

Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

Customer Services
Executive Director: Douglas Hendry



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11 January 2017

RECONVENED MEETING OF LOCAL REVIEW BODY

WEDNESDAY 18 JANUARY 2017 AT 9.15 AM

COMMITTEE ROOM 1, KILMORY, LOCHGILPHEAD

I refer to the rescheduled 2nd calling of the above meeting and enclose herewith the further information requested by the Local Review Body at their meeting on 16 November 2016 along with comments received from the Applicant. This is a copy of the paperwork previously issued in the supplementary Agenda packs dated 13 and 15 December 2016.

Douglas Hendry
Executive Director of Customer Services

BUSINESS

3. **CONSIDER NOTICE OF REVIEW REQUEST: LAND WEST OF LANDFILL SITE, GLENGORM ROAD, GLENGORM, ISLE OF MULL (REF: 16/0008/LRB)**
 - (d) Further Information requested from Planning (Pages 1 - 2)
 - (e) Further Information requested from Roads (Pages 3 - 4)
 - (f) Comments from Applicant on further information (Pages 5 - 6)

ARGYLL AND BUTE LOCAL REVIEW BODY

Councillor Robin Currie
Councillor Sandy Taylor

Councillor Alex McNaughton (Chair)

Contact: Fiona McCallum Tel: 01546 604392

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**ARGYLL AND BUTE COUNCIL
LOCAL REVIEW BODY**

16/0008/LRB

**REMOVAL OF CONDITION 3 OF PLANNING PERMISSION 16/01296/PP
FORMATION OF FENCED LIGHT INDUSTRIAL PARK WITH FENCED STORAGE
COMPOUNDS AND SITING OF STORAGE CONTAINERS, LAND WEST OF
LANDFILL SITE, GLENGORM ROAD, GLENGORM, ISLE OF MULL**

Request for further information

The Local Review Body has requested written information explaining why this imposition is being placed on this developer and not incrementally by other.

Comment: The proposed development has been assessed against the relevant SG policies in the Local Development Plan SG (SG LDP TRAN 4, SG LDP TRAN 5, SG LDP TRAN 6). This Supplementary Guidance was adopted by the Council in March 2016. The Councils Roads Engineer was consulted as is procedure in order to obtain his expert technical guidance. SG LDP TRAN in particular requires that where proposals will significantly increase vehicular traffic on substandard private roads or public approach roads, then development will be required to contribute proportionately to improvements to an agreed section of the public road or private road network. The Area Roads Engineer considered that the specific upgrades as specified by condition 3 were practical and proportionate to the nature and scale of the development proposed.

On checking the planning system there are 2 recent grants of planning permission on sites in the immediate vicinity of the site. Planning permission ref 15/02276/PP for the erection of a wind turbine of up to 36 metres height to blade tip was granted in September 2015. Planning permission ref 15/01816/PP was granted for the Erection of 8 x 5kW wind turbines (21.5 metres to blade tip) in August 2015. The Area Roads Engineer was consulted on both of these applications and made no requests for the provision of any off-site highway improvements. The erection of wind turbines is different in nature to the use of land as a light industrial park.

LOCAL REVIEW BODY REFERENCE: 16/0008/LRB

PLANNING APPLICATION REFERENCE: 16/01296/PP

LAND WEST OF LANDFILL SITE, GLENGORM ROAD, GLENGORM, ISLE OF MULL

The proposal is for an industrial estate to be built adjacent to the Glengorm Landfill Site. This proposal will increase the vehicle movements on the public road between Tobermory and the site.

Condition 3 is required as this development will substantially increase the volume of vehicular traffic using the B8073 Rockfield Road and the C47 Glengorm road.

The existing public roads serving the location are suitable for light use, being single track with passing places. Due to concerns on possible damage by traffic, the public roads between the A849 roundabout at Eas Brae and the site entrance, are subject to a 33 tonne maximum gross weight order, and a further order restricting the length of vehicles using the road to not exceeding 12m in length.

Due to the light use we have not required additional passing places up to now.

