

From: steven@cameronplanning.com
Sent: 14 April 2021 10:19
To: 'Jane, Emma'
Cc: 'Lawson, Donna'; 'Young, Howard'
Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm [NOT PROTECTIVELY MARKED]
[OFFICIAL]

Hi Emma, apologies for the delay in getting back to you. Your response is extremely disappointing. Nowhere, as far as I can see, in the LDP or Supplementary Guidance, does it say that there is an absolute maximum of 5 units off a private road. The house Tor Beag, opposite the application site, was built without any discussion on this arbitrary five unit threshold, providing seven dwellings using the road. Our client's pre-application discussions with Campbell Divertie, Roads Officer until recently, did not raise any issues with the access road, only the green belt designation.

You state below that the road does not have the capacity for a single new dwellinghouse. You will not meet us on site, under Covid restrictions, and I am guessing you have not carried out a site visit. You also seem to ignore the points I have made in previous emails. The road is of sufficient width for the most part and passing places are or can be provided within the stipulation mentioned below. You state that there are 'too many constraints' to allow the road to be adopted. We haven't asked for the road to be adopted and the SG discusses only commensurate improvements as may be necessary to bring the road to an acceptable condition.

The fact is that the road operates perfectly well at the moment and one additional dwelling would make no difference whatsoever. The only possible constraint is one section where the road curves, at a point beyond which only four houses are served. Given the limited use of the road, this curve is not a constraint to traffic. The road already accepts emergency vehicles, delivery vehicles and the Council's refuse lorries. My client allows the Council refuse lorry to turn on her land. The road clearly is capable of accommodating any potential vehicle that would need to use it, the largest vehicle is the Council's own refuse lorry; they do so because our client allows the vehicles to turn on her land.

Perhaps you can explain why you consider the existing scenario to be clearly inadequate given the road already serves 7 dwellings, albeit 3 are at the bottom of the road with a clear and direct line of sight to the A814 over a short distance along a section of road which already meets the improvements you suggest. The level of development proposed would make no difference whatsoever to the manner in which the road operates. There is no road safety issue, if there was, presumably Roads would be acting to address this. If there was a safety issue then the Council's own refuse vehicles would not use the road and would not be permitted to turn at the top of the road on our client's land. From a planning perspective, the development is actually acceptable. The suggestion that the road should be upgraded to a fully adoptable standard also actually goes against the policy requirement to consider placemaking.

In the circumstances I would ask you to reconsider your position. Ideally, we would prefer a socially distanced site visit to discuss the issue in the context of the actual site.

regards

Steven Cameron
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29 East Argyle St.,
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[Tel:- 07747 053070](tel:07747053070)



From: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>
Sent: 08 April 2021 15:12
To: steven@cameronplanning.com
Cc: Lawson, Donna <Donna.Lawson@argyll-bute.gov.uk>; Young, Howard <Howard.Young@argyll-bute.gov.uk>
Subject: RE: 20/02264/PP - Land South West Of Letrault Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]

Classification: OFFICIAL

Good Afternoon Steven,

I have discussed the proposal with both Howard Young, my Area Team Leader, and also Donna - I am afraid that our stance is the same as originally advised:

The existing private road (Letrault Farm Road) already exceeds the maximum of 5 dwelling houses accessing from a private road. The existing private road does not have the capacity for the development of any additional dwelling house without improvement works being required to be carried out to bring the road up to adoptable standard. In general, the works required to the existing road to bring it up to an adoptable standard would be; widening to 3.5metres, passing places every 100metres and localised widening at all bends to allow vehicles to pass. On this basis it has been noted that there are too many constraints for this to be achievable.

Therefore, from a planning perspective the proposals are not acceptable due to the access issues and we will be recommending the application for refusal.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
Planning Officer
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From: steven@cameronplanning.com <steven@cameronplanning.com>

Sent: 31 March 2021 16:58

To: Lawson, Donna <Donna.Lawson@argyll-bute.gov.uk>; Jane, Emma <Emma.Jane@argyll-bute.gov.uk>

Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm [NOT PROTECTIVELY MARKED]

Thank you for your response Donna. It is still not clear where local and national guidance states that there can only be a maximum of 5 houses from a private road. SG TRAN4 does allude to a scenario, where a new private access is provided which can serve 5 dwellinghouses or a courtyard development of 20 units; this makes no sense, there is no explanation why 20 units would be an acceptable level of development compared to five dwellings when clearly the traffic generated from 20 units will be higher than 5 dwellings. I would be happy to be enlightened on that point.

