

Chairman: Sandy Dunlop

Secretary: Roger Ashforth, Kinmundy , Connel, Oban, Argyll. PA37 1PG

01631 710063

Treasurer: Lorne Nelson

connelcommunitycouncil@gmail.com

21 March 2017

For the attention of

Fiona Scott Case Officer

Planning & Regulatory Services

Argyll & Bute Council

Municipal Buildings

Albany Street

Oban

PA34 4AW

Dear Sir/Madam,

**17/00493/PPP Site for the erection of dwellinghouse.( and associated applications)**

**Location: Land North Of 1 Kilvaree, Connel, Oban, Argyll And Bute.**

**Applicant: Mr James Adam 35 Morven Hill, Oban**

 **Objections and request for rejection from Connel Community Council**

Connel Community Council has instructed me to raise a number of objections in relation to this proposed development. I refer to Argyll and Bute Local Development Plan (Supplementary Guidance).

**State of Public Road**

 Local Development Plan TRAN 4 defines standards and states in “ 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 “ .

It is clear that the primary objective of this policy is the safety of all road users including pedestrian, cycle and motorised vehicles, achieved within a well-designed street environment.

We note the contents of the technical report by Brian Rattay from Argyll & Bute Council Operational Services Department but feel his comments should include wider issues .

 There is a limit to the number of people who can live along the Barran Rd .It is a single track road and it is already becoming congested with local residents commuting to work.This situation is aggravated by its increasing use of by traffic heading both north and south on the A816 avoiding the usual congestion in Oban Town centre at rush hour and all day in summer tourist season .

Although the roads issues appear to have had little impact in planning decisions in the past, there comes a time – and I would argue now – that this must be taken into account for all present and future applications. The state of the road has now come to a point where any more development will consequently place an unreasonable burden on the Roads Authority to improve a significantly substandard road and that policy laid out in SG LDP Trans 5 should apply and that a contribution should be sought for any road improvements from any developer.

**Private access arrangements**

The Community Council note the minimum the following section in LDP Trans 4 which states “ Private accesses and private roads should facilitate effective and safe access by emergency service vehicles (3.7m width from wall to wall) and where appropriate, by public service vehicles and include a turning area.”

We seek an assurance that this issue will be robustly addressed and if private road improvements are considered necessary the works must be completed before planning consent is issued.

Yours sincerely

Roger Ashforth (Secretary)



Follow us on Facebook

http://www.community-council.org.uk/connelcommunitycouncil/