

# APPELLANT'S SUBMISSIONS

# 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.**

**PLEASE NOTE IT IS FASTER AND SIMPLER TO SUBMIT PLANNING APPLICATIONS ELECTRONICALLY VIA <https://www.eplanning.scot>**

1. Applicant's Details		2. Agent's Details (if any)	
Title	<input type="text" value="Mr."/>	Ref No.	<input type="text"/>
Forename	<input type="text" value="Evangelos"/>	Forename	<input type="text"/>
Surname	<input type="text" value="Tsakiroglou"/>	Surname	<input type="text"/>
Company Name	<input type="text"/>	Company Name	<input type="text"/>
Building No./Name	<input type="text" value=""/>	Building No./Name	<input type="text"/>
Address Line 1	<input type="text" value=""/>	Address Line 1	<input type="text"/>
Address Line 2	<input type="text"/>	Address Line 2	<input type="text"/>
Town/City	<input type="text" value=""/>	Town/City	<input type="text"/>
Postcode	<input type="text" value=""/>	Postcode	<input type="text"/>
Telephone	<input type="text" value=""/>	Telephone	<input type="text"/>
Mobile	<input type="text"/>	Mobile	<input type="text"/>
Fax	<input type="text"/>	Fax	<input type="text"/>
Email	<input type="text" value=""/>	Email	<input type="text"/>

3. Application Details	
Planning authority	<input type="text" value="Renfrewshire Council - Paisley"/>
Planning authority's application reference number	<input type="text" value="18/0433/PP"/>
Site address	
<div style="border: 1px solid black; padding: 5px;"> Land bordering to the West with Brown Street, bordering to East with old Gaelic graveyard, near Stoney Brae and Hunter street to the East and near Oakshaw Street to the south, Paisley </div>	
Description of proposed development	
<div style="border: 1px solid black; padding: 5px;"> Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street / Stoney Brae </div>	

Date of application	14th June 2018	Date of decision (if any)	pending
<p><b>Note.</b> This notice must be served on the planning authority within three months of the date of decision notice or from the date of expiry of the period allowed for determining the application.</p>			
<b>4. Nature of Application</b>			
Application for planning permission (including householder application)			<input type="checkbox"/>
Application for planning permission in principle			<input checked="" type="checkbox"/>
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)			<input type="checkbox"/>
Application for approval of matters specified in conditions			<input type="checkbox"/>
<b>5. Reasons for seeking review</b>			
Refusal of application by appointed officer			<input type="checkbox"/>
Failure by appointed officer to determine the application within the period allowed for determination of the application			<input type="checkbox"/>
Conditions imposed on consent by appointed officer			<input checked="" type="checkbox"/>
<b>6. Review procedure</b>			
<p>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.</p> <p>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.</p>			
Further written submissions			<input type="checkbox"/>
One or more hearing sessions			<input type="checkbox"/>
Site inspection			<input type="checkbox"/>
Assessment of review documents only, with no further procedure			<input checked="" type="checkbox"/>
<p>If you have marked either of the first 2 options, 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 necessary.</p> <div style="border: 1px solid black; height: 40px; margin-top: 10px;"></div>			
<b>7. Site inspection</b>			
In the event that the Local Review Body decides to inspect the review site, in your opinion:			
Can the site be viewed entirely from public land?			<input type="checkbox"/>
Is it possible for the site to be accessed safely, and without barriers to entry?			<input checked="" 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:

## 8. 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.

The Council issued Notification of Refusal of Consent on 7th January 2020 on the grounds of "inadequate accessibility and connectivity", however denying us the opportunity for any alternative solutions whatsoever, thus condemning our property (situated in prime location in Oakshaw) to become a useless and abandoned piece of land with serious social impact to local community, where young people presently use to hide to drink alcohol and inject drugs.

Although we proposed several solutions and submitted clear drawings with concise explanations to justify our request for "Consent in Principle" (only), we were however instructed to provide immediately additional Engineering Survey Assessments, not warranted at preliminary phase, not justified in view of Article 21 Agreement concerning detailed design requirements. Since such design details would normally be required for further determination at the next stage, we are hence of the opinion that we are denied the opportunity to move onto the next stage which would fully satisfy all Council and Government regulations, and have thus been treated unfairly, i.e. subject to unnecessary requirements at preliminary stage, with the intent to morally discourage our efforts via economic exhaustion.

To this effect we clarify that we have submitted 3 alternative solutions with detailed drawings that should have sufficed for a "Consent" at least "In Principle", as follows : (a) Swept Path Analysis for Access road from the Gate at end of Stoney Brae, (b) Swept Path Analysis for Access opposite Hunter St, and (c) Proposal for Muster area only for collection of waste material, however all proposed solutions have been rejected subject to additional engineering assessment and without any positive discussion whatsoever.

We consider our submittal to be a very worthy proposal with merit, offering multiple benefits to the local community, and therefore deserving positive consideration. We are fully confident that we will be able at the next stage Article 21 Agreement concerning detailed design requirements, to fully satisfy Council and Government regulations as may determined by the Planning Officer. We thus humbly request the Councils Committee to revisit and review the initial decision. We hope you will be able to reconsider and wish to clarify that are only requesting at this present time for your consent "In-Principle" (only), whereupon that we may proceed to further determination through detailed design development.

Have you raised any matters which were not before the appointed officer at the time your application was determined? Yes ☐ No ☒

If yes, please explain below a) why your are raising new material b) why it was not raised with the appointed officer before your application was determined and c) why you believe it should now be considered with your review.

no new material is raised - here attached are all previous supporting documents



**9. 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

Please find attached documents to support:

- 1) Table 1 with detailed record of all Review Comments & Responses that proceeded
- 2) Swept Path Analysis
- 3) Visibility Splay & Swept Path Analysis demonstrating safe access from Hunter St
- 4) Layout with 5 Sections demonstrating safe access from Hunter St
- 5) Copy of initial Application
- 6) Refusal of Consent, issued 7th January 2020

**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.

**10. Checklist**

Please mark the appropriate boxes to confirm that 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 requesting 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 hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents. I hereby confirm that the information given in this form is true and accurate to the best of my knowledge

Signature:  Angelos Tsakiroglou Date: 4th February 2020

Any personal data that you have been asked to provide on this form will be held and processed in accordance with Data Protection Legislation.