In any event, no new private road is proposed, as the existing road has previously been brought up to an acceptable standard. The SG also states under A(2) that where improvements are required these should be *'commensurate improvements considered by the Roads Authority to be appropriate to the scale and nature of the proposed new development and that takes into account the current access issues (informed by an assessment of usage).'* I can only emphasise the point made previously that three of the seven existing houses all take access from the bottom of the road close to the A814 and have no reason or need to use the existing road north of the property Ardwell. Only Letrualt Farmhouse, Tor Beag, Highveldt and Ardlarich currently have any need to use the road beyond Ardwell. There is also the issue that the design of any 'improvements' should consider functionality against a balanced view of placemaking aspirations and a presumption against urbanising the locality. Also, improvements should be appropriate to the scale and nature of development proposed; we are talking about a single dwellinghouse.

You have provided design requirements in your email, I would advise as follows:

- First 10m to be 5.5m – the first 10m of Letrualt Farm Lane includes the bellmouth and sight lines all within the verge of the A814, which extends to the boundary wall at Ardwell. The overall distance from the A814 to the wall is circa 20m. At the 10m point the width has tapered to 5.3m, between the boundary walls at Ardwell and Tulach Ard the distance between kerbs is 4.25m. Generally the road width requirement is met;
- Passing spaces every 100m – the road is of sufficient width at the entrance to allow passing. The road at the entrances to Tulach Ard, Waterside and Ardwell is also of sufficient width to allow vehicles to pass. Again I would emphasise that these first three dwellings have no requirement to go beyond this point and deliveries to these properties similarly have no need to go beyond this point. The available passing place is around 20m from the boundary walls with the A814 verge at Ardwell and Tulach Ard;
- Passing spaces every 100m – from the approx. midpoint of the available passing place at Ardwell/TulachArd/Waterside to the southern point of the applicant's property is around 85m. The applicant

owns the road from this point northwards. The proposed development can accommodate an additional passing place at any point, however the proposed site access allows vehicles to pass. The road however already widens at Highveldt and is wider again at Tor Beag, the increased width allowing vehicles to pass. The entrance to Tulach Ard is also set back from the road which would allow a vehicle to sit in the access point to allow another vehicle to pass. The distance from the southern point of the applicant's ownership north to the existing turning area is around 95m. This road length is entirely within the applicant's ownership. The passing space requirements are essentially met.

- The Lane from Ardwell north varies lightly in width but is 3.8m just north of Ardwell and around 3.3m just south of the application site. Whilst the road may not 100% meet 3.7m wide, it can be widened for the entire length of the application site, north to the turning area. Generally however the width is compliant.
- There is a minor issue with forward visibility in a slight bend north of Ardwell. However, if two vehicles meet at this point, which is extremely rare, it is a short reverse to the available passing place at the three properties immediately south. The road however has extremely limited activity.
- I would emphasize again the following points:
 - The road is used regularly by the Council's refuse lorry, which utilises the available turning area, provided by the applicants, with no concerns
 - Ambulances and fire tenders have previously used the road to access Letrualt Farmhouse at the north of the site
 - Delivery vans for Tulach Ard, Waterside and Ardwell generally turn in the available driveway spaces at that point and have no need to go beyond that point
 - Delivery vans to the 4 properties north of Ardwell use the road with no concerns and utilise the available turning area on our client's land
 - Given the nature of the road and its context, vehicles using the road do so at a crawl.

A key issue is that consideration must be given to the balance between functionality and placemaking, with avoidance of unnecessary urbanisation. The existing road functions without any concerns or issues as it is. It can and does accommodate fire tenders, ambulances, delivery vans and Council refuse lorries, without incident. There is no through passage and no pedestrian traffic as the road ends at Letrualt Farmhouse. Of the 7 existing dwellings, 3 have direct line of sight to the junction with the A814, the road width here, for its length, is a minimum of 4.25m. Only 4 dwellings use the road north of Ardwell.

There is a case here to discount the southern 3 units as these are a short distance from the A814 and have direct line of sight and a pinch point of 4.25m at the boundary walls. Our client recalls discussion with the Council's Roads Officer in 2017, at the time of an earlier pre-application consultation, which highlighted that the three southern dwellings could be discounted from any discussion regarding road standards.

We would ask again for a socially distanced site visit to be conducted. We would also ask that the existing road capacity, its dimensions and available passing places, which are used essentially only by the people living on the lane, are taken into account, as is the fact that the applicants own the road from the southern point of the application site for its entire length northwards. The applicants allow the Council's refuse lorry to use their land to turn. Ultimately, in any balanced assessment of road functionality against placemaking, it must be acknowledged that the existing road works perfectly well as it is; we would argue that one more dwellinghouse would have negligible impact.

There is a planning case to answer alongside the Roads case and I would like Emma to comment on the design, scale, massing and external materials of the proposed house.

regards

Steven Cameron
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From: Lawson, Donna <Donna.Lawson@argyll-bute.gov.uk>
Sent: 26 March 2021 09:58
To: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>; 'steven@cameronplanning.com' <steven@cameronplanning.com>
Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm [NOT PROTECTIVELY MARKED]

Classification: NOT PROTECTIVELY MARKED

Mr Cameron

20/02264/PP Mrs G Black: Application for Proposed Dwellinghouse, Letrualt Farm Lane, Rhu.

