

Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

Executive Director: Douglas Hendry



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22 October 2020

NOTICE OF MEETING

A meeting of the **ARGYLL AND BUTE LOCAL REVIEW BODY** will be held in the **BY SKYPE** on **THURSDAY, 29 OCTOBER 2020** at **1:30 PM**, which you are requested to attend.

Douglas Hendry
Executive Director

BUSINESS

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST**
3. **CONSIDER NOTICE OF REVIEW REQUEST: DUNEIRA, PIER ROAD, RHU, HELENSBURGH (REF: 20/0007/LRB)**
 - (a) Further Information from Planning and Roads (Pages 3 - 20)
 - (b) Comments from Interested Parties (Pages 21 - 28)
 - (c) Comments from Applicant (Pages 29 - 32)

Argyll and Bute Local Review Body

Councillor Gordon Blair
Councillor Roderick McCuish

Councillor Rory Colville (Chair)

Contact: Fiona McCallum Tel: 01546 604392

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AB7 Response.**Review Reference Number****20/0007/LRB****Reference Number Of Planning Application 19/01573/PP****Address Of Review Property****Duneira
Pier Road
Rhu
Helensburgh**

The Argyll and Bute Local Review body agreed to request the Planning Officer to consult further with the Roads Officer and provide the following further written Information.

PLANNING RESPONSE;

1. Confirmation that the access onto Pier Road could be used to exit the site if the property is for commercial use, and if this is not the case, provide the technical reasons that would prevent this.

***Council response** - Pier Road exit cannot be used as an exit to the site due to the existing volume of traffic and existing safety concerns in regards to pedestrians due to no footway provision and no safe step off from carriageway due the reduced or no verge.*

2. Confirmation as to whether or not the Pier Road access was used to exit and enter the property when it was operated as a Care Home.

***Council response** - From 1984 to 2002 Duneira was registered as a 'Care Home' but was lived in by Mr and Mrs Nelson and their 3 children who looked after 5 adults with learning disabilities as part of their family and not run in the same manner as a traditional care home. Planning permission was granted in 2003 for a change of use from residential care home to dwellinghouse. A search of the 2003 archive planning record, to establish historical access to the property, has been difficult to locate due to Corona Virus restrictions, however it will be available in a few days. It should be noted that this file may not contain any relevant information pursuant to this review.*

3. Confirmation on parking provision, drop off points and turning areas required for 14 delegates, employees and delivery vehicles.

***Council response** - The provision for car parking within the curtilage of the dwelling shall be in accordance with the Council's Local Development Plan supplementary guidance SG LDP TRAN 6 Vehicle Parking Provision of 1 no space per course precipitant and onsite turning. In accordance with 'Road Guidance for Developers' Parking for 1no. Vehicle per staff member and onsite turning provision will be required within the boundary. In the interest of road safety due to no alternative safe parking*

available delivery drop off and onsite turning provision will be required within the boundary.

4. Confirmation as to whether or not a shuttle bus, provided by the Applicant, for delegates leaving and entering the property was still required.

Council response - *It is considered that the use of a shuttle bus is still required as it would be of great benefit to the operation of this business by reducing the amount of individual vehicle movements. However, as there is no way of ensuring that delegates will not use their own vehicles, access parking and turning would still be required.*

5. Confirmation on whether or not the gate posts at the Gareloch Road access require to be widened with foliage cut back to enable vehicles to turn right safely from the A814 into the property if this was used for access into the property only.

Council response - *The widening works would be required as there is no way of ensuring vehicles will not egress onto A814*

6. Confirmation on whether or not any necessary alterations required at the front gate would require a separate planning application or could be dealt with by condition.

Council response - *The relocation of existing gate piers and boundary alterations, to ensure the required width, will require planning permission. It should also be noted that the applicant will also require a further application for Tree Works in order to remove trees/shrubs and to comply with the forward visibility sightline splays for the existing access onto Gareloch Road.*

7. Confirmation of any alterations to the wall and cutting back of foliage that would be required if the use of Pier Road to exit the site was agreed.

Council response - *A Visibility splay of 42 x 2.4 x 1.05 metres shall be provided in both directions, currently there are several existing features including wall and telegraph pole that are within the visibility splay that would need to be removed.*

8. Taking account of the clarification sought on the above, and in consultation with the Roads Officer, to provide appropriate conditions and reasons to attach to the consent firstly, if the LRB were minded not to agree to the request by the Applicant that Gareloch Road be used for entering the site only and Pier Road used for exiting the site only and secondly, if the LRB were minded to agree to the request by the Applicant that Gareloch Road be used for entering the site only and Pier Road used for exiting the site only.

The Area Roads manager advises the following;

I would not agree with Pier Road being used as an exit only, it is impossible to ensure that vehicles would not just exit via A814 thus creating the safety issue with vehicles queuing on the A814 trying to turn into Duneira but not being able to due to vehicle exiting and blocking the single width access that currently exists. If it was an adopted road we could but restrictions in vehicle movement however as this is a private driveway there is absolutely no way we can control and manage the traffic

Council response – *If the LRB were minded not to agree/or agree to the request that Gareloch Road is used for entering the site only and Pier Rd for existing, the same planning conditions would apply as per original approval 19/01573/PP*

AREA ROADS MANAGER RESPONSE;

The Argyll and Bute Local Review Body agreed to request from the Roads Officer the following written information –

1. The most recent Traffic Survey carried out for Pier Road.

Council response - *Last traffic survey was carried out in October 2013, see Excel Spreadsheet attached.*

2. A report on any Police stats and accidents recorded at Pier Road.

Council response - Please refer to the two emails from Police Scotland attached.

