

## **Hearing Statement from Roads and Transportation Services for**

**Planning Application No:** P/20/1115  
**Proposal:** Erection of Detached House  
**Location:** 45 Hunthill Road, Blantyre, G72 9SR  
**Applicant:** Mr and Mrs Duffy

**Statutory Consultee:** South Lanarkshire Council,  
Roads and Transportation Services,  
Community and Enterprise Resources,  
Roads Development Management Team

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### **1.0 Introduction**

### **2.0 Background - Response by Roads and Transportation Services**

## **LIST OF DOCUMENTS/MATERIALS BEING REFERRED TO**

We attach a copy of the following documents for reference purposes.

- Appendix A – Site Location Plan
- Appendix B – Site Layout
- Appendix C – Site Photographs (Photos 1, 2, 3 and 4)

## **1.0 INTRODUCTION**

- 1.1 Attending the Review Hearing will be Mr Fraser Jack (Team Leader) of South Lanarkshire Council, Roads and Transportation Services to present the position of the service and respond to questions on the matters the Planning Local Review Body wish to hear about.

## **2.0 Background - Response by Roads and Transportation Services**

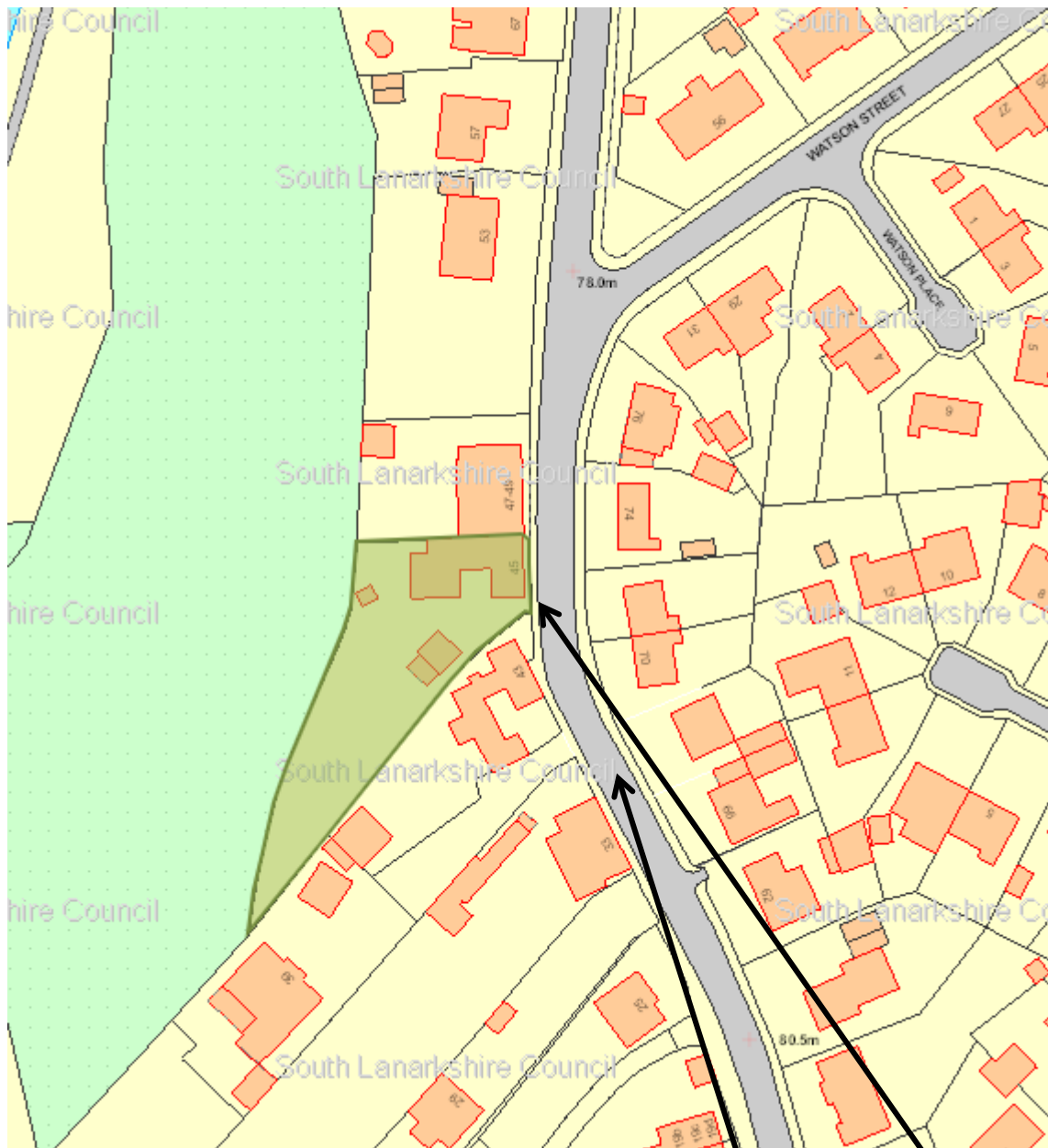
- 2.1 The Planning Local Review Board have asked for an appropriate representative of Roads and Transportation Services to speak on safety issues in respect of the access to the development being shared by 2 properties.
- 2.2 The recommendation of Roads and Transportation Services was for the existing driveway to be widened to 5.0metres to accommodate passing vehicles on what would become a shared access. This information was shared with the applicant at a site meeting on 5<sup>th</sup> November 2019 as part of discussions on their previous application at the same address (P/19/1295) which was later withdrawn.
- 2.3 The above recommendation was provided based on guidance from the National Roads Development Guidelines (NRDG) which states (Para 3.1.2(c)), *"In general, access to individual dwellings should be by means of a dropped kerb footway crossing as shown in Figure 8."* for individual dwellings. Further details of the single width access (2.7m) for individual dwellings are provided in SLC's supplementary guidance (pages 4 & 5). Paragraph 3.1.2(a) of the NRDG states that *".....private vehicular access to developments will require to accommodate the numbers and types of vehicles using the access in a safe manner."* The following factors were considered when reviewing the impact on road safety.
