

Local Review Body

4 May 2016

Planning Application for Review

Royal Gourock Yacht Club

Amendment to location of access ramp in previously granted application for boat marshalling area (11/0019/IC):

Royal Gourock Yacht Club, Ashton Road, Gourock (15/0231/IC)

Contents

- Planning Application and Plans
- Appointed Officer's Site Photograph Locations and Site Photographs
- Report of Handling dated 26 November 2015
- Consultation responses
- Representations
- Decision Notice dated 26 November 2015
- Notice of Review form dated 26 February 2016 and supporting documentation (NB Decision Notices relative to planning applications 11/0019/IC and 15/0231/IC not included with the supporting documentation in accordance with the criteria set out in Section 43(B) of the Town & Country Planning (Scotland) Act 1997 however Decision Notice relative to planning application 15/0231/IC included separately in agenda)
- Email dated 11 March 2016 from ATK Partnership Limited in relation to new material.
- Further representation
- Email dated 5 April 2016 from Mr D Turnbull in response to further representation
- Suggested conditions should planning permission be granted on review

PLANNING APPLICATION AND PLANS

Regeneration and Planning
Development Control & Conservation
Inverclyde
council

Head of Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock PA15 1LY

FOR OFFICIAL USE ONLY

Reference No. 15/0231/IC
Date of Receipt
Fee Paid £202.00
Date Fee Received 2/9/15
Date Valid
Receipt No.

4688
- 7 SEP 2015
RECEIVED

PLANNING APPLICATION

Town & Country Planning (Scotland) Acts

The undemoted applicant hereby makes application for Planning Permission for the development described on this form and the accompanying plans.

see note 1

DA

1. Particulars of Applicant	Particulars of Agent (if any) acting on applicants behalf:
Name <u>ROYAL GOUROCK YACHT CLUB</u>	Name <u>ATK PARTNERSHIP</u>
Address <u>ASHTON, GOUROCK</u>	Address <u>33 UNION STREET</u>
Postcode <u>PA19 1DA</u>	Postcode <u>GREENOCK PA16 8DN</u>
Telephone Number <u>01475-632983</u>	Telephone Number <u>787797</u>
	Profession <u>CIVIL/STRUCTURAL CONSULTANTS</u>

see note 2

2. Description of Development

AMENDMENT TO LOCATION OF ACCESS RAMP
IN PREVIOUSLY GRANTED APPLICATION FOR BOAT
MARSHALLING AREA (11/0019/IC)

Site Location ASHTON GOUROCK

Site Area (hectares) 0.29

Number of dwellinghouses proposed

New gross floorspace (sq. metres)

see note 3

3. Application Type (Tick appropriate box/es)

(a) Permission in Principle	<input type="checkbox"/>	(c) Detailed Permission	<input checked="" type="checkbox"/>
(b) Approval of Matters specified by conditions	<input type="checkbox"/>	(d) Change of Use of land/buildings	<input type="checkbox"/>
(e) Other (please specify)			

see note 4

4. Applicants interest in site (Tick appropriate box)

(a) Owner	<input checked="" type="checkbox"/>	(c) Tenant	<input type="checkbox"/>
(b) Lessee	<input type="checkbox"/>	(d) Prospective Purchaser	<input type="checkbox"/>
(e) Other (please specify) <u>PART-OWNER (PART OWNED BY INVERCLYDE COUNCIL)</u>			

see note 5

5. Existing Uses

(a) Please state the existing use(s) of the land/buildings: SEA-FRONT

(b) Was the original building erected before 1st July 1948? Yes / No

Has the original building been altered or extended Yes / No

If yes, please indicate nature of alteration / extension and if possible approximate dates.....

If the land / buildings are vacant, please state last known use.....

see note 6

6. Access Arrangements and Parking (Tick appropriate box/es)

- (a) Not Applicable (e) Number of existing on site parking places
- (b) New vehicular access proposed (f) Number of proposed on site parking places
- (c) Existing vehicular access to be altered / improved (g) Detail of any available off site parking
- (d) Separate pedestrian access proposed

see note 7

7. Drainage Arrangements (Tick appropriate box/es)

- (a) Not Applicable (c) Connection to existing public sewer
- (b) Public Sewer (d) Septic Tank

If (d), indicate method of disposal of effluent (e.g. soakaway, watercourse etc).....

see note 8

8. Water Supply (Tick appropriate box/es)

- (a) Not Applicable (c) Existing private supply
- (b) Public Main (d) Proposed private supply

If (c) or (d), please specify nature of supply source and proposed storage arrangements.....

see note 9

9. Building Materials (Complete as appropriate)

- (a) Not Applicable
- (b) Outside Walls Material.....
Colour.....
- (c) Roof Covering Material.....
Colour.....
- (d) Windows Material.....
Colour.....
- (e) Boundary Treatment Material.....
Colour.....

see note 10

10. Landscaping

Is a landscaping/tree planting scheme proposed? Yes No

Are any trees/shrubs to be cleared on site? Yes No

If yes, please show details of scheme on a SITE PLAN

see note 11

11. Costings

What is the estimated costs of any works to be carried out? £5000

see note 12

12. Confirmation

Signature of applicant/agent.....

on behalf of ATK PARTNERSHIP LTD Date 28 August '15

see note 13

CERTIFICATES UNDER ARTICLE 15 OF THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)(SCOTLAND) REGULATIONS 2008

Either certificate A, B or C must be completed together with certificate D

CERTIFICATE A (To be completed where the applicant is owner of the whole application site including any access visibility splays and land required for drainage systems or water connections)

I hereby certify that:

No person other than * myself/the applicant was an owner (refer to note (a)) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application

CERTIFICATE B (To be completed where the applicant does not own the whole application site including any access visibility splays and land required for drainage systems or water connections)

I further certify that:

* I have/the applicant has given the requisite notice (Notice No.1) to all persons other than * myself/the applicant who at the beginning of the period of 21 days ending with the date of the accompanying application were (refer to note (a)) owners of any part of the land to which the application relates.

Name(s) of Owner	Address(es)	Date of Service of Notice(s)
<u>INVERCLYDE COUNCIL</u>	<u>MUNICIPAL BUILDINGS</u>	<u>29 SEPT 2015</u>
.....	<u>GREENOCK</u>
.....	<u>PAISLEY</u>

* Delete whichever is inappropriate

NOTE (a) Any person who in respect of any part of the land is the proprietor of the dominium utile or is the lessee under a lease thereof of which not less than 7 years remains unexpired.

CERTIFICATE C (To be completed in EVERY CASE)

I further certify that:

* (1) None of the land to which the application relates constitutes or forms part of an agricultural holding

* (2) I have/the applicant has given the requisite notice to every person other than myself/himself who at the beginning of the period of 21 days ending with the date of the application was a tenant of any agricultural holding any part of which was comprised in the land to which the application relates

These persons are:

Name(s)	Address(es)	Date of Service of Notice(s)
.....
.....
.....

CERTIFICATED

I confirm that I have been unable to notify all parties under Certificates A, B and C

* Delete whichever is inappropriate

Signature of Applicant/Agent
 On behalf of **ATK PARTNERSHIP LTD**
 Date **28 August 2015.**

see note 15

CHECKLIST - The following documentation should be submitted:

please tick all boxes

- | | |
|--|---|
| <input checked="" type="checkbox"/> TWO APPLICATION FORMS | <input type="checkbox"/> DESIGN & ACCESS STATEMENT
(National and Major applications only) |
| <input checked="" type="checkbox"/> TWO SETS OF PLANS | <input type="checkbox"/> PRE-APPLICATION CONSULTATION REPORT
(National and Major applications only) |
| <input checked="" type="checkbox"/> FEE (Where appropriate) | |

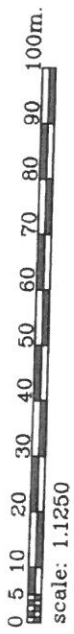
WARNING

If any person issues a certificate which purports to comply with the requirements of Section 35 of The Town and Country Planning (Scotland) Acts, and contains a statement which he knows to be false or misleading in a material particular or recklessly issues a certificate which purports to comply with those requirements and which contains a statement which is false or misleading in a material particular he shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

