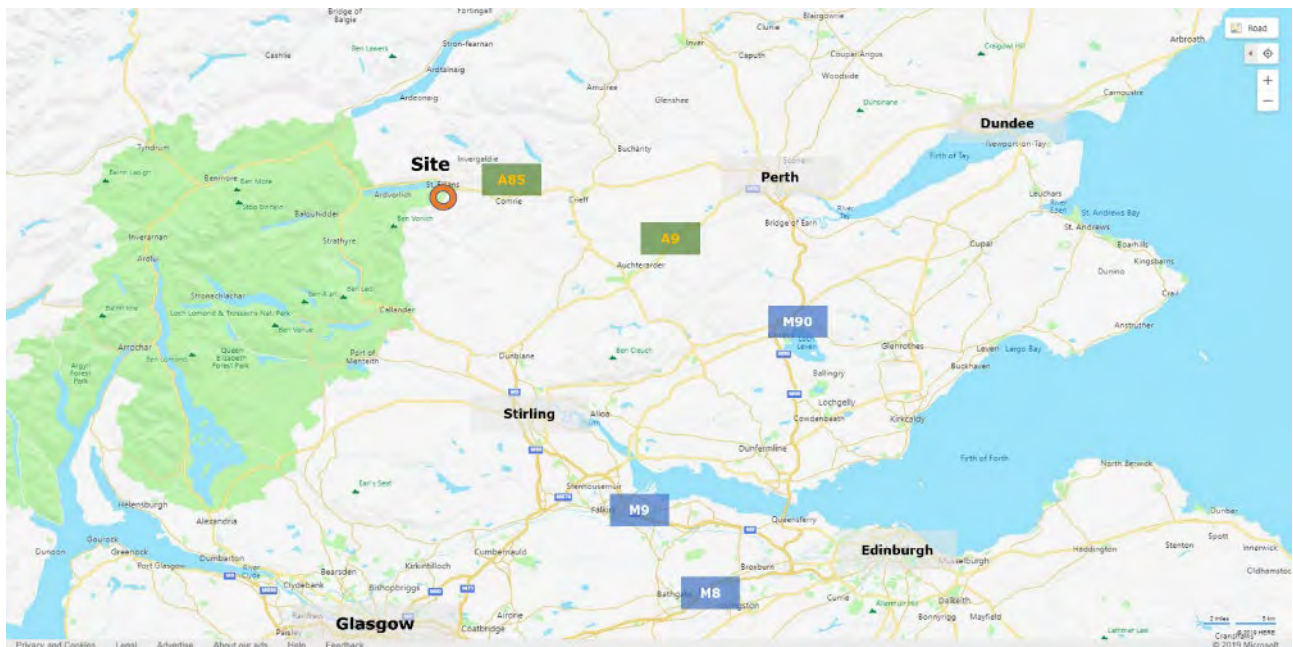


Figure 1-1- Strategic Location of Site

The location of the proposed access is shown in more detail in Figure 1-2.



Figure 1-2 - Location of A85 Access and Site

Access to the existing development is proposed via a new access on to South Loch Earn Road which connects to the A85 at an existing priority junction.

This Initial Access Review will accord with relevant transport policy and demonstrate that, in principle, the proposed access will be safe, appropriate and meets the relevant design criteria as set out in national guidance.

1.3. TRANSPORT POLICY

An appropriate assessment in transportation terms requires an understanding of the national and local transport related planning policies. This section provides a summary of current planning / transport policies and transport planning guidance in relation to new developments. The following are considered key policy documents:

- Scottish Planning Policy (SPP 2014);
- Planning Advice Notice 75 (PAN75) – Transport and Planning;
- Designing Streets (2010);
- TACTran Regional Transport Strategy (RTS) refresh 2015-2036 (TACTran 2015);
- National Planning Framework for Scotland (NPF3 2014);
- Transport Assessment Guidance (2012 (TSG)).

National Guidance

Updated and reissued in June 2014 Scottish Planning Policy (SPP 2014), sets out the Scottish Government's planning policy on matters such as economic development, town centres and retailing, housing, landscape, natural heritage and transport. The principles of the Policy are that the planning system should support patterns of development which:



- optimise the use of existing infrastructure;
- reduce the need to travel;
- provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- enable the integration of transport modes; and
- facilitate freight movement by rail or water.



National guidance also includes Planning Advice Notes (PAN's) and Planning Circulars. The principal document specifically relevant to the proposed site is PAN75 – '*Transport and Planning*'. This document sets out the requirements of new development to ensure consideration is given to promoting sustainable travel and to minimising the impacts of development traffic upon the local transport network.

PAN75 sets out the following hierarchy of travel modes:

- Walking;
- Cycling;
- Public Transport; and
- Motorised modes.

Designing Streets provides guidance for the design and layout of new development to ensure a sustainable 'sense of place' design approach and secure the design of infrastructure to promote the use of non-car based travel modes. Issued in February 2010, *Designing Streets* sets out Scottish Government policy aimed at securing attractive and well-connected street networks as valuable social spaces and to encourage people to walk and cycle locally. This 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*'.



It further identifies that 'Street design should meet the six qualities of successful places, as set out in Designing Places:

Distinctive | Safe & pleasant | Easy to move around | Welcoming | Adaptable | Resource efficient

The technical advice in *Designing Streets* is particularly aimed at residential and lightly trafficked streets, however many of the key principles are also applicable to other types of street, for example rural village main streets and town high streets. Comment is made that *Designing Streets* 'provides policy that should be followed in designing and approving all streets'.

NATIONAL PLANNING FRAMEWORK



The 3rd National Planning Framework for Scotland (NPF3) provides the context for development planning in Scotland and provides a framework for the spatial development of Scotland as a whole.

It sets out the Government's development priorities over the next 20-30 years and identifies national developments which support the development strategy.

Scotland's third National Planning Framework (NPF3) was published on June 23 2014. As well as a framework for the spatial development of Scotland as a whole to 2030, NPF3 includes 14 national developments, identified to deliver the strategy.

Regional transport strategy



The TACTran Regional Transport Strategy sets out a vision for improving the region's transport infrastructure, services and other facilities over the period to 2036.

The Vision is to deliver:

"a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all."

To support this Vision Objectives have been defined under six broad themes:

Economy; Accessibility, Equity and Social Inclusion; Environment; Health and Well-being; Safety and Security; and Integration.

The Strategy seeks to build on existing good practice and develop new measures and projects to ensure our Vision and Objectives are achieved.

Over the coming years, through partnership working and implementation of a Delivery Plan, this Strategy aims to ensure the region's transport system supports a growing economy while at the same time connects communities and protects the environment.

The Tactran Partnership Board and Minister for Transport and Islands approved the finalised Regional Transport Strategy Refresh in July 2015 giving it statutory status.

1.4. RELEVANT GUIDANCE

The relevant guidance for the design of roads and junctions in the UK is ***The Design Manual for Roads and Bridges (DMRB)*** which consists of various volumes pertaining to particular aspects of road design. The appropriate guidance for Highway Link and Junction Design is included in the following volumes:

- Volume 6 Road Geometry, Section 1 Links, Part 1 – CD 109 Highway Link Design
- Volume 6 Road Geometry, Section 2 Junctions, Part 6 – CD123 Geometric design of at-grade priority and signal-controlled junctions (rev 2)

DMRB gives guidance on the visibility criteria to be used for new or improved road junctions.

The SSD at this location can be determined from Table 2.10 in Chapter 1 of CD 109 which indicates that the desirable minimum Stopping Sight Distance (SSD) for a 30 mph road (consistent with a design speed of 60kph) is 90m.

Minor road traffic has to join or cross the major road when there are gaps in the major road traffic streams. It is therefore essential that minor road drivers have adequate visibility in each direction to see the oncoming major road traffic in sufficient time to permit them to make their manoeuvres safely. This concept also applies to major road traffic turning right into the minor road. As well as having adverse safety implications, poor visibility reduces the capacity of turning movements. Visibility shall, however, not be excessive as this can provide a distraction away from nearer opposing traffic.

The distances are calculated such that drivers approaching a major/minor priority junction along the major road approaches are able to see the minor road entry from a distance corresponding to the Desirable Minimum Stopping Sight Distance (SSD) for the design speed of the major road. This visibility allows drivers on the major road to be aware of traffic entering from the minor road in time for them to be able to slow down and stop safely if necessary.

The principle of providing the required visibility for drivers approaching the junction from the minor road has three distinct features.

- a. Approaching drivers shall have unobstructed visibility of the junction from a distance corresponding to the Desirable Minimum Stopping Sight Distance (SSD) for the design speed of the minor road, which allows drivers time to slow down safely at the junction, or stop, if this is necessary.
- b. From a point 15m back along the centreline of the minor road an approaching driver shall be able to see clearly the junction layout. This provides the driver with an idea of the junction form, possible movements and conflicts, and possible required action before reaching the major road.
- c. The distance back along the minor road from which the full visibility is measured is known as the 'x' distance. It is measured back along the centreline of the minor road from the continuation of the line of the nearside edge of the running carriageway of the major road. The 'x' distance

shall be desirably 9m for a priority junction. Where it is not feasible to fully accord with 9m, the minimum 'x' distance should be as close to 9m as practicable, but no less than 2.4m for a simple priority junction or 4.5m for all other priority junctions.

From this point an approaching driver shall be able to see clearly points to the left and right on the nearer edge of the major road running carriageway at a distance derived from Table 2.10 in Chapter 1 of CD 109, measured from its intersection with the centreline of the minor road. This is called the 'y' distance.

From CD 109 the "y" distance at this location is identified as 90m, appropriate for a 30 mph road (design speed 60 kph). Hence the minimum required visibility splay is 2.4m x 90m in each direction.

