

From: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>
Sent: 07 July 2021 14:18
To: 'steven@cameronplanning.com'
Cc: Young, Howard; Bain, Peter (Planning)
Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm [OFFICIAL] [NOT PROTECTIVELY MARKED]

Classification: NOT PROTECTIVELY MARKED

Good Afternoon Steven,

As per Peters last email I have now received comments back from Stuart Watson, the Assistant Network and Standards Manager, as follows;

1. My view is that Donna Lawson's comments regarding the required road improvements were proportionate and pragmatic.
2. The existing road currently serves 7 dwellings. While I accept this is not a new private road, I am very concerned that the road already serves more than 5 properties. I note the agents comments that the application is only for a single dwelling, however; there is enough available land to allow additional dwellings to be constructed. The private access road is substandard, in my view, and there needs to be a point where development stops. In my opinion we are now beyond this point.
3. Donna highlighted an issue with forward visibility and asked for localised widen of 5.5m at points of intervisibility. In my view, to allow any further development on this private access road, intervisible passing places must be provided.
4. Donna asked that the road be widened to a minimum width of 5.5m for the first 10m. Donna has advised me that she is content that this be taken from the A814 carriageway edge. I would note two points:
 - a. The existing width between the A814 carriageway edge and the boundary wall narrows to 5.2m – this would need to be widened to at least 5.5m in line with Donnas comments;
 - b. My own view would have been to widen out the private access to road to 5.5m for the first 10m from the boundary wall, not to the boundary wall. In this regard, I would highlight that Donnas approach was both fair and proportionate.
5. While I acknowledge that the private access road does not carry significant volumes of pedestrians; I remain concerned about the lack of pedestrian refuge. There are no footways or even a verge (to provide a suitable step off point). As noted by the agent, the RCVs use this road and there will no doubt be other service vehicles (deliveries and so on) which require such to be provided. I note that Donna has not asked footways or verges, however; I would have been minded to do include a requirement for some pedestrian refuge, at least on the points where there is no forward visibility.
6. The private access road does not have a formal turning head. Noting the agents commons that the RCV already uses this route, my concern that the access road doesn't have a suitable turning head is only heightened. I will be raising my concerns on this point with the local Operations Manager regarding the safe use by the RCV of this route. I have attached a turning head layout showing what I would expect to be provided, even for a private road, for clarity.
7. I would further note that the above points do not even take into consideration the steep gradient of the road; which Donna has advised she was willing to overlook provided all the other improvements were met.

There is no suggestion that the applicant needs to make improvements to allow this route to be adopted; I do not think that such improvements could be made to that standard, however; as an absolute minimum it is our role to ensure that it could be brought to a point where we would be satisfied in terms of road safety. The applicant would need to

purchase or have agreements to build on third party land (widening, passing places, verges/footways) and for this reason alone it remains my opinion that commensurate improvements cannot be made to the satisfaction of the Roads Authority.

Based on the opinion that commensurate improvements cannot be made to the satisfaction of the Roads Authority - I will be recommending the application for refusal.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
Planning Officer
Development Management
Development and Economic Growth
Argyll and Bute Council

t: 01436 658928
e: emma.jane@argyll-bute.gov.uk
w: www.argyll-bute.gov.uk



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From: Bain, Peter (Planning) <Peter.Bain@argyll-bute.gov.uk>

Sent: 30 June 2021 12:39

To: 'steven@cameronplanning.com' <steven@cameronplanning.com>

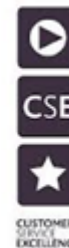
Cc: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>; Young, Howard <Howard.Young@argyll-bute.gov.uk>

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

Classification: NOT PROTECTIVELY MARKED

Afternoon Steven,

I'm afraid that I'm still not in a position to advise further on this matter but can confirm that I haven't forgotten about your enquiry and have been chasing it up with Roads. I have received confirmation that the Roads response will be reviewed internally having regard to the requirements of policy SG LPD TRAN 4 A (2) however that is unlikely to be concluded until next week at earliest due to availability of staff members involved. I'll be on leave myself next week but have requested that Emma Jane be informed of the outcome Roads review of the matter and communicate this to you to avoid any further unnecessary delay in my absence.



