

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

Reference No: 21/02709/PP

Planning Hierarchy: Local Development

Applicant: Mr Graham Wylie

Proposal: Variation of condition numbers 3, 4, 5 and 6 and removal of conditions 7 and 8 relative to planning permission 20/01150/PP (Erection of dwellinghouse). Access arrangements

Site Address: Rhu Lodge, Ferry Road, Rhu, Helensburgh, Argyll and Bute, G84 8NF

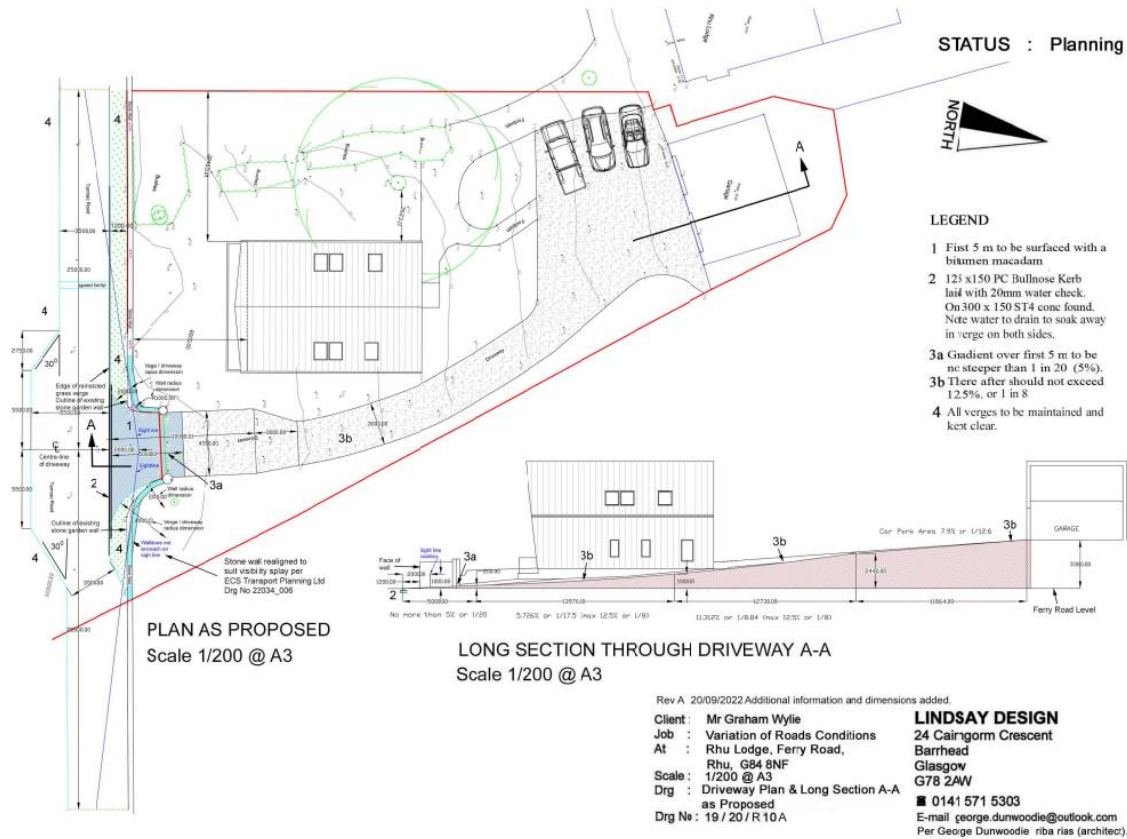
SUPPLEMENTARY REPORT NO. 1

1. INTRODUCTION

The attention of Members is drawn to the main Report of Handling dated 8th November 2022 that is currently before them for consideration in respect of the above application.

This supplementary report has been provided with regards to proposed drawing reference 19/20/10 as an updated drawing (ref: 19/20/10 REV A) below, has been supplied by the applicant. The roads officer has provided further comment on this drawing and has noted;

Whilst the details as shown within this drawing noting the 4.5m wide driveway for the first 10m, the radius and the kerb with water check are correct, it is noted that they have been shown in the incorrect location as these should be measured back from the boundary wall and not from a point beyond the boundary wall therefore, the details contained within this drawing are not acceptable.



Further to this, the applicant has provided further information within an email to Members commenting on the detail within the published report of handling. Most of the matters noted have been covered in detail within the report of handling and appendix A. However please note the following additional comments;

In Relation to note 1; *The requirement to provide a 3.5 metre wide adopted road between the A814 and the entrance dwelling (sic) is unnecessary, and most of Ferry Road is already more than 3.5 metres wide and the submitted plans show that a 3.5 metre wide road can be provided along the whole length of the road by simply surfacing a small gully approximately 60 metres long, on the north side of the road, immediately after the split.*

Officer comment; While it is noted that that proposed drawings contain a note that the carriageway will be 3.5m wide we do not have specific details of this to show that the proposals accord with the standard details. It is also noted that the road is within shared ownership hence why condition 3(a) should remain to ensure this is implemented.

In relation to note 2; *With respect to the provision of passing places, there are two intervisible passing places already in existence, within 100 metres of each other, and these have operated safely for many years. At the access to the approved new dwelling a third passing place will be introduced.*

Officer comment; Again while this has been noted on the proposed drawings, there has been no details provided to show that the existing passing places accord with standard detail SD 08/003 A, hence why condition 3(b) should remain to ensure this is implemented as per the standard detail.

In relation to note 3; *The Road's Officer's additional concern, the absence of a formal turning head, cannot be introduced now. The current application seeks only the variation (or*

removal) of conditions that were attached to the previous grant of planning permission, and this did not include any requirement in respect of the turning head, which in any event is already used by the Council refuse lorry, and which has proved to be more than adequate for many years.

Officers comment; In regards to the lack of formal turning head, this has been raised as a concern that supported the need for roads improvements. There is no planning condition being imposed that requires this.

In terms of the proposed passing place at the driveway access and proposals to install a grass verge, it is noted that the visibility splays as detailed within revised drawing 9/20/10 REV A show the splays taken from a point beyond the boundary / edge of existing carriageway. There is no existing verge, if the applicant wishes to realign the road to install a verge then we would need specific details on this, in terms of road construction. Furthermore, this would no longer solely be assessed as a passing place but as a road realignment and therefore, the details within this drawing are not acceptable as the angle is too acute hence the requirement for a condition.

Lastly in response to the comments in regards to speed limits, the roads officer has noted; Ferry road is a private road and therefore has no enforceable speed limit, it is commonly accepted that the default speed limit should be 30mph on private roads. As a local authority we cannot imply a speed limit of less than 20mph therefore, in the absence of accurate speed surveys we have deemed a 20mph visibility splay is acceptable, this is detailed as part of the planning conditions.

2. RECOMMENDATION

This revised drawing and the additional comments from the applicant have been mentioned for completeness but do not alter the recommendation contained in the main Report of Handling dated 8th November 2022; namely, that the application be **granted** subject to the conditions, reasons and informative notes contained therein.

Author of Report: Emma Jane **Date:** 22nd November 2022

Reviewing Officer: Howard Young **Date:** 22nd November 2022

Fergus Murray
Head of Development and Economic Growth