The type of junction at the proposed access has been designed based on PKC guidance as shown in Figure 1-3 for a Type C junction layout.

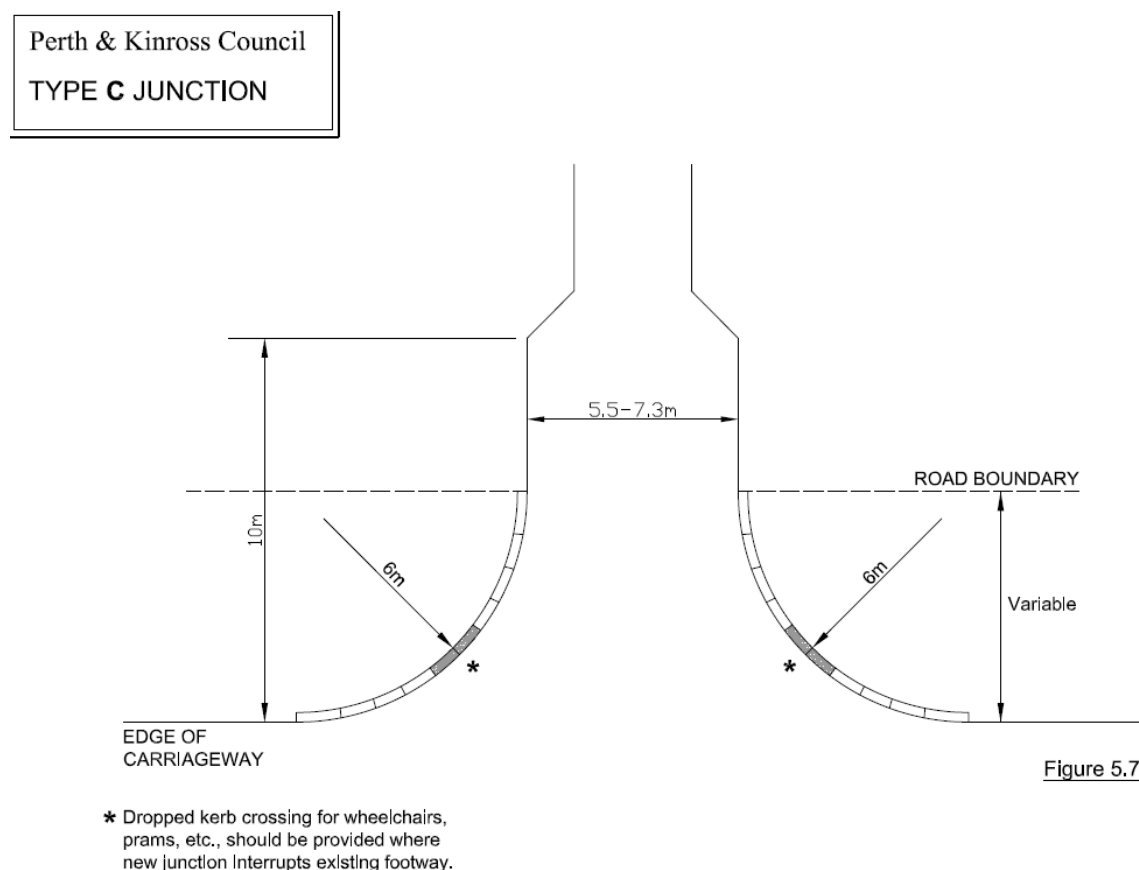


Figure 1-3 - PKC Junction Design Guidance

1.5. ACCIDENT HISTORY

A review of Crashmap data indicates that in the last 5 years there have been no recorded incidents in the immediate vicinity of the site. The serious incident involved a solo motorcyclist and was not related to movements connected with the site access.

An extract of the Crashmap data map is included in Appendix B.

The records do not suggest a historical issue with road safety in the locality of the site access.

2. ACCESS PROPOSALS

2.1. OUTLINE OF SCHEME

The St Fillans Community Council are considering the feasibility of a new Village Hall on land between South Loch Earn Road and the River Earn, opposite the village. At this early stage the designs are very much indicative to inform the community council of potential constraints to the project.

2.2. ACCESS TO A85 TRUNK ROAD

The existing access from the A85 Trunk Road to South Loch Earn Road is a simple priority junction with the A85 as shown in Figure 2-1. There are no recorded incidents at the junction over the last 5 years.



Figure 2-1 - Existing access on A85 to South Loch Earn Road

2.3. ACCESS ROAD

It is proposed that access to the site itself will be from South Loch Earn Road which currently serves the St Fillans Golf Club, the Hydro facility and Loch Earn Leisure caravan park. The road is a single carriageway of which varies in width between 3.5 and 4.5m with appropriate passing places at regular intervals. It is designated as a Walking and Cycling friendly road and is a PKC adopted road. It is recorded on PKC records as the C470 which runs from the A85T to the regional boundary at Ardvorlich Cottage. The speed limit is displayed as 40mph although the speeds observed on site were significantly reduced due to the single carriageway with passing places along the road.

For the detailed appraisal to support a planning application some further speed information will be required to confirm the average speeds along this road. This can be obtained through Automatic Speed Counters (ATC) which will also provide the numbers, and types of vehicles, currently using the road.



Figure 2-2 - South Loch Earn Road showing passing place

The current road is used for access to the Golf Club, Hydro Station and the Caravan Park. There is generally light traffic on the road with the occasional HGV to collect / deliver caravans from the park. Additional traffic may use the road to access the loch and Ben Vorlich.

A typical low loader is shown in Figure 2-3. The vehicles are generally accompanied by a support vehicle which ensures oncoming traffic is stopped in an appropriate layby.

Passing places are provided at regular intervals to allow for passing vehicles.



Figure 2-3 - Low Loader on South Loch Earn Road

2.4. ACCESS TO THE SITE

Pedestrian Access

The site is directly accessible from the village of St Fillans via a footway which crosses the River Earn to the south of the village and accesses directly into the site. The site is within a 500m walk of the residences in St Fillans.

The existing path from the site to the village is shown on Figure 2-4. It is likely that as part of the proposals the path would be upgraded on the section between the site and the bridge.



Figure 2-4 - Footpath adjacent to the proposed site

Public Transport

Approximately 150m north of the site there is access to bus stops for services heading from St Fillans to Crieff and Perth.

The bus stops are accessed by the bridge across the river as shown in Figure 2-5. The bus stops are located to the right (east) of the bridge.



Figure 2-5 - Bridge across the River Earn

Vehicular Access

Access for vehicles to the site is proposed from South Loch Earn Road. At this stage the layout design has not been finalised so indicative access points have been suggested at three locations. It is likely that access to the site will be limited to cars, vans and mini buses. Coaches will be able to drop passengers off at the bus stops to the north of the site, a short 150m walk.

OPTION 1

Option 1 is to access from midway along the southern boundary of the site utilising a simple priority junction to access South Loch Earn Road. An indicative layout is shown in **Drawing No 21027-MTS-00-XX-DR-TP-01002-P02** included in Appendix C.

The location is shown on Figure 2.6.



Figure 2-6 - Access location on Southern boundary of site

The proposed access location for option 1 is on a straight section of the road. There is a level difference between the existing road and the site boundary which would be addressed as part of the access junction design. The verge between the existing road and the site boundary is understood to be in the ownership of the council as South Loch Earn Road is an adopted road.

OPTION 2

Option 2 is to access from the eastern boundary of the site utilising a simple priority junction to access South Loch Earn Road. An indicative layout is shown in **Drawing No 21027-MTS-00-XX-DR-TP-01003-P02** included in Appendix C.

The location is shown on Figure 2.7. Note the proximity of the river and the passing place signage.



Figure 2-7 - Access location at eastern end of site

The proposed access location for option 2 is on a section of the road which incorporates an existing access to the field that forms the site. The area is also designated as a passing place. The access is close to the river bank which would be addressed as part of the access junction design.

The verge between the existing road and the site boundary is understood to be in the ownership of the council as South Loch Earn Road is an adopted road.

OPTION 3

Option 3 is to access towards the western end of the southern boundary of the site utilising a simple priority junction to access South Loch Earn Road. An indicative layout is shown in **Drawing No 21027-MTS-00-XX-DR-TP-01004-P00** included in Appendix C.

The location is shown on Figure 2.8.



Figure 2-8 - Access location towards western end of site

The proposed access location for option 3 is on a curved section of the road. There is a level difference between the existing road and the site boundary which would be addressed as part of the access junction design. The verge between the existing road and the site boundary is understood to be in the ownership of the council as South Loch Earn Road is an adopted road.

2.1. TRAFFIC GENERATION AND IMPACT

At this stage indicative figures have been used to assess the quantum of traffic using the existing road.

DfT data has been obtained for the main A85 route from Automatic Traffic Counter no 90112 sited to the east of St Fillans, near to the junction with South Loch Earn Road. The counts are summarised in Table 2-1.

Year	Count direction	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2019	E	3	18	675	10	198	50	954
2019	W	4	25	727	14	239	45	1054
	2 way	7	43	1402	24	437	95	2008

Table 2-1 - DfT ATC data from A85 at St Fillans

TRICS data has been used to provide an approximate generation for the Golf Club, Caravan Park and village hall. The estimates of daily traffic generation are summarised in Table 2-2.

	Quantum	Unit	Daily Rate	Arrivals	Departures	Totals
Golf Club	22.5	Hectares	6.657	75.3	74.5	149.8
Caravan Park	230	Units	1.36	161.9	154.6	313.9
Hydro Facility	1	Vans	2	1	1	2
					Existing	465.6
Village Hall	450	GFA (sqm)	25.394	58.1	56.2	114.3
					Total	579.9

Table 2-2 – Indicative Traffic Estimates

Capacity of the Hall would be approx. 150 max – for functions / events and it is anticipated that with the direct footway connection from the village to the site that most locals will walk to the venue. Visitors will come by hired coach / taxi, bus, and some by private car. The venue would promote sustainable travel options as part of their Travel Plan.

