

Appendix 4 - Consultation Response from Transport Manager

MORAY COUNCIL

PLANNING CONSULTATION RESPONSE

From: Transportation Manager

Planning Application Ref. No: 13/01341/APP

Create a new vehicular access on to the A98 at The Paddock Arradoul Buckie Moray for Mr Ronald Taylor

I consider:-

- | | Please |
|--|--------------------------|
| (a) that the application should be refused (<i>please state reasons below</i>) | x |
| (b) that the application should be approved unconditionally | X |
| (c) that the application should be approved, subject to certain conditions (<i>please state conditions and comments below</i>) | <input type="checkbox"/> |
| (d) that in addition to the above recommendation further information should be passed to the applicant (<i>please state these below</i>) | <input type="checkbox"/> |
| (e) that further information is required in order to consider the application. | <input type="checkbox"/> |
| (f) Other (please state comments below) | <input type="checkbox"/> |

Note: this response has been updated to consider the revised drawings and information submitted by the applicants agent.

Reasons for refusal

MLP2008 Policy T2: Provision of Road Access

MLP 2008: Arradoul Settlement Statement

The 2008 Moray Local Plan states within the text for the rural settlement of Arradoul that *'The introduction of a 50 mph limit may have improved road safety, but additional accesses onto the A98 will not be permitted.'*

The proposed development is for a new access onto the A98 within Arradoul which is not supported by the Local Plan rural settlement statement.

The A98 Fochabers-Cullen Road forms part of the strategic road network within Moray, catering for both local and longer distance traffic and carrying a significant number of heavy goods vehicles.

The proposed new access would introduce turning traffic, including stationary traffic waiting in the road to turn right, at a location on the strategic road network where traffic is currently free flowing. The resulting increased risk of accidents would not be acceptable.

The applicant has submitted Road Traffic Accident data for the A98, and has compared recorded accidents for the 3 year period 1998 – 2000 (before the implementation of the 50 mph speed limit) with recorded accidents along the same stretch of road for the 8 year period 2005-2012. An argument is presented in the supporting statement that an additional access onto the A98 would be acceptable as there may only be one reported accident which relates to turning movements at private accesses during the period 2005-2012.

However the analysis of the accidents should have compared a three year period before the implementation of the 50 mph speed limit with the most recent three year period after, such as the period 2010-2012. Furthermore, the supporting statement removes a number of the reported accidents from the analysis which have taken place at public road junctions. These accidents should remain within the analysis.

Comparing the number of reported accidents during the period 1998-2000, to the reported accidents within the most recent three year period 2010-2012 shows an increase from 4 in the period 1998-2000 (before the introduction of the 50mph speed limit) to 6 in the period 2010-2012 (more recent data available). It should be noted that a number of the reported accidents included vehicles making turning manoeuvres.

Transportation considers that the text within the Moray 2008 Local Plan regarding additional accesses onto the A98 remains relevant to the current road conditions and levels of traffic, in particular as overall the number of accidents reported has increased.

In the supporting statement, the case is also made that the existing access to The Paddock does not meet with the standards for roads adoption and visibility, in terms of the number of houses served by the private access and the available visibility splay.

However perceived shortcomings of an historical private access do not justify the provision of a new access, unless the proposed new access presents a significant improvement and the existing access is to be closed to all traffic. The application does not include the closure of the existing private access.

The existing private access serves only five properties, The Paddock, The Lodge, The Rowans, Woodhaven and Shennach. It should be noted that Firthview, which fronts directly onto the A98, has its own access, adjacent to the private access serving the above properties. The existing access is considered to be of an acceptable standard and would only require upgrading if proposals were submitted for new housing. Furthermore improvements to the visibility splay at this existing access would only be required if there were proposals to serve additional housing via this access or a history of accidents at this particular access, resulting from any restricted sightlines. There have been no reported accidents at this particular access.

The statement text within the Moray 2008 Local Plan remains relevant to the current road conditions and levels of traffic. The case as presented for the proposed new access is not accepted as the introduction of new accesses, and the associated turning traffic, presents an increased risk of accidents, in particular rear end shunts.

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Consultee: TRANSPORTATION

Date 4 November 2013

Return response to

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Please note that information associated with the application will be published on the Council's website at <http://public.moray.gov.uk/eplanning>.