From: Tsakiroglou George [REDACTED]  
Sent: 06 February 2020 13:43  
To: Robert Devine  
Cc: Evangelos Tsakiroglou  
Subject: Re: Town & Country Planning (Scotland) Act 1997; Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013 ("the 2013 Regulations"); Local Review Body Ref: LRB 01.20

Dear Robert

No objection, we are in agreement with your clarifications as stated.

Please proceed as per your latest clarifications

Thank you

George Tsakiroglou

Evangelis Tsakiroglou

On Thu, 6 Feb 2020, 13:37 Robert Devine, [REDACTED] wrote:

I refer to previous correspondence in relation to the Notice of Review (a copy of which is attached) submitted in respect of planning application

18/0433/PP - Erection of 4 detached Dwellinghouses, formation of access road and associated parking at land to east of Brown Street, Stoney Brae, Paisley.

As you will note the attached Notice of Review contains a number of inaccuracies which require immediate clarification from you.

Accordingly I shall be obliged if you will authorise that :-

- \* The date of the Notice be amended to 4 February 2020 (the date of your email submitting the Notice) ;
- \* The Notice be amended to record that the application has been refused (rather than that the decision is pending as it currently states) ;
- \* The reason for requesting the Review is in terms of the decision made (rather than the conditions imposed as currently indicated in the Notice).

On receipt of your response the Notice of Review will be progressed accordingly

Regards

Robert Devine

Senior Committee Services Officer

Renfrewshire Council

Renfrewshire House

Cotton Street

Paisley

[REDACTED]

Renfrewshire Council Website -<http://www.renfrewshire.gov.uk>

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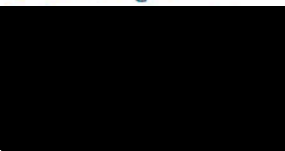
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**My Ref:**  
**Contact:** Graham Westwater  
**Telephone:** 0141 618 7887  
**Email:** dc@renfrewshire.gov.uk  
**Date:** 07/01/2020



Mr Tsakiroglou



**Proposal:** Erection of four detached dwelling houses, formation of access road and associated parking.  
**Location:** Land to East of Brown Street, Stoney Brae, Paisley  
**Application No.** 18/0433/PP

Dear Sir/Madam


**NOTIFICATION OF REFUSAL OF CONSENT**

The Council has decided to refuse your application, details of which are given above. I enclose a decision notice which provides details of the reasons for refusal. I also enclose a copy of your submitted plans duly endorsed.

You have the right to seek a review of this decision by submitting a Notice of Review within three months from the date of the decision notice to the Head of Corporate Governance, Renfrewshire House, Cotton Street, Paisley PA1 1TR. The Notice of Review form and guidance is available on the Council's website or by contacting Legal & Democratic Services.

Yours faithfully,



 Fraser Carlin  
Head of Planning and Housing



PAPER APART

TERMS AND CONDITIONS

- 1 That the proposed means of access to the site is considered to be unsafe for vehicles to access and egress the site, posing a risk to pedestrian and road safety.
- 2 That the proposals are contrary to Policy I1 - Connecting Places given the inadequacy of good accessibility and connectivity to/from the site to the surrounding area.



**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997**

1. If the applicant is aggrieved by the decision to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning Act (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of review should be addressed to Head of Legal and Democratic Services, Renfrewshire House, Cotton Street, Paisley PA1 1PR.
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, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

# Print Version

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## Summary

<b>Reference</b>	18/0433/PP
<b>Alternative Reference</b>	100114067-001
<b>Application Received</b>	Thu 14 Jun 2018
<b>Address</b>	Land to East of Brown Street, Stoney Brae, Paisley
<b>Proposal</b>	Erection of four detached dwelling houses, formation of access road and associated parking.
<b>Status</b>	Registered
<b>Appeal Decision</b>	Not Available

## Further Information

<b>Application Type</b>	Planning Permission-Full
<b>Expected Decision Level</b>	Delegated
<b>Case Officer</b>	Graham Westwater
<b>Parish</b>	PAISLEY WEST & CENTRAL C.Council
<b>Ward</b>	4 - Paisley Northwest
<b>Applicant Name</b>	Mr Evangelos Tsakiroglou
<b>Applicant Address</b>	

**Environmental Assessment Requested** No

## Important Dates

<b>Application Received Date</b>	Thu 14 Jun 2018
<b>Application Validated Date</b>	Tue 03 Jul 2018
<b>Expiry Date</b>	Mon 03 Sep 2018
<b>Actual Committee Date</b>	Not Available
<b>Latest Neighbour Consultation Date</b>	Fri 27 Jul 2018
<b>Neighbour Consultation Expiry Date</b>	Sat 28 Jul 2018
<b>Standard Consultation Date</b>	Not Available
<b>Standard Consultation Expiry Date</b>	Sat 28 Jul 2018
<b>Last Advertised In Press Date</b>	Wed 11 Jul 2018
<b>Latest Advertisement Expiry Date</b>	Sat 28 Jul 2018
<b>Last Site Notice Posted Date</b>	Not Available

**FOR PLANNING APPLICATION 18/0433/PP** - Erection of four detached dwelling houses, formation of access road and associated parking - Land to East of Brown Street/Stoney Brae