The daily vehicle figures for existing traffic levels appear higher than anecdotal observed traffic. There will be an element of trip sharing as many visitors to the caravan park are there to use the facilities on the loch and golf club so may not be using the A85 junction although they may be

leaving the caravan park. There will also be shared trips from the A85 to the golf club then on to the caravan site. Further data is required to clarify the distribution of traffic to / from the golf club and accessing the A85. Detailed traffic surveys at the next stage will inform these estimates and refine the accuracy of the calculations.

The figures are quoted as daily estimates. Over a day it is anticipated that there will be potential an additional 114 trips to /from the hall, approximately 57 in and 57 out. This level of traffic is not anticipated to have a detrimental impact on the operation or safety of the local network.

3. ACCESS ASSESSMENT

3.1. ACCESS

Each junction and the access road need to be able to accommodate the forecast traffic levels in a safe and appropriate manner. In terms of traffic numbers the quantum of proposed vehicles is not anticipated to have a detrimental impact on the existing junction with the A85 or the operation of South Loch Earn Road. This indicative assessment will be confirmed with detailed analysis at the next stage.

The accesses have therefore been assessed in terms of achievable visibility as per the relevant guidance and the proposed access junction layouts have been assessed for operational geometry.

A capacity assessment is not considered appropriate based on the low level of traffic proposed. Transport Scotland may require further detailed assessment once more details of the proposal are developed and projected traffic numbers are finalised.

3.2. VISIBILITY

The junction layouts have been assessed against the criteria as set out in DMRB for the Trunk Road junction and Designing Streets for the proposed South Loch Earn Road junctions.

As per DMRB the visibility criteria have been assumed for a 30mph road, with a design speed of 60kmh which translates as a 90m splay.

For the visibility at the site access options it has been assumed, based on indicative on site observation, that average speeds are not in excess of 20-30mph on this section of road. Detailed surveys will be required to confirm the speeds are within this range. Using the basis outlined in Designing Streets a required visibility splay of 2.4m x 43m has been assumed, consistent with a 30 mph road.

The visibility assessments have been summarised in Table 3-1.

Junction	Junction Type	Location	Visibility Achieved Westbound	Obstructions	Visibility Achieved Eastbound	Obstructions
A85T	Priority junction	Junction of A85 with South Loch Earn Road, east of St Fillans	4.5 x 90m	Small amount of undergrowth within Highway land immediately adjacent to junction	4.5 x 90m	Small amount of undergrowth on land immediately adjacent to junction
Access 1	Priority junction	Mid way along site southern boundary on South Loch Earn Road	2.4 x 43m	No Obstructions in excess of 1.09m	2.4 x 43m	No Obstructions in excess of 1.09m
Access 2	Priority junction	On eastern site boundary on South Loch Earn Road	2.4 x 43m	No Obstructions in excess of 1.09m	2.4 x 43m	No Obstructions in excess of 1.09m
Access 3	Priority junction	Towards western end of site boundary on South Loch Earn Road	2.4 x 43m	Some trees in excess of 1.09m	2.4 x 43m	Some trees in excess of 1.09m

Table 3-1 - Option Appraisal - Junction Visibility

It is suggested that visibility requirements can be achieved at all junctions except option 3.

There is potentially some minor trimming to the vegetation immediately adjacent to the existing A85 junction. The visibility splay at the A85 junction is shown on **Drawing No 21027-MTS-00-XX-DR-TP-06001-P01** included in Appendix C.

The full extent of vegetation to be trimmed would be determined at detailed analysis / design stage when a detailed topographical survey will be required to inform the design

Figure 3-1 shows visibility at the A85 junction.



Visibility to West



Visibility to East

Figure 3-1 - Visibility at A85 junction

The exact location of the access is yet to be confirmed but visibility can indicatively be achieved for both options. The visibility splay for Option 1 is shown on **Drawing No 21027-MTS-00-XX-DR-TP-06002-P02** and for Option 2 is shown on **Drawing No 21027-MTS-00-XX-DR-TP-06003-P02** included in Appendix C.

Option 3 may be constrained by existing trees in the visibility splay which is shown on **Drawing No 21027-MTS-00-XX-DR-TP-06004-P00** included in Appendix C. The full extent of vegetation to be trimmed would be determined at detailed analysis / design stage once the location of the junction is finalised.

3.3. VEHICLE ACCESS

Vehicle Mix

The majority of vehicles will be private cars and occasional mini buses, with infrequent deliveries by a mixture of 3.5 and 7.5t panel vans. A swept path analysis showing passage of a typical mini bus accessing the site is provided on **Drawing 21027-MTS-00-XX-DR-TP-06011-P02** for Option 1, **Drawing 21027-MTS-00-XX-DR-TP-06012-P02** for Option 2 and **Drawing 21027-MTS-00-XX-DR-TP-06014-P00** for Option 2. These drawings are included in Appendix C.

3.4. SERVICING / EMERGENCY ACCESS

Delivery Vehicles

Delivery vehicles will generally be by mixture of 3.5 and 7.5t panel vans. A swept path analysis showing passage of a typical vehicle servicing the site is provided as **Drawing 21027-MTS-00-XX-DR-TP-06021-P02** for Option 1, **Drawing 21027-MTS-00-XX-DR-TP-06022-P02** for

Option 2 and **Drawing 21027-MTS-00-XX-DR-TP-06024-P00** for Option 3. These drawings are included in Appendix C.

Some local widening may be required at the junction to accommodate some vehicle movements. The layout will be developed further during the detailed design stages.

Waste Collection

Refuse collection will likely be undertaken from dedicated bin stores. Vehicles will not need to access the site as collections will be from the roadside. Appropriate bin stores will be developed as the layout design is progressed.

Emergency Vehicles

The requirements for emergency vehicles are generally dictated by the fire service requirements. Providing access for large fire appliances (including the need to be able to work around them where appropriate) which, by design, will also provide suitable access for police vehicles and ambulances. The site layout will be designed to accommodate appropriate access within 45m of all buildings as indicatively shown on **Drawing 21027-MTS-00XX-DR-TP-06023-P02** included in Appendix C.

4. SUMMARY AND CONCLUSION

4.1. SUMMARY

MTS has been appointed by St Fillans Community Council to prepare an Initial Access Review in support of the proposals for a new Village Hall on South Loch Earn Road immediately to the south of the village of St Fillans at Loch Earn in Perthshire.

The proposed site is directly connected with the village of St Fillans by a footpath link which crosses the River Earn to the north of the site. It is likely that as part of the proposals the path would be upgraded on the section between the site and the bridge. The residences of St Fillans are within a 500m walk of the site.

Public Transport access is available 150m north of the site, directly accessible via the footbridge across the River Earn.

The junction with the A85, South Loch Earn Road and access junction options have been appraised to provide input to the feasibility study for the proposals.

In terms of likely traffic generation it is not considered that the quantum of vehicular traffic proposed will have a detrimental impact on operation or safety at the A85 junction.

DMRB indicates that the appropriate criteria for this location (30mph road, 60 kph design speed) are a Stopping Sight Distance of 90m and a Visibility Splay no less than 2.4m x 90m

The proposed access junction options on South Loch Earn Road have been assessed in terms of visibility based on Designing Streets criteria and physical geometry to reflect PKC guidelines. It has been assumed that although the designated speed limit is 40 mph the actual speeds observed on the road are nearer to 20-30 mph. The junctions have been assessed using 30mph criteria.

Junction options 1 and 2 can achieve the visibility requirements of 2.4m x 43m but in terms of accommodating the physical requirements of the junction Option 1 is considered more suitable.

Option 2 is very close to the river bank and is currently at a passing place. The approach to the junction from the site is compromised by the angle of the site and the proximity of the river bank.

Option 3 may be constrained in terms of visibility but can accommodate the physical geometry of the junction similarly to Option1.

4.2. CONCLUSION

The proposed site is accessible in terms of walking, cycling and public transport.

Some improvements would be required to the existing footway between the bridge and the site.

Based on initial high level assessment it is concluded that the level of traffic proposed is unlikely to have a detrimental impact on the operation or safety of the A85 junction or on South Loch Earn Road.

An access from South Loch Earn Road can meet visibility and geometric criteria with Option 1 the preferred option in terms of deliverability although some local widening at the junction may be required to fully accommodate vehicle movements.

21027 Village Hall Feasibility, St Fillans

Initial Access Review

APPENDIX A –TRANSPORT SCOTLAND CORRESPONDENCE

From: [Shaun](#) [REDACTED]
To: [mcgregortraffic](#) [REDACTED]
Cc: [REDACTED]
Subject: RE: Proposal at St Fillans, A85
Date: 16 February 2022 15:09:39
Attachments: [image004.png](#)

Myles,

Thank you for clarifying that the proposal is for a village hall. Unfortunately, it is too early in the development of this proposal to allow Transport Scotland to provide you with a definitive position on the suitability or otherwise of the existing access on the A85 trunk road. Once more information is available, we would be happy to provide further comment.

To assist, Transport Scotland would seek information on what the hall would be used for and how often. If a community project for St Fillans, a better location, if available, would be to locate the hall on the north side of the A85 to make the best use of the existing pedestrian facilities and avoid the need to cross the A85 in the vicinity of South Loch Earn Road. On that basis, consideration will require to be given to, and comment provided on, how the site can be accessed safely by pedestrians.