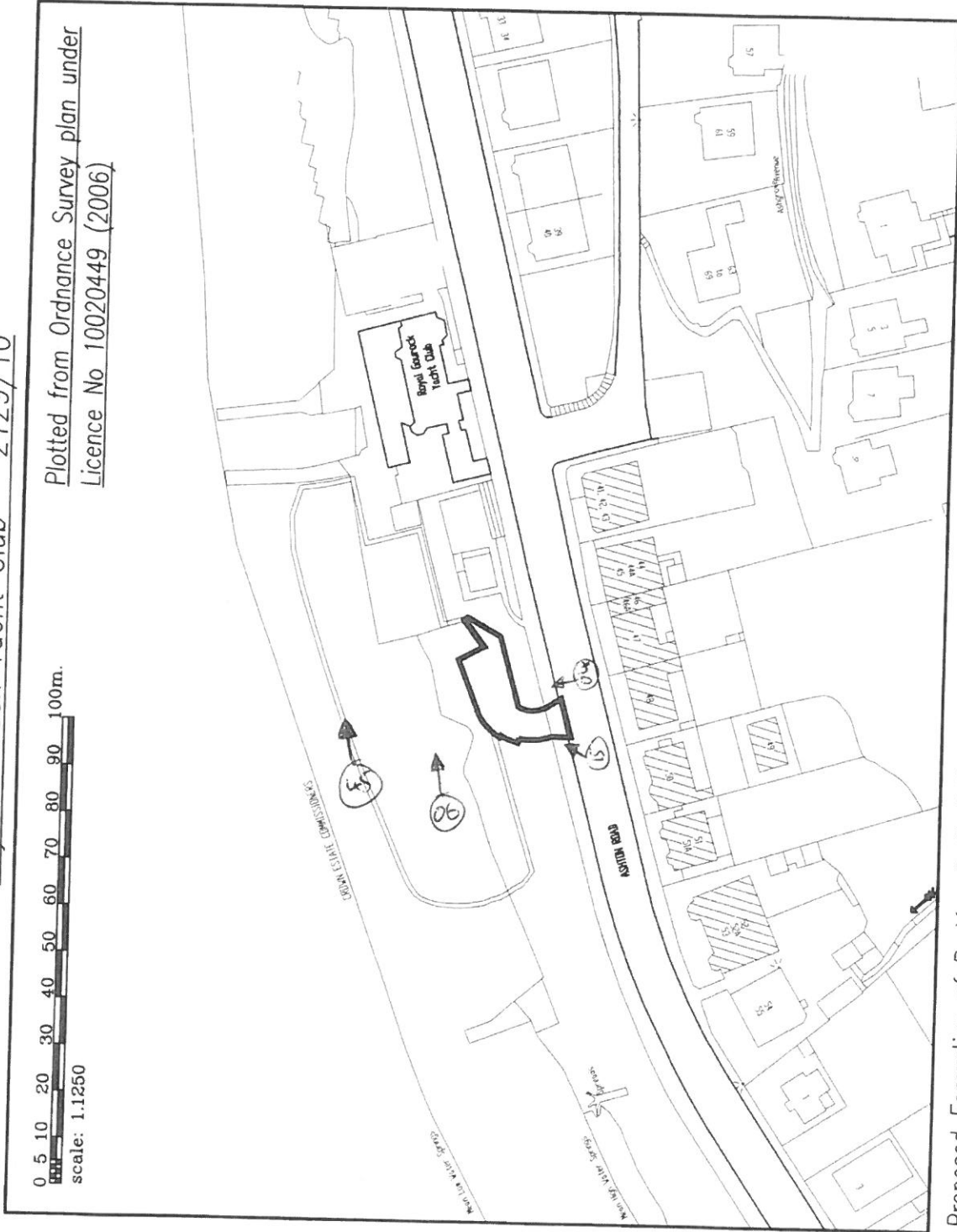
Revision 'A' - November 2008
 Revision 'B' - December 2008
 Revision 'C' - July 2009
 Revision 'D' - October 2009
 Revision 'E' - October 2011

APPOINTED OFFICER'S SITE PHOTOGRAPH LOCATIONS AND SITE PHOTOGRAPHS

Royal Gourock Yacht Club - 2129/10



Plotted from Ordnance Survey plan under
Licence No 10020449 (2006)



Proposed Formation of Parking & Keel Boat Berthing Area

Scale 1:1250 @ A4
24th August 2015









REPORT OF HANDLING DATED 26 NOVEMBER 2015

REPORT OF HANDLING

Report By: David Ashman

Report No: 15/0231/IC

Local Application
Development

Contact
Officer: 01475 712416

Date: 26th November 2015

Subject: Amendment to location of access ramp in previously granted application for boat marshalling area (11/0019/IC) at
Royal Gourock Yacht Club, Ashton Road, Gourock

SITE DESCRIPTION

The application site covers approximately 250 square metres of ground to the west of the Royal Gourock Yacht Club. It consists of part of the footway on Ashton Road and a grass verge to the rear of this which steps down from the level of the footway.

The Royal Gourock Yacht Club is located to the east with verge and footway to the west. A development platform of bricks and other rubble intervenes to the north between the application site and the foreshore, whilst there are residential properties to the south on the opposite side of Ashton Road.

PROPOSAL

Planning permission is sought for relocation of the vehicular access approved under planning permission 11/0019/IC in connection with the formation of a car park and boat marshalling area to the west of the Royal Gourock Yacht Club. The applicant advises that this has become necessary to overcome the need to move the bus stop to the west of the site. The proposed access will grade down from Ashton Road to connect into the development platform associated with the earlier planning permission. The plans indicate that the access will be finished in concrete block paviors with a footway cross over to be constructed to the Council's requirements. Gabion baskets will support the road where required.

LOCAL DEVELOPMENT PLAN POLICIES

Policy ENV4 - Safeguarding and Enhancing Open Space

Inverclyde Council will support, safeguard and where practicable, enhance:

- (a) areas identified as 'Open Space' on the Proposals Map; and
- (b) other areas of open space of value in terms of their amenity to their surroundings and to the community, and their function as wildlife corridors and Green Network links.

Policy TRA2 - Sustainable Access

New major trip-generating developments will be directed to locations accessible by walking, cycling and public transport, and developers will be required to submit a transport assessment and a travel plan, if appropriate. Such developments will be required to recognise the needs of cyclists and pedestrians as well as access to public transport routes and hubs, and have regard to the Council's Core Paths Plan, where appropriate. Where development occurs which makes it necessary to close Core Paths and other safeguarded routes, provision of an alternative route will be required.

The Council will also support and seek to complete the Inverclyde Coastal Route with developers required to make appropriate provision when submitting planning applications. National Routes 75 and 753 of the National Cycle Network will also be protected.

Policy HER1 - Development which Affects the Character of Conservation Areas

Development proposals which affect conservation areas will be acceptable where they are sympathetic to the character, pattern of development and appearance of the area. Such proposals will be assessed having regard to Historic Scotland's SHEP and "Managing Change in the Historic Environment" guidance note series.

Policy HER3 - Proposed New and Amended Conservation Areas

The Council proposes to progress with the designation of the following new and amended conservation areas, as shown on the Proposals Map, in order to safeguard their architectural and/or historic character from inappropriate development:

- (1) The Cross, Kilmacolm (new);
- (2) West Bay, Gourock (new);
- (3) Kempock Street/Shore Street, Gourock (new); and
- (4) Inverkip (amended).

CONSULTATIONS

Scottish Gas Networks - A medium pressure mains pipe runs under the footway across which access is to be taken. There should be no mechanical excavations taking place above or within 0.5 metres of this pipe. The position should be confirmed by hand dug trial holes.

Head Of Environmental And Commercial Services – The applicant has not demonstrated that two cars with trailers can safely pass each other on the proposed access ramp. The applicant has failed to produce a vehicle tracking drawing to demonstrate that this movement can be safely accommodated without implications for the safety of traffic on Ashton Road. The applicant has also failed to address concerns over the apparent inadequate size of the turning area at the bottom of the ramp.

PUBLICITY

The application was advertised in the Greenock Telegraph on 2nd October 2015 as a development affecting a conservation area and as there are no premises on neighbouring land.

SITE NOTICES

A site notice was posted on 2nd October 2015 for development affecting a conservation area.

PUBLIC PARTICIPATION

Two objections have been received in respect of the application. The points of objection may be summarised as follows:

Traffic safety issues

1. Concern over traffic manoeuvres onto and from Ashton Road due to the close proximity to the Victoria Road/Ashton Road junction and the bus stop to the west.
2. Loss of on-street parking opportunities (which are at a premium in this area).

Visual amenity issues

3. Concerns over new planting and the erection of crash barriers and warning signs with respect to impact on view.
4. The proposed access will be highly visible from the properties on the opposite side of Ashton Road.
5. Concern over relocation of an existing lamp standard and the impact of light pollution on a neighbouring property.
6. Loss of open space.
7. Adverse visual impact from the River Clyde.