Best regards,

Peter Bain
Development Manager
Development & Economic Growth, Argyll and Bute Council.

t: 01546 604204
e: peter.bain@argyll-bute.gov.uk
w: www.argyll-bute.gov.uk

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From: Bain, Peter (Planning)
Sent: 18 June 2021 17:46
To: 'steven@cameronplanning.com' <steven@cameronplanning.com>
Cc: Young, Howard <Howard.Young@argyll-bute.gov.uk>; Jane, Emma <Emma.Jane@argyll-bute.gov.uk>
Subject: FW: 20/02264/PP - Land South West Of Letrualt Farm [OFFICIAL] [NOT PROTECTIVELY MARKED]

Classification: NOT PROTECTIVELY MARKED

Evening Steven,

Just a quick update to advise that further to my email of 9th June I have escalated this matter with the Council's Roads & Amenity Services and requested that they review their position having regard to SG LDP TRAN 4 and clarification on any concerns that they might have in respect of the suitability of the existing private access regime to accommodate the intensification in vehicle movements that would arise as a result of the proposal.

I am still awaiting a response on this matter but will update you when I am in a position to do so.

Best regards,

Peter Bain
Development Manager
Development & Economic Growth, Argyll and Bute Council.

t: 01546 604204
e: peter.bain@argyll-bute.gov.uk
w: www.argyll-bute.gov.uk



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From: Bain, Peter (Planning)
Sent: 09 June 2021 19:04
To: 'steven@cameronplanning.com' <steven@cameronplanning.com>
Cc: Young, Howard <Howard.Young@argyll-bute.gov.uk>
Subject: RE: 20/02264/PP - Land South West Of Letrualt Farm [OFFICIAL] [NOT PROTECTIVELY MARKED]

Classification: NOT PROTECTIVELY MARKED

Evening Steven,

Apologies I missed your initial e-mail of the 18th and haven't had an opportunity as yet to look into the issue since your voicemail yesterday.

I'll take look at the case file and discuss this with the planning officer and Roads officer and get back to you next week.

Best regards,

Peter Bain
Development Manager
Development & Economic Growth, Argyll and Bute Council.

t: 01546 604204
e: peter.bain@argyll-bute.gov.uk
w: www.argyll-bute.gov.uk

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From: steven@cameronplanning.com [<mailto:steven@cameronplanning.com>]
Sent: 09 June 2021 17:32
To: Bain, Peter (Planning) <Peter.Bain@argyll-bute.gov.uk>
Cc: Young, Howard <Howard.Young@argyll-bute.gov.uk>
Subject: FW: 20/02264/PP - Land South West Of Letrualt Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]
Importance: High

Gents, I am still waiting for a response to my email below. I have left voicemail messages asking you to call. Can one of you please give me an update this Thursday.

regards

Steven Cameron

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
Tel:- 07747 053070

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



From: steven@cameronplanning.com <steven@cameronplanning.com>
Sent: 18 May 2021 11:51
To: 'Young, Howard' <Howard.Young@argyll-bute.gov.uk>
Cc: 'Bain, Peter (Planning)' <Peter.Bain@argyll-bute.gov.uk>
Subject: FW: 20/02264/PP - Land South West Of Letrualt Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]
Importance: High

Howard, I have left a voicemail message asking for you to give me a call regarding this case. My understanding is that the Roads officer is misinterpreting their own current Policy. I also understand that Roads are working to introduce a revised Policy relating to Roads Guidelines. Specifically, with relation to this so-called 5 dwelling rule, the revised policy will potentially make it explicit that you cannot have more than 5 dwellings using a private access. This revised guidance has not however been adopted by the Council and you must make decisions based on current adopted Policy.

I would not normally take a case to a higher authority but feel in this instance that the Roads Officer, and therefore the planning officer, are incorrect in their interpretation of existing Policy. I appreciate that there has been a change in the Roads Officer dealing with these matters however in previous discussions with Roads and Planning there were no Roads issues raised with regards to the proposed development of a single dwellinghouse. This is a new interpretation.