**TABLE 1 – 24.07.2019 / Requirements from Roads Planning Officer**

Initial Comments issued by Roads Planning Officer per email 24th June 2019	Response by Owner/ Developer Submitted 24 <sup>th</sup> July 2019	Roads Department Response received 21-9-19
<p>1. "... Before I can proceed, I need vertical alignment information including an assessment to demonstrate that a high sided vehicle such as a bin lorry will not tip over when making the maneuver..."</p>	<p>1. To demonstrate that high sided vehicles such as a bin lorry <b>will not tip</b> over when making the maneuver, we are providing here our <b>revised Drawing A4187 No.2 Revision A</b>, with <u>Swept Path Analysis</u>, and including <u>5 additional Sections</u>, taken at the entrance junction with Hunter St, which demonstrate the following:</p> <p>1.1. <b>the new proposed junction allows the Bin Lorries to enter directly into the Old Graveyard from Hunter St., which means that the Bin Lorry will not need to descend down Stoney Brae and will not need to turn 90 degrees left, but instead will enter directly into the site entrance opposite Hunter St., therefore high sided Bin Lorries will not tip over when making the maneuver.</b></p> <p>1.2. <u>All centerlines follow in parallel with natural contour lines and thus achieve less than 8% or (1:12) gradient, shown with Longitudinal Section E-E', along centerline at junction with Hunter St. The gradients range from 5% to 6.2% max, not exceeding 8% or (1:12) in compliance with National Road guidelines.</u></p> <p>1.3. At the proposed junction with Hunter St., the cross-fall gradients along <u>Sections A-A', B-B' and C-C'</u> in likewise range from 4% to 6.2% max, and do not exceed at any point that of 8 %, in line with National Road guidelines.</p> <p>1.4. At the entrance point to the old Graveyard, the Crossfall of the internal road smoothens out to 2.5% or (1:40) with <u>Section D-</u></p>	<p>No sections are shown on Drawing A4187 No.2 Rev. A</p> <p>The is insufficient information on the drawing to demonstrate or prove this</p> <p>There is no level information on the drawings only contour lines which re inaccurate as they continue over retaining walls with no change in level shown whilst there is obvious change in levels on site – Until detailed levels are shown no further comment can be made</p> <p>No sections are shown- perhaps these are on another drawing</p>



	<p><u>D'</u> and continues internally along natural Contour lines, and complies with National Road guidelines</p> <p>1.5. We believe that these 5 Section drawings suffice as assessment to prove that the access is safe for the Bin Lorries and Fire Appliances, since</p> <p>1.6. However, if so required can provide additionally a <u>Static Calculation Report</u> to demonstrate that the center of gravity of high sided Bin Lorry will never reach tipping level, regardless of maximum load conditions.</p> <p>1.7. As a contingency we are prepared to consider the alternative option to create a collection area directly at the entrance point, with suitable maneuvering space (i.e. Muster point) and to have the residents collect all their rubbish and refuse there. In this case the Bin Lorries will exit without entering further into our property, thus avoiding any hypothetical risk.</p> <p>1.8. Additionally, we are willing to provide a Legal Undertaking letter to this effect, confirming our proposed access road is perfectly safe for all types of vehicles, including large sided vehicles, to fully cover intended liabilities.</p> <p>1.9. We consider that further engineering assessment other than the above, is not warranted at this present phase, bearing in mind, that <u>Section 21</u> details do not have to be provided until after Planning Consent is granted. Further details will be submitted as a "Roads Construction Consent Application" as is requested per Item. No3 of Pre-Conditions for Planning Permission 10/0701/pp, issued 2011</p>	<p>Details of the limitations of the crossfall that service vehicles can traverse are needed. These should be demonstrated not to be being exceeded. No such information is available</p> <p>Fire trucks still need access and bins need to be within 25m of the premises</p> <p>No Need- quite happy to have it demonstrated on paper</p>
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<p>2. “... Before though considering vehicles, we need to consider pedestrians and I would also need to see a footway being proposed on the south side of the new junction ...”</p>	<p>Separate 2m Footways are provided either side along the full length of the access entrance road, both to the North and to the South, as depicted on our revised <u>Drawing A4187 No.2 Rev. A</u>, here attached</p>	<p>Drawing A4187 No.2 Rev. A shows a discontinuous footway only on the north side terminating at plot1</p>
<p>3. “... I additionally reiterate that confirmation of the 35m forward sightline comes from would be nice...”</p>	<p><b><u>This Visibility Requirement was requested per email received 22<sup>nd</sup> January 2019, as a pre-requisite for at least 20m clear sightline – see stated below Table 4 item No10, as Pre-Condition for previously approved Planning Permission 10/0701/pp, (2011):</u></b></p> <p><i>“... A minimum forward visibility sightline of 20m will be required. (reduced from 35m on account of the area being traffic calmed...”</i></p> <p>3.1. Since our present development plan is an exact reproduction of this initially approved Permit 10/0701 (with improvement to the entrance road access), therefore this visibility condition was carried over as a standing requirement.</p> <p>3.2. To justify in lay-terms a 35-meter clear line of visibility is considered a safe warning distance for vehicles travelling at 28mph. Moreover, in this location, from a practical point of view, vehicles are not able to travel at a speed of 28 mph, since this is a historical area with cobble paved avenues, and not a main traffic route. Since speed limit is restricted, hence 35-meter visibility line is considered sufficient for vehicles exiting the site access.</p>	<p>35m forward visibility is noted in drg Drawing A4187 No.1 Rev. A- no further comment</p>

	<p>3.3. As demonstrated in our Drawing (A4187-No.1, attached) a clear line of vision is feasible well beyond that of 35-meters towards the east with Hunter St. which is the main access route. Likewise, a 35-meter line of vision is clear for private vehicles exiting to the north passing under the Railway bridge.</p> <p>3.4. We need to highlight that the Council's Bin Lorries will never exit to the north to the Railway bridge since this bridge has a height restriction of 2.5 m and therefore cannot be accessed by heavy trucks or high lorries, and this should weigh accordingly, when considering visibility requirements.</p>	
<p>4. "... In respect of sightlines please note the standard that a distance of 1.5m off the herb should be measured to. This I see isn't being achieved on your drawing because of the adjacent wall to the left nor to the right because of the retaining wall of the car park opposite..."</p>	<p>We also need to highlight that the visibility restrictions mentioned due adjacent walls have been removed per our revised Drawing <u>A4187 No.2 Rev. A</u>, and Drawing titled <u>VISIBILITY SPLAY</u>, since the main access is shifted to the south, and passing directly inside the old Graveyard, with clear visibility directly in front of Hunter St.</p> <p>Additionally, the old gate is removed and the bell-mouth is adjusted accordingly with entrance <u>5.5m wide and 6.0m radius entrance</u> and therefore all obstacles to sightlines have been removed allowing clear visibility for vehicles approaching the existing into the site, therefore the visibility and sightlines issues are now successfully resolved.</p>	
<p>5. "... And demonstration that the design can be in</p>	<p>5.1. The Road Layout drawings has been shown in accordance with Designing Streets National Guidelines i.e. 5.5m wide, with 6.0m radius entrance, including gradients and cross-sections including Gradients as already detailed in paragraph No. 1</p>	<p>Before further comment can be given long sections of the centerline of the road and wheel lines of a vehicle travelling from Hunter st to the new development are</p>