Miscellaneous issues

8. Concerns over property devaluation.
9. Dust nuisance was experienced during construction of the development platform. There are concerns over the possibility of this happening again.
10. The proposal is not for the community's benefit.

Concerns related to the earlier planning permission

11. The site presently detracts from amenity.
12. The verge planting may impact on the views from neighbouring residential properties.
13. The development should not have been started as the bus stop relocation was not agreed.

ASSESSMENT

The material considerations in determination of this application are the Local Development Plan, the consultation responses, the representations and the planning history of the site.

The proposed access covers an area of land identified through the Local Development Plan as Open Space under policy ENV4. Through this policy the Council undertakes to support, safeguard and, where practicable, enhance the area. The area of open space that would be impacted by the proposal is minor relative to the length of the Gourrock Waterfront that is associated with policy ENV4. I am also mindful of the planning context with the adjacent development platform and vehicular access which were previously approved under the terms of planning permission 11/0019/IC. In this respect I conclude that the area of open space that would be lost as a result of the proposed development is insignificant relative to both the immediately adjacent developed area and the wider area of open space along the Waterfront. I am also aware that it would not cover a significantly greater area than that which was to be lost as a result of the previous planning permission.

The application site is also within the West Bay Gourrock Conservation Area, designated under policy HER3. With respect to policy HER1, there is already an established vehicular crossing to a car park located further west and, therefore, the proposal accords with an established pattern of development. Historic Environment Scotland's SHEP and the "Managing Change in the Historic Environment" guidance notes series do not specifically address a minor development of this nature.

Policy TRA2 is of relevance insofar as the proposed access will cross part of a national cycle route. This is not in itself a concern, although as for the previously proposed access, the use of signage to draw the route to the attention of vehicle drivers may be appropriate.

I therefore conclude that the proposed development does not result in conflict with the relevant policies of the Local Development Plan.

With respect to the other material considerations, I note that the Head of Environmental and Commercial Services is not satisfied that his concerns over the safety of vehicular access and egress in the event that two cars with trailers attempt to pass each other have been met. The applicant has failed to produce a vehicle tracking drawing to demonstrate that this movement can be safely accommodated without implications for the safety of traffic on Ashton Road. The applicant has also failed to address his concerns over the apparent inadequate size of the turning area at the bottom of the ramp.

Several objections have been raised in respect of the proposal, mostly related to traffic safety and amenity issues. With respect to those matters not already addressed, there is no right to a view over another's property, hence concerns over the impact of planting, crash barriers and signs on views carry no weight. While the access will be visible this is not significant enough to warrant refusal of the application. Any extraordinary illumination from the relocated lamp standard or dust nuisance may be addressed under other legislation and are not planning matters. The visual impact of the proposed access from the River Clyde would be minimal and experienced within the context of the already approved car park and boat marshalling area. The remaining issues of concern over the effect on valuations and the lack of community benefit, and issues associated with the previous planning permission are not material to the determination of this application.

It remains the case, however, that the concerns of the Head of Environmental and Commercial Services over the safe operation of the site in light of the proposed access relocation have not been met and, therefore, planning permission should be refused on this basis.

RECOMMENDATION

That the application be refused on the grounds that the geometry of the proposed access does not allow for the safe passage of two cars with trailers passing in opposite directions, which may lead to conflict in the use of the access, potentially be to the detriment of the safety of traffic on Ashton Road.

Signed:

Case Officer: David Ashman

Stuart Jamieson
Head of Regeneration and Planning

CONSULTATION RESPONSES

Our Ref: SC/0070252

Your Ref: 15/0231/IC

Date: 08/10/2015

Grant Kennedy,
Inverclyde Council



Plant Location
95 Kilbirnie Street
Glasgow
G5 8JD

Phone: 0141 418 4093
Phone: 0845 070 3497
Fax: 0141 429 6432
Email: plantlocation@sgn.co.uk

Dear Customer,

Re: Enquiry at: Royal Gpurock Yacht Club, Ashton Road, Gourrock PA19 1DA.

Thank you for your enquiry regarding the above location.

Please find enclosed an extract from our mains records in the location of the area covered by your proposals for your guidance. This plan only shows those pipes owned by SGN in its role as a Licensed Gas Transporter (GT). It should be noted that gas pipes owned by other GTs or privately owned may be present in this area and information regarding such pipes should be obtained from the owners. Where SGN knows this, they will be represented on the plans as a shaded area and/or a series of x's.

The information shown on this plan is given without obligation, or warranty and the accuracy cannot be guaranteed. Service pipes, valve siphons, stub connections etc, are not shown but their presence should be anticipated. Your attention is drawn to the information and disclaimer on these plans. The information included on the plan is only valid for 28 days.

You will note the presence of our Low/Medium/Intermediate Pressure gas main in the proximity to your site. There should be **no** mechanical excavations taking place above or within **0.5m** of the low pressure system, **0.5m** of the medium pressure system and **3m** of the intermediate pressure system. You should where required **confirm the position** of mains **using hand dug trial holes**.

A colour copy of these plans and the gas safety advice booklet should be passed to the senior person on site in order to prevent damage to our plant and potential direct or consequential costs to your organisation.

For safety reasons, safe digging practices, in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (direct labour or contractors) working for you on or near gas plant. In addition please follow the advice given in our gas safety booklet (enclosed).

24 hour gas escape number 0800 111 999*
*Calls will be recorded and may be monitored

Scotland Gas Networks plc is part of the Scotia Gas Networks Group
Registered Office: Axis House 5 Lonehead Drive Newbridge
Edinburgh EH28 8TG
Registered in Scotland No. SC264065
<http://www.sgn.co.uk>

It must be stressed that both direct and consequential damage to gas plant can be dangerous both for your employees and the general public, repairs to any such damage will incur a charge. Your works should be carried out in such a manner that we are able to gain access to our apparatus throughout the duration of your operations.

If you require any further information please contact the number below.

Yours faithfully,

Janet MacCuish

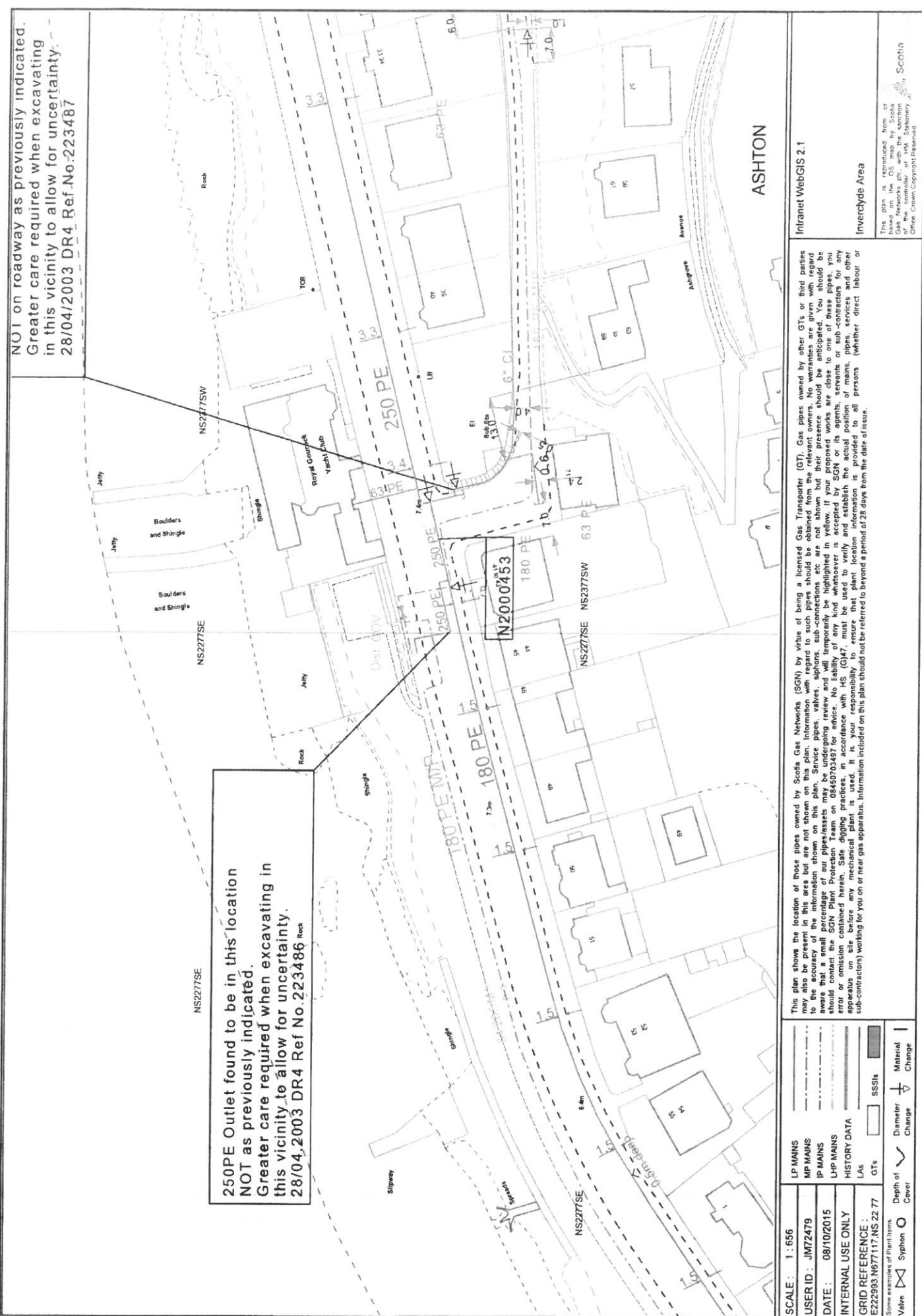
0141 418 4093

24 hour gas escape number 0800 111 999*
***Calls will be recorded and may be monitored**