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From: [REDACTED]
Sent: 12 August 2019 10:26
To: [REDACTED]
Subject: FW: PIER ROAD RHU 070819 [OFFICIAL]

Good morning [REDACTED],
Please find attached findings for the various locations in Helensburgh area. These have been reviewed by PC [REDACTED], traffic police section liaison officer, after our joint site visit on Wed 7 Aug.

PIER ROAD /STATION ROAD RHU

There is no suitable alternative to the existing road layout such as creating a one-way system. The use of the white line to provide a desire line for pedestrians gives some warning for all road users. The lines could be improved with ribs as per Dia 1012.3 of Traffic Signs Regulations and General Directions 2016. The existing crossing points where the advised pedestrian route transverse the road have acceptable sightlines if all the overhanging shrubbery is cut back to the limit of the road corridor. There is need for pedestrian warning signs within the local road network. An acceptable level of signage to be considered to prevent flooding the area with signs.

The mini roundabout and associated markings to be reinstated at Pier Road & Station Road junction.

There are instances in Argyll and Bute where a narrow walkway has been provided with a solid white line to afford road users with some protection by highlighting awareness of pedestrians walking along the edge of the carriageway. Signs with respect to timber extraction should be provided when these events occur. A TTMP should be drawn up to ensure that the road network not overwhelmed by large vehicles. Both frequency and timings should be considered.

The condition of the carriageway due to road users was reviewed. There have been discussions with the owners of forested areas at the end of Station Road held in the past. Any safety defect found through routine Roads inspection or reported by a member of the public would be rectified. There are currently no plans for any machine patching at this location.

OTHER LOCATIONS
VISITED _____

Regards

[Redacted signature block]

Copy of Police Scotland Report

From: [REDACTED]@scotland.pnn.police.uk>

Date: 12 June 2019 at 14:31:09 WEST

To: [REDACTED]

Subject: RE: Residents Meeting Pier Road Rhu [OFFICIAL]

OFFICIAL

Good Afternoon,

Following the meeting in Rhu on 31 May 2019, I have passed the following concerns on to our Traffic Management Department:-

1. The shared use of the south lane of Pier Road near to where it junctions the A814.
2. No pavements further north of the shared south lane.
3. Lack of signage .
4. Virtually obscured paintwork on road at mini roundabout junction of Pier Road and Station Road.
5. Sight lines obscured at junctions due to overgrown foliage.
6. Road being used by logging lorries to forest clearing , causing excessive wear and congestion to the roads and compromising safety of pedestrians .

A copy of this has also been passed to Jim Smith at Argyll and Bute Roads Department.

Unfortunately it is the responsibility of A & B roads Department to take action on these and Police Scotland can only highlight these issues to them.

During the course of my shifts I will be on Pier Road and Station Road to personally experience the logging lorries, volume of traffic and any problems encountered. I will pass this information back to our Traffic Management Department who are in contact with Jim Smith.

[REDACTED]

Best Wishes,

[REDACTED]

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Tuesday 22 October 2013

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00																	
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04:00																	
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06:00																	
07:00																	
08:00																	
09:00																	
10:00																	
11:00																	
12:00																	
13:00	33	24.8	21.4	3.4	1	13	18	1	0	0	0	0	0	0	0	0	0
14:00	42	23.1	19.4	3.6	4	27	10	1	0	0	0	0	0	0	0	0	0
15:00	30	24.1	19.9	4	4	13	13	0	0	0	0	0	0	0	0	0	0
16:00	43	24.1	19.9	4	5	21	16	1	0	0	0	0	0	0	0	0	0
17:00	35	24.7	20.7	4.1	4	12	18	1	0	0	0	0	0	0	0	0	0
18:00	24	23.8	20.1	3.5	1	15	7	1	0	0	0	0	0	0	0	0	0
19:00	8		21	3.1	0	4	4	0	0	0	0	0	0	0	0	0	0
20:00	13	24.3	21.2	3	0	6	7	0	0	0	0	0	0	0	0	0	0
21:00	5		24.5	4.4	0	1	2	2	0	0	0	0	0	0	0	0	0
22:00	2		21	3.5	0	1	1	0	0	0	0	0	0	0	0	0	0
23:00	3		25.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0	0
Totals																	
12H,7-19																	
16H,6-22																	
18H,6-24																	
24H,0-24																	
Am																	
Peak																	
Pm																	
Peak																	

