

Core Path SCON/7 and Right of Way 39/7

Murrayshall House Hotel, Perth

Stopping Up and Diversion Order Request - Justification

1. This note sets out the background and justification to the request for the stopping up and diversion of Core Path SCON/7 and Right of Way 39/7.

Approved Development 21/01673/FLL

2. Planning permission 21/01673/FLL was granted on 6th of July 2022 for the relocation of the existing driving range to the west of the main hotel building and close to the first tee of the golf course, the erection of a golf academy building and shop, formation of a parking area, a re-routing/ diversion of a core path and associated landscaping within the grounds associated to the Murrayshall House Hotel.
3. Permission was sought to relocate the driving range from its current location (to the south-east) for the following reasons:
 - to provide an improved customer experience;
 - to have these associated and complementary facilities closer to the existing golf course, more easily allowing players to practise before starting a round; and
 - the topography of the current range facility slopes downhill, consequently players struggle to see where balls land, whereas the permitted location slopes gradually up and would allow improved visibility of ball flight.

Requirement for Stopping Up and Diversion Order

4. The permitted driving range extends across Core Path SCON/7 and Right of Way 39/7 which travels east-west across the outfield area of the driving range. Therefore, the stopping up and diversion of the path is necessary due to the driving range, including outfield, for which planning permission was granted.
5. The diversion is necessary to implement planning permission 21/01673/FLL and for health and safety reasons to avoid conflict between users of the new facility and path users, i.e. to avoid path users being hit by golf balls. The distance from the golf driving range bays to the core path is 80 yards/ circa 75m. This is a very short distance, which therefore requires the diversion of the core path to provide an alternative and safer route for walkers.

Proposals for Diverted Route

6. Planning permission 21/01673/FLL therefore seeks to relocate and divert Core Path SCON/7 and Right of Way 39/7 to the north, to avoid it crossing the outfield area. The route for the proposed diversion is as follows:
 - on the site's eastern side follow an existing track which leads to the north;

- run parallel with the site’s northern boundary, beyond the permitted car park and driving range building; and
 - turn south and follow the route of Murrayshall Road before then re-connecting to the existing path on the site’s western boundary.
7. The length of the path will increase by 96 metres as a result of the diversion.
 8. The diverted route will be constructed to the following standard:
 - eastern side – as per the existing track finish;
 - northern side – tarmac adjacent to the permitted parking area, whin dust finish immediately to the east of the driving range building and as per the existing finish to the north of the driving range building; and
 - western side – as per existing finish.
 9. The applicant will install a small section of low level fencing around the point where the existing path on the site’s eastern boundary connects with the diverted route around the back of the driving range building. This will block off access to the stopped up section of the existing core path which crosses the driving range outfield. This will provide a physical barrier to the existing core path and will clearly orient people along the diverted route to prevent access by pedestrians through the outfield along the existing core path route.
 10. Beech hedging is proposed between the point where the existing path on the site’s western boundary connects with the diverted route and the permitted driving range buildings. A wire and post fence will also run immediately adjacent to the beech hedging.
 11. In addition to the fencing on either side of the driving range, the position of the outfield will leave a wide area of grassland on either side, providing an area of set back between the outfield and the core path, which will help further negate any risk to pedestrians.
 12. Seven signs are proposed along the route of the diverted path to direct users. Three signs are proposed along the diverted path’s eastern side, two signs along the north side and two signs along the western side. An information sign post will be positioned on the east side at the junction of the diversion from the existing CP route, to inform people about the Core Path and ROW, and to explain the new diversion in place. There will also be way finding markers all along the new core path route.
 13. The signage strategy will navigate people around the back of the driving bays along a newly formed core path where golfers will be hitting away from path users, thereby negating any risk to walkers.

Contact

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