Scotland Gas Networks plc is part of the Scotia Gas Networks Group
Registered Office: Axis House 5 Lonehead Drive Newbridge
Edinburgh EH28 8TG
Registered in Scotland No. SC264065
<http://www.sgn.co.uk>

NOT on roadway as previously indicated.
 Greater care required when excavating
 in this vicinity to allow for uncertainty.
 28/04/2003 DR4 Ref.No:223487

250PE Outlet found to be in this location
 NOT as previously indicated.
 Greater care required when excavating in
 this vicinity to allow for uncertainty.
 28/04,2003 DR4 Ref No.223486



Intranet WebGIS 2.1

This plan shows the location of these pipes owned by Scafe Gas Networks (SGN) by virtue of being a licensed Gas Transporter (GT). Gas pipes owned by other GTs or third parties may also be present in this area but are not shown on this plan. Service pipes, valves, sight gauges, etc. are shown but their presence should be anticipated. You should be aware that a small percentage of our pipes/assets may be undergoing review and will temporarily be highlighted in yellow. If any of these pipes, you should contact the SGN Plant Protection Team on 08450703497 for advice. No liability of any kind whatsoever is accepted by SGN or its agents, servants, employees, or other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that plant location information is provided to all persons (whether direct labour or sub-contractors) working for you on or near gas apparatus. Information included on this plan should not be referred to beyond a period of 28 days from the date of issue.

SCALE : 1 : 656	LP MAINS	Valve	Siphon	Depth of Cover
USER ID : JMT72479	MP MAINS	Manhole	Material Change	
DATE : 08/10/2015	IP MAINS	Manhole	Diameter Change	
INTERNAL USE ONLY	L-P MAINS	Manhole	Material Change	
GRID REFERENCE : E222983 N677117 NS 22 77	HISTORY DATA	Manhole	Diameter Change	
	LS	Manhole	Material Change	
	GTs	Manhole	Diameter Change	
	SSSIs	Manhole	Material Change	

This plan is reproduced from or derived from the Intranet WebGIS 2.1 of the company of Scafe Gas Networks plc, with the permission of the controller of HM Stationery, Scotland. Office Crown Copyright Reserved.

David Ashman

From: David Ashman
Sent: 30 October 2015 12:04
To: Laura Graham
Subject: FW: Planning application 15/0231/IC: Yacht Club, Ashton Road, Gourrock

Consultation response from Head of Environmental and Commercial Services

From: Gordon Leitch
Sent: 29 October 2015 12:18
To: David Ashman
Subject: RE: Planning application 15/0231/IC: Yacht Club, Ashton Road, Gourrock

David

The original decision on application 11/0019/IC the conditions 6-11 still apply

The ramp looks too steep, a gradient should be added to the drawing max gradient is 1:12.

A vehicle tracking drawing should be submitted showing access and egress of a car and trailer, it looks as if there will be conflict if a car and trailer is coming out the same time as one is going in and the vehicle on Ashton Road will have to stop thus blocking traffic on the Road. Also the turning area at the bottom of the ramp looks too small.

The surfacing material on the footpath and cycleway crossing should match existing ie HRA.

Some of these points could be address at section 56 stage but it would be better to have them addressed now.

Regards

Gordon

Gordon Leitch
Supervisory Engineer (Roads Design)
Environmental & Commercial Services
71 East Hamilton Street
Greenock PA15 2UA
Tel: 01475 714826

From: David Ashman
Sent: 28 October 2015 16:47
To: Gordon Leitch
Subject: Planning application 15/0231/IC: Yacht Club, Ashton Road, Gourrock

Gordon,

I'm looking to determine this one asap. Any comments to make?

Regards,

David

David Ashman
Development Management Team Leader
Regeneration and Planning
Inverclyde Council
Municipal Buildings
Clyde Square
Greenock
PA15 1LY

Tel: 01475 712416

E-mail: devcont.planning@inverclyde.gov.uk

Let us know how satisfied you are with the service received from Building Standards or Development Management by completing our customer survey at [Survey Monkey - Building Standards](#) or [Survey Monkey - Development Management](#)

David Ashman

From: David Ashman
Sent: 23 November 2015 15:35
To: Laura Graham
Subject: FW: Foreshore Access & Car Parking at Royal Gourock Yacht Club
Attachments: 2129-12A.PDF

15/0231/IC

Second consultation reply from Environmental and Commercial Services

From: Gordon Leitch
Sent: 23 November 2015 11:49
To: David Ashman
Subject: RE: Foreshore Access & Car Parking at Royal Gourock Yacht Club

David,

Further to the submission of the attached drawing the following points from my first email have not been addressed.

The ramp is still too steep for a level difference of 2.14m at a gradient of 1:20 the ramp should be 43m long. It is only about 20m long.

A vehicle tracking drawing should be submitted showing access and egress of a car and trailer, it looks as if there will be conflict if a car and trailer is coming out the same time as one is going in and the vehicle on Ashton Road will have to stop thus blocking traffic on the Road. Also the turning area at the bottom of the ramp looks too small.

The dropped crossing detail still states block pavers it should be HRA.

Regards

Gordon

Gordon Leitch
Supervisory Engineer (Roads Design)
Environmental & Commercial Services
71 East Hamilton Street
Greenock PA15 2UA
Tel: 01475 714826

From: David Ashman
Sent: 11 November 2015 14:07
To: Gordon Leitch
Subject: FW: Foreshore Access & Car Parking at Royal Gourock Yacht Club

Gordon,

Re your consultation reply of 29th October. Please see the attached plans and e-mail below from David Turnbull. Seems to me that it doesn't amount to tracking drawing as such, although a radius and gradients are shown. Can you give me your views before I go back to him?

Thanks.

David

From: Jamie Hughes [<mailto:mail@atk-partnership.co.uk>]
Sent: 11 November 2015 09:11
To: David Ashman
Subject: Foreshore Access & Car Parking at Royal Gourock Yacht Club



REFERENCE EML-OUT/2129/11
For the attention of David Ashman
Revised ATK Drawing 2129-12A

David,

In response to your recent emails, we attach an updated plan (2129-12A) which addresses the points raised by you and by Roads.

The gradient is indeed limited to 1:12 and we have confirmed that the crossover will match the existing footway and cycle path construction.

As you saw when you visited the site, it is far from finished but we have recently been offered sufficient concrete slabs to provide a durable but free draining surface which will suppress the natural weed growth you would have seen. We have also asked Roads for a quotation for the footway crossover and are now more optimistic about sourcing funding for the works.

Regards,

David

for ATK Partnership Ltd
11th Nov 2015

David Ashman

From: David Ashman
Sent: 26 November 2015 15:45
To: Laura Graham
Subject: FW: Access & Car Parking at Royal Gourock Yacht Club

15/0231/IC

Consultation reply from Roads

From: Gordon Leitch
Sent: 26 November 2015 14:35
To: David Ashman
Subject: RE: Access & Car Parking at Royal Gourock Yacht Club

David

Please find below my comments in red.

I would note that I think there is an issue with a car entering and exiting the carpark and this might lead to a road safety issue. For this reason I need to see a vehicle tracking drawing to determine if a vehicle can get in off the road when one is exiting.

I also don't think there is not enough room at the bottom of the ramp for vehicles to turn.

If you can condition this then I am ok for you to proceed.