<p>accordance with designing streets and the national guidelines - not that it will be which isn't satisfactory for planning purposes in this case as it is unlikely it can be achieved..."</p>	<p>above. The Layout drawing however as per our obligation does <u>not</u> constitute full details that would be required for a <u>Section 21</u> agreement, which will be required eventually. It is hence noted <u>Section 21</u> details do not have to be provided until after Planning Consent is granted and not warranted at this present stage.</p> <p><b>5.2.</b> We have effectively relocated the main access entrance per the Council's recommendation to pass directly inside the old graveyard so as to secure safe gradients for all types of vehicles (with less than 8% gradient in longitudinal direction and 1:16 to 1:40 in the lateral direction) as depicted in our revised Drawing <u>A4187 No.2 Rev. A.</u> It is noted that final road profile, with detailed cross-sections and gradients are subject to detailed design development to receive final approval at the Planning Permit stage, which will also be duly submitted as "<u>Roads Construction Consent Application</u>" as requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011).</p> <p>5.3. The detailed information submitted so far is sufficient to demonstrate the road layout is correct and workable and feasible to be constructed to the required Authority standards and regulations, subject to further detailed design and shop drawing development that normally is commissioned <u>after</u> receiving the Council's Planning consent.</p>	<p>required and will need to demonstrate there is not a risk of overturning or grounding</p> <p>The council have not recommended the routing of this road within the graveyard rather have suggested it is likely the only option if access is to be taken to the proposed development plots. The acceptability of this proposal is not presently under consideration. Only if it is possible in engineering terms is being considered</p> <p>It is not unusual that nearly all the roads design is required at planning stage, especially when it is considered very difficult or complicated to do.</p> <p>There is currently insufficient roads detail for a recommendation to proceed to be given</p>
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TABLE 2 – 14.02.2019 / Requirements from Roads Planning Officer



Review Comment by Roads Planning Officer with Email received 14th February 2019	Response from Developer	
1. "... the pedestrian path to Brown st – I now needs to be shown how you will overcome the 2m or so level difference between your site and Brown St..."	<p>As was previously discussed this was agreed to be a stepped footpath exiting to Brown Street, as demonstrated with attached Sketch</p> <p>The height difference from the site access road down to Brown St is only 1.20m, not 2.00 m.</p> <p>that stepped path will not require more than 6 to 7 steps since the height difference does not exceed that of 1.20 m</p>	Details of the path and a ramped DDA compliant alternative route are required. It may be that a DDA compliant path can't be practically achieved. A recommendation can only be given when a detailed proposal is received
2. "... separate 2 m footway..."	Separate 2m Footways are provided either side along the full length of the access entrance road, as depicted on revised Drawing A4187 Rev. A, here attached	Not on the accompanying plans unfortunately
3. "... can I now see a long section showing the route is less than 1/12 or 8%..."	we are providing here attached a Long Section as requested for 2 <sup>nd</sup> access exit to the West side of the property exiting to Brown St. to demonstrate	Not on the accompanying information
4. "... appears ok horizontally but I still need swept paths and as above long sections of the centerlines and wheel lines..."	COMPLIED - ACKNOWLEDGED	No further comment
"... gates and stop line are now removed..."	COMPLIED - ACKNOWLEDGED	No further comment

4. "... swept paths still outstanding..."	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 – see here attached)	No further comment
5. "... please confirm if it is the intention to link the footways shown in sketches 1 and 3 as it seems to be missing in sketch 2	YES, that is the correct intention	
6. "... Graham will need to provide drawings 10/0701 as I don't have them as they relate to planning permission...."	COMPLIED - PROVIDED attached with our Initial Application	
7. "... You may wish to note though that whilst this earlier proposal gained planning permission it never gained roads permissions as it could not meet the councils or national development roads guidelines..."	<p>COMPLIED:</p> <ul style="list-style-type: none"> <li>a) We fully comply with the National Road guidelines, per our revised <u>Drawing A4187 No.2 Rev. A</u>, where have shifted the main access directly in front of Hunter St. to follow in parallel with natural contour lines and thus achieve less than 8% or (1:12) gradient</li> <li>b) The provided Cross sections and Log Section specifically demonstrate that the Cross fall does not exceed at any point that of 1:16, while the Longitudinal gradient along the centerline does not exceed 8% or (1:12)</li> <li>c) We confirm that additionally will submit <u>Roads Construction Consent Application with detailed design drawings will be submitted separately</u> as is requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011) – not required at this stage</li> </ul>	

**TABLE 3 – 22.01.2019 / Initial Requirements per Roads Planning Officer**

<b>Review Comment by Roads Planning Officer with Email received 22nd January 2019</b>	<b>Response form Developer</b>	
1. The route needs to formally connect to the wee park in Brown st so as to accord with current policy on interconnectivity. If it doesn't it is foreseeable that people will simply jump/ short cut through and the neighboring houses will have a security issue.	<p>As discussed, this will be a stepped footpath, demonstrated with attached Sketch, exiting to Brown Street.</p> <p>The height difference from the site access road down to Brown St is only 1.20m, not 2.00 m.</p> <p>that stepped path will not require more than 7 steps since the height difference does not exceed that of 1.20 m</p>	
2. The road can be shared surface but will need to be engineered to feel like it and a min of 4m wide if kerbed so a car can pass a pram. Alternatively, a separate footway should be provided	AGREED – ACKNOWLEDGED to be provided	
3. The junction design onto Hunter st needs further developed and resubmitted. The design needs to include horizontal and vertical designs and swept paths of a 3-axel bin lorry conforming to the council's specification.	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 – see here attached)	

