

**Delegated or Committee Planning Application Report and Report of Handling as required by Schedule 2 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 relative to applications for Planning Permission or Planning Permission in Principle**

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**Reference No:** 21/01288/PP  
**Planning Hierarchy:** Local  
**Applicant:** Mr David McKerrow  
**Proposal:** Formation of vehicular access with gate and parking area (part retrospective)  
**Site Address:** 17-19 West Clyde Street, Helensburgh, Argyll And Bute G84 8SQ

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**SUPPLEMENTARY REPORT NO. 1**

**1.0 INTRODUCTION**

The Committee agreed to continue consideration of this application to a future meeting. They requested that the Council's Roads Officer be in attendance at this meeting to answer questions and address concerns raised by Members regarding visibility splays at the access onto the private road.

**2.0 ASSESSMENT**

Policy SG LDP TRAN 4 states that acceptance of development utilising new and existing public roads, private roads and private access regimes is subject to road safety and street design issues being addressed and the following:-

(A) Developments shall be served by a public road (over which the public have right of access and maintainable at public expense;

Except in the following circumstances:-

(1) a new private access may be considered appropriate if:

(i) The new private access forms an individual private driveway serving a single user development, which does not, in the view of the planning authority, generate unacceptable levels of pedestrian or vehicular traffic in terms of the access regime provided; or

(ii) The private access serves a housing development not exceeding 5 dwelling houses; or

(iii) The private access serves no more than 20 units in a housing court development; or,

(2) further development that utilises an existing private access or private road will only be accepted if:-

(i) the access is capable of commensurate improvements considered by the Roads Authority to be appropriate to the scale and nature of the proposed new development and that takes

into account the current access issues (informed by an assessment of usage); and the applicant can;

(ii) Secure ownership of the private road or access to allow for commensurate improvements to be made to the satisfaction of the Planning Authority; or,

(iii) Demonstrate that an appropriate agreement has been concluded with the existing owner to allow for commensurate improvements to be made to the satisfaction of the Planning Authority.

The proposal involves taking access from a private access lane to create a private car park. As it is not part of the public road network then the Roads Authority has no control/locus in this instance other than in relation to manoeuvrability in and out of the private car park. The access lane varies from 5.5 to 6 metres in width, the access from the private lane onto the lower part of Colquhoun Street is considered acceptable and there are both low speeds and low volumes of traffic. Consequently, they have only requested the access into the private car park is widened to 3.7 metres to allow cars to go in and out in forward gear. They have also stated that no improvements are required in terms of visibility.

### **3.0 RECOMMENDATION**

It is recommended that Members note the points made above. They do not alter the recommendation contained in the main Report of Handling dated 7<sup>th</sup> October 2021; namely, that the application be approved subject to conditions.

**Author of Report: Howard Young**

**Date: 12<sup>th</sup> November 2021**

**Reviewing Officer: Peter Bain**

**Date: 15<sup>th</sup> November 2021**

**Fergus Murray**  
**Head of Development and Economic Growth**