

**22/0001/LRB (Planning Ref: 21/01603/PP) –
Land South of High Oaks Artarman Road, Rhu Helensburgh**

The view of what weight can be given to Designing Streets and Creating Places as a material consideration.

Designing streets is not applicable to Artarman Road as designing streets ethos is creating places for society and not about vehicle thoroughfare.

Designing streets is applicable in environments where public realm and pedestrian interactions is encouraged for social, leisure, retail and commercial usage.

Artarman Road is solely an access road to private accesses to dwelling houses with limited pedestrian movement and no existing pedestrian facilities.

Taking into consideration the Planners response to the distance between accesses above if using an X distance of 2m what result would result in sightline distance (Y).

An X distance of 2m is not suitable at this location as this X distance is for an urban/extra urban environment, Artarman Road is not an urban/extra urban environment as has no pedestrian facilities or social, leisure, retail or commercial use.

A comment regarding the advice relating to the removal of vegetation from sightlines in relation to this specific single application “Whilst appropriate driver sightlines should be maintained, vegetation can be used to limit excessive forward visibility to limit traffic speeds.”

The visibility splays are required in the interest of safety of all road users, the visibility splays are to ensure that vehicles accessing and egressing from the access can see and be seen by all road users.

Forward visibility to be considered due intensification of use both in construction phase and subsequent occupancy

Using the natural vegetation as a screen /blind cannot be considered as an isolated traffic calming measure and also compromises the safety of all.

Confirmation of their position that there are no road safety issues on Artarman Road that would require the need for traffic calming measures, eg speed bumps and a comment on why, if that is the case, they consider that two vehicles approaching the bend to the north of the site junction in opposite directions, potentially at 30mph, would appear to be less of a road safety issue than a vehicle exiting the site on to the road from either being stationary at the junction or at a speed which is likely to be less than 10mph

We have no record of any accidents on Artarman Road that would require any traffic calming measures, any intensification of use will require the new junction with the public road to meet minimum standard set out in local and national guidance.