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1		23.5		0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1		23.5		0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	2		23.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0	0
05:00	3		21.8	5.9	0	2	0	1	0	0	0	0	0	0	0	0	0
06:00	17	24.1	20.9	3	0	9	8	0	0	0	0	0	0	0	0	0	0
07:00	54	24.6	20.4	4.2	7	19	27	1	0	0	0	0	0	0	0	0	0
08:00	31	25	19.8	5.3	8	9	11	3	0	0	0	0	0	0	0	0	0
09:00	20	24.9	20.7	4.5	2	9	7	2	0	0	0	0	0	0	0	0	0
10:00	29	25.1	21.8	3.7	1	10	16	2	0	0	0	0	0	0	0	0	0
11:00	31	24.4	20.7	3.6	2	13	16	0	0	0	0	0	0	0	0	0	0
12:00	33	25.6	21.4	4.9	4	10	14	5	0	0	0	0	0	0	0	0	0
13:00	37	24.7	20.5	4.2	3	19	12	3	0	0	0	0	0	0	0	0	0
14:00	38	24.5	20.3	4.2	4	18	14	2	0	0	0	0	0	0	0	0	0
15:00	25	24.9	20.1	5.6	6	7	10	1	1	0	0	0	0	0	0	0	0
16:00	30	25.3	22.5	3.1	0	8	20	2	0	0	0	0	0	0	0	0	0
17:00	29	24.2	19.8	5	4	17	5	2	1	0	0	0	0	0	0	0	0
18:00	7		20.5	4.4	1	2	4	0	0	0	0	0	0	0	0	0	0
19:00	10	27.7	23	4.6	0	4	3	3	0	0	0	0	0	0	0	0	0
20:00	10	25	21.4	4.6	1	3	5	1	0	0	0	0	0	0	0	0	0
21:00	5		20.5	3.1	0	3	2	0	0	0	0	0	0	0	0	0	0
22:00	2		18.5	1.8	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	3		20.2	3.1	0	2	1	0	0	0	0	0	0	0	0	0	0
Totals																	
12H,7-19	364	25	20.7	4.4	42	141	156	23	2	0	0	0	0	0	0	0	0
16H,6-22	406	25.1	20.8	4.3	43	160	174	27	2	0	0	0	0	0	0	0	0
18H,6-24	411	25.1	20.8	4.3	43	164	175	27	2	0	0	0	0	0	0	0	0
24H,0-24	418	25.1	20.8	4.3	43	166	179	28	2	0	0	0	0	0	0	0	0
Am	07:15				07:15	07:00	07:15	09:30									
Peak	58				9	19	29	3									
Pm	13:30		22:15		13:45	13:30	16:00	12:00	17:45								
Peak	52		23.5		7	24	20	5	1								

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	1		12.8		1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1		23.5		0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	2		18.5	1.8	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	21	26.4	22.3	4.5	1	7	9	4	0	0	0	0	0	0	0	0	0
07:00	45	24.8	21	3.9	4	15	25	1	0	0	0	0	0	0	0	0	0
08:00	29	25.1	21.4	4	2	10	15	2	0	0	0	0	0	0	0	0	0
09:00	34	25.8	22.6	3.7	0	11	18	5	0	0	0	0	0	0	0	0	0
10:00	35	25.8	22.5	4.2	2	8	20	5	0	0	0	0	0	0	0	0	0
11:00	31	25	21.2	4	2	12	15	2	0	0	0	0	0	0	0	0	0
12:00	24	23.8	19.2	4.6	5	11	7	1	0	0	0	0	0	0	0	0	0
13:00	35	25.1	21	5	5	11	16	2	1	0	0	0	0	0	0	0	0
14:00	37	23	18.8	3.9	7	20	10	0	0	0	0	0	0	0	0	0	0
15:00	36	23.1	19.4	3.4	3	23	10	0	0	0	0	0	0	0	0	0	0
16:00	29	25.2	20.8	4.8	4	10	12	3	0	0	0	0	0	0	0	0	0
17:00	28	24.2	20.2	3.9	3	12	13	0	0	0	0	0	0	0	0	0	0
18:00	14	26.7	20.4	6.3	4	3	4	3	0	0	0	0	0	0	0	0	0
19:00	6		21.7	5.5	1	1	3	1	0	0	0	0	0	0	0	0	0
20:00	13	23.6	20.4	2.9	0	8	5	0	0	0	0	0	0	0	0	0	0
21:00	6		21	3.1	0	3	3	0	0	0	0	0	0	0	0	0	0
22:00	4		19.6	5.2	1	1	2	0	0	0	0	0	0	0	0	0	0
23:00	3		19.9	6.3	1	0	2	0	0	0	0	0	0	0	0	0	0
Totals																	
12H,7-19	377	25	20.7	4.3	41	146	165	24	1	0	0	0	0	0	0	0	0
16H,6-22	423	25.1	20.8	4.3	43	165	185	29	1	0	0	0	0	0	0	0	0
18H,6-24	430	25.1	20.8	4.3	45	166	189	29	1	0	0	0	0	0	0	0	0
24H,0-24	434	25.1	20.8	4.3	46	168	190	29	1	0	0	0	0	0	0	0	0
Am	07:15				07:15	07:30	07:15	08:45									
Peak	50				5	16	28	6									
Pm	13:30		21:30	18:15	13:45	13:30	13:30	18:15	13:45								
Peak	52		23.5	7	8	24	20	3	1								