Regards

Shaun

[a](#)

Shaun Phillips
Roads Directorate

[REDACTED]

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Transport Scotland, the national transport agency
Còmhdaigh Alba, buidheann na n-aiseanta na còmhdaigh

From: Myles McGregor [REDACTED]
Sent: 16 February 2022 08:27
To: Phillips S (Shaun) [REDACTED]
Cc: McPhillips G (Gerard) [REDACTED]; MacFarlane N (Neil) (TS)
[REDACTED]
Subject: Re: Proposal at St Fillans, A85

Good morning Shaun,

Thank you for your message.

The proposal is for a village hall. At this early stage there are not any layout plans to share. The community council are keen to review potential constraints before proceeding with any design. Details are brief at present but I hope this helps.

Regards,
Myles

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From: [REDACTED]

Sent: Wednesday, February 16, 2022 8:21:52 AM

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: RE: Proposal at St Fillans, A85

Myles,

I am well thanks. Thank you for contacting Transport Scotland in relation to a proposed community project at St Fillans. While it is appreciated that this is only at the feasibility stage, are you able to provide any more detail on what the community project is likely to comprise? Without this information, it is difficult to provide any definitive comment on the suitability or otherwise of the South Loch Earn Road junction with the A85 trunk road.

Regards

Shaun

a

Shaun Phillips
Roads Directorate

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Transport Scotland, the national transport agency
Còmhdaigh Alba, buidheann nàiseanta na còmhdaigh

From: Myles McGregor <[REDACTED]>

Sent: 15 February 2022 18:47

To: Phillips S (Shaun) [REDACTED]

[REDACTED] MacFarlane N (Neil) (TS)
[REDACTED]

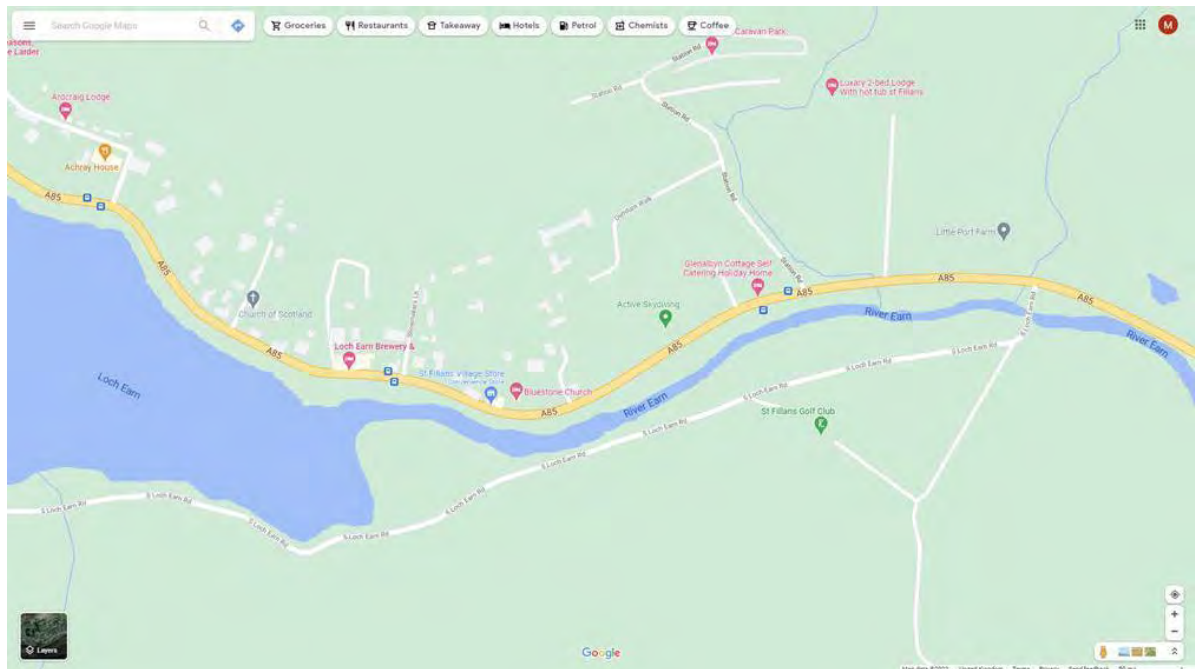
Subject: Proposal at St Fillans, A85

Good afternoon Shaun,

I trust all is good with you.

A client is considering a proposal for a community project which will take access from South Loch Earn Road which accesses the A85 to the east of St Fillans at an existing junction.

A map of the area is shown below.



The project is just at the initial feasibility stage so please can you confirm what Transport Scotland would seek in terms of the A85 access to support a future planning application.

Traffic levels are anticipated to be minimal in generation and there is good connectivity already in place for walking and cycling. The junction is within the 30mph limit.

I look forward to hearing your advice.

Regards,

Myles

Stay safe, be sensible, take care, keep healthy.

Myles McGregor | Director | M: [REDACTED]

McGregor Traffic Solutions Ltd



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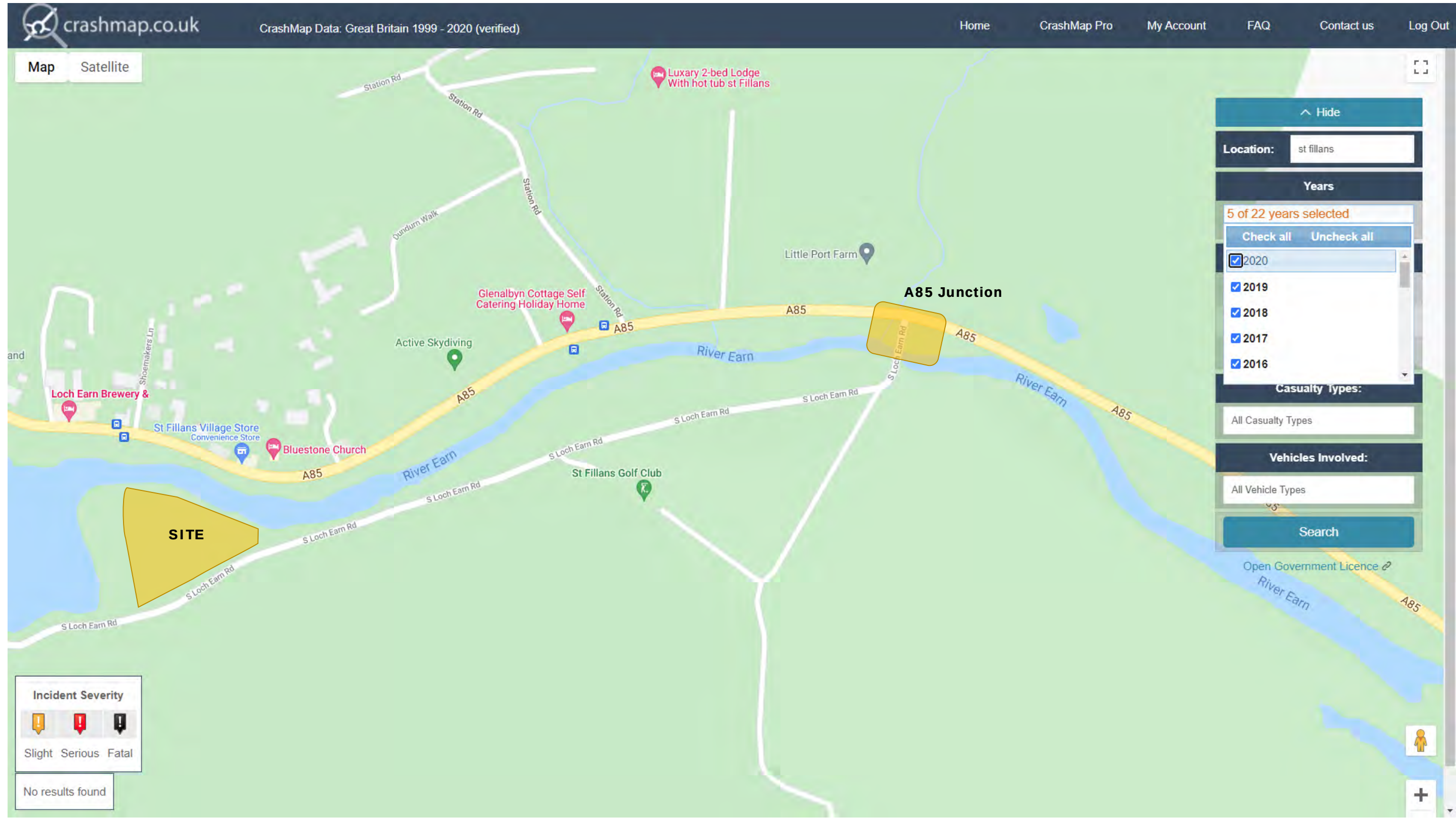
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21027 Village Hall Feasibility, St Fillans