4. The developer should note that swept paths entering and exiting the site for a fire appliance will also be required	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 – see here attached)	
5. Confirmation if the road is to be adopted will be needed (it's too long in an urban setting to be a private access so the bin lorry needs to be able to go in to the last house)	CONFIRMED	

**TABLE 4 – Pre-Conditions on previously approved Planning Permission 10/0701/pp, issued in 2011:**

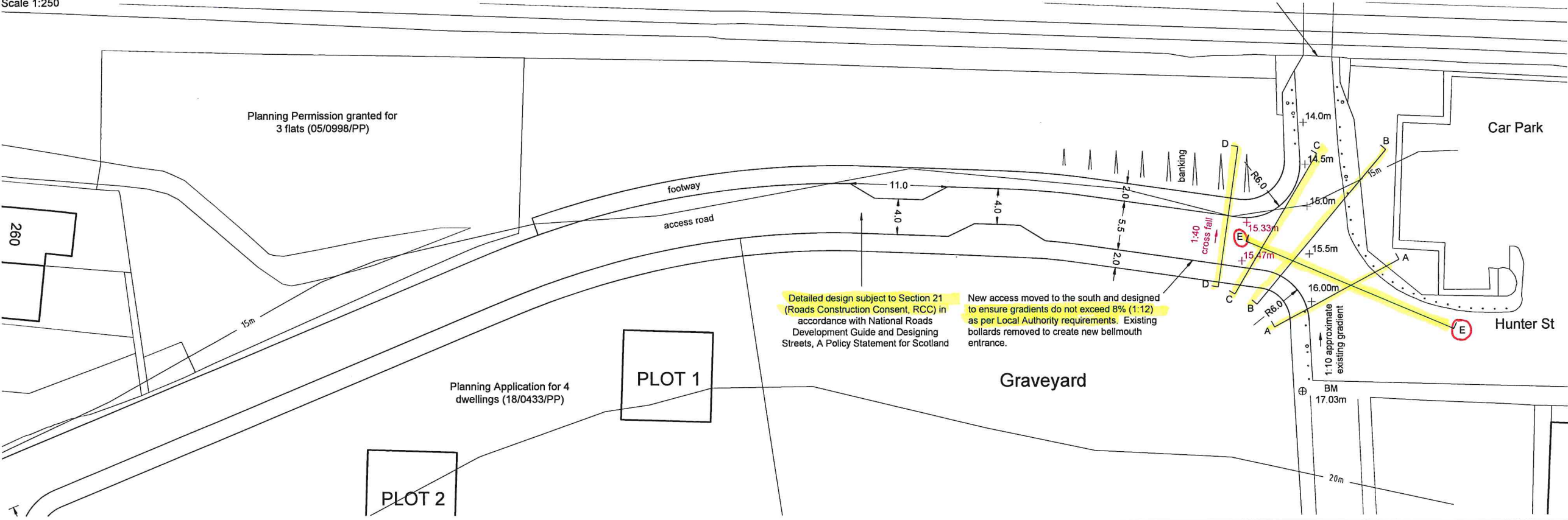
<b>Pre-Conditions requested for 10/0701/pp Received with Email received 22nd January 2019</b>	<b>Response from Developer</b>	
1. The applicant should demonstrate by submitting to the head of roads that junction details with Stoney Brae are adequate to allow service vehicles to	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 Rev. A – see here attached)	



