

**21/0007/LRB (Planning Ref: 20/02264/PP) –
Land South West of Letrualt Farmhouse, Letrualt Farm Lane, Rhu**

To provide a copy of the roads usage assessment or provide further information in terms of how the assessment of the proposal was reached against Policy SG LDP TRAN 4

SG LDP TRAN 4 – New and Existing, Public Roads and Private Access Regimes

(A) Developments shall be served by a public road (over which the public have right of access and maintainable at public expense;
Except in the following circumstances:-

(2) further development that utilises an existing private access or private road will only be accepted if:-

- (i) the access is capable of 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); AND the applicant can;
- (ii) Secure ownership of the private road or access to allow for commensurate improvements to be made to the satisfaction of the Planning Authority;

The Current Access Issues:

Forward Visibility at Bend in Road

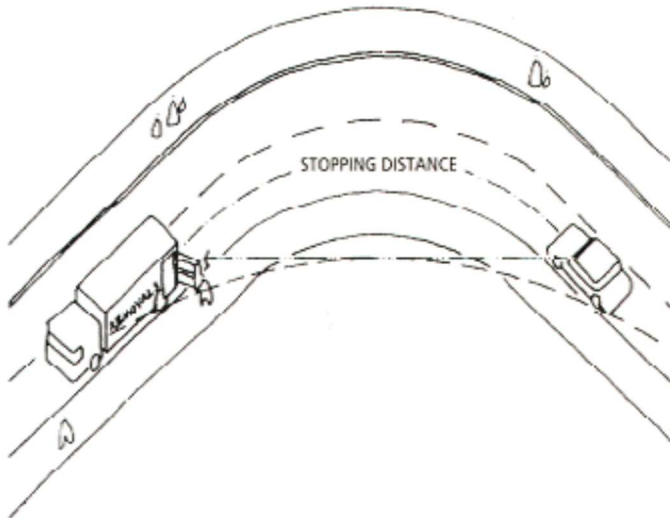
The forwards visibility in accordance with the National Roads Development Guidance cannot be achieved due to the existing geographical constraints.

National Roads Development Guide :

Visibility at Curves

The minimum forward visibility should be ascertained for the road (based on the SSD adjusted for bonnet length table on page 33 of *Designing Streets*) and marked on the vehicle path every 10 metres round the curve with both ends connected to provide the visibility splay. This should be carried out from the straights on either side and the area created should be shaded to indicate the forward visibility splay.

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
	SSD (metres)	9	12	15	16	20	22	31	36	40	43	56
	SSD adjusted for bonnet length	11	14	17	18	23	25	33	39	43	45	59



No Intervisible Passing Places

The lack of forward visibility has highlighted the requirement for localised widening of 5.5m at points of intervisibility. In the interest of road safety, to allow any further development on this private access road, intervisible passing places must be provided.

National Roads Development Guide:

Passing Places on Existing Roads

On an existing narrow rural road, passing places should be constructed to enable user defined traffic to pass. The design of such a passing place should consider functionality against a balanced view of place making aspirations and a presumption against urbanising the countryside.

All passing places should provide a minimum overall width of 5.5 metres. Locating passing places is dependent on gaining the maximum benefit balanced with planning legislation. Where possible, it is advisable to have intervisible passing places, adjacent passing places should be placed on alternate sides of the road or on corners where maximum benefit is gained.

Locating passing places on bends on existing roads is advisable to assist vehicle conflict where reversing or anticipating and negotiating passing vehicles is more difficult.

Advice on specific numbers and locations should be sought from the Local Authority in advance.

To comment on the assertion made by the Applicant's Agent at paragraphs 3.17 to 3.21 of their supporting statement, that Roads based their decision only on consideration of part A(1) of the policy relating to new private accesses and not part A(2) which relates to existing private accesses;
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3.17 Section A states that '*developments shall be served by a public road*'; it then lists exceptions to that requirement. Sub-section A(1) relates to (i) **new** private accesses being acceptable in cases where the development is a single house, (ii) where it will serve a housing development not

exceeding 5 dwelling houses, or (iii) where the access will serve no more than 20 units in a housing court development. **We are not however forming a new access road, section A(1) therefore does not apply.** Sub-section A(2) relates to *'further development that utilises an existing private access or private road.'* **The current application therefore falls within A(2), rather than A(1) as no new road is proposed.**

The existing road currently serves 7 dwellings. While I accept this is not a new private road, the road already serves more than 5 properties. The private access road is substandard, and requires improvements in the interest of road safety prior to any further development.

3.18 Under Section A(2), further development is acceptable where

- (i) the access is capable of 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);
- (ii) (the applicants can) Secure ownership of the private road or access to allow for commensurate improvements to be made to the satisfaction of the Planning Authority; OR,
- (iii) Demonstrate that an appropriate agreement has been concluded with the existing owner to allow for commensurate improvements to be made to the satisfaction of the Planning Authority.

The existing private access Letrualt Farm Lane was assessed in accordance with SG LDP TRAN 4 (2) (i)

(2) further development that utilises an existing private access or private road will only be accepted if:-

- (i) the access is capable of 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); AND the applicant can;

The Current Access Issues:

1. Existing carriageway width is less than the acceptable carriageway width of 3.7m wall to wall for emergency services vehicles
2. Forward Visibility at Bend in Road
3. No Intervisible Passing Places
4. No formal turning head

3.19 The key points here are that 'commensurate improvements' may be required and that these should only be 'appropriate to the scale and nature of the proposed new development.' Moreover, the 'improvements' should address 'current access issues (informed by an assessment of usage).

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Required Commensurate Improvements Required in the Interest of Road Safety:

1. Minimum carriageway width of 3.7m wall to wall for emergency services vehicles.
2. Localised widen of 5.5m at points of Intervisibility.
3. Intervisible Passing places at a maximum of 100m spacing.
4. Road be widened to a minimum width of 5.5m for the first 10m.
5. A formal turning head

3.20 Despite several requests to have sight of the Roads' Officer's assessment of usage, to date, this has never been provided.

The existing private access Letrualt Farm Lane was assessed in accordance with SG LDP TRAN 4 (2) (i)

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3.21 It appears that the officer's view is based only on the number of units that use Letrualt Farm Lane and nothing else. There has been no 'assessment of usage' to determine whether there are in the first instance any issues, and if there are, what commensurate measures would be required to address those issues.

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