Initial Access Review

APPENDIX B – CRASHMAP ACCIDENT DATA



APPENDIX C – DRAWINGS

21027-MTS-00-XX-DR-TP-01001-P00-A85 Junction

21027-MTS-00-XX-DR-TP-01002-P02- Access Option 1

21027-MTS-00-XX-DR-TP-01003-P02- Access Option 2

21027-MTS-00-XX-DR-TP-01004-P00- Access Option 3

21027-MTS-00-XX-DR-TP-06001-P01-A85 Visibility

21027-MTS-00-XX-DR-TP-06002-P02- Access Option 1 Visibility

21027-MTS-00-XX-DR-TP-06003-P02- Access Option 2 Visibility

21027-MTS-00-XX-DR-TP-06004-P00- Access Option 3 Visibility

21027-MTS-00-XX-DR-TP-06011-P02- Option 1 Swept Path – Minibus

21027-MTS-00-XX-DR-TP-06012-P02- Option 2 Swept Path – Minibus

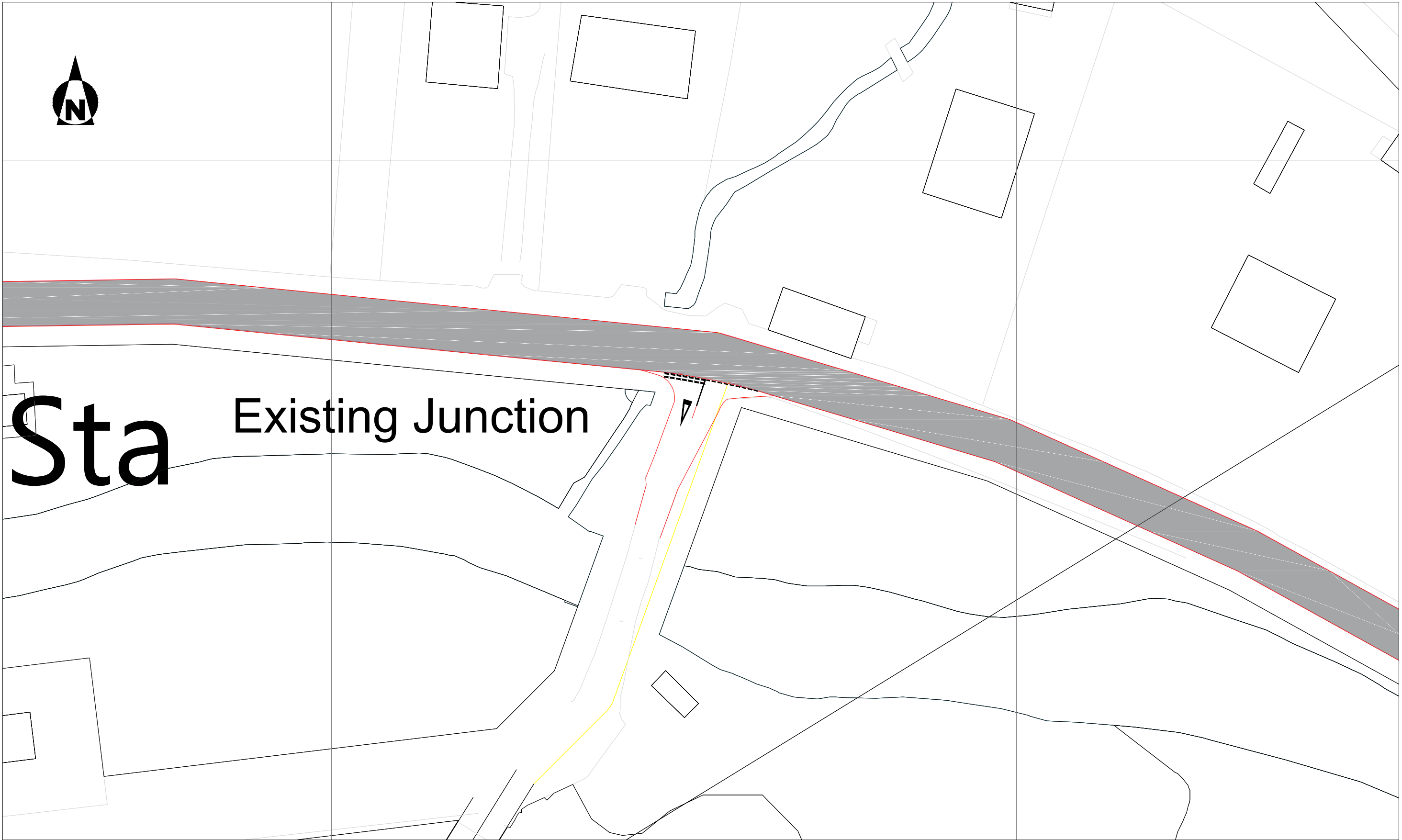
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21027-MTS-00-XX-DR-TP-06021-P02- Option 1 Swept Path – 7.5t Van

21027-MTS-00-XX-DR-TP-06022-P02- Option 2 Swept Path – 7.5t Van

21027-MTS-00-XX-DR-TP-06023-P02- Fire Extents (45m)

21027-MTS-00-XX-DR-TP-06024-P00- Option 3 Swept Path – 7.5t Van



Revision notes:

Rev:	Date:	Notes:

Drawn by:
MMcG

Client:
St Fillans Community Council

Project:
21027
St Fillans Community Hall

Drawing Title:
21027-MTS-00-XX-DR-TP-01001
Existing Junction at A85

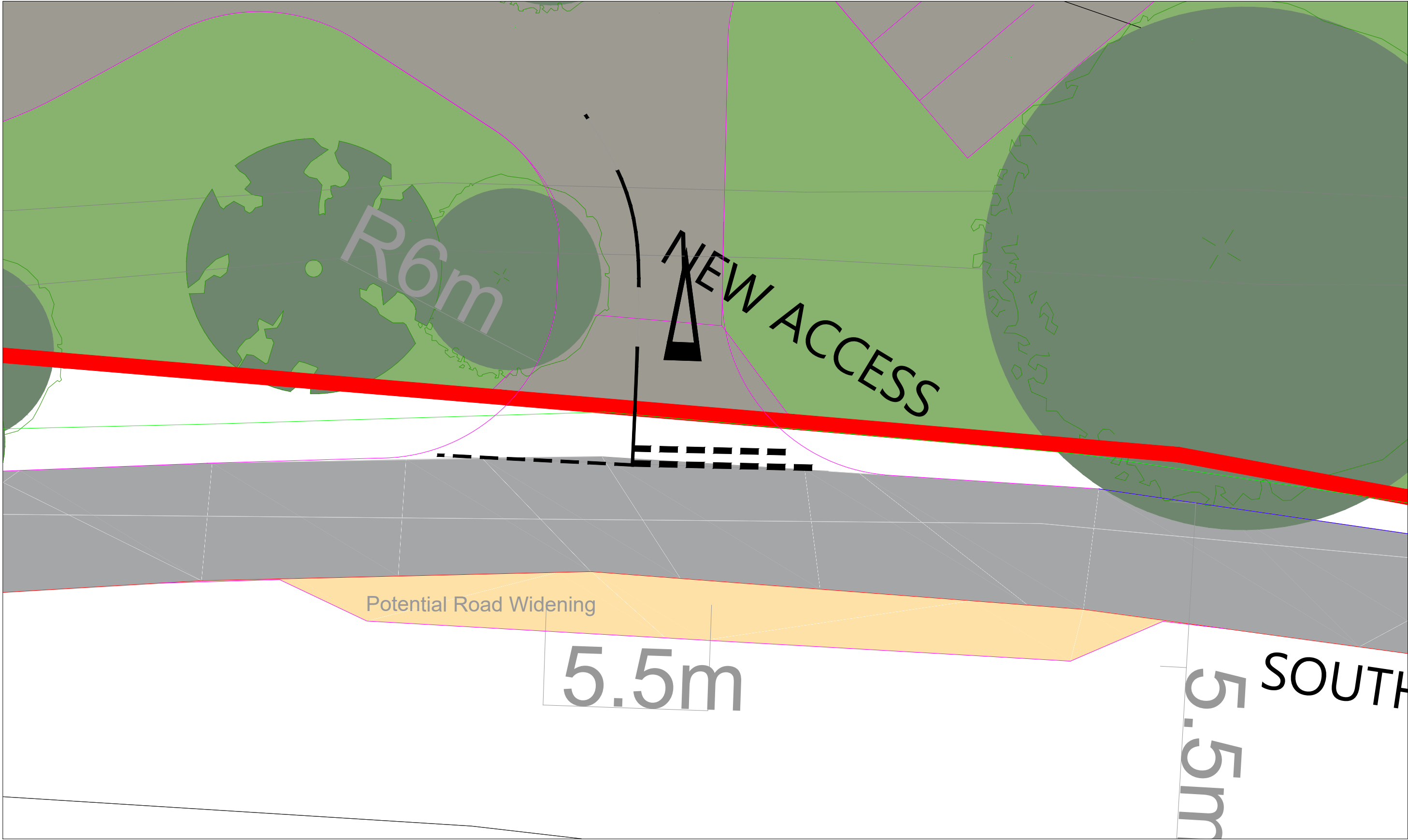
Date:
07 Feb 2022

Scale @ A3:
NTS

Revision:
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Revision notes:		
Rev:	Date:	Notes:
01	16Feb22	Revised layout updated with topo info
02	22Feb22	Revised junction layout