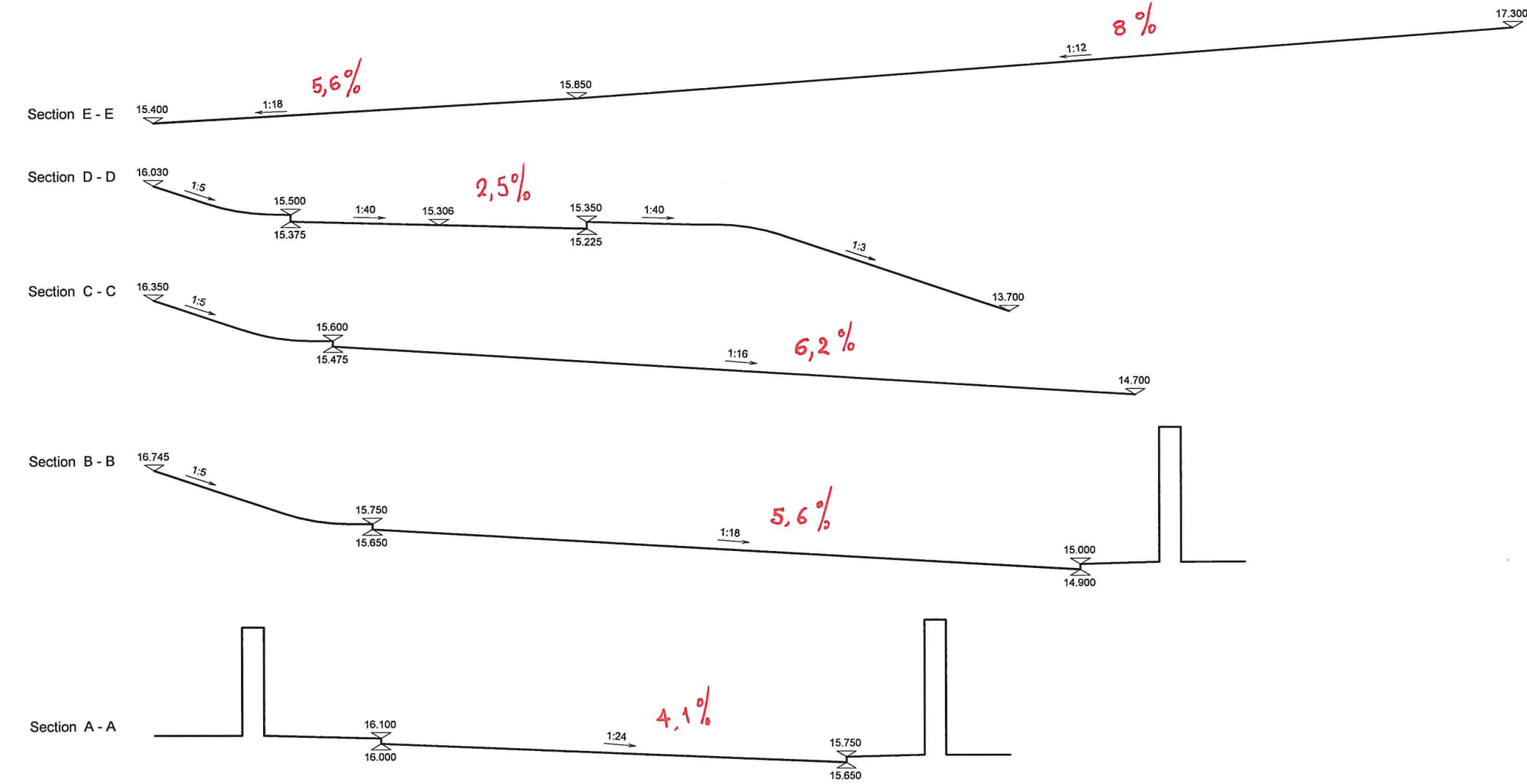
access the development including a swept path analysis of a 12m long refuse vehicle		
2. The junction shall be formed generally in accordance with the council's guidelines for development roads without gates or gate posts impinging on the 4.5m min bell mouth radius required of a 5.5m access	COMPLIED - PROVIDED WITH OUR DRAWINGS (A4187-No.1, and No.2 Rev. A – see here attached)	
3. A roads construction consent application will be required to authorize the construction of the internal road, footway and lighting layout	<p>a) The Final Road profile, with detailed cross-sections and gradients subject to detailed design development to receive final approval will be duly submitted for the <b>Roads Construction Consent Application</b> as is requested per Item. No3. Listed in Table 4 (Pre-Condition for previously approved Planning Permission 10/0701/pp, issued in 2011)</p> <p>b) In addition, a <b>Section 56 agreement</b> will be required for all works carried out within the Public Road.</p>	c)
4. min sightlines of 2.5x35x1.05m are required,	COMPLIED – PROVIDED <b>SEE DRAWING TITLED VISIBILITY SPLAY ATTACHED</b>	
5. Water shall be trapped and contained within the site so as not to drain onto the public road	AGREED – ACKNOWLEDGED to be provided	
6. Gates shall open inwards to the site and be fixed in a position so as to maintain emergency vehicular access and pedestrian access at all times	COMPLIED - PROVIDED	
7. A stop sign on Hunter St is not acceptable	COMPLIED - PROVIDED	

8. 3 nos. visitors parking bays will be required for this level of development.	COMPLIED - PROVIDED	
9. Garages must be set back a minimum of 6m from the edge of the carriageway	COMPLIED - PROVIDED	
10. A minimum forward visibility sightline of 20m will be required. (reduced from 35m on account of the area being traffic calmed)	COMPLIED – PROVIDED SEE DRAWING TITLED VISIBILITY SPLAY ATTACHED	
11. A driveway visibility splay of 2m (x) by 20m(y) by 1.05m in height is required for plot 4.	COMPLIED - PROVIDED	
12. The proposed railing to protect pedestrians from traffic exiting the development forces pedestrians out onto the carriageway of Stoney Brae and must be removed.	COMPLIED - PROVIDED	
13. There is a historic street surface at this location, therefore the entrance and any reinstatement work will require to have prior approval from the Council and be to the satisfaction of the Director of Planning and Transport, Renfrewshire Council.	AGREED – ACKNOWLEDGED to be provided	
14. A Section 56 agreement will be required for all works carried out within the Public Road.	AGREED – ACKNOWLEDGED to be provided	

Layout Plan  
Scale 1:250



Cross Sections  
Scale 1:50



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Notes:

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- This drawing is based on OS digital mapping Crown Copyright and database rights 2019 OS 100019980 and Proposed Site Layout from planning application reference 18/0433/PP which shows the site access and vehicle route within the site with contours and spot levels.

KEY:

- +15.47 Proposed levels and gradients
- +15.47 Existing levels and gradients
- 15m Existing contours
- ⊕ BM 17.03m Existing Benchmark (BM)

A 19.07.19 Section E-E added and minor amendments MJB GLM

Rev	Date	Description	Drawn	Checked
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Client  
Evangelos Tsakiroglou

Project  
Erection of Four 2 Storey Dwellings  
West of Stoney Brae  
Paisley, Renfrewshire

