

SG Developer Contributions 2: Access to new development

- A. We will approve development, subject to other policies, if:**
- 1) it is well related to existing settlements, and does not create an impermeable barrier to further development; AND**
 - 2) it is close to existing public transport services, where available, or delivers major improvements to public transport services in scale with the development; AND**
 - 3) where required, a Transport Assessment shows that the development and any mitigation measures proposed will not have significant transport impacts on existing transport infrastructure or services; AND**
 - 4) it can be safely and conveniently accessed by service, delivery and other goods vehicles, as appropriate to the development; AND**
 - 5) where it requires the formation of new accesses, these are designed to an adoptable standard, and to be resource-efficient, safe, convenient for pedestrians, cyclists and public transport, and to cause minimal impact on the character of the site and the surrounding area; AND**
 - 6) provision is included for access by wheelchair users, people with sensory disabilities, the elderly, those accompanied by small children and other less mobile groups; AND**
 - 7) satisfactory arrangements are made for subsequent maintenance of the access facilities constructed.**
- B. We will approve development involving vehicle hill tracks, subject to other policies, if:**
- 1) the hill track can be integrated satisfactorily into the landscape; AND**
 - 2) engineering and road-related earthworks are minimised; AND**
 - 3) it minimises any detrimental impact, such as soil erosion, on the environment including habitats and water bodies; AND**
 - 4) it does not obliterate any part of an existing path or historic trackway; AND**
 - 5) a satisfactory maintenance programme has been agreed with the Planning Authority.**

Reasoned Justification

The aim of this policy is to ensure that all new development can be satisfactorily accessed by a variety of modes of transport, in a safe, convenient, and resource efficient manner. Any new roads have the potential to form part of a well connected network serving both existing and future developments within each settlement.

Access requirements should be determined through the hierarchy of travel options, walking, cycling, public transport and private car use. There is also a requirement for access by service, delivery and other goods vehicles, as appropriate to the development.

New accesses are an essential part of any new development. They must, however, respect the environment and be as safe as possible. Special attention must therefore be given to the design of the accesses in terms of how they fit into the environment, use as few resources as possible in their construction, meet reasonable standards and not have a negative impact on existing traffic patterns. Developers should be aware of the need for Roads Construction Consent in most instances, and the requirements of the Scottish Government's *Designing Streets: a Policy Statement for Scotland*.

Additionally, the supplementary guidance aims to ensure that the construction of vehicle hill tracks minimises any effect on the environment. The creation of vehicle tracks for recreation, agriculture, forestry, telecommunication masts, wind farms and sporting purposes can lead to scars across the landscape, which are often visible across a wide area and can be prone to erosion.

Preferably, new vehicle tracks should follow the "tram track" form, two wheel tracks with central vegetated ridge, and not be a mechanically excavated track tray. Where a track tray has had to be mechanically excavated it should be reinstated in "tram track" form. Material from local borrow pits should be used where possible, but these must not adversely impact on the landscape character of the location. New vehicle tracks should be consistent with SNH's good practice guide entitled *Constructed tracks in the Scottish Uplands*.

To help with achieving the optimum access solutions, the road or access should be designed to the satisfaction of the Council's Transportation and Infrastructure Service (and Scottish Government where applicable). Developers should also be aware of the need for Roads Construction Consent in most instances.