Drawn by:
MMcG

Client:
St Fillans Community Council

Project:
21027
St Fillans Community Hall

Drawing Title:
21027-MTS-00-XX-DR-TP-01002
Access Layout Option 1

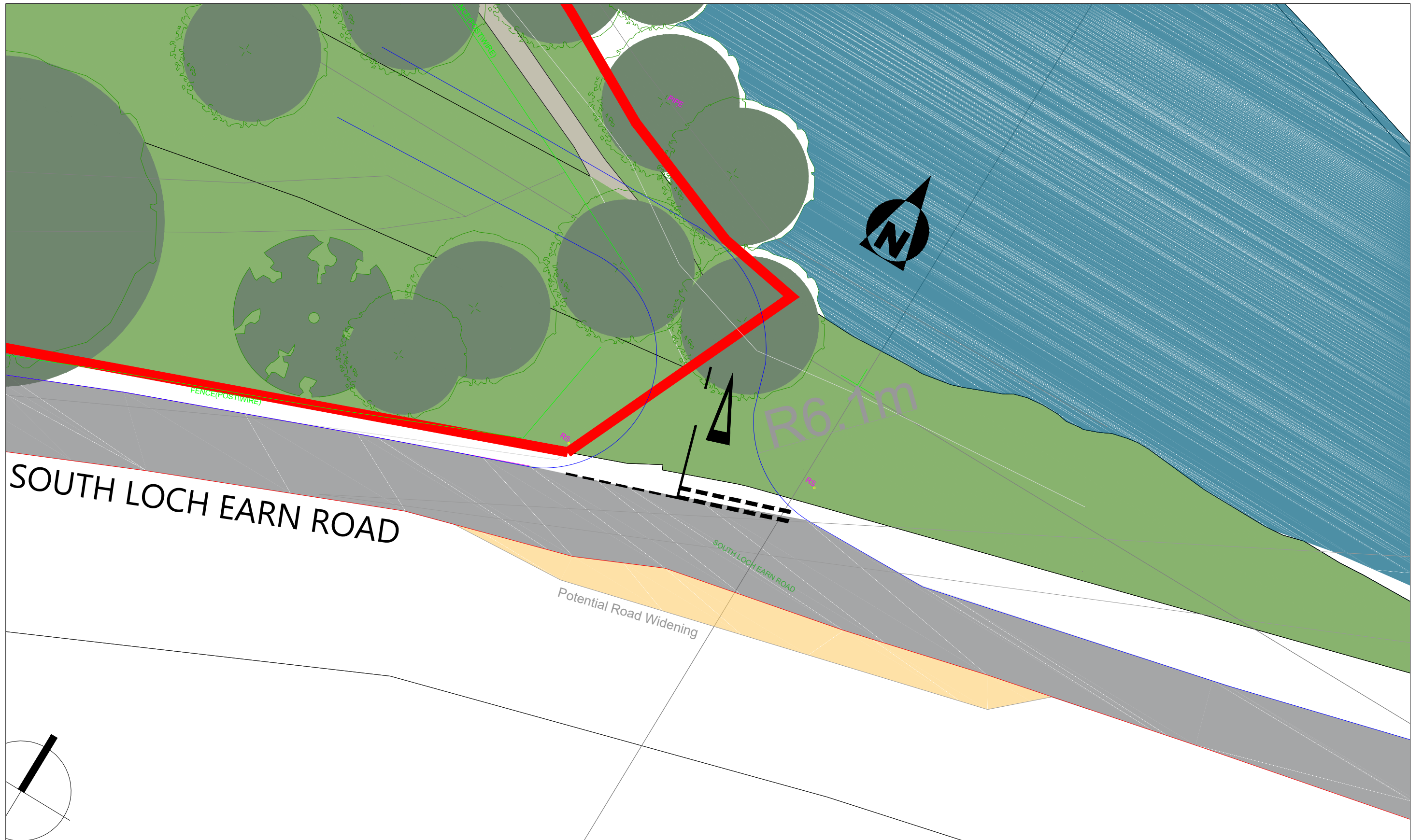
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Revision notes:		
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01	16Feb22	Revised layout updated with topo info
02	22Feb22	Revised junction layout

Drawn by: MMcG
Client: St Fillans Community Council

Project: 21027 St Fillans Community Hall
Drawing Title: 21027-MTS-00-XX-DR-TP-01003 Access Option Layout 2

Date: 07 Feb 2022
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PARKING

POND AREA



6736

6735

R6m

FENCE (POST/WIRE)

SOUTH LOCH EARN ROAD

Potential Road Widening

5.5m

5.5m

Revision notes:		
Rev:	Date:	Notes:

Drawn by:
MMcG

Client:
St Fillans Community Council

Project:
21027
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Drawing Title:
21027-MTS-00-XX-DR-TP-01004
Access Option Layout 3

Date:
28 Feb 2022

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Revision:
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Rev:	Date:	Notes:
01	16Feb22	Revised visibility splays to include both 4.5m + 2.4m x 90m

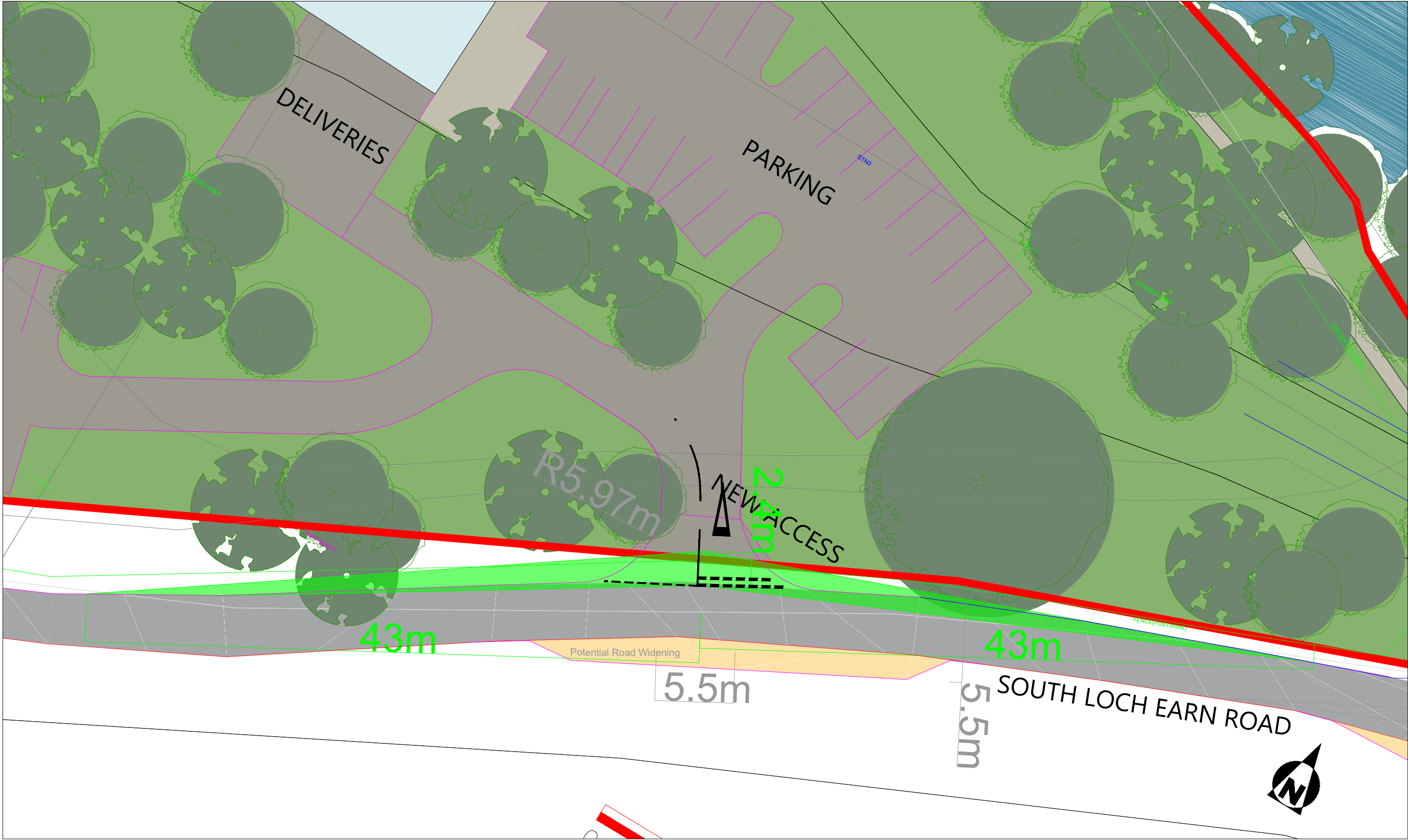
Drawn by: MMcG
Client: St Fillans Community Council

Project: 21027 St Fillans Community Hall
Drawing Title: 21027-MTS-00-XX-DR-TP-06001 Visibility Splay at A85

Date: 07 Feb 2022
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Revision notes:		
Rev:	Date:	Notes:
01	16Feb22	Revised layout updated with topo info
02	22Feb22	Revised junction layout

