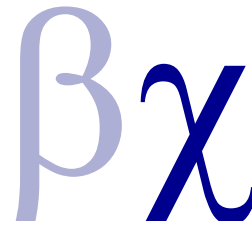


Network Operations  
**Trunk Roads: Network Management**

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Your ref:  
09/0003/LRB

Our ref:  
NW/172/2009

Date:  
14 December 2009

Argyll & Bute Council  
Corporate Services  
Kilmory  
Lochgilphead  
Argyll  
PA31 8RT

FAO Melissa Stewart

Dear Madam

**LOCAL REVIEW BODY REFERENCE: 09/0003/LB**  
**PLANNING APPLICATION REFERENCE: 09/00745/DET**  
**LAND NORTH OF SWALLOWTALE COTTAGE, ACHNAGOUL, INVERARAY**

I refer to your letter of the 17 November 2009 regarding the above appeal.

Transport Scotland recommended refusal for the application and wish to maintain that recommendation.

Accordingly, I have attached my statement in support of that position.

Please do not hesitate to contact me if you have any further questions regarding Transport Scotland's position.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ken Aitken', with a long horizontal flourish extending to the right.

Ken Aitken  
Transport Scotland

TOWN & COUNTRY PLANNING (SCOTLAND) ACT 1997  
THE TOWN AND COUNTRY PLANNING (NOTIFICATION OF APPLICATIONS)  
(SCOTLAND) DIRECTION 1997

ERECTION OF DWELLING HOUSE AND OFFICE ON LAND NORTH OF  
SWALLOWTALE, ACHNAGOUL, INVERARAY

STATEMENT OF OBSERVATIONS BY KEN AITKEN  
DEVELOPMENT MANAGEMENT  
TRANSPORT SCOTLAND - TRUNK ROAD NETWORK MANAGEMENT

Review Ref : 09/0003/LRB  
LA Ref: 09/00745/DET  
TRNMD Ref: NW/172/2009

## 1 Details of Application

- 1.1 The application for planning permission by Mr and Mrs MacArthur, was submitted to Argyll & Bute Council on 3<sup>rd</sup> July 2009.
- 1.2 The application refers to planning permission for the erection of a house and office on land to the north of Swallowtale, Achnagoul, Inveraray, Argyll & Bute

## 2 Response

- 2.1 This planning application was referred to the Transport Scotland - Trunk Road Network Management (TRNM) by Argyll & Bute Council, on the 21<sup>st</sup> July 2009, on the basis of its potential impact by the proposed development taking access from the A83 Trunk Road.
- 2.2 Transport Scotland -TRNM responded to Argyll & Bute Council in the form of a TR/NPA/2 dated 4<sup>th</sup> August 2009, recommending that planning permission be refused for the following reasons:

The proposed development would result in increasing the number of vehicles entering and leaving the traffic stream at a point where visibility is restricted thus creating interference with the safety and free flow of the traffic on the trunk road.

The proposed development would result in an intensification of waiting and right turning manoeuvres from the trunk road at a location where forward visibility for approaching westbound traffic on the trunk road is substandard thus creating interference with the safety and free flow of the traffic on the trunk road.

## 3 Key Issues

- 3.1 The proposal was checked against the requirements of PAN 66 (Best Practice in Handling Planning Applications Affecting Trunk Roads) and in particular Annex A (Advice on Minor Developments Affecting Trunk Roads) and SPP17.

- 3.2 Pan 66 Annex A: Advice on minor Application affecting Trunk Roads, details in paragraph 8  
“Traffic generation is the main impact a development has on the trunk road. Increased traffic can affect the capacity and more importantly, in the case of minor developments, the safety of the trunk road. Even a small increase in traffic using a substandard access can have a significant impact.”
- 3.3 SPP 17 states that  
“Development likely to affect trunk road and other strategic roads should be managed so as not to adversely impact on the safe and efficient flow of strategic traffic.”
- 3.4 The site was visited by Scotland TranServ as the Operating Company responsible for this area of Scotland and it was noted that the visibility from the access for the proposed development met the 215m visibility requirement to the right but was significantly substandard to the left. Instead of achieving the required 215m a distance of only 70m was available.
- 3.5 In addition the access is located such that if a vehicle is waiting, on the trunk road, to turn right into the access then it is hidden beyond the crest on the road such that it is not seen by vehicles travelling in a southbound direction until they are 80m from the waiting right turning vehicle which is substantially less than the required 215m and as such a collision could not be avoided.
- 3.6 Transport Scotland require to ensure that the efficient and safe operation of the Trunk Road Network is maintained and that any development should not compromise the operational efficiency or future network management of the Trunk Road Network or the safety of drivers, pedestrians or other Trunk Road users.
- 3.7 Consequently, the response was that the application should be recommended for refusal on the basis that the proposed development significantly increased the number of vehicles entering and exiting an access which had substandard visibility for both exiting traffic being unable to see traffic on the trunk road from the access and also for forward visibility of southbound traffic being unable to see right turning traffic waiting to turn into the access.

