

**Argyll and Bute Council**  
Comhairle Earra Ghaidheal agus Bhoid

Customer Services  
Executive Director: Douglas Hendry



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18 February 2013

## **RECONVENED MEETING OF LOCAL REVIEW BODY**

**MONDAY 25 FEBRUARY 2013 AT 10.00 AM WITHIN THE COUNCIL CHAMBER,  
KILMORY, LOCHGILPHEAD**

I refer to the above meeting and enclose herewith further written submissions requested by the Local Review Body at their meeting on 23 January 2013.

Douglas Hendry  
Executive Director - Customer Services

### **BUSINESS**

3. **CONSIDER NOTICE OF REVIEW: MACKAY'S GARAGE, LEDAIG, TOBERMORY, ISLE OF MULL, PA75 6NR**
  - (c) Further Written Submissions
    - i) From Roads (Pages 1 – 4)
    - ii) From Planning (Pages 5 - 6)

### **ARGYLL AND BUTE LOCAL REVIEW BODY**

Councillor Robin Currie  
Councillor Robert G MacIntyre

Councillor Sandy Taylor

Contact: Fiona McCallum Tel: 01546 604392

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**Local Review Body Reference: 12/0017/LRB**

**Planning Application Reference; 12/01227/PP**

**MacKays Garage, Ledaig, Tobermory, Mull, PA75 6NR**

The proposed development is accessed from the UC03 Ledaig Branch Road within a rural 30mph speed restriction.

The existing Ledaig Car Park has parking for 163 vehicles including 8 No spaces for blue badge holders. The use of the car park varies throughout the year. In winter, usage is normally 10% - 20% of capacity. The usage increases with the start of the tourist season in April and from June to August it is operating at full capacity during the day, with usage decreasing throughout September and October.

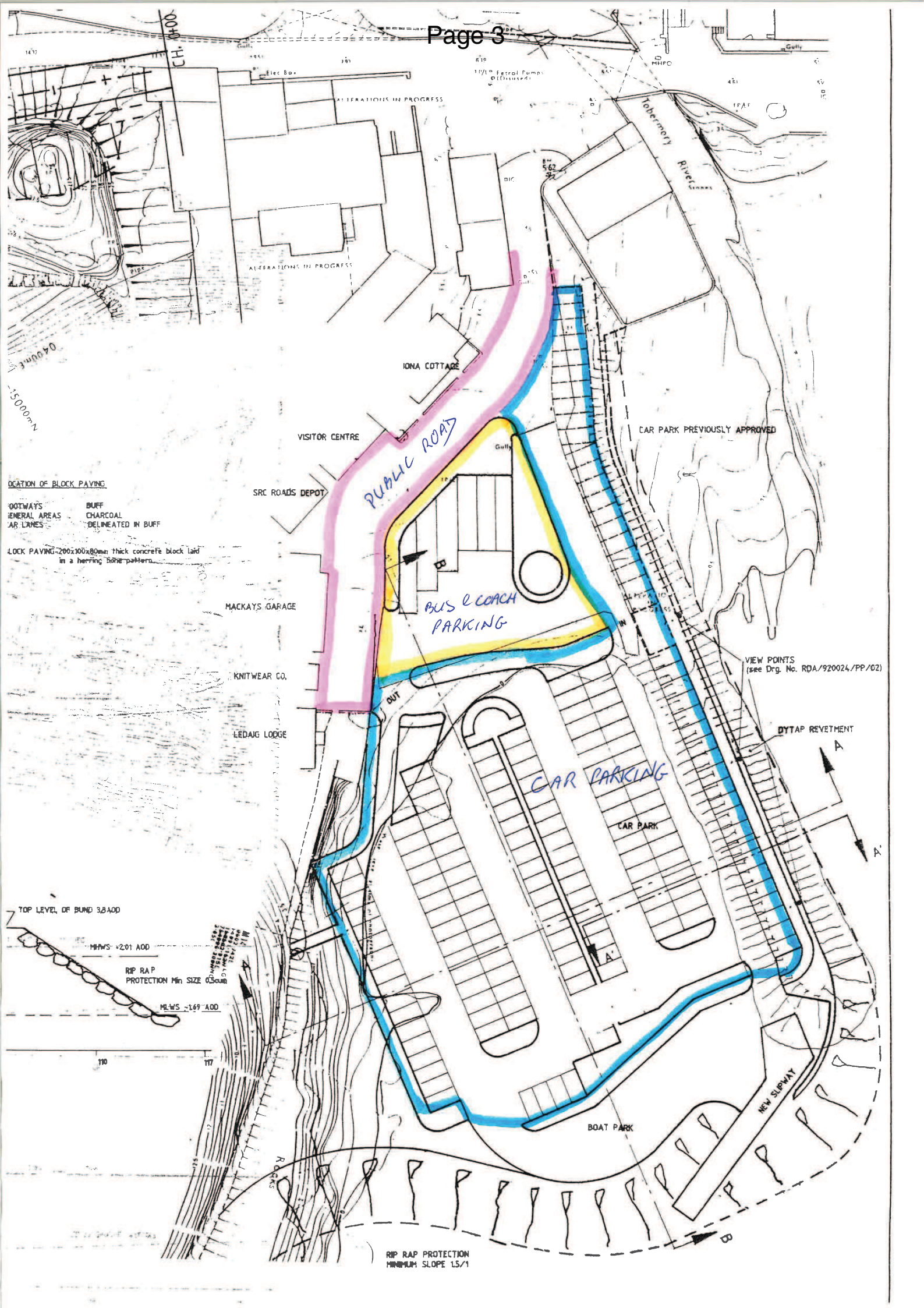
Problems are caused by the garage using the bus and coach area and public road as a car park, and for carrying out repairs to vehicles, all the year round. Other drivers see their vehicles in this area and assume they can also park there. This leads to problems with the buses being unable to manoeuvre due to the parked vehicles. Any additional service bays at the garage will lead to more parking in the bus area. The parts of the forecourt area, not directly in front of the existing service bays are also used for parking trailers and other vehicles. If there were more service bays the vehicles already parked on the forecourt would be displaced. The developer has not shown that they can provide space elsewhere for these vehicles.