Drawn by:
MMcG

Client:
St Fillans Community Council

Project:
21027
St Fillans Community Hall

Drawing Title:
21027-MTS-00-XX-DR-TP-06002
Visibility Splay at Access 1

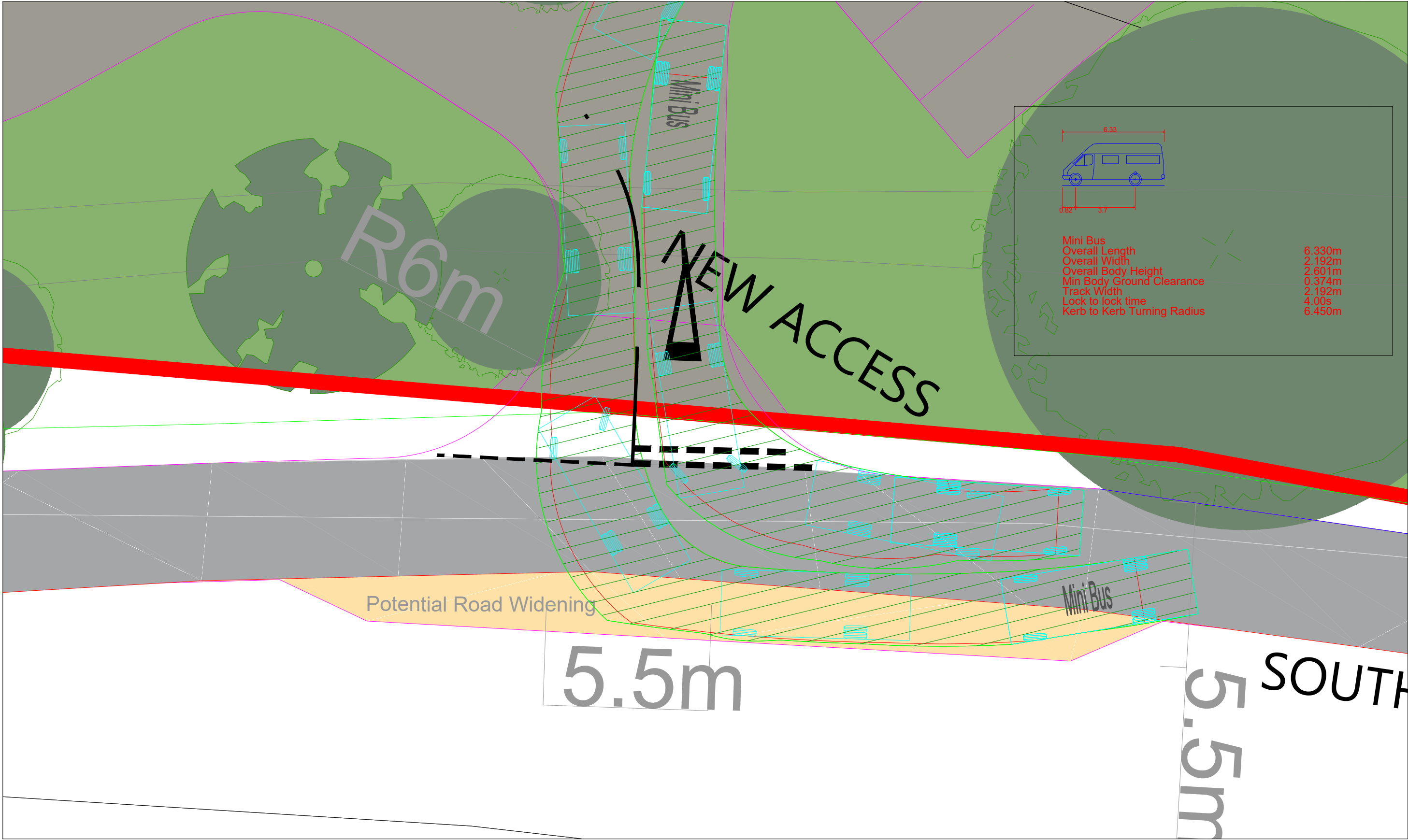
Date:
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01	16Feb22	Revised layout updated with topo info
02	22Feb22	Revised junction layout

Drawn by:
MMcG

Client:
St Fillans Community Council

Project:
21027
St Fillans Community Hall

Drawing Title:
21027-MTS-00-XX-DR-TP-06011
Swept Path - Minibus - Option 1

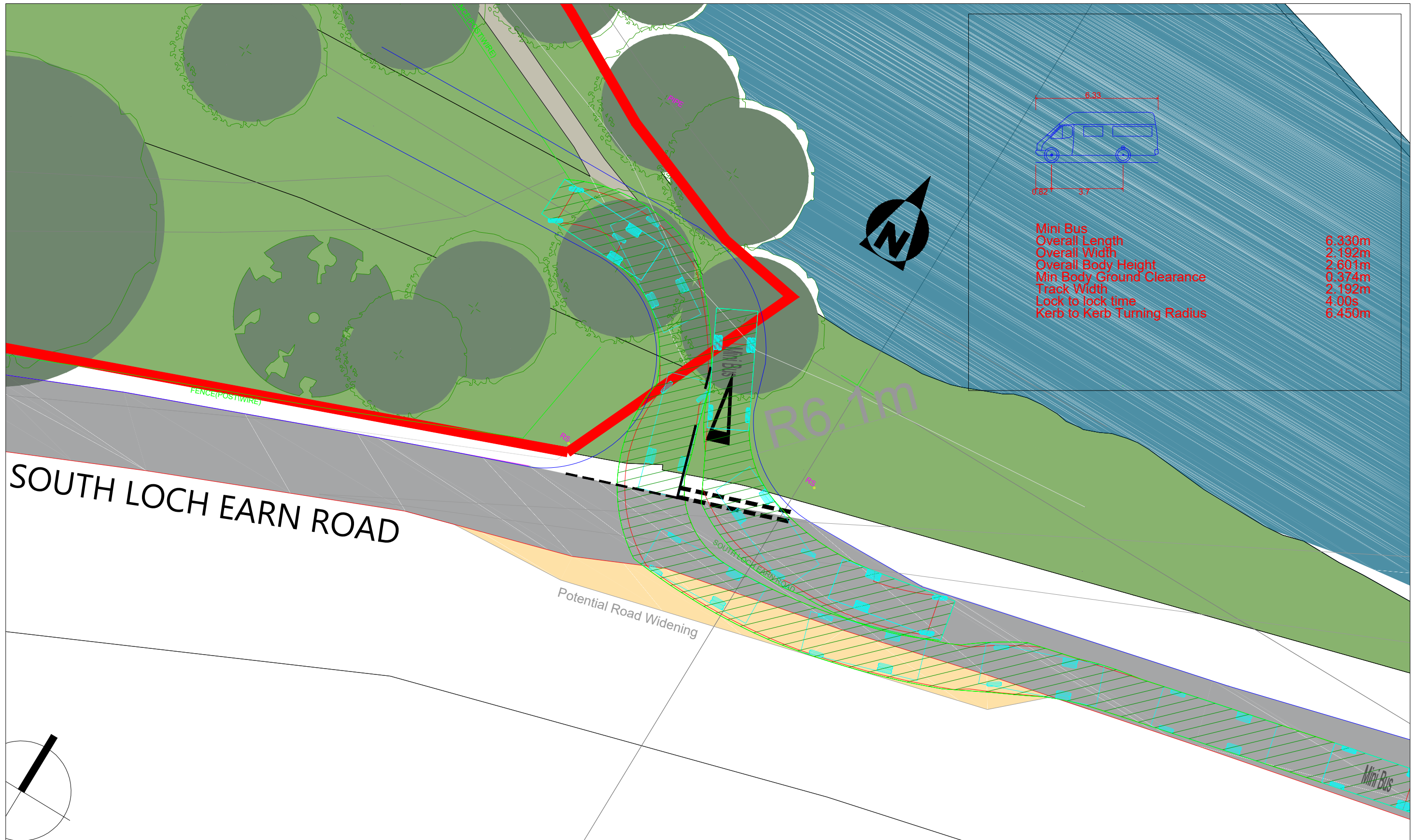
Date:
07 Feb 2022

Scale @ A3:
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Revision:
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Rev:	Date:	Notes:
01	16Feb22	Revised layout updated with topo info
02	22Feb22	Revised junction layout

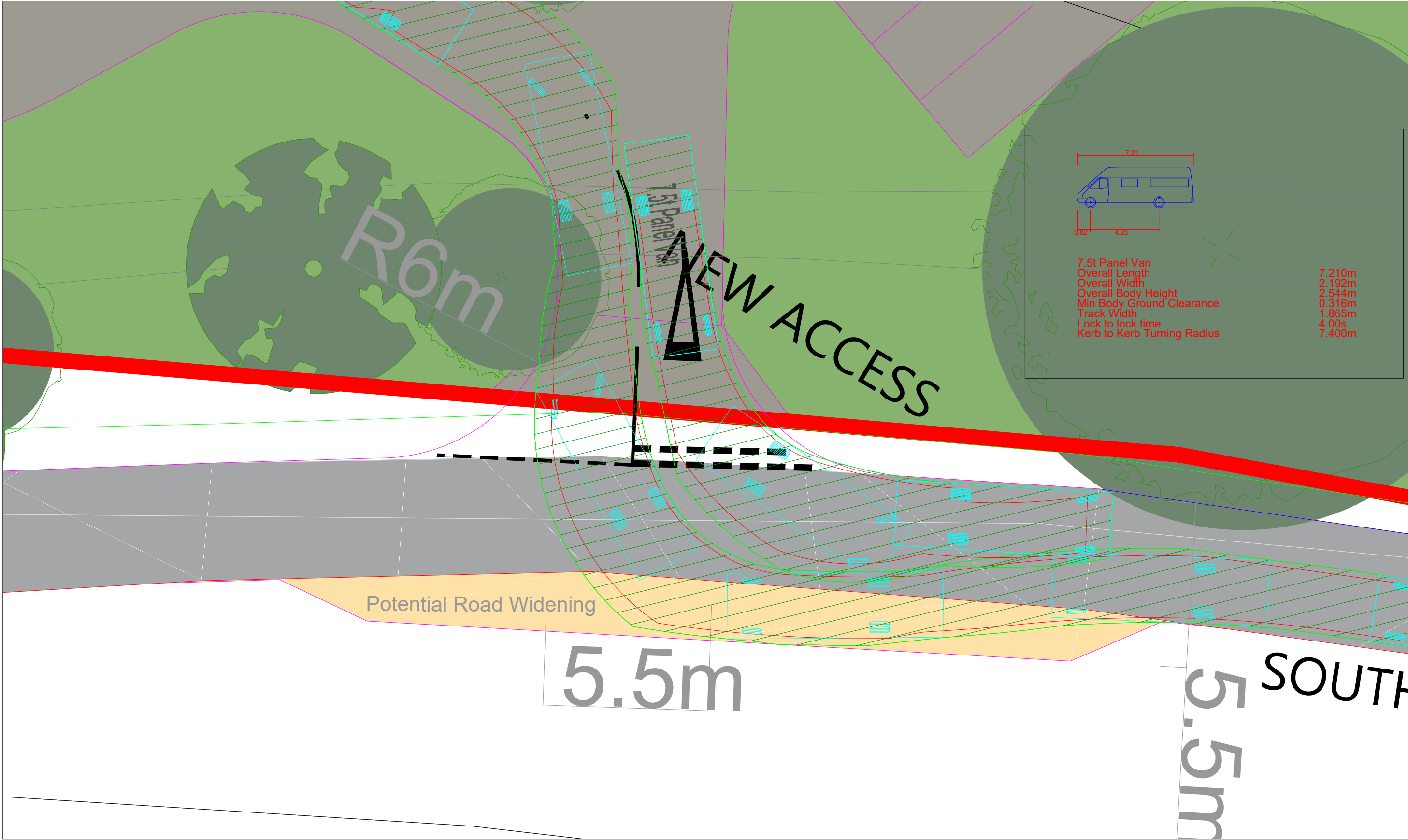
Drawn by: MMcG
Client: St Fillans Community Council