- 2.4 Hunthill Road is a 'B' class road designed to link residential areas. Observations suggest it carries a high volume of traffic providing a connection between High Blantyre and the A724 Hamilton to Cambuslang corridor. It is a busy commuter route used by First Group's 205 (Hamilton to Hairmyres Hospital) and 263 (Hamilton to Glasgow) bus services; it is also a primary route to the nearby High Blantyre Primary School.
- 2.5 The existing driveway takes direct access from Hunthill Road and is not immediately obvious to approaching motorists given the character of the access and adjacent boundary wall. The road sweeps away to the right for northbound motorists which takes the driver's eye in that direction and away from the line of the driveway whilst the driveway itself sits below the main carriageway level (Appendix C: Photo 2). These factors work together to reduce the conspicuity of the driveway and that of vehicles emerging from it.
- 2.6 The proposed site plan, drawing L01, shows an access width dimension of 4.13metres at the heel kerb line; the minimum driveway width for a shared access should be 5.0metres. However, the access remains constrained by the existing pinch point referred to above which prevents two-way vehicle movement. The current application does not include any proposal to remove the existing 2.70metre wide pinch point to create a widened shared access.
- 2.7 A property of this nature requires three parking spaces. The existing property had identified three spaces therefore there is a potential for at least six separate vehicle movements leading to an increase in vehicle conflicts at the driveway entrance as described above.
- 2.8 The applicant had indicated they could use electric gates activated by approaching drivers using a key fob. This arrangement does not address the fundamental issue of substandard access width where vehicles entering and exiting cannot pass one and other. Motorists arriving and exiting are unable see each other until passed the pinch point at which time there will be a delay until either the departing vehicle reverses, or the arriving vehicle waits on Hunthill Road while exposed to traffic on

this well used route.