We have identified four areas that would require to be widened should the industrial estate be given planning approval. There are two areas of verge overrun by vehicles that would be suitable for upgrading to passing places, and there are two lengths of road that will require an additional passing place. The reason they are now required is due to the additional traffic likely to be generated by the proposed twenty industrial units.

The traffic on the two roads consists mainly of cars and light vans. The civic amenity site has two refuse lorries. They have one return journey per day on a 4 day week. During timber harvesting operations there will be one lorry on a by return basis (5 loads per day).

With 20 metal storage containers proposed (plus future extensions to the site) there will be a substantial increase in traffic using the roads. The developers have not been asked for information on possible traffic generated by the proposal, but it is likely that anything from pick-ups to HGV's to be accessing the site on a daily or hourly basis. The traffic generated is expected to be heavier and longer than the existing general traffic.

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Urras Coimhearsnachd Mhuile agus Idhe

An Roth Community Enterprise Centre
Craignure, Isle of Mull, PA65 6AY

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14th December 2016

Fiona McCallum
Committee Services Officer
Argyll and Bute Council
Kilmory
Lochgilphead
Argyll
PA31 8RT

Dear Fiona

Local Review Body reference 16/0008/LRB
Planning ref 16/01296/PP
Land West of Landfill Site, Glengorm Road, Isle of Mull

Further to the responses received from the Planning Department and Roads Department, we would request that the members of the Local Review Board take account of the twelve points highlighted in our previous correspondence of 8th November 2016.

In addition we would like to draw your attention to the following-

- Since 2005 there have been several other planning applications along the C47 road, including -
 - 1 x forest design plan, which includes the Ardmore forest which neighbours our development site and the Glengorm Civic Amenity Site.
 - 1 x agricultural building
 - 4 x new dwellings
 - 1 x refurbish of farms steading to create a dwelling
 - 4 x wind turbine or mast related applications
 - 1 x new waste water treatment works.

All these applications with have increased the vehicle traffic to varying extents.

In addition, there have been a number of houses built in the area of upper Tobermory which use the B 8073 in part as access to their properties –

- 36 housing units at Riverside (2001)
- 21 housing units at Druimfin Gardens (1998)
- 15 houses applied for planning off Rockfield Road since 2005.

The GP surgery for Tobermory and North Mull, which shares a building with the Dentists surgery for Mull and Iona is located on Rockfield Road and was granted permission to be extended in 2005.

- The B8073 and C47 are currently used by a number of vehicles of varying lengths and weights –
 - Agricultural traffic, and related feed/hay supplies etc
 - Food production businesses x 3, with associated incoming and outgoing deliveries

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INFRASTRUCTURE COMMUNITY SERVICES ENVIRONMENT AND CULTURAL HERITAGE ECONOMIC OPPORTUNITY

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- Forestry traffic – the B8073 and C47 from the roundabout in Tobermory to Ardmore Forest entrance is a ‘consultation’ route which allows timber extraction with prior consent from the road department using timber lorries with a maximum gross vehicle weight of 44 tonnes.
 - Bales of ‘waste’ for recycling (paper, cardboard, cans and plastics) are transported from Glengorm Civic Amenity Site to the mainland by articulated lorry
 - Scrap electrical items and cars are transported from Glengorm Civic Amenity Site to the mainland by articulated lorry
 - Glass for recycling has to be transported in bulk from Glengorm Civic Amenity Site to the mainland for recycling.
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- There are 7 businesses listed on the Scottish Assessors Association website for non-domestic rates on the Glengorm Road (C47), and this list does not include the Glengorm Civic Amenity Site or the Waste Water Treatment Works. All contributing to the traffic flow on the road.
 - One of the areas identified for an additional passing place is by the entrance to Isle of Mull Cheese, there is already an extended passing place there.
 - One area of verge that has been overrun and identified to be bonded is located within the town and located next to a post box and the area is used by royal mail staff to empty the post box.

We will be happy to provide any further information if requested to do so, at the site meeting and LRB meeting on Tuesday 20th December 2016.

Yours Sincerely

Mairi Greig
Tobermory Light Industrial Project Officer