It should be noted that under the controlling order for the car park, Clause 11 (i) prohibits the carrying out of motor repairs and Clause 11 (xiv) prohibits the carrying out of any business within the car park without the written consent of the council. The controlling order on non-charging car parks does not provide an easy solution to enforcing the regulations

The planning application does not show the off street parking required for the operation of the business. There are three work stations at present and they should have 14 parking spaces for vehicles (4 spaces per work station plus 1 space per two employees). In addition, spaces are also required for recovery vehicles and car sales. The increase to four work stations would increase the number of spaces to a minimum of 18 plus recovery and sales.

This application should be refused until the applicant can show that they can provide adequate parking and storage for the size of the business

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PUBLIC ROAD

BUS & COACH PARKING

CAR PARKING

VISITOR CENTRE

SRC ROADS DEPOT

MACKAYS GARAGE

KNITWEAR CO.

LEDAG LODGE

IONA COTTAGE

CAR PARK PREVIOUSLY APPROVED

CAR PARK

BOAT PARK

NEW SLIPWAY

Tobermory River

VIEW POINTS  
(see Drg. No. RDA/920024/PP/02)

BYTAP REVETMENT

LOCATION OF BLOCK PAVING

FOOTWAYS  
GENERAL AREAS  
CAR LANES

BUFF  
CHARCOAL  
DELINEATED IN BUFF

BLOCK PAVING-200x300x80mm thick concrete block laid in a herring bone pattern

TOP LEVEL OF BUND 3.8 AOD

MILWS +2.01 AOD

RIP RAP PROTECTION MIN SIZE

MILWS +1.69 AOD

RIP RAP PROTECTION  
MINIMUM SLOPE 15/1

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**CONDITIONS AND REASONS RELATIVE TO APPLICATION REFERENCE 12/01227/PP**

1. That no development shall commence or is hereby authorised until details of the intended means of surface water drainage to serve the development has been submitted to and approved in writing by the Planning Authority. The duly approved scheme shall be implemented in full concurrently with the development that it is intended to serve and shall be operational prior to the first use of the development hereby approved and maintained as such thereafter in perpetuity.

Reason: To ensure the provision of an adequate surface water drainage system and to prevent flooding.

2. The development shall be implemented in accordance with the details specified on the application form dated 30.05.2012; supporting information and, the approved drawing refs.

- 1 of 6(Site info, drawing no jm/62/001)
- 2 of 6(Plan as existing, drawing no jm/62/006)
- 3 of 6(Plan as proposed, drawing no jm/62/004)
- 4 of 6(Elevations as existing, drawing no jm/62/003)
- 5 of 6(Elevations as proposed, drawing no jm/62/005)
- 6 of 6(Elevations, drawing no jm/62/007)

Reason: To accord with Regulation 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008.

**NOTE TO APPLICANT**

- **Length of this planning permission:** This planning permission will last only for three years from the date of this decision notice, unless the development has been started within that period. [See section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended)].
- In order to comply with Section 27A(1) of the Town and Country Planning (Scotland) Act 1997 (as amended), prior to works commencing on site it is the responsibility of the developer to complete and submit the attached 'Notice of Initiation of Development' to the Planning Authority specifying the date on which the development will start.
- In order to comply with Section 27B(1) of the Town and Country Planning (Scotland) Act 1997 (as amended) it is the responsibility of the developer to submit the attached 'Notice of Completion' to the Planning Authority specifying the date upon which the development was completed.

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