

Your Ref: 16/0002/LRB
Our Ref: NW/211/2013A
9 March 2017

Committee Services, Customer Services
Argyll and Bute Council
Kilmory
Lochgilphead
Argyll

**LOCAL REVIEW BODY
TOWN & COUNTRY PLANNING (Schemes of Delegation and Local Review
Procedure) (SCOTLAND) REGULATION 2013.**

CROFT 3, CASTLETON, LOCHGILPHEAD ARGYLL

REQUEST FOR FURTHER INFORMATION BY WRITTEN SUBMISSIONS

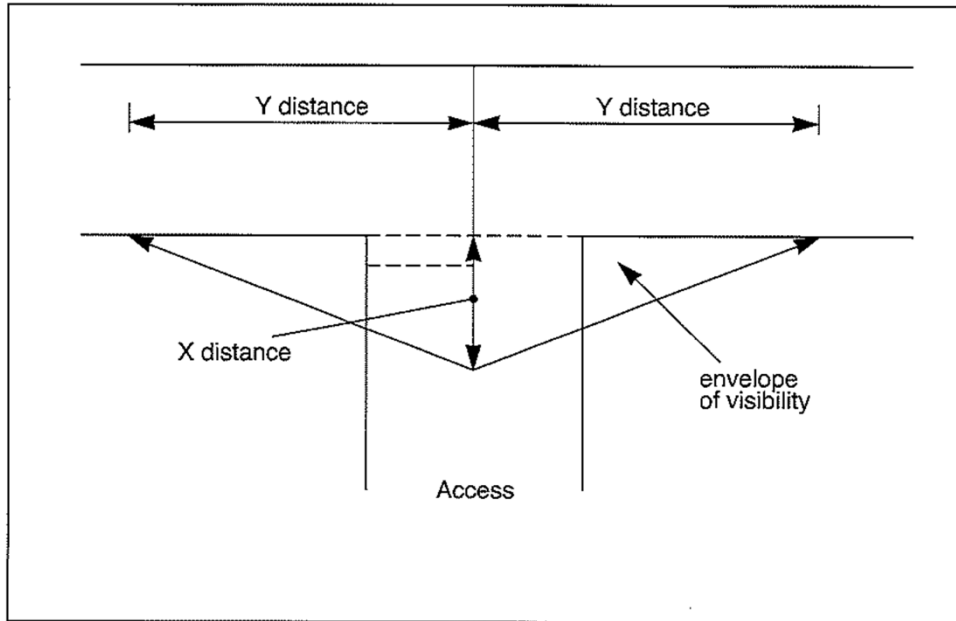
I refer to your minute dated 24 February 2017 regarding the above development and the Local Review Board (LRB) request for additional information as detailed on Form AB7 section 8

'Written information on the suitability or otherwise of the visibility splays at both the eastern and western junctions which would connect the application site to the A83 trunk road.'

The required visibility splays for the accesses located within a speed limit, 60 mph, and subject to the level of use are defined as

The visibility splays are the triangles of ground bounded on 2 sides by the first 4.5 metres of the centreline of the access road (the set back dimension) and the nearside trunk road carriageway measured 215 metres (the y dimension) in both directions from the intersection of the access with the trunk road. In a vertical plane, nothing shall obscure visibility measured from a driver's eye height of between 1.05 metres and 2.00 metres positioned at the set back dimension to an object height of between 0.26 metres and 1.05 metres anywhere along the y dimension.

The above definition of how the visibility splay should be measured and the required set back dimensions 'x' and 'y' are taken from the Design Manual for Roads and Bridges, Volume 6, Section 2, Chapter 2, Part 7 TD 41/95 'Geometric Standards for Direct Access', Paragraph 2.15 to 2.26.



Definition of "X" and "Y" Distances

The visibility splay envelope is the area of ground contained within the triangle of ground formed by the measurements above and illustrated in the above diagram.

Considering each of the accesses serving Castleton, **Access 1 Westerly access**, (Lochgilphead side) **Access 2, Easterly access** and adopting the method of measuring the visibility defined above the visibility splays measurements will be considered in two categories **Actual** and **Achievable**.

Actual visibility is based on the visibility splay within the control of the Roads Authority, Transport Scotland. The visibility splay envelope is wholly contained with the Trunk Road boundary. The Trunk Road boundary includes the carriageway and verge and the extents are normally defined by a post and wire fence or wall

Achievable visibility is the visibility that can be achieved however the visibility splay will cross land outwith the Trunk Road boundary, third party land. In order to maintain the ground contained within the visibility splay envelope but outwith the Trunk Road boundary in perpetuity will require either a legal undertaking between the applicant and the land owner or the applicant to purchase the land.

Access 1 - Westerly access

Actual Visibility	120 m to left	188 m to right
Achievable Visibility	215 m to left	190 m to right

Access 2 - Easterly access

Actual Visibility	134 m to left	9.0 m to right
Achievable Visibility	215 m to left	215 m to right

Whilst the achievable visibility meets current design standards and notwithstanding the applicants requirement to control the land within the visibility splay envelope there may also be physical works required. The scope of these works could extend to general ground clearance and in more extreme cases earthworks. The Maps in Appendix A illustrates the extent of the land outwith the Trunk Road boundary which would require the applicant to gain control over, shaded red.

Conclusion

When considering this planning application Transport Scotland originally responded recommending conditional acceptance as it was apparent that the visibility splays were achievable, response dated 22 August 2013. The condition required the applicant to provide evidence to the satisfaction of Argyll and Bute Council that they could provide and maintain the required visibility splays in perpetuity. However Transport Scotland were advised the applicant could not gain control of the land within the visibility splay envelope that was outwith the Trunk Road boundary accordingly Transport Scotland revised the original recommendation to refusal, response dated 27 August 2013.

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APPENDIX A

Western Junction