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2		26	3.5	0	0	1	1	0	0	0	0	0	0	0	0	0
04:00	3		18.3	5.4	1	1	1	0	0	0	0	0	0	0	0	0	0
05:00	4		22.3	4.9	0	2	1	1	0	0	0	0	0	0	0	0	0
06:00	23	27.7	23.1	4.2	0	8	9	6	0	0	0	0	0	0	0	0	0
07:00	53	24.4	19.5	4.7	12	19	20	2	0	0	0	0	0	0	0	0	0
08:00	42	26.8	21.4	4.9	4	17	13	8	0	0	0	0	0	0	0	0	0
09:00	26	24.9	20.9	4.2	2	11	11	2	0	0	0	0	0	0	0	0	0
10:00	27	25.3	21.2	4.4	2	11	11	3	0	0	0	0	0	0	0	0	0
11:00	26	24.9	21.7	3.5	1	8	16	1	0	0	0	0	0	0	0	0	0
12:00	32	24	18.8	4.8	10	9	13	0	0	0	0	0	0	0	0	0	0
13:00	41	25	20.9	4.3	4	16	18	3	0	0	0	0	0	0	0	0	0
14:00	40	24.6	20.1	4.5	7	13	19	1	0	0	0	0	0	0	0	0	0
15:00	33	24.4	19.7	4.7	6	14	11	2	0	0	0	0	0	0	0	0	0
16:00	40	25.2	22.2	3.8	3	6	29	2	0	0	0	0	0	0	0	0	0
17:00	35	25.6	22.9	3.3	0	8	23	4	0	0	0	0	0	0	0	0	0
18:00	16	26.2	22.2	4.6	1	5	7	3	0	0	0	0	0	0	0	0	0
19:00	17	25.1	21.9	4.3	2	2	12	1	0	0	0	0	0	0	0	0	0
20:00	7		24.2	3.7	0	1	4	2	0	0	0	0	0	0	0	0	0
21:00	6		18.4	3.6	1	4	1	0	0	0	0	0	0	0	0	0	0
22:00	4		20.8	6.7	1	1	1	1	0	0	0	0	0	0	0	0	0
23:00	6		22.6	6.2	1	1	2	2	0	0	0	0	0	0	0	0	0
Totals																	
12H,7-19	411	25.2	20.9	4.4	52	137	191	31	0	0	0	0	0	0	0	0	0
16H,6-22	464	25.3	21	4.4	55	152	217	40	0	0	0	0	0	0	0	0	0
18H,6-24	474	25.4	21	4.5	57	154	220	43	0	0	0	0	0	0	0	0	0
24H,0-24	483	25.4	21.1	4.5	58	157	223	45	0	0	0	0	0	0	0	0	0
Am	07:30				07:30	07:15	07:45	08:00									
Peak	55				12	21	21	8									
Pm	13:30		20:15	22:45	12:00	13:30	16:00	17:15									
Peak	57		24.3	7.3	10	22	29	6									

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	3		21.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2		18.5	1.8	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	1		23.5		0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	1		28.5		0	0	0	1	0	0	0	0	0	0	0	0	0
06:00	12	24.7	21.4	5.3	1	5	5	0	1	0	0	0	0	0	0	0	0
07:00	14	25.4	21.7	4	0	7	5	2	0	0	0	0	0	0	0	0	0
08:00	19	25	20.5	5.8	4	6	7	1	1	0	0	0	0	0	0	0	0
09:00	26	24.3	20.3	4	3	10	13	0	0	0	0	0	0	0	0	0	0
10:00	26	24.9	21.1	4.6	2	11	11	1	1	0	0	0	0	0	0	0	0
11:00	21	24.8	19.5	5.5	6	6	7	2	0	0	0	0	0	0	0	0	0
12:00	21	27.4	21.8	4.5	0	12	4	5	0	0	0	0	0	0	0	0	0
13:00	24	24.1	19.6	4.4	4	11	8	1	0	0	0	0	0	0	0	0	0
14:00	31	24.4	20.2	4.2	4	13	13	1	0	0	0	0	0	0	0	0	0
15:00	20	23.8	19.9	3.7	2	10	8	0	0	0	0	0	0	0	0	0	0
16:00	24	25.1	20.8	4.2	1	14	6	3	0	0	0	0	0	0	0	0	0
17:00	25	24.9	20.8	4.9	5	4	15	1	0	0	0	0	0	0	0	0	0
18:00	14	24.7	21.3	4.3	2	2	10	0	0	0	0	0	0	0	0	0	0
19:00	5		19.4	4.6	1	2	2	0	0	0	0	0	0	0	0	0	0
20:00	3		20.2	3.1	0	2	1	0	0	0	0	0	0	0	0	0	0
21:00	6		20.1	5.5	1	3	1	1	0	0	0	0	0	0	0	0	0
22:00	7		22.1	4	0	3	3	1	0	0	0	0	0	0	0	0	0
23:00	2		15.7	4	1	1	0	0	0	0	0	0	0	0	0	0	0
Totals																	
12H,7-19	265	25	20.6	4.5	33	106	107	17	2	0	0	0	0	0	0	0	0
16H,6-22	291	25	20.6	4.5	36	118	116	18	3	0	0	0	0	0	0	0	0
18H,6-24	300	25	20.6	4.5	37	122	119	19	3	0	0	0	0	0	0	0	0
24H,0-24	307	25	20.6	4.5	37	125	122	20	3	0	0	0	0	0	0	0	0
Am	10:15				11:00	10:00	10:15	11:00	10:15								
Peak	29				6	11	13	2	1								
Pm	14:15		19:15		14:30	16:00	17:30	12:15									
Peak	32		23.5		6	14	17	6									