Title  
Highways Layout &  
Cross Sections

Drawing Status  
FOR PLANNING APPROVAL

Drawn	MJB	Checked	GM
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Date	25.03.19	Scale (A1)	1:250
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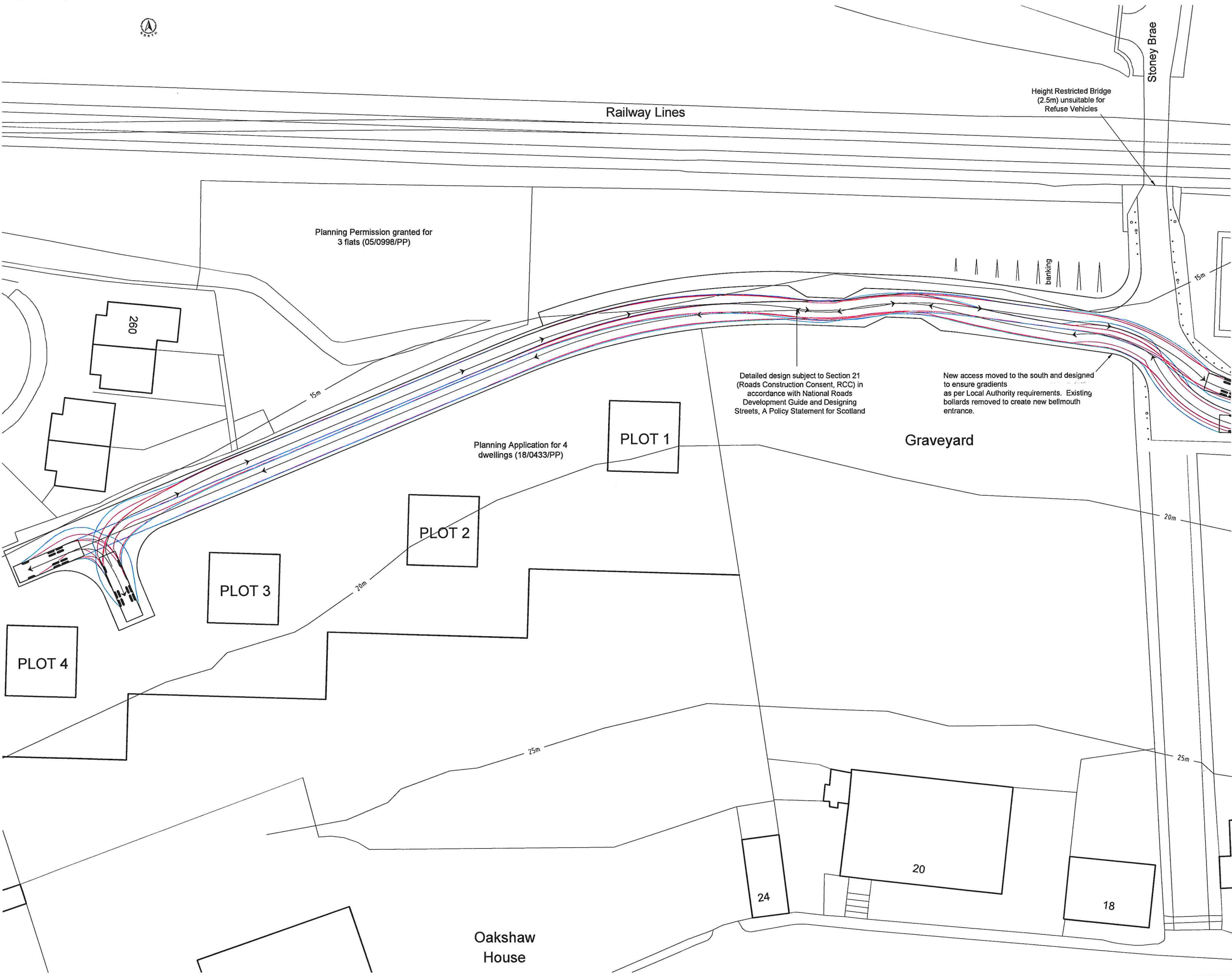
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SMA  
Daylight Calculations

Job Number	Drawing Number	Rev
A4187	02	A





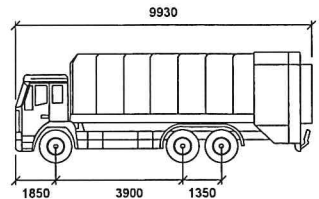
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1. This drawing is based on OS digital mapping Crown Copyright and database rights 2019 OS 100019980 and Proposed Site Layout from planning application reference 18/0433/PP which shows the site access and vehicle route within the site.
2. The analysis has been carried out using the software program AutoTURN 9.1 with the following vehicle:



VULTURE 2225 mm  
Height : 3749  
Width : 2490  
Track : 2490  
Lock to Lock Time : 4.0s  
Wall to Wall Turning Radius : 9100

- Tracking lines of vehicle wheels
- Tracking lines of vehicle body

3. The swept path analysis demonstrates that the highway layout is suitable for the above vehicle to enter and exit the site in a forward gear without conflicting with any structures or kerbs.
4. Visibility plays have been measured at 2.4m x 35m as per Council requirements, from the centreline of the proposed access, as per Design Manual for Roads and Bridges guidance.

Rev	Date	Description	Drawn	Checked
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Client  
Evangelos Tsakiroglou

Project  
Erection of Four 2 Storey Dwellings  
West of Stoney Brae  
Paisley, Renfrewshire