- 2.9 During our site visits we observed a significant number of northbound vehicles straddling the road centreline as they travel through the bend passing the application site access. A contributory factor for this behaviour is that many motorists may not be travelling at an appropriate speed for the geometry of the road and tend to take a racing line. Any vehicle waiting to turn into the driveway from the north would be in a vulnerable position and any proposal that would increase the frequency of such occurrences, in this case the creation of a new dwelling using the same single driveway, would increase the likelihood of vehicle conflicts.
- 2.10 It is considered that any delay in a resident and/or their visitors being able to exit the public road increases the likelihood of vehicle conflicts between a static vehicle on Hunthill Road and passing motorists given the general speed and volume of traffic passing along this section of road as described previously.
- 2.11 Since the time of our recommendation to Planning, Police Scotland have undertaken a speed enforcement visit at this section of road early 2021 and noted the high traffic flows observed using this road. This indicates speeding concerns have been raised with Police Scotland.
- 2.12 A scan of accident records maintained by Police Scotland identified an injury accident (slight) in March 2018 involving a single vehicle leaving then rebounding into the carriageway. The vehicle was travelling south to north passed the application site. Contributory factors included sudden braking and loss of control which is consistent with inappropriate driving speeds. The location of this incident and its proximity to the existing driveway are illustrated on Photo 1 in Appendix C.
- 2.13 The Council has previously introduced additional slow road markings on each approach to the nearby primary school along with variable message warning signs to address road safety concerns in the vicinity of the application site such as inappropriate vehicle speeds.
- 2.14 The proposed use of the access for a second property will result in additional servicing demands for waste collection where there is already limited space for wheelie bins to be located due to the narrow footway (Appendix C: Photo 1 and 2). Pedestrians would be forced to walk onto the carriageway by stepping over a raised kerb section which raises road safety issues for able bodied and disabled users. At present the bin shown on the photograph could be located within the existing driveway opening rather than obstructing the footway. However, this would not be possible in the case of a second property requiring space for a bin.
- 2.15 The proposed use of the access for a second property will result in an increase in frequency of home delivery vehicles having to park on the carriageway of Hunthill Road whereby motorists would be forced to enter the opposite side of the carriageway resulting in potential conflict with oncoming vehicles.
- 2.16 In reaching its decision, Roads & Transportation Services has a duty to consider and balance the needs of all road users and, when determining the impact resulting from changes in access arrangements as in this case, has a duty to consider road safety along with the type and volume of traffic using Hunthill Road. In conclusion it was determined that the introduction of additional vehicle movements using a substandard single width driveway was not appropriate taking account of the above.

## Appendix A

### Site Location Plan



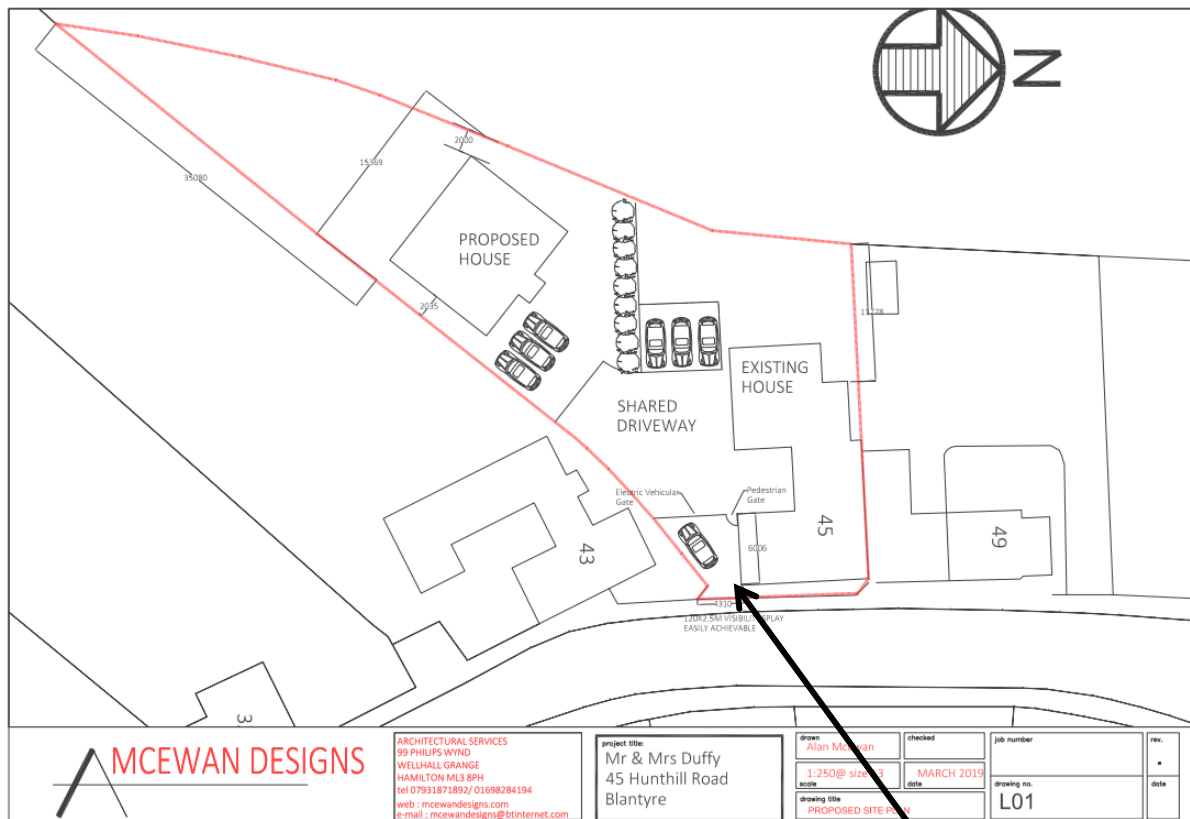
**Location Plan sourced from Council mapping system**