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3		23.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5		15.1	3.6	3	2	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2		23.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0	0
07:00	6		24.3	2.5	0	0	5	1	0	0	0	0	0	0	0	0	0
08:00	12	24.1	20.5	3.8	1	5	6	0	0	0	0	0	0	0	0	0	0
09:00	18	23.7	19.5	4.2	3	8	7	0	0	0	0	0	0	0	0	0	0
10:00	22	24.8	21.4	3.7	1	8	12	1	0	0	0	0	0	0	0	0	0
11:00	20	24.3	20.7	3.4	1	9	10	0	0	0	0	0	0	0	0	0	0
12:00	32	24.8	21	4	2	14	14	2	0	0	0	0	0	0	0	0	0
13:00	20	25.2	21.1	5.4	3	6	9	1	1	0	0	0	0	0	0	0	0
14:00	29	24.3	19.2	5	8	9	11	1	0	0	0	0	0	0	0	0	0
15:00	23	25.4	21	4.6	2	10	8	3	0	0	0	0	0	0	0	0	0
16:00	21	26.6	21.5	5.4	2	9	6	3	1	0	0	0	0	0	0	0	0
17:00	13	24.2	20.4	4.2	1	7	4	1	0	0	0	0	0	0	0	0	0
18:00	10	24	21	3	0	5	5	0	0	0	0	0	0	0	0	0	0
19:00	6		23.5	6.4	0	3	1	1	1	0	0	0	0	0	0	0	0
20:00	8		22.3	3.8	0	3	4	1	0	0	0	0	0	0	0	0	0
21:00	4		19.6	5.2	1	1	2	0	0	0	0	0	0	0	0	0	0
22:00	1		18.5		0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																	
12H,7-19	226	25	20.7	4.3	24	90	97	13	2	0	0	0	0	0	0	0	0
16H,6-22	246	25.1	20.9	4.4	25	97	106	15	3	0	0	0	0	0	0	0	0
18H,6-24	247	25.1	20.9	4.4	25	98	106	15	3	0	0	0	0	0	0	0	0
24H,0-24	255	25	20.8	4.4	28	100	109	15	3	0	0	0	0	0	0	0	0
Am	09:45				09:30	11:00	09:45	10:30									
Peak	25				3	9	14	1									
Pm	12:15				14:15	12:00	12:15	16:30	19:30								
Peak	36				9	14	16	3	1								

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	3		20.2	3.1	0	2	1	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1		18.5		0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1		23.5		0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	1		23.5		0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	5		21.5	3.1	0	2	3	0	0	0	0	0	0	0	0	0	0
07:00	17	24.5	20.5	4.4	2	7	7	1	0	0	0	0	0	0	0	0	0
08:00	43	24.8	20.9	4.5	5	15	21	1	1	0	0	0	0	0	0	0	0
09:00	29	24.6	21.1	3.5	1	13	14	1	0	0	0	0	0	0	0	0	0
10:00	18	24.2	20.4	3.9	2	7	9	0	0	0	0	0	0	0	0	0	0
11:00	25	26.8	22.2	4.8	2	7	11	5	0	0	0	0	0	0	0	0	0
12:00	36	25.4	21.2	4.4	3	14	15	4	0	0	0	0	0	0	0	0	0
13:00	30	24.6	20.6	4.4	5	7	18	0	0	0	0	0	0	0	0	0	0
14:00	33	25.2	21	4.6	4	11	15	3	0	0	0	0	0	0	0	0	0
15:00	42	25.1	21.1	4	2	20	16	4	0	0	0	0	0	0	0	0	0
16:00	29	24.7	21.2	3.5	1	12	15	1	0	0	0	0	0	0	0	0	0
17:00	46	25	21.3	3.8	2	19	22	3	0	0	0	0	0	0	0	0	0
18:00	27	27.8	22.9	4.5	1	8	11	7	0	0	0	0	0	0	0	0	0
19:00	18	27.3	23.5	4.4	0	5	9	3	1	0	0	0	0	0	0	0	0
20:00	9		22.3	5.2	1	2	4	2	0	0	0	0	0	0	0	0	0
21:00	12	25.3	21.4	4.8	1	5	4	2	0	0	0	0	0	0	0	0	0
22:00	3		21.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0	0
23:00	3		21.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0	0
Totals																	
12H,7-19	375	25.3	21.2	4.2	30	140	174	30	1	0	0	0	0	0	0	0	0
16H,6-22	419	25.4	21.3	4.2	32	154	194	37	2	0	0	0	0	0	0	0	0
18H,6-24	425	25.4	21.3	4.2	32	156	198	37	2	0	0	0	0	0	0	0	0
24H,0-24	431	25.3	21.3	4.2	32	159	201	37	2	0	0	0	0	0	0	0	0
Am	08:15				08:15	08:15	08:30	11:00	08:45								
Peak	48				6	18	24	5	1								
Pm	14:30		18:30	20:15	13:15	14:45	14:15	17:45	19:15								
Peak	50		24.2	5.6	7	21	24	8	1								

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	4		18.5	1.6	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4		24.8	2.8	0	0	3	1	0	0	0	0	0	0	0	0	0
06:00	6		21	3.1	0	3	3	0	0	0	0	0	0	0	0	0	0
07:00	28	25.7	21.5	4.5	2	11	11	4	0	0	0	0	0	0	0	0	0
08:00	40	26.4	21.8	4.6	3	14	16	7	0	0	0	0	0	0	0	0	0
09:00	30	24.5	20.3	4.2	3	15	10	2	0	0	0	0	0	0	0	0	0
10:00	27	24.9	21.4	4.3	1	12	12	1	1	0	0	0	0	0	0	0	0
11:00	19	25.3	21	5	3	5	9	2	0	0	0	0	0	0	0	0	0
12:00																	
13:00																	
14:00																	
15:00																	
16:00																	
17:00																	
18:00																	
19:00																	
20:00																	
21:00																	
22:00																	
23:00																	
Totals																	
12H,7-19																	
16H,6-22																	
18H,6-24																	
24H,0-24																	
Am	08:30				08:30	08:30	08:15	08:00	10:00								
Peak	46				5	20	19	7	1								
Pm																	
Peak																	