Regards

Gordon

Gordon Leitch
Supervisory Engineer (Roads Design)
Environmental & Commercial Services
71 East Hamilton Street
Greenock PA15 2UA
Tel: 01475 714826

From: David Ashman
Sent: 25 November 2015 12:28
To: Gordon Leitch
Subject: FW: Access & Car Parking at Royal Gourock Yacht Club
Importance: High

Gordon,

Could you give me your thoughts on this one, even verbally, this afternoon. In theory I have to make a decision on it by end of business tomorrow. If there is still an issue we are likely to either continue or refuse the application.

Regards,

David

David Ashman
Development Management Team Leader
Regeneration and Planning
Inverclyde Council
Municipal Buildings
Clyde Square
Greenock
PA15 1LY

Tel: 01475 712416

E-mail: devcont.planning@inverclyde.gov.uk

Let us know how satisfied you are with the service received from Building Standards or Development Management by completing our customer survey at [Survey Monkey - Building Standards](#) or [Survey Monkey - Development Management](#)

From: Rose Singleton [<mailto:mail@atk-partnership.co.uk>]
Sent: 24 November 2015 16:44
To: David Ashman; Gordon Leitch
Subject: Access & Car Parking at Royal Gourock Yacht Club
Importance: High

REFERENCE EML-OUT/2129/12
For the attention of David Ashman; Gordon Leitch

David/Gordon

Referring to your points from Head of Environmental and Commercial Services, we would respond as follows:

- 1). We have corrected the footway crossover detail surfacing to show HRA, not block pavers. ok
- 2). The original approved application showed a ramp with a gradient of 1:12. The note showing "1:20" was a typographical error and has been corrected to 1:12. ok
- 3). Vehicle tracking: the geometry of the footway crossover is identical to that of the original application which was approved without reference to vehicle tracking. Since this application for planning approval relates only to relocation of the ramp the question of crossover geometry is not relevant. In the interests of resolving the matter, we would nevertheless be prepared to double the splayed kerb length each side of the entrance. The crossover may be identical but the alignment of the ramp is different ie the previous ramp was straight and this proposal it is curved. I would rather not increase the splayed kerb length. I need to see the tracking drawing as the ramp might need widened.
- 4). Turning within the site curtilage: it should be borne in mind when considering manoeuvrability, that the trailers are light and easily lifted off the car's towball and manoeuvred by one or two persons. By way of comparison, we have for many years carried out winter overhaul of club boats and launches (much larger than the dinghies envisaged in this application) in the car park behind Maurice McMillan Motors.

An updated layout plan is attached.

Regards.

David.

David Turnbull
for ATK Partnership Ltd
24th Nov 2015

The following refers to email messages transmitted from, or on behalf of, A.T.K. Partnership Limited. This information contained in any e-mail and their attached files, including replies and forwarded copies, are confidential and intended solely for the addressee(s) and may be legally privileged or prohibited from disclosure and unauthorised use.

If you are not the named addressee you may not use, copy or disclose this information to any other person. If you received this message in error please notify the sender immediately and delete all copies of the email and associated files.

If you are not the intended recipient, any form of reproduction, dissemination, copying, disclosure, modification, distribution and/or publication or any action taken or omitted to be taken in reliance upon this message or its attachments is prohibited and may be unlawful.

Any views or opinions presented are solely those of the originator and do not necessarily represent those of A.T.K. Partnership Limited.

All liability for viruses is excluded to the fullest extent permitted by law.

-----Original Message-----START

From: David Ashman [David.Ashman@inverclyde.gov.uk]
Sent: 23rd Nov 2015 at 16:47 (GMT+00:00)
Received: 23rd Nov 2015 at 17:19 (GMT+00:00)
To: mail@atk-partnership.co.uk
Subject: Planning permission 15/0231/IC: Royal Gourock Yacht Club
Attachments:
Importance: Highest

David,

I have received a further consultation reply from the Head of Environmental and Commercial Services in respect of your most submitted plans. I will quote from the e-mail to cover the points that he considers you still need to address:

"...the following points from my first email have not been addressed.

The ramp is still too steep for a level difference of 2.14m at a gradient of 1:20 the ramp should be 43m long. It is only about :

A vehicle tracking drawing should be submitted showing access and egress of a car and trailer, it looks as if there will be car trailer is coming out the same time as one is going in and the vehicle on Ashton Road will have to stop thus blocking traffic at the turning area at the bottom of the ramp looks too small.

The dropped crossing detail still states block pavers it should be HRA."

Could you please confirm that these matters can be addressed and do so with urgency. Should it not be possible please advise. Please note that as matters stand I am required to determine the application by 28th November.

Regards,

David

David Ashman

Development Management Team Leader

Regeneration and Planning

Inverclyde Council

Municipal Buildings

Clyde Square

Greenock

PA15 1LY

Tel: 01475 712416

E-mail: devcont.planning@inverclyde.gov.uk

Let us know how satisfied you are with the service received from Building Standards or Development Management by completing our customer survey at

[Survey Monkey - Building Standards](#) or [Survey Monkey - Development Management](#)

Inverclyde
Council
Disclaimer

This document should only be read by those persons to whom it is addressed and is not intended to be relied upon by any person without subsequent written confirmation of its contents. Accordingly, Inverclyde Council accepts all responsibility and accept no liability (including in negligence) for the consequences for any person acting on the basis of this document.

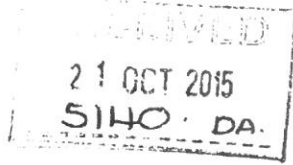
refraining from acting,
on such information prior to the receipt by those persons of subsequent written confirmatio

If you have received this E-mail message in error, please notify us immediately by telephon
Please also destroy and delete the message from your computer.

Any form of reproduction, dissemination, copying, disclosure, modification, distribution an
publication of this E-mail message
is strictly prohibited.

-----Original Message-----END

REPRESENTATIONS



45 Ashton Road
Gourock
PA19 1AA

19/10/15

Inverclyde Council
Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock
PA15 1LY

Re. Planning Application 15/0231/IC - Amendment to location of access ramp in previously granted application for boat marshalling area.

Dear Sir/Madam

I write to object to the planning application made by Royal Gourock Yacht Club (RGYC) for the Amendment to location of access ramp in previously granted application for boat marshalling area. My objections are as follows:

Impact on View

1. In Local Plan Policy DS6 - Promotion of a Sympathetic Approach to Enhance the Environment of the Coastline is stated:

“The riparian environment and scenic setting of Inverclyde’s developed and undeveloped coastline will be safeguarded by promoting development only where adequate and sustainable sea defences are included in the proposal and where it will enhance, and not detract from, this unique asset.”

While this pertains to the development as a whole and even though planning permission for the development as a whole has been approved, the following relates directly to my objection of the relocation of the access ramp. In his Report to the Planning Board of 6th June 2012, Stuart Jamieson, Head of Regeneration and Planning wrote:

“It is acknowledged that the introduction of a substantial man made platform designed for parking of cars and boats represents a change to the local environment but this is now largely concentrated on land that has previously been developed, is situated relatively lower to street level and, therefore, has less visibility than previously proposed.”

Less visibility to those on street level perhaps but as my property and all others on Ashton Road are a few metres above street level parts of the developments are already visible to us and the relocated access ramp will be even more visible.

Stuart Jamieson writes further that planting on the verge around the access ramp. What height will this planting be eventually and how will it impact the view of those on street level and me and other residents of Ashton Road above street level?

2. In the Decision Notice of Conditional Planning Permission for the formation of car park and boat marshalling area (11/0019/IC) Condition 6 (taken from a recommendation by the Head of Environmental and Commercial Services) states that:

"Crash barriers should be erected down the access ramp and across the car park to stop vehicles rolling into the sea. A sign should be erected warning vehicles exiting the car park that they are crossing a cycle track and should give way to cyclists."

I have concerns about the height of the crash barriers and the sign and to what extent will they impact the view? What is the nature of the sign in terms of size, height, will it be lit and how will these impact the view?

Parking

On street parking is already at premium on this section of Ashton Road. RGYC's proposed relocated access ramp will further reduce the number of street parking spaces. Residents often have to park a distance from their houses. Most of us have no off-road parking and no options available to create private parking spaces in our narrow front gardens.

In the Report of Handling Planning Board Update of 6/6/12, RGYC propose that "Entry to the car park is not to be controlled and it would therefore be available for general parking outwith club member use."

When major events, normal club sailing or social events are being held at the Yacht Club resulting in all or most of the spaces in the car park are in use by event attendees, where are Ashton Road residents or visitors to Ashton Road properties to park when the access ramp has reduced the amount of on-street parking spaces?