Existing Driveway Access

Hunthill Road

## Appendix B

### Site Layout



**Site Plan as submitted by the applicant  
as sourced from planning portal**

Note: the pinch point indicated on the architect's site layout, which restricts two-way vehicle movement, is only 2.7metres wide which is less than the 4.31metre dimension shown on the site plan at the heel kerb line.

## Appendix C

### Site Photographs (Sheets 1, 2 and 3)



*Photo 1: View looking north along Hunthill Road.*

*Existing Driveway*

Location of accident  
referred to in supporting  
statement above.



The existing stone wall curves rather than taking a sharp change of direction as otherwise indicated on architect's site plan (see other photo below looking west towards driveway).



Photo 2: View looking south along Hunthill Road.

ACO type drainage channel along rear of public footway and within property indicate fall of footway and driveway away from the carriageway which reduces conspicuity of driveway.

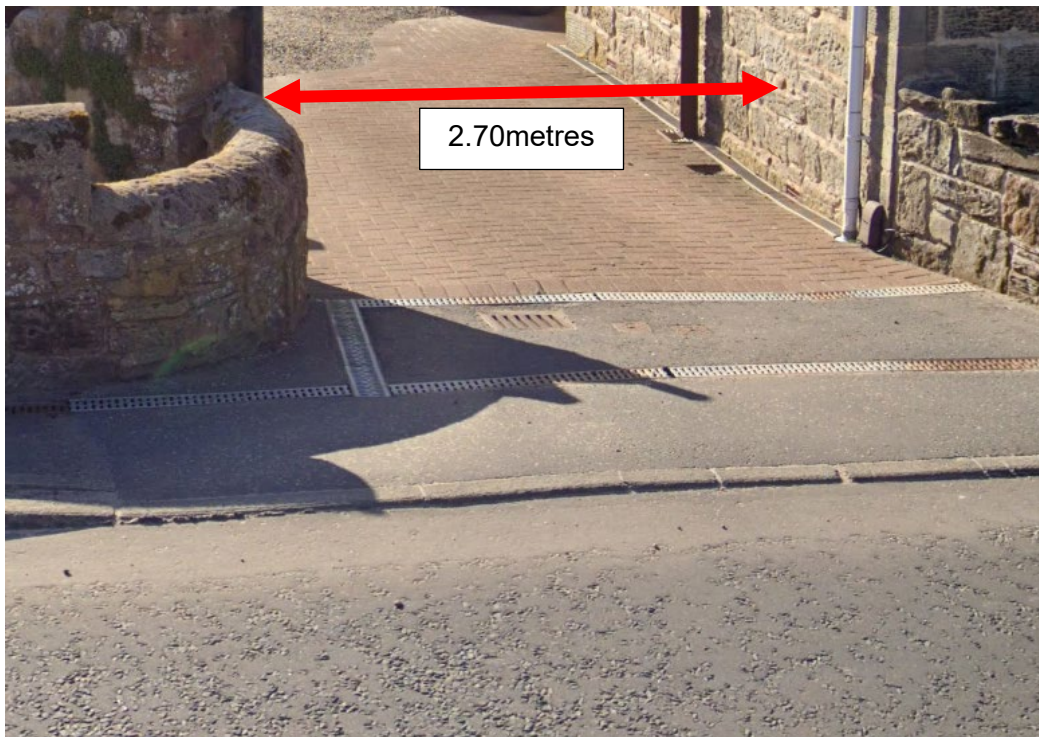


Photo 3: View looking west towards existing driveway showing curved wall to south





Photo 4: View looking west into existing single width driveway.

Restricted width of 2.7metre wide driveway is well below the Council's requirements of 5.0metres for shared driveways. This arrangement does not provide scope for vehicles to enter/exit the driveway simultaneously.