All

	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
	Vol.	%ile	Ave.	Dev.	<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	2		18.4	1.8	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0		23.5		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0		21		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0		23.5		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3		22.5	4.1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	12	24.8	21.5	3.6	0	5	6	1	0	0	0	0	0	0	0	0	0
07:00	36	24.8	20.8	4.3	4	13	18	0	0	0	0	0	0	0	0	0	0
08:00	36	25.3	21	4.5	5	12	15	4	0	0	0	0	0	0	0	0	0
09:00	28	25.1	21.3	4.1	2	12	12	2	0	0	0	0	0	0	0	0	0
10:00	28	25.2	21.7	4.1	1	10	14	2	0	0	0	0	0	0	0	0	0
11:00	26	25.1	21.3	4.2	2	10	13	2	0	0	0	0	0	0	0	0	0
12:00	31	25.2	21.1	4.5	3	11	14	3	0	0	0	0	0	0	0	0	0
13:00	33	24.8	20.8	4.4	3	12	17	0	0	0	0	0	0	0	0	0	0
14:00	38	24.1	19.8	4.3	6	19	12	1	0	0	0	0	0	0	0	0	0
15:00	34	24.4	20.2	4.1	5	16	12	1	0	0	0	0	0	0	0	0	0
16:00	32	24.8	21	3.9	2	12	16	1	0	0	0	0	0	0	0	0	0
17:00	35	24.6	20.6	4.1	4	15	14	1	0	0	0	0	0	0	0	0	0
18:00	18	25.2	21.3	5	2	7	6	2	0	0	0	0	0	0	0	0	0
19:00	10	25.8	22.7	4	0	4	6	0	0	0	0	0	0	0	0	0	0
20:00	11	24.6	21.2	3.7	0	5	5	0	0	0	0	0	0	0	0	0	0
21:00	7		21.7	4	0	2	2	0	0	0	0	0	0	0	0	0	0
22:00	2		20.3	3.7	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2		21.8	3.1	0	0	2	0	0	0	0	0	0	0	0	0	0
Totals																	
12H,7-19	375	24.9	20.7	4.2	40	149	162	22	0	0	0	0	0	0	0	0	0
16H,6-22	416	24.9	20.7	4.1	40	166	182	24	0	0	0	0	0	0	0	0	0
18H,6-24	420	25	20.8	4.1	40	166	184	24	0	0	0	0	0	0	0	0	0
24H,0-24	425	24.9	20.7	4.1	40	168	184	24	0	0	0	0	0	0	0	0	0
Am	07:45				08:30	07:45	07:45	08:45	10:00								
Peak	40				4	14	20	4	0								
Pm	13:30		19:00	18:00	13:45	13:30	13:15	18:30	19:15								
Peak	44		22.7	5	6	21	16	3	0								

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McCallum, Fiona

From: Charles Mckerracher
Sent: 06 October 2020 16:36
To: McCallum, Fiona
Subject: Re: Notice of Review Reference 20/0007/LRB. (Planning Ref: 19/01573/PP - Duneira, Pier Road, Rhu, G84 8LH) [OFFICIAL]

Hi Fiona

I can confirm I received the required responses by 6th October as was requested.

I agree totally with the responses from the planning officer and the roads engineers.

It is now hoped the officials on the LRB reaffirm the conditions imposed on the planning permission apply in full.

I look forward to receiving further correspondence in due course.

Best Regards.

Charles Mckerracher

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McCallum, Fiona

From: Jim Duncan
Sent: 12 October 2020 16:17
To: McCallum, Fiona; Bain, Peter (Planning); Young, Howard; Macleod, Frazer; Lawson, Donna; marie.mckerry@careinspectorate.gov.scot; envhealtheast@argyllbute.gov.uksecretary; Jean Cook; Mary Fisher; Charles Mckerracher; annroy; John McGall; Colville, Rory; McCuish, Roderick; Blair, Gordon; Linda Duncan
Subject: Re: Notice of Review Reference 20/0007/LRB. (Planning Ref: 19/01573/PP - Duneira, Pier Road, Rhu, G84 8LH) [OFFICIAL]
Attachments: Letter enclosing AB5 and AB7 forms - issued 22 September 2020.pdf; AB7 form 200007LRB issued 22 September 2020.pdf; AB5 form 200007LRB issued 22 Sept 2020.pdf

Dear Fiona,

Thank you for the latest information.