#### 4 Background

- 4.1 This access was subject to a previous application in September 2006 to upgrade the access to allow its use for forestry extraction.
- 4.2 Transport Scotland initially responded that the access was unsuitable not only on visibility grounds but also on the standard of the access where it would require timber lorries to turn onto the southbound carriageway if they were turning to the north from the access.
- 4.3 The applicant requested a site meeting where all these points were examined in more detail. It was identified that the additional height of the driver in a lorry cab was such that they could see over the crest to the north of the access which was acceptable for timber lorries turning south but for timber lorries exiting to the north then the turn would still require them to cross over into the southbound carriageway. Given the approach speeds that was considered to be dangerous. It was also identified that the additional height of the timber lorries allowed them to be seen in sufficient time by southbound traffic to allow them to stop safely.

- 4.4 Consequently, the access arrangement was examined and suitable improvements were identified such that a modified TR/NPA/2 was issued in January 2007 with the following junction amendments conditioned.

The proposed access shall join the trunk road at a new junction which shall be constructed by the applicant to a standard as described in the Department of Transport Advice Note TA 41/95 (Vehicular Access to All-Purpose Trunk Roads) (as amended in Scotland) similar to Layout 3 except that a radius of 12 meters will be provided and the taper for vehicles joining the Trunk Road shall be 23 metres long.. The junction shall be constructed in accordance with details that shall be submitted and approved by the Planning Authority, after consultation with the Roads Authority, before any part of the development is commenced.

The gradient of the access road shall not exceed 1 in 50 metres for a distance of 7 metres from the nearside edge of the trunk road carriageway, and the first 7 metres shall be surfaced in a bituminous surface and measures shall be adopted to ensure that all drainage from the site does not discharge onto the trunk road.

The throat width of the access shall be 8 metres at a distance of 10 metres from the edge of the Trunk Road.

- 4.5 Therefore, it was accepted that, in this instance, as the application was for timber extraction and the only additional traffic would be HGVs for timber extraction their additional height and the junction improvements would be sufficient to overcome the safety concerns of Transport Scotland.
- 4.6 It should be noted that while these improvements have been carried out the same safety concerns highlighted by Transport Scotland regarding cars still remain. Namely that they cannot see approaching traffic from the access to exit safely to the south and approaching southbound trunk road traffic cannot see right turning traffic waiting to turn into the access in sufficient time to stop safely.
- 4.7 It should also be noted that the timber extraction is a commercial activity, limited to that location, for a temporary period by regular users whereas the house and the office, which have no need to be at this location, are permanent and the office could be accessed by visitors who are not familiar with either the road or the access.

## 5 Conclusions

- 5.1 Pan 66 Annex A: Advice on minor Application affecting Trunk Roads, details in paragraph 8  
“Traffic generation is the main impact a development has on the trunk road. Increased traffic can affect the capacity and more importantly, in the case of minor developments, the safety of the trunk road. Even a small increase in traffic using a substandard access can have a significant impact.”
- 5.2 SPP 17 states that  
“Development likely to affect trunk road and other strategic roads should be managed so as not to adversely impact on the safe and efficient flow of strategic traffic.”
- 5.3 Transport Scotland require to ensure that the efficient and safe operation of the Trunk Road Network is maintained. Consequently, the effect of any development should not compromise the operational efficiency or future network management of the Trunk Road Network or the safety of drivers, pedestrians or other Trunk Road users

## 6 Recommendations

- 6.1 Therefore Transport Scotland's position is such that the effect of this development would compromise road safety by increasing the number of vehicles entering and exiting an access which had substandard visibility both from the exiting traffic being unable to see traffic on the trunk road from the access and for forward visibility of southbound traffic being unable to see right turning traffic waiting to turn into the access. Consequently, Transport Scotland TRNM would continue to maintain their objection to the proposal.

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Ken Aitken  
Transport Scotland - TRNM  
Buchanan House  
14 December 2009