I have reviewed your correspondence and offer the following response for your consideration.

The private access road Letrualt Farm Lane, Rhu is required to be brought to an adoptable standard in accordance with both local and national development guidance, with 7 properties currently obtaining access this exceeds this maximum number of 5 for a private access therefore acceptable commensurate improvements shall be to bring Letrualt Farm Lane, Rhu to an adoptable standard.

This shall require Letrualt Farm Lane to be a width of 5.5m for the first 10m thereafter a minimum of 3.7m with passing places every 100m, localised widenings to 5.5m where forward visibility is not achieved and vehicle turning facility at the road end.

Kind Regards

Donna

From: steven@cameronplanning.com <steven@cameronplanning.com>
Sent: 18 March 2021 12:23
To: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>
Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm

Emma, please see attached. We still request a site visit, with social distancing in place.

regards

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From: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>
Sent: 15 March 2021 14:16
To: steven@cameronplanning.com
Subject: RE: 20/02264/PP - Land South West Of Letrault Farm [OFFICIAL]

Classification: OFFICIAL

Hello Steven,

I have gone back to the roads officer for clarification and they have noted the following;

SG LDP TRAN 4:

(ii) The private access serves a housing development not exceeding 5 dwelling houses.

As per the roads area managers observations of the planning application;

The existing private road (Letrault Farm Road) already exceeds the maximum of 5 dwelling houses gaining access from a private road, the existing private road does not having the capacity for the development of any additional dwelling houses without improvement works being required to be carried out, to bring the existing private road (Letrault Farm Road) to adoptable standard.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
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From: steven@cameronplanning.com <steven@cameronplanning.com>

Sent: 12 March 2021 11:45

To: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>

Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm [OFFICIAL]

Emma, I have looked through SG LDP TRAN 4 and from my reading of the policy there is no specific restriction to 5 units from a private access. I have been on site again this week and spoken with the client and their architect and I have been asked to provide a detailed response to the comments from Roads which I am working on just now. I should have this with you if not today then early next week.

regards

Steven Cameron

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From: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>

Sent: 03 March 2021 12:34

To: steven@cameronplanning.com

Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm [OFFICIAL]

Classification: OFFICIAL

Hello Steven,

The policy that you should refer to that contains this guidance is SG LDP TRAN 4. As for the reasoning behind the previous approval neither I nor the roads area manager have insight into this. In general, the works required to the existing road to bring it up to an adoptable standard would be; widening to 3.5metres, passing places every 100metres and localised widening at all bends to allow vehicles to pass. On this basis it has been noted that there are too many constraints for this to be achievable. Therefore, from a planning perspective the proposals are not acceptable due to the access issues.

I note your request for a site meeting however due to the current pandemic we are not meeting on site.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA



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From: steven@cameronplanning.com <steven@cameronplanning.com>

Sent: 03 March 2021 11:51

To: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>

Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm [OFFICIAL]

Hi Emma, can you point to the LDP Policy that states that a maximum of five dwelling is permissible on a private road. I have looked but cannot see it and know that this wasn't an issue with the previous application for the dwelling across the road, which was built when there were already five dwellings using this road. The Roads Officer has not said what would be acceptable, so how do they know that improvements can not be made? The road has been used for many years by the Letrualt Farm, that use has ceased as the farm land is tenanted.

Presumably the principle of a dwellinghouse on this site is acceptable and that the development in itself is acceptable from a Planning perspective. I would like you to comment on that please.

As you know, the plot has been created by realigning the green belt boundary to a more natural line. This is one of the most natural building plots I have seen. The road is perfectly capable of accommodating one more dwellinghouse.

I would also ask that we have a site meeting to see how the road works at present, preferably with the Roads officer in attendance.

regards

Steven Cameron

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From: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>
Sent: 03 March 2021 11:34
To: steven@cameronplanning.com
Subject: 20/02264/PP - Land South West Of Letrualt Farm [OFFICIAL]

Classification: OFFICIAL

Good Morning Steven,

I am writing in regards to the consultation response we have received from our Roads Area Manager on the above application. This response can be viewed online on the public portal. Unfortunately the Roads Area Manager is recommending the application for refusal.

Reason being; the existing private road (Letrault Farm Road) already exceeding the maximum of 5 dwelling houses gaining access from a private road, the existing private road does not having the capacity for the development of any additional dwelling house without improvement works being required to be carried out, to bring the existing private road (Letrault Farm Road) to adoptable standard. Unfortunately these improvement works are unachievable due to geographical constraints.

Due to this we would also be recommending the application for refusal. If you have any specific questions on this matter you are more than welcome to email the roads manager direct at; Donna.Lawson@argyll-bute.gov.uk

On this basis would you be minded to withdraw the application? Otherwise we will be recommending it for refusal.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
Planning Officer
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