The current policy is SG LDP TRANS 4, as discussed below, at repeated length. There is a clear difference between sections A1 and A2 of the SG. The Roads officer in my mind is conflating both sections to come up with a response that the application is contrary to policy. Planning are accepting a viewpoint that is incorrect. I have spoken with various people about this interpretation and they confirm my reading of the current adopted Policy. TRANS 4 states that cases are dealt with either under A1 or A2, the proposed development clearly falls under A2.

We have set out repeatedly the following points:

- The existing road is used without any issue by existing residents, emergency vehicles and the Council's bin lorry
- Our client provides an informal turning area for the bin lorry on her land
- We have set out improvements for all road users to enjoy
 - The junction with the A814 is wholly compliant and can be widened to meet whatever width the Council requires if necessary
 - There are existing passing place opportunities on the existing road – we propose an additional passing place within our client's control, if required
 - The applicants agree to formalise the turning area, to allow the Council's bin lorry unfettered access
- The bottom three houses do not use the top two thirds of the road, there is no need to and there is nowhere to go
- This is a short section of road with extremely low volume of traffic, users know the road and how it works.
- The public do not use the road, there is nowhere to go
- Existing residents do not object to the additional dwelling
- The Council refuse service has no issue with the current road design

We maintain that the Roads Officer, and therefore Planning, are incorrect in their assessment of TRANS 4. We request that the opinion set out below by Roads and Planning is reconsidered.

regards

Steven Cameron

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
Tel:- 07747 053070

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



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

Sent: 18 May 2021 11:22

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 Letrualt Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]

Classification: OFFICIAL

Good Morning Steven,

We seem to be going around in circles on this one, unfortunately the plan that was submitted does not meet the minimum requirements that we would require for the road to be brought up to an adoptable standard and therefore, the roads officer will not be removing their objection and I will be proceeding with our recommendation for refusal.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
Planning Officer
Development Management
Development and Economic Growth
Argyll and Bute Council

t: 01436 658928

e: emma.jane@argyll-bute.gov.uk

w: www.argyll-bute.gov.uk



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

Sent: 14 May 2021 13:39

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

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 Letrualt Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]

Thank you for your response. The plan submitted shows works that could be implemented to improve the road for all existing users and the new dwellinghouse. Specifically the improvements would benefit the Council's Refuse Collection Vehicle which uses this road on basically a weekly basis without any difficulty. It does so without encountering any traffic issues. It does so also with the ability to turn on our client's land at the top of the road using an informal turning area; we are offering to improve and formalise that turning area. The additional formal passing place at the south of the application site would also assist the extremely limited traffic that uses this road. The first 10m of the road tapers to a width of 5.2m at 10m, this can be widened to 5.5m if required. This is not an issue.

My principal concern however is that you continue to state that the development is contrary to SG LDP TRAN4 and highlight the following

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

I have highlighted a number of times that the above section (A1(ii)) relates to a situation where a new access road is proposed and that the matter falls under section A2 of the SG which relates to 'further development that utilises an existing private access or private road.' The response is for commensurate improvements based on an assessment of usage. The Council's bin lorry uses this road weekly with no issues. Three of the seven existing houses have direct sight and access to the A814 junction, there is no through traffic, no right of way, no core path; nobody uses this road and there are no issue with regards to road usage or road safety. This is a small section of private access road which the existing residents have absolutely no difficulty in using.

I understand that the Roads Authority may be considering a change in guidance however any decision must be taken on current guidance.

regards

Steven Cameron

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
Tel:- 07747 053070

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



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

Sent: 10 May 2021 15:52

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

Hello Steven,

The information submitted has been reviewed by myself and the Roads Area Manager. We have the following comments;

The submitted plan does not meeting minimum required standard.

In accordance with:

Adopted Local Development Plan 2015 SG LDP TRAN 4

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

The existing private road (Letrault Farm Road) already exceeding the maximum of 5 dwelling houses gaining access from a private road. Prior to any further development the existing private road (Letrault Farm Road) shall be brought to adoptable standard.

A minimum of 5.5m width is required for the first 10m as in accordance with Local and National Guidance.

Forward visibility cannot be achieved at the bend in the road without localised widening of a minimum width of 5.5m being required at points of intervisibility.