In addition to this, many Ashton Road residents I have spoken with do not want to use the new car park during bad weather as they are not convinced about the safety of their cars during severe weather or their personal safety when trying to access them.

How many on-street parking spaces will be lost due to the access ramp?

Public Safety

A relocated access ramp will join Ashton Road right next to a main route bus stop. I have serious concerns about how the ramp will affect traffic congestion and road, pedestrian and cyclist safety especially during busy events at RGYC when there are queues of vehicles entering and leaving the car park. Imagine the scene when a combination of factors are present; vehicles are entering the leaving via the access ramp, vehicles queued on the main road waiting to enter, regular road traffic coming in both directions, buses trying to leave the bus stop, ferry traffic, pedestrians and cyclists using the pavement and cycle path. All these factors together pose a safety risk which will increase after dark. What assurances are there that driver, pedestrian and cyclist safety will not be compromised by the access ramp in the proposed location?

Bus Stop Location

In the Decision Notice for Conditional Planning Permission of 7th June 2012 it states:

“That prior to the start of development the relocation of the bus stop shall be agreed in writing with the Head of Environmental and Commercial Services under Section 56 approval (the Roads (Scotland) Act 1984).”

Where is this agreement in writing available? To my knowledge, the bus stop is not to be moved so in light of this why was development started with the subsequent need to relocate the access ramp?

Property Value

The proposed new location for the access ramp is almost directly opposite my property. The magnificent view across the Clyde afforded by my property is one of its main assets and anything diminishing the view (in this case the access ramp with its crash barriers, signage, surrounding landscaping) also diminishes this asset which in turn may affect the value of my property. What assurances do I have that the value of my property will not be diminished? Is there any contingency for recompense if before and after valuations of my property show that its value has been diminished?

Lamp post/street lighting

There is a lamp post positioned right at the proposed relocated access ramp. Will this have to be moved and if so to where? I already have a problem with the new LED street lights (one of which is directly across from my bedroom) inasmuch as they are too bright. The light from the new LED light at the proposed relocated access ramp causes me to have to close my living room curtains in the evenings as its light is too harsh. If it is

moved directly opposite my property the light will be even more invasive to my living room although this may be solved by reducing its brightness or installing shielding.

“Dust Nuisance”

In the Summary of Key Issues item 10.4 of the Environmental Statement (Revised September 2012) associated with the planning permission for the development as a whole it states that: "Placing fill in tidal water will mitigate dust nuisance". This was not the case. During construction of the platform, whilst parked on the street within a few metres of the development my wife's car was regularly covered in dust while work on the site was carried out. What assurances can you give me that, if approved, work on the relocated access ramp will not cause this to happen again?

Additional Objections

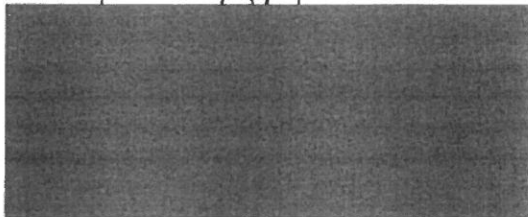
It is my opinion that many of the objections to the initial planning of the car park/boat marshalling area received by Inverclyde Council are still applicable to the relocation of the access ramp, these being:

- The proposal is contrary to policy LR1 of the Local Plan as it will not protect open space
- Significance of visual impacts from the river have been underplayed.
- Detrimental impact on views across the Clyde.
- Details of the proposed planting have not been provided.
- The proposal is not for general community benefit.

I wish to add these objections to my other objections in this letter.

On the basis of the information available about the planning application and my serious concerns listed in this letter, I urge the Council to carefully consider the many inevitable problems and deny planning permission for RGYC's proposed amendment to the location of the access ramp in previously granted application for boat marshalling area..

Faithfully

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes or dates.

Harry Young

Comments for Planning Application 15/0231/IC

Application Summary

Application Number: 15/0231/IC

Address: Royal Gourock Yacht Club Ashton Road Gourock PA19 1DA

Proposal: Amendment to location of access ramp in previously granted application for boat marshalling area (11/0019/IC)

Case Officer: David Ashman

Customer Details

Name: Mrs Mary Robertson

Address: 47 Ashton Road Gourock

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The original plans meant the Access ramp was graduated and further west but at costs obviously underestimated. Now The Club has this new proposal without any consultation with residents and access to the 'car park' means cars exiting sharply/ directly onto a main road just before a right hand junction at Victoria Rd. To date the appearance of this development is ill made with ugly boulder buttresses that are lopsided uneven and precarious and 'gravel infill' which will and has been washing away. Does the Yacht club have the finances and expertise to ever make a useable car park based on efforts to date? Will this small badly built area ever be a viable car parking space and not as at present a degenerating eyesore? Their amateur efforts so far demonstrate this work should never have been started. Please deny this application and let the area return to its natural state

DECISION NOTICE DATED 26 NOVEMBER 2015

DECISION NOTICE

Refusal of Planning Permission

Issued under Delegated Powers

Inverclyde
council

Regeneration and Planning
Municipal Buildings
Clyde Square
Greenock PA15 1LY

Planning Ref: 15/0231/IC

*TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(SCOTLAND) REGULATIONS 2013*

Royal Gourock Yacht Club
Ashton Road
GOUROCK
PA19 1DA

ATK Partnership
33 Union Street
GREENOCK
PA16 8DN

With reference to your application dated 3rd September 2015 for planning permission under the above mentioned Act and Regulation for the following development:-

Amendment to location of access ramp in previously granted application for boat marshalling area (11/0019/IC) at

Royal Gourock Yacht Club, Ashton Road, Gourock

Category of Application: Local Application Development

The INVERCLYDE COUNCIL in exercise of their powers under the abovementioned Act and Regulation hereby refuse planning permission for the said development.

The reason for the Council's decision is:-

1. The geometry of the proposed access does not allow for the safe passage of two cars with trailers passing in opposite directions, which may lead to conflict in the use of the access, potentially to the detriment of the safety of traffic on Ashton Road.

The reason why the Council made this decision is explained in the attached Report of Handling.

Dated this 26th day of November 2015

Head of Regeneration and Planning



- 1 If the applicant is aggrieved by the decision of the Planning Authority to refuse permission for or approval required by condition in respect of the proposed development, or to grant permission or approval subject to conditions, he may seek a review of the decision within three months beginning with the date of this notice. The request for review shall be addressed to The Head of Legal and Administration, Inverclyde Council, Municipal Buildings, Greenock, PA15 1LY.

- 2 If permission to develop land is refused or granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the planning authority a purchase notice requiring the purchase of his interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997

Refused Plans: Can be viewed Online at <http://planning.inverclyde.gov.uk/Online/>

Drawing No:	Version:	Dated:
2129-10		24.08.2015
2129-11		01.08.2015
2129-12	Rev A	10.11.2015
2129-13		01.08.2015
2129-14		24.08.2015

**NOTICE OF REVIEW FORM DATED 26 FEBRUARY 2016
AND SUPPORTING DOCUMENTATION**

NOTICE OF REVIEW

UNDER SECTION 43A(8) OF THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED) IN RESPECT OF DECISIONS ON LOCAL DEVELOPMENTS

THE TOWN AND COUNTRY PLANNING (SCHEMES OF DELEGATION AND LOCAL REVIEW PROCEDURE) (SCOTLAND) REGULATIONS 2013
THE TOWN AND COUNTRY PLANNING (APPEALS) (SCOTLAND) REGULATIONS 2013

IMPORTANT: Please read and follow the guidance notes provided when completing this form. Failure to supply all the relevant information could invalidate your notice of review.

Use **BLOCK CAPITALS** if completing in manuscript

Applicant(s)		Agent (if any)	
Name	ROYAL GOUROCK YACHT CLUB	Name	ATK PARTNERSHIP
Address	ASHTON GOUROCK	Address	33 UNION STREET GREENOCK
Postcode	PA19 1DA	Postcode	PA16 8DN
Contact Telephone 1	07766 814936	Contact Telephone 1	01475 787797
Contact Telephone 2	01475 632983	Contact Telephone 2	07766 814936
Fax No	NONE	Fax No	01475 727990
E-mail*	royalgourockyachtclub@hotmail.co.uk	E-mail*	mail@atk-partnership.co.uk

Mark this box to confirm all contact should be through this representative:

* Do you agree to correspondence regarding your review being sent by e-mail?

