

New Belses, 21/00992/PPP

Transport Input to Planning Appeal

Author Bonnie Edgar-Nevill

Project Number 65207205

Project Name New Belses

Client Chris Wilson

Project Manager Bonnie Edgar-Nevill

Approved by

Graeme Kelly

1 Introduction

This note was prepared in reply to the Roads Planning consultation response to the above planning application, for the erection of two dwellings within the hamlet of Belses, and forms part of the appeal submission. In relation to transport and roads, the key issues stated within the objection from Roads Planning were:

- Access onto public road; and
- Pedestrian movement within locality.

This note provides some clarity, rationale, and justification for the proposals, and a response to the two issues raised by the Council on transport. It is recommended that further discussions can be held with the Council to agree a way forward as the applicant is willing to make changes to the proposals to find an agreeable solution.

2 New Access

Roads Planning objected to the application in relation to the vehicular access arrangements.

The previous 2020 planning application for the site utilised the existing access northeast of the site (2) which is currently the access for five dwellings and the farm. The Council rejected this proposal and suggested a new location further south (3) which would meet visibility splay requirements. The current application proposes the access to the site as suggested by the Council and is promoted as being the safer option. **Figure 1** highlights the location of the accesses to provide context to the accompanying text.

Currently, the existing farm at New Belses can use both the northern farm access (1) and the southern access (2) which is predominantly used to access dwellings south of the farm. As part of the development proposals the farm machinery would be restricted to only the northern access (1) and the southern access (2) would only serve the five dwellings and therefore have a very light amount of traffic, this will help to address safety concerns regarding the existing access and the new development will not use this access.

On review of CrashMap data for all years available (23 years), no accidents have been recorded at either access or on the B6400 at any point through Belses and the surrounding settlements. There does not appear to be a safety issue at the existing dwelling and farm access (2) and the light traffic generated by the existing dwellings will not be an issue. The applicant is willing to remove foliage at the junction to ensure good visibility and to engage in discussions with the Council around any changes to the junction and its usage.

Additionally, the applicant has agreed to close the existing field access (4) to the west of the site, removing a junction on the B6400. The proposed junction (3) will provide adequate separation from other junctions on the network and has been designed to meet visibility requirements set out but the Council.

Sweco
Bonnie Edgar-Nevill
Transport Planner
bonnie.edgar-nevill@sweco.co.uk
Mobile +44 131 550 6410

Sweco Edinburgh, 2nd Floor Quay 2,139
Fountainbridge
Edinburgh
EH3 9QG
United Kingdom
Telephone +44 (0) 131 550 6300
www.sweco.co.uk

Sweco UK Limited
Reg. No. 2888385
Reg. Office Address
Grove House, Mansion Gate Drive
Leeds LS7 4DN



Figure 1. Access locations

3 Pedestrian infrastructure

A key issue within the objection is “Pedestrian movement within the locality” with reference to the lack of a footway. The location of the development is rural with surrounding buildings being residential or farming. There are no surrounding facilities or points of interest. There is therefore no obvious missing pedestrian links and no clear desire lines where pedestrian infrastructure would be necessary. Additionally, there is a very low population and therefore formal pedestrian infrastructure would have minimal usage. **Figure 2** highlights the 20-minute walking catchment from the proposed dwellings, which is set out within planning policy as a reasonable walking journey time to amenities.



Figure 2. 20-minute walking.

As shown in **Figure 2**, there are no amenities within a 20-minute walking catchment and therefore formal pedestrian infrastructure is considered unnecessary.

A review of other similar planning applications with New Belses highlights that pedestrian infrastructure has not been required previously. A 2020 application for the erection of a dwelling and garage (20/00486/FUL) which received planning permission on appeal was originally refused with no mention or requirement for pedestrian infrastructure. It is not envisioned that the current proposals will create a substantially higher level of footfall than the previously consented application elsewhere within Belses.

If pedestrian improvements are an absolute requirement, can the Council confirm where they would want to see this delivered?

4 Conclusions

Overall, the development proposals will improve the safety of the surrounding road network by removing the farm access to the west and limiting traffic through the access currently serving both the dwellings and the farm. The proposed junction will deliver visibility requirements to Council standards and is suitable in form given its proposed use.

The rural nature of the location and the lack of public facilities means there is no missing pedestrian links and that any additional pedestrian infrastructure would be very infrequently used due to both the population size and the lack of obvious destination.