Project: 21027 St Fillans Community Hall
Drawing Title: 21027-MTS-00-XX-DR-TP-06012 Swept Path - Minibus - Option 2

Date: 07 Feb 2022
Scale @ A3: NTS
Revision: 02



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01	16Feb22	Revised layout updated with topo info
02	22Feb22	Revised junction layout

Drawn by:
MMcG

Client:
St Fillans Community Council

Project:
21027
St Fillans Community Hall

Drawing Title:
21027-MTS-00-XX-DR-TP-06021
Swept Path - 7.5t Van - Option 1

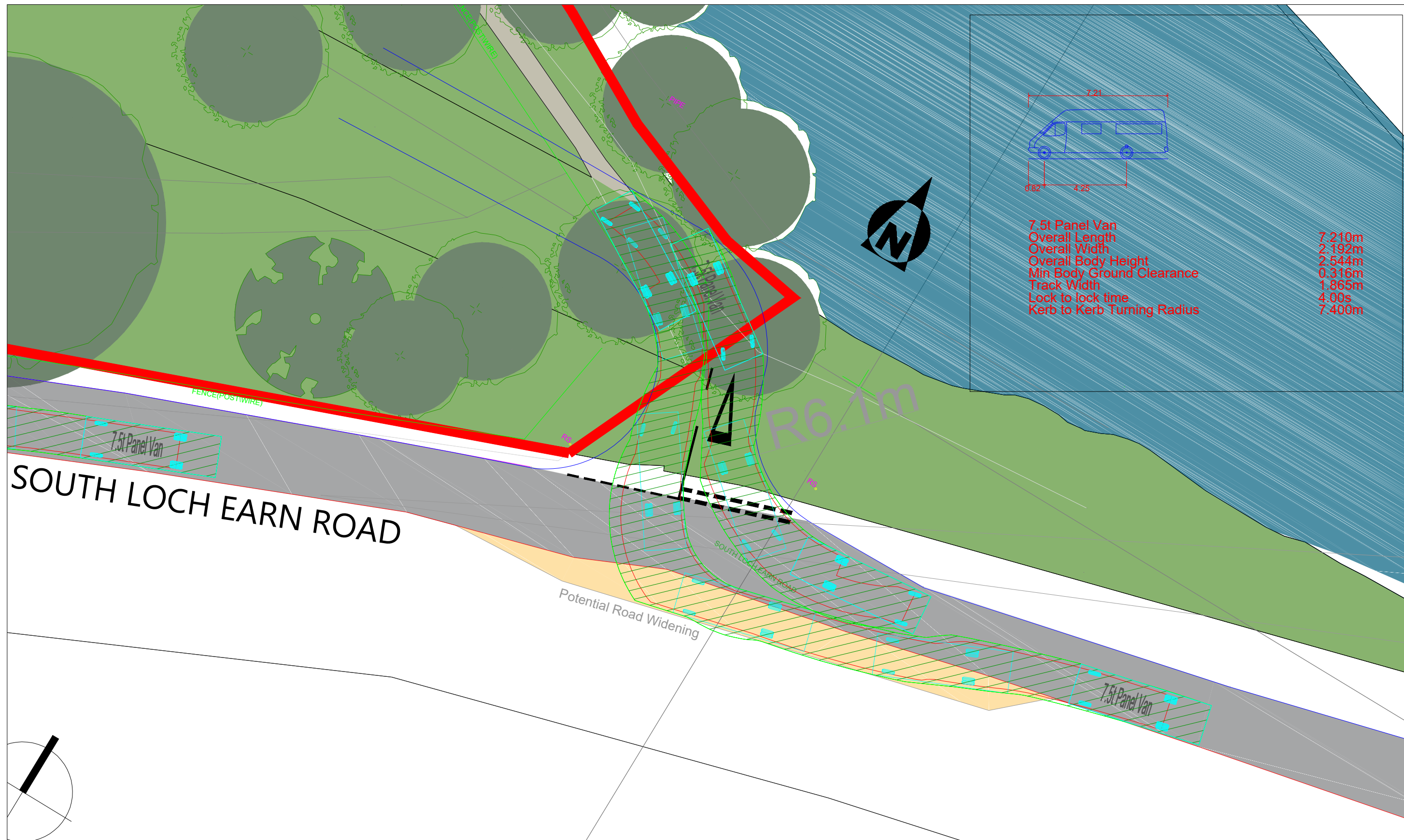
Date:
07 Feb 2022

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Revision:
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01	16Feb22	Revised layout updated with topo info
02	22Feb22	Revised junction layout

Drawn by: MMcG
Client: St Fillans Community Council

Project: 21027 St Fillans Community Hall
Drawing Title: 21027-MTS-00-XX-DR-TP-06022 Swept Path - 7.5t Van - Option 2

Date: 07 Feb 2022
Scale @ A3: NTS
Revision: 02



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Revision notes:

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01	16Feb22	Revised layout updated with topo info
02	22Feb22	Revised junction layout

Drawn by:
MMcG

Client:
St Fillans Community Council

Project:
21027
St Fillans Community Hall

Drawing Title:
21027-MTS-00-XX-DR-TP-06023
Fire Extents (45m)

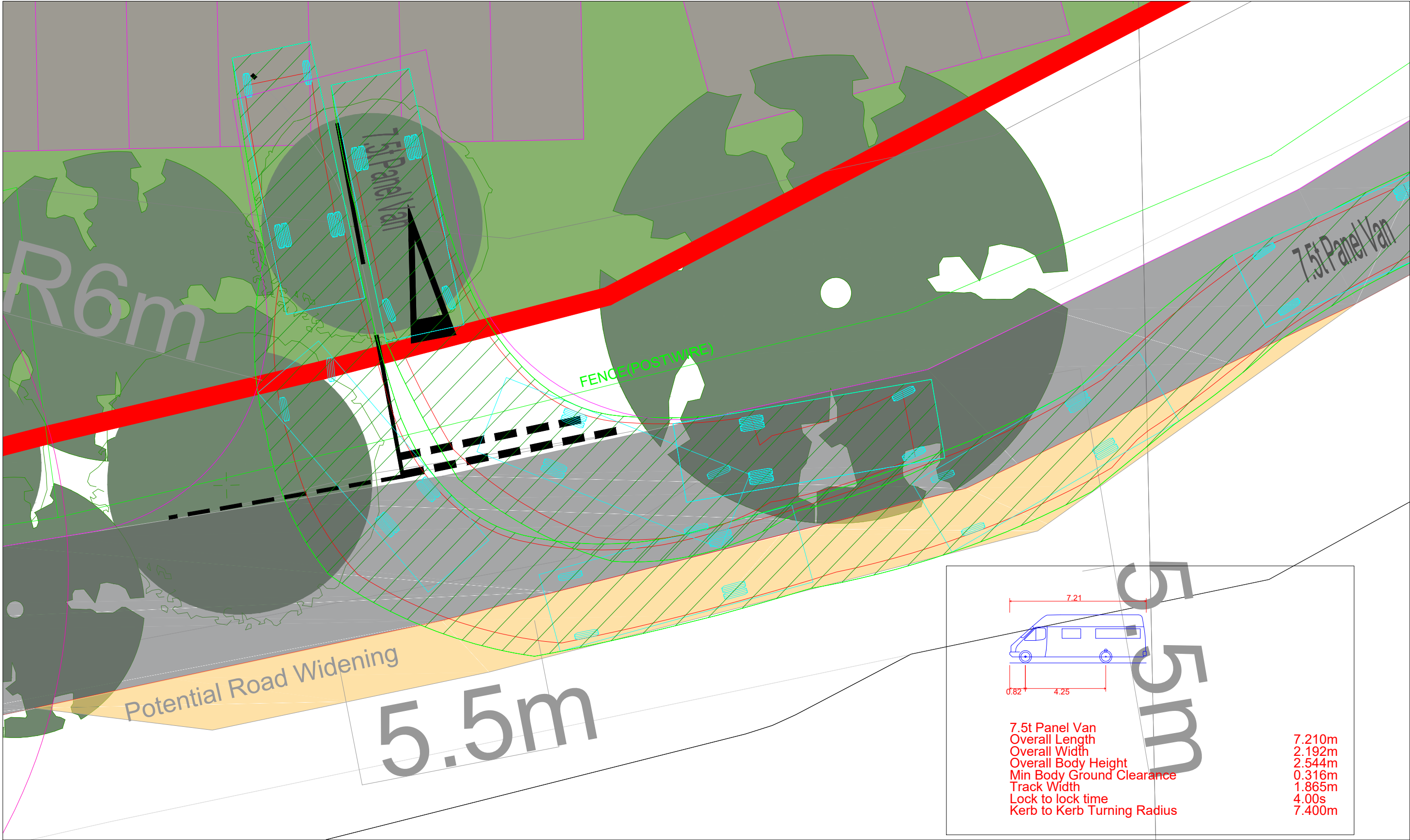
Date:
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Revision notes:

Rev:	Date:	Notes:

Drawn by:

MMcG

Client:

St Fillans Community Council

Project:

21027
St Fillans Community Hall

Drawing Title:

21027-MTS-00-XX-DR-TP-06024
Swept Path - 7.5t Van - Option 3

Date:

28 Feb 2022

Scale @ A3:

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Revision:

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