Yes No

Planning authority	INVERCLYDE COUNCIL		
Planning authority's application reference number	15/0231/1C		
Site address	ROYAL GOUROCK YACHT CLUB, ASHTON, GOUROCK.		
Description of proposed development	AMENDMENT TO LOCATION OF ACCESS RAMP IN PREVIOUSLY GRANTED APPLICATION 11/0019/1C.		
Date of application	29 SEPTEMBER 2015	Date of decision (if any)	26 NOVEMBER 2015

Note. This notice must be served on the planning authority within three months of the date of the decision notice or from the date of expiry of the period allowed for determining the application.

Nature of application

- 1. Application for planning permission (including householder application)
- 2. Application for planning permission in principle
- 3. Further application (including development that has not yet commenced and where a time limit has been imposed; renewal of planning permission; and/or modification, variation or removal of a planning condition)
- 4. Application for approval of matters specified in conditions

Reasons for seeking review

- 1. Refusal of application by appointed officer
- 2. Failure by appointed officer to determine the application within the period allowed for determination of the application
- 3. Conditions imposed on consent by appointed officer

Review procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may tick more than one box if you wish the review to be conducted by a combination of procedures.

- 1. Further written submissions
- 2. One or more hearing sessions
- 3. Site inspection
- 4. Assessment of review documents only, with no further procedure

If you have marked box 1 or 2, please explain here which of the matters (as set out in your statement below) you believe ought to be subject of that procedure, and why you consider further submissions or a hearing are necessary:

Site inspection

In the event that the Local Review Body decides to inspect the review site, in your opinion:

- | | Yes | No |
|--|-------------------------------------|--------------------------|
| 1. Can the site be viewed entirely from public land? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Is it possible for the site to be accessed safely, and without barriers to entry? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If there are reasons why you think the Local Review Body would be unable to undertake an unaccompanied site inspection, please explain here:

Statement

You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. Note: you may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

If the Local Review Body issues a notice requesting further information from any other person or body, you will have a period of 14 days in which to comment on any additional matter which has been raised by that person or body.

State here the reasons for your notice of review and all matters you wish to raise. If necessary, this can be continued or provided in full in a separate document. You may also submit additional documentation with this form.

Reason 1:

The application was refused because "The geometry of the proposed access does not allow for the safe passage of two cars with trailers passing in opposite directions....."
 But the geometry of the footway crossover in this amendment application is identical to that of the original application which was approved.

Reason 2:

The scenario assumed by the Roads Engineer envisages a "luxury 4x4 towing a twin-axled trailer" meeting a second "luxury 4x4 towing a twin-axled trailer" at the entrance to the facility on Ashton Road. The trailers we use are single-axle and light enough to be manhandled. So, apart from the statistical improbability of this occurring, one might assume that Driver 1 (on Ashton Road) could see Driver 2 (on the access road) and hold back until Driver 2 safely exits.

Reason 3:

If the consideration of the application had not run out of time (and accepting that the scenario described above should be the basis for design) we would have agreed to increase the width of the footway crossover to any reasonable extent. The formation of the boat marshalling area has already been created and we have identified funding to complete the project.

We are still prepared to widen the footway crossover if necessary so there should be no impediment to approval of the proposals.

Have you raised any matters which were not before the appointed officer at the time the determination on your application was made?

Yes No

If yes, you should explain in the box below, why you are raising new material, why it was not raised with the appointed officer before your application was determined and why you consider it should now be considered in your review.

List of documents and evidence

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review.

Plan 2129-01E (Plan approved June 2012).

Conditional Planning Permission (June 2012).

Plan 2129-12B (Current proposal – refused November 2015).

Decision Notice – Refusal of Amendment November 2015.

Note. The planning authority will make a copy of the notice of review, the review documents and any notice of the procedure of the review available for inspection at an office of the planning authority until such time as the review is determined. It may also be available on the planning authority website.

Checklist

Please mark the appropriate boxes to confirm you have provided all supporting documents and evidence relevant to your review:

- Full completion of all parts of this form
- Statement of your reasons for requiring a review
- All documents, materials and evidence which you intend to rely on (e.g. plans and drawings or other documents) which are now the subject of this review.

Note. Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice from that earlier consent.

Declaration

I the ~~applicant~~/agent [delete as appropriate] hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents.

Signed Date

**EMAIL DATED 11 MARCH 2016 FROM ATK PARTNERSHIP LTD
IN RELATION TO NEW MATERIAL**

Rona McGhee

From: Rose Singleton <mail@atk-partnership.co.uk>
Sent: 11 March 2016 10:44
To: Rona McGhee
Subject: Re: Review of Decision to Refuse Planning Permission - Amendment to Location of Access Ramp in Previously Granted Application for Boat Marshalling Area at Royal Gourock Yacht Club, Ashton Road, Gourock (15/0231/IC)

REFERENCE EML-OUT/2129/20
For the attention of Rona McGhee

Dear Rona

I refer to your email dated 7 March regarding the notice of review served by Royal Gourock Yacht Club (per ATK Partnership) on Inverclyde Council.

You advise that the two decision notices issued by Inverclyde Council are “new material” and you ask us to demonstrate that the decision notices could not have been introduced (to Inverclyde Council presumably) earlier in the process.

Since the issue of the decision notices was entirely under the control of Inverclyde Council, it is hard to see how we could have done anything to make Inverclyde Council aware of the decision by their own planners any earlier?

I look forward to receiving your explanation and trust that this apparent absurdity does not prejudice the handling of the notice of review.

Please confirm that you have received this email within the 14 day response time requested by you.

Kind regards.

David.

David Turnbull
for ATK Partnership Ltd
11th Mar 2016

The following refers to email messages transmitted from, or on behalf of, A.T.K. Partnership Limited. This information contained in any e-mail and their attached files, including replies and forwarded copies, are confidential and intended solely for the addressee(s) and may be legally privileged or prohibited from disclosure and unauthorised use.

If you are not the named addressee you may not use, copy or disclose this information to any other person. If you received this message in error please notify the sender immediately and delete all copies of the email and associated files.

If you are not the intended recipient, any form of reproduction, dissemination, copying, disclosure, modification, distribution and/or publication or any action taken or omitted to be taken in reliance upon this message or its attachments is prohibited and may be unlawful.

Any views or opinions presented are solely those of the originator and do not necessarily represent those of A.T.K. Partnership Limited.

All liability for viruses is excluded to the fullest extent permitted by law.

-----Original Message-----START

From: Rona McGhee [Rona.McGhee@inverclyde.gov.uk]

Sent: 7th Mar 2016 at 14:51 (GMT+00:00)

Received: 7th Mar 2016 at 15:10 (GMT+00:00)

To: mail@atk-partnership.co.uk

Subject: FAO MR D TURNBULL Review of Decision to Refuse Planning Permission - Amendment to Location of Access Ramp in Previously Granted Application for Boat Marshalling Area at Royal Gourock Yacht Club, Ashton Road, Gourock (15/0231/IC)

Attachments:

Importance: Normal

Dear Mr Turnbull

I refer to Notice of Review that you served on Inverclyde Council's Local Review Body on 26 February. I acknowledge receipt of the Notice and supporting documentation.

As you may be aware, Section 43B of the Town & Country Planning (Scotland) Act 1997 restricts the introduction of material which was not before the planning officer at the time of the determination now under review (or at the time of the expiry of the period of determination). New material will only be permitted where the applicant can demonstrate that it could not have been introduced earlier in the process, or that it arises as a consequence of exceptional circumstances. Having reviewed the material submitted with the Notice of Review, I would advise that the following information which has been submitted with the Notice of Review is new material:-

- (a) Decision Notice relative to planning application 11/0019/IC; and
- (b) Decision Notice relative to planning application 15/0231/IC dated 26 November 2015

In the circumstances, I should be obliged if you would either (i) demonstrate that the above material could not have been introduced earlier in the process, or (ii) that it arises as a consequence of exceptional circumstances. In this regard, I should be pleased to hear from you within 14 days of the date of this email.

I would, however, advise that the Decision Notice relative to planning application 15/0231/IC, the subject of the request for review, will be included with the papers submitted to the Local Review Body as part of its consideration of the review of the refusal of planning permission.

The Local Review Body is required to notify all those who submitted comment on the planning application, giving 14 days to make any further representation. Should any representations be received I shall write to you providing copy of any correspondence and allow you the opportunity to make comment.

I look forward to hearing from you.