On this basis until such time that a plan is submitted that meets with minimum requirements I feel there is no requirement for a site visit and if a plan cannot be submitted that meets the minimum requirements then I will be continuing with my recommendation of refusal.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
Planning Officer
Development Management
Development and Economic Growth
Argyll and Bute Council

t: 01436 658928

e: emma.jane@argyll-bute.gov.uk

w: www.argyll-bute.gov.uk



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

Sent: 07 May 2021 17:10

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

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 Letrualt Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]

Emma, please see attached Access Statement Addendum and accompanying Road Plan.

I have heard that Roads may be looking to change their policy with regards to existing private accesses and it would seem that the current position is based on a prospective change in policy rather than the current adopted policy. Certainly my, and others, interpretation of the current adopted policy situation is fairly clear and the proposal is not in conflict with Policy. The assertion that the proposal does not accord with policy also suggest that a change is afoot. We seem to be reading two different documents at times. My view from a Planning perspective is that the current policy should be the dominant policy, especially if the Council has not yet considered at a corporate level any potential policy change.

regards

Steven Cameron

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
Tel:- 07747 053070

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



From: Jane, Emma <Emma.Jane@argyll-bute.gov.uk>
Sent: 26 April 2021 15:13
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 Letrualt Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]

Classification: OFFICIAL

Thanks Steven,

I look forward to receiving the plan – when do you think it will be available?

In terms of meeting on site – the tail end of that week would suit us, say Thursday morning at 11am, however this is subject to receiving an acceptable proposal.

Thanks Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
Planning Officer
Development Management
Development and Economic Growth
Argyll and Bute Council

t: 01436 658928
e: emma.jane@argyll-bute.gov.uk
w: www.argyll-bute.gov.uk



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

Sent: 23 April 2021 09:53

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

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 Letrualt Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]

Hi Emma, apologies for not getting back to you sooner, I was on site up north for a couple of days with reduced connectivity. I have asked the architects to draft a plan showing what can be achieved and would suggest that we meet on site w/c 3rd May if that suits you? Any particular preference for day/time?

regards

Steven Cameron

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
[Tel:- 07747 053070](tel:07747053070)

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



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

Sent: 19 April 2021 14:08

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 Letrualt Farm [NOT PROTECTIVELY MARKED] [OFFICIAL]

Classification: OFFICIAL

Good Afternoon Steven,

I have spoken with Donna and we would be happy to meet you on site; can you please suggest some dates.

Prior to this we will require you to submit a proposal that shows how the road could be brought up to an adoptable standard.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
Planning Officer
Development Management
Development and Economic Growth
Argyll and Bute Council



t: 01436 658928
e: emma.jane@argyll-bute.gov.uk
w: www.argyll-bute.gov.uk

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

Sent: 14 April 2021 10:19

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

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 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

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
[Tel:- 07747 053070](tel:07747053070)

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



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 Letrualt 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
Development Management
Development and Economic Growth
Argyll and Bute Council

t: 01436 658928

e: emma.jane@argyll-bute.gov.uk

w: www.argyll-bute.gov.uk



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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 Letrault 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 emphasise 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

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
[Tel:- 07747 053070](tel:07747053070)

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



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

Steven Cameron

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
Tel:- 07747 053070

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



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 Letrualt 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 (Letrualt 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 (Letrualt Farm Road) to adoptable standard.

Kind Regards,

Emma

Emma Jane BSc (Hons), Dip Arch, MRIAS, MRIBA
Planning Officer
Development Management
Development and Economic Growth
Argyll and Bute Council

t: 01436 658928

e: emma.jane@argyll-bute.gov.uk

w: www.argyll-bute.gov.uk



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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

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
Tel:- 07747 053070

e-mail:- steven@cameronplanning.com
www.cameronplanning.com

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
Planning Officer
Development Management
Development and Economic Growth
Argyll and Bute Council

t: 01436 658928
e: emma.jane@argyll-bute.gov.uk
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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

Cameron Planning
29 East Argyle St.,
Helensburgh G84 7EJ
Tel:- 07747 053070

e-mail:- steven@cameronplanning.com
www.cameronplanning.com



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
Development Management
Development and Economic Growth
Argyll and Bute Council

t: 01436 658928
e: emma.jane@argyll-bute.gov.uk
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