Title  
Highways Layout &  
Swept Path Analysis

Drawing Status  
FOR PLANNING APPROVAL

Drawn	MJB	Checked	GM
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Date	25.03.19	Scale (A1)	1:250
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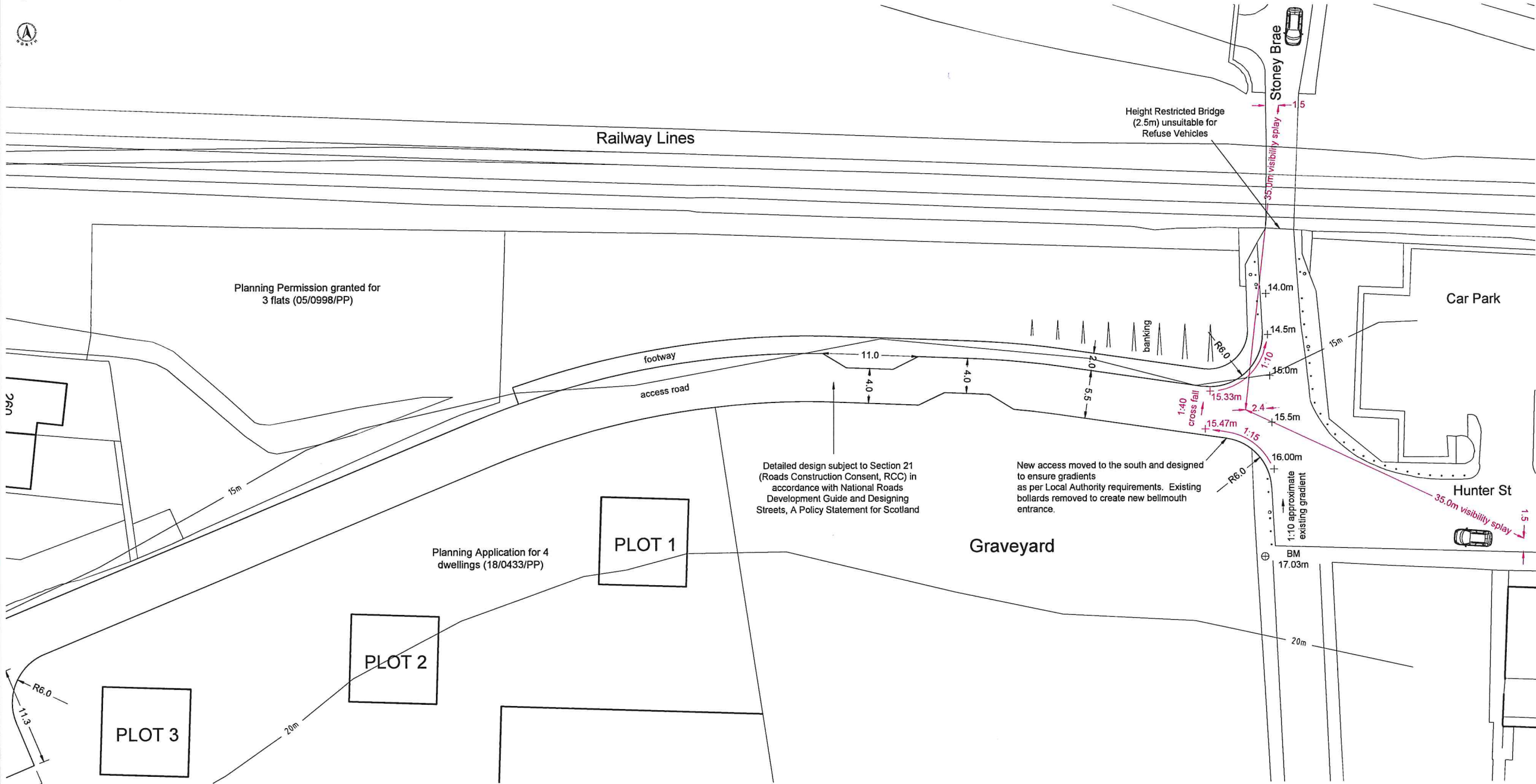
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■ Life Cycle Costing ■ Energy Assessment ■ SAP ■ EPC ■ S604 ■ Daylight Calculation

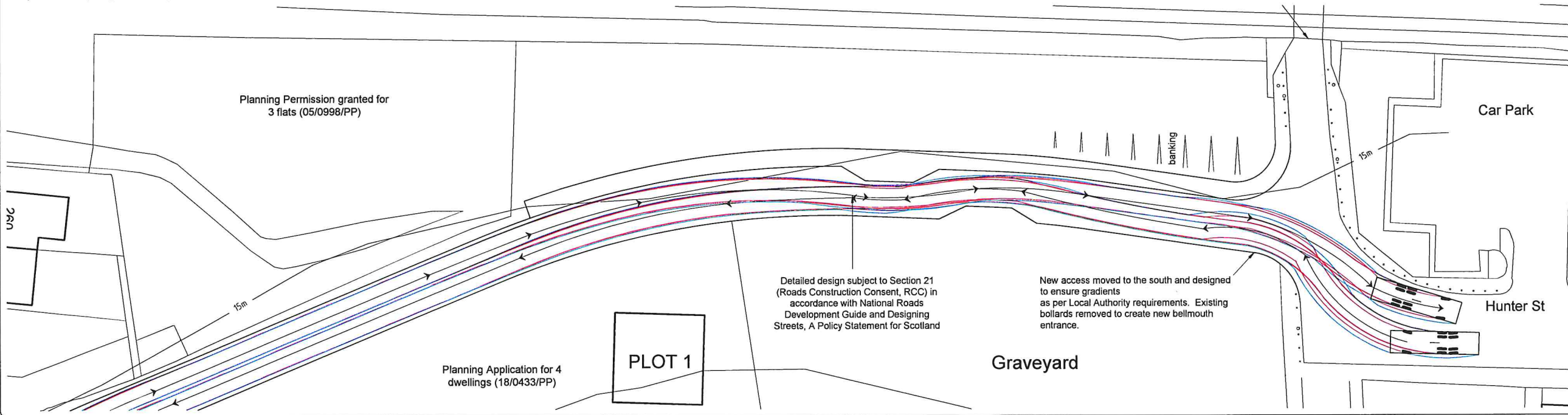
Job Number	Drawing Number	Rev
A4187	02	A



Proposed Access Arrangements & Visibility Splays



Swept Path Analysis (see drawing 02 for continuation)



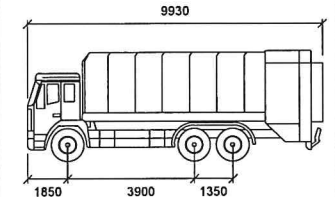
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- Tracking lines of vehicle wheels
- Tracking lines of vehicle body

3. The swept path analysis demonstrates that the highway layout is suitable for the above vehicle to enter and exit the site in a forward gear without conflicting with any structures or kerbs.
4. Visibility splays have been measured at 2.4m x 35m as per Council requirements, from the centreline of the proposed access, as per SCOTS National Roads Development Guide and Designing for Streets.

- KEY:
- 35.0m visibility splay
  - +15.47 Proposed levels and gradients
  - +15.47 Existing levels and gradients
  - 15m Existing contours
  - BM 17.03m Existing Benchmark (BM)

A 06.05.19 Amended in line with Roads comments MJB GLM

Rev	Date	Description	Drawn	Checked
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Client  
Evangelos Tsakiroglou

Project  
Erection of Four 2 Storey Dwellings  
West of Stoney Brae  
Paisley, Renfrewshire

Title  
Highways Layout, Visibility Splays &  
Swept Path Analysis

Drawing Status  
FOR PLANNING APPROVAL

Drawn	MJB	Checked	GM
Date	25.03.19	Scale (A1)	1:250

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Job Number	Drawing Number	Rev
A4187	01	A