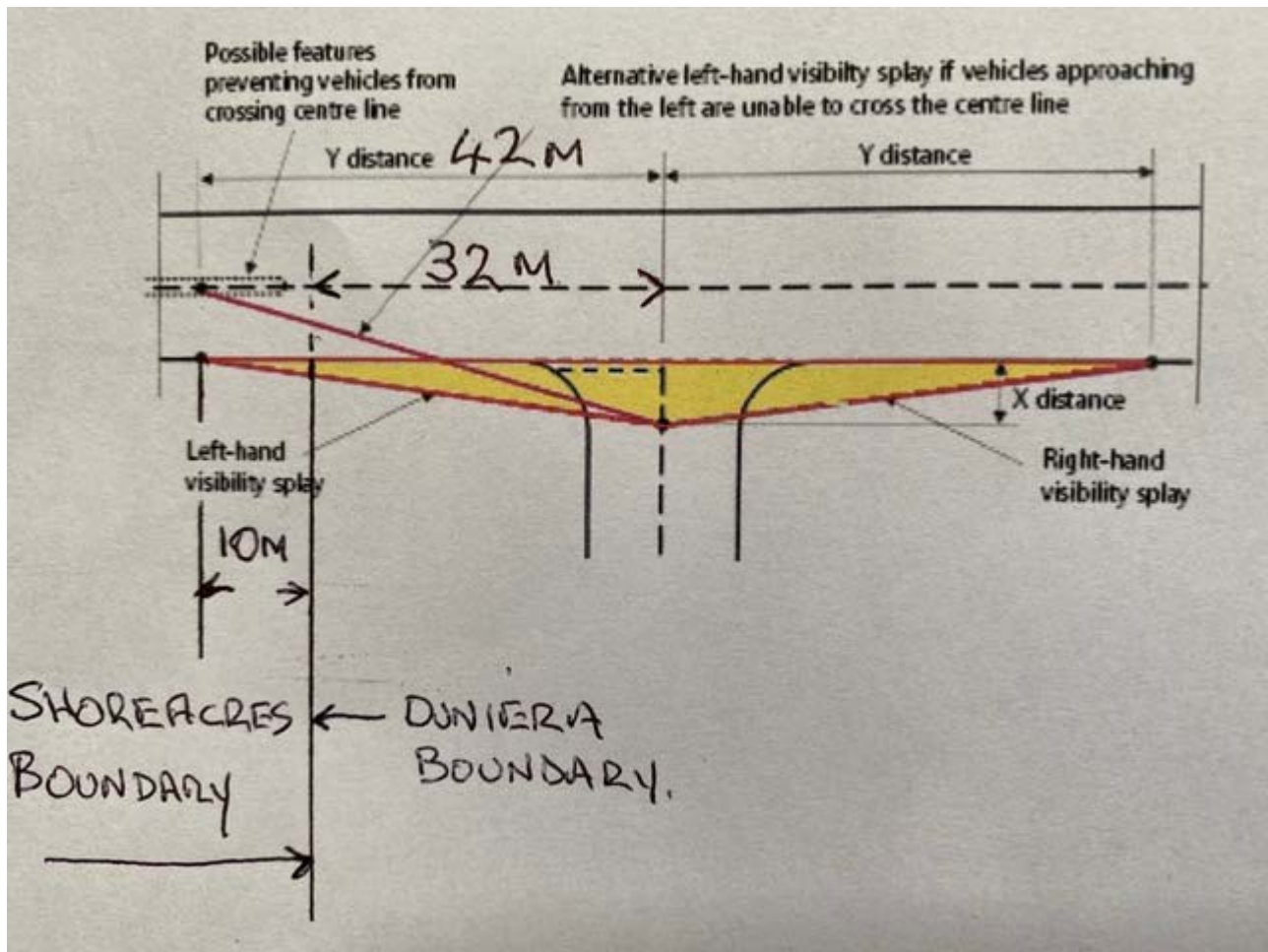
I fully support the comments and requirements set out by Donna Lawson of Argyll and Bute Roads Department. In particular I support the stipulation that road traffic must not use Pier Road for either entry to or exit from the site.

I also support the Roads Department insistence that the entry and exit must be from the A814 and that a separate planning application should be made showing alterations the the property gates to comply with regulation sight lines and splays of 42 meters.

However the chart below shows that Duniera has only 32 meters to its boundary and therefore a further 10 meters of neighbouring Shoreacres property would be required to be given over to meet the regulation 42 meters that is required.

Kind Regards,

Jim Duncan



McCallum, Fiona

From: Linda Duncan <linda.duncan@me.com>
Sent: 13 October 2020 17:18
To: McCallum, Fiona; Colville, Rory; Blair, Gordon; McCuish, Roderick; jmacarchitect@me.com; Bain, Peter (Planning); Young, Howard; Macleod, Frazer; Lawson, Donna; marie.mckerry@careinspectorate.gov.scot; envhealtheast@argyll.bute.gov.uk; Jean Cook; Mary Fisher; Jim Duncan; Charles Mckerracher; Ann Roy; John McGall
Subject: Re: 2nd Calling of Local Review Body - Notice of Review Reference 20/0007/LRB. (Planning Ref: 19/01573/PP - Duneira, Pier Road, Rhu, G84 8LH) [OFFICIAL]

Dear Councillors,

20/0007/LRB, Duneira

Further to the meeting and the questions that arose from the site visit of the LRB to Duneira, I would like to make the following points.

1 I agree with the Council's response that Pier Road is an unsafe road and so should not be used as an exit to the site and there is plenty of evidence to support this, including reports by the police

2 The term care home is very misleading as, in the current times, one would imagine an institution catering for elderly people complete with nursing staff, ancillary staff, deliveries and visitors. This was not the case with Duneira.