Regards,

Rona

Rona McGhee

**Senior Administration Officer
Legal & Property Services
Inverclyde Council**
Municipal Buildings
Clyde Square
Greenock
Inverclyde
PA15 1LX

Phone – 01475 712113

e-mail – rona.mcghee@inverclyde.gov.uk

Inverclyde Council website – www.inverclyde.gov.uk

Inverclyde on Twitter – twitter.com/inverclyde

Inverclyde Council - Best Government Services Employer in the UK 2016 – Bloomberg Business Best Employer Awards 2016

Inverclyde Council
Email Disclaimer

This document should only be read by those persons to whom it is addressed and is not intended to be relied upon by any person without subsequent written confirmation of its contents. Accordingly, Inverclyde Council disclaim all responsibility and accept no liability (including in negligence) for the consequences for any person acting, or refraining from acting, on such information prior to the receipt by those persons of subsequent written confirmation.

If you have received this E-mail message in error, please notify us immediately by telephone.

Please also destroy and delete the message from your computer.

Any form of reproduction, dissemination, copying, disclosure, modification, distribution and/or publication of this E-mail message is strictly prohibited.

-----Original Message-----END

FURTHER REPRESENTATION

Rona McGhee

From: David Ashman on behalf of Devcont Planning
Sent: 21 March 2016 08:51
To: Rona McGhee
Subject: FW: Application for reconsideration of Planning Application 15/0231/IC - Reconsideration of Amendment to location of access ramp in previously granted application for boat marshalling area

Rona,

This has come in over the weekend.

Regards,

David

David Ashman
Development Management Team Leader
Regeneration and Planning
Inverclyde Council
Municipal Buildings
Clyde Square
Greenock
Inverclyde
PA15 1LY

Phone (office): 01475 712416

E-mail: devcont.planning@inverclyde.gov.uk

Inverclyde Council website – www.inverclyde.gov.uk

Inverclyde on Twitter – twitter.com/inverclyde

Inverclyde Council - Best Government Services Employer in the UK 2016 – Bloomberg Business Best Employer Awards 2016

Let us know how satisfied you are with the service received from Building Standards or Development Management by completing our customer survey at [Survey Monkey - Building Standards](#) or [Survey Monkey - Development Management](#)

From: Mary Robertson [<mailto:>]

Sent: 19 March 2016 00:37

To: Devcont Planning

Subject: Application for reconsideration of Planning Application 15/0231/IC - Reconsideration of Amendment to location of access ramp in previously granted application for boat marshalling area

I am writing again to object to the Royal Gourock Yacht Club request for a reconsideration of a refusal by the Council to grant their request for planning permission for revised access slip road from their proposed car park onto Ashton Road near a busy junction not thirty yards further east where Victoria Road junction empties onto Ashton Road .

Higher volume of traffic on race night and days and also because of increased business at the Yacht club with events weddings and other celebrations now taking place all year round at this venue would mean that a steady stream of vehicles would be exiting regularly onto this stretch /point on Ashton Road .

Also please consider the car park at east side of the Yacht Club regularly empties when events and functions at the club -again only a few yards from Victoria Road as again another pressure on traffic flow into this vicinity. .

Coming from the west side and rounding the corner on the approach to the Club the traffic travels much faster and only slows to try and weave through and by traffic and parked cars and overtake buses at the bus stop on a stretch of the road that is much narrower than the previous wider Cloch Road which ends on the corner. There have been several documented traffic accidents on this bend and corner over the years caused because of speeding trying to get round cars and parked cars .This exit/ entrance would only increase these pressures

The original plans for the car park had an exit out of the area which led the cars at an angle to swing onto the road further west and although in my view this would still have been clumsy and up quite an area of pavement and natural landscape at least it would have been a gradual exit onto the main road where both the emerging cars and the approaching traffic could see and assess what to do. The same cant be said for this new proposal.

Which is for a sharp angled turn- in either direction by a big car able to tow a trailer with boat (for visiting teams of yachters bringing their equipment) onto a busy road .. Trailers ,mobile homes for visiting yacht club people - all these are hazards that would put enormous pressures on residents and road users-I doubt the road is safely wide enough for a swing round at speed to allow getting onto the road. This would be dangerous at times.

When the club made its initial proposals it said that residents directly affected by the changes would gain by having club members park off road .However the revised car parking space is much less than they initially had hoped and the entrance/exit removes at least 2-3 road car parking spaces that are currently available for residents with no options to go elsewhere. And their cars would run the risk of bumps from emerging cars.

This whole proposal is based on an idea which was then scaled down considerably because of cost to be a proposal that does not really gain significant safe parking for its members and increases significantly the anxiety and risk for the residents immediately surrounding the club and road users in general.

Please do not grant this permission for this revision regarding the access road for the car park- in the interest of all the other people who live on and use Ashton Road regularly - and for Inverclyde in general.

Thank you

Mary Robertson

47 Ashton Road Gourock PA19 1AA

**EMAIL DATED 5 APRIL 2016 FROM MR D TURNBULL
IN RESPONSE TO FURTHER REPRESENTATION**

Rona McGhee

From: David Turnbull
Sent: 05 April 2016 15:02
To: Rona McGhee
Subject: Email to Rona McGhee

Email to Rona McGhee
Application for reconsideration of planning application 15/0231/ic

Rona

Thank you for forwarding the comments of Mary Robertson which I have attempted to summarise with responses as below Traffic volume: the notion that "a steady stream of vehicles would be exiting regularly on to this point on Ashton Road" is unrealistic. The roads authority did not raise it as an objection to the original approved application nor to this amendment.

On the one hand, Mary Robertson argues that the additional number of parking spaces will not compensate for the loss of three or four kerbside spaces at the footway crossover whilst she argues on the other hand that the additional spaces provided by the facility will generate "a steady stream of vehicles" onto Ashton Road. The two arguments are contradictory.

Geometry of exit: the geometry is the same as the original proposal which was approved but we have stated to inverclyde Council that we are happy to increase the width of the footway crossover if necessary.

"....., mobile homes for visiting yacht club people ".....: . Mary Robertson's information appears to be without foundation. To the best of my knowledge, no-one has suggested bringing mobile homes onto the site before.

We trust this is of assistance
Kind regards
David Turnbull

Sent from my iPhone

**SUGGESTED CONDITIONS SHOULD PLANNING
PERMISSION BE GRANTED ON REVIEW**

AMENDMENT TO LOCATION OF ACCESS RAMP IN PREVIOUSLY GRANTED APPLICATION FOR BOAT MARSHALLING AREA AT ROYAL GOUROCK YACHT CLUB, ASHTON ROAD, GOUROCK (15/0231/IC)

Suggested conditions should planning permission be granted on review

Conditions:-

1. That the presence of any previously unrecorded contamination or variation to reported ground conditions (associated with planning permission 11/0019/IC) that becomes evident during site works shall be brought to the attention of the Planning Authority within one week. Consequential amendments to the Remediation Strategy shall not be implemented unless it has been submitted to and approved, in writing, by the Planning Authority.
2. That no material shall be imported onto the site until written details of the source of the imported material have been submitted for approval, in writing by the Planning Authority. The details, which shall be submitted no later than four weeks prior to the material being imported onto the site, shall include: the source of the imported material, any potential source(s) of contamination within 50 metres of the source of the material to be imported and verification analysis information. The material must not be imported on to the site until written approval has first been received from the Planning Authority. The material from the source agreed only shall be imported in strict accordance with these agreed details.
3. That prior to the access hereby permitted being brought into use, crash barriers of a specification to be submitted to and approved in writing by the Planning Authority, shall be erected as directed by the Planning Authority.
4. That prior to the access being brought into use a sign, the details of which are to be submitted to and approved in writing by the Planning Authority, shall be erected to warn drivers leaving the car park that they are crossing a cycle track and should give way to cyclists.
5. That the access ramp shall be surfaced in a hard surface, the details of which are to be submitted to and approved in writing by the Planning Authority.
6. That prior to the commencement of development, a scheme showing provision for the existing National Cycle Route to remain open during the construction process shall be submitted to and approved in writing by the Planning Authority. The scheme shall, thereafter, remain in force until the completion of construction.
7. That prior to the commencement of development, full drainage details and details of the treatment of surface water shall be submitted to and approved in writing by the Planning Authority.
8. That all surface water drainage from the site shall be treated in accordance with the principles of the Sustainable Urban Drainage Systems Manual (C697) (CIRIA 2007). Before development commences, details shall be submitted to and approved in writing by the Planning Authority of the maintenance regime for the water detention areas.

Reasons:-

1. To ensure that all contamination issues are recorded and dealt with appropriately.
2. To protect receptors from the harmful effects of imported contamination.
3. In the interests of driver safety.
4. In the interests of the safety of cyclists.
5. To prevent deleterious material being carried onto the carriageway.
6. To ensure continuity of access for users of the National Cycle Route.
7. To help to prevent flooding and possible contamination of the river.
8. To control runoff from the site to reduce the risk of flooding.