Duneira was always a family home. Mr and Mrs Nelson lived there with their 3 children and five adults who had learning disabilities. There were no staff or ancillary help nor visitors nor deliveries.

Due to regulations it was registered as a Care Home in 1984 and continued to operate until 2002, where the current planning portal shows it applied for permission to change the care home status. The current owners, Mr and Mrs Smith bought in 2003 and moved to Doncaster last year. Duneira is managed by a company called Pillow Partners located in Ayrshire who manage the short term lets. They are also advertising Duneira as a 'Wedding Venue' and for use for 'Corporate Entertaining'. In that event how would the traffic be managed?

We have lived next door to Duneira since 1996 and remember the Nelson family well, so can personally vouch for the activities there. A mutual friend is still in contact with Mrs Nelson and she has confirmed the dates of 1984 to 2002. The house operated as a family home and in those days traffic was not an issue as the A814 and Pier Road were extremely quiet roads, however Pier Road was not used.

3 Imbedded in the Appeal documents is a proposed parking area for 11 cars adjacent to the neighbouring properties, which would require massive ground works to enable a car park to be built, since it is on 3 levels . This was not included in the original plans and does not detail that the levels are such because a swimming pool was infilled years ago. I assume there is no record of how the swimming pool was built or what materials it was infilled with. Given that this new information about parking was not on the original planning application (which received conditional approval) and has only been revealed in the appeal, will the parking proposal require a separate planning application?

4 There has been the suggestion that a shuttle bus would transport the delegates to Duneira for Touchstone Education training courses. The agent said that the delegates would be ‘high net worth individuals’. I question whether anybody, who already was a ‘high net worth individual’, would attend a Touchstone Education Course, be prepared to use public transport and a shuttle bus to reach Duneira and be prepared to share a room with a complete stranger. There is no mention of travel arrangements for the additional advertised uses. Even as used as a short term let, in the last 6 months, there are multiple cars parked there.

Duneira is currently causing concern in the neighbourhood. As stated previously, It is being used as a ‘short term let’ for large groups and also advertising availability as a Corporate entertainment venue and a wedding venue. The village already has issues with another large house in the area used for similar activities, also run by an absentee person and the nuisance to the surrounding area is considerable with the police involved on many occasions

5 I suspect that it would be difficult for the required site lines of 42m to be achieved as Duneira does not have 42m to the east of the centre of its gates on the A814.

Finally I would like to say that, although it is unfortunate that Duneira was granted planning permission for a change of use to Commercial, I support the conditions that the roads department have imposed. In particular that Pier Road is not used due to the lack of visibility and lack of safety for pedestrians and also that access from the A814 requires to be improved. Any traffic backing up on the A814 could impact traffic on the other roads close by, including emergency vehicles accessing the lifeboat station.

Yours sincerely,

L.J.Duncan

McCallum, Fiona

From: John McGall
Sent: 14 October 2020 18:28
To: McCallum, Fiona
Subject: 20/0007/LRB, DUNEIRA

Dear Fiona

Thank you for ensuring I received all necessary documents in regards to this review process.

I fully agree with the Council's Planning Response that Pier Road is unsafe for the reasons clearly detailed by the Roads Officer in what I consider a well balanced and objective report.

I trust that the councillors forming the LRB ensure the stipulations and conditions identified are imposed on the planning permission fully.

Kind Regards

John McGall

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APPEAL AGAINST CONDITIONS

Duneira

Rhu Helensburgh G84 8LH

Proposed Training Centre

Planning Approval 19/01573/PP

Comments on Additional Info Provided

06.10.20

jmacArchitects
7 Glebefield Road
Rhu, Helensburgh
G84 8SZ

Additional Information requested on Form AB7

A. Despite the Roads Officers statement during the site visit no evidence has been provided that the traffic police consider the road unsafe. Equally the report from the visit by the traffic police does not intimate the road as unsafe.

The Logging Lorries which were operational for part of 2019 are no longer operating since the areas of woodland have been cleared.

The visibility splay is taken from the edge of the carriageway and not as suggested by the Roads Officer on site and would not imping on the adjacent property (Please refer the original submission).

Finally most points raised by the traffic police are the responsibility of the Local Authority.

B. With reference to the responses within AB7

1. The view expressed by the traffic police contradicts the stated view of the Roads department officer and does not state any thought of closure or safety concerns for a village road with the traffic loads noted.
2. No Comments.
3. No issues with meeting compliance.
4. The imposition of such a condition in addition to meeting the required parking standards is onerous and cannot be enforced without a legal agreement which would be in excess of any planning requirements. The applicant would be encouraging delegates to arrive together and such small numbers are likely to be by a few taxis rather than a mini bus.
5. The applicant would manage the arrival and departure to ensure full compliance and as stated the considerable alteration to increase the width is again an unacceptable and not required imposition and

significant alteration within a conservation area where trees and shrubs would be significantly impacted.

6. To grant an application with such a condition that could then result in a failure to obtain the requested permission is an inappropriate condition.
7. Can be accommodated.
8. There is no technical reason to increase the width and visibility splay where the access from the main road is to be used only for access and the statement that vehicles would be queuing did not transpire during the site visit and with the numbers proposed and the undertaking provided by the applicant this condition should not be imposed.

In summary we do not consider that sufficient technical evidence is provided to justify that the exist onto Pier Road could not be utilised as the main site exit.

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