

Argyll and Bute Council
Comhairle Earra Ghaidheal agus Bhoid

Corporate Services
Director: Nigel Stewart



Kilmory, Lochgilphead, PA31 8RT
Tel: 01546 602127 Fax: 01546 604444
DX 599700 LOCHGILPHEAD
e.mail –nigel.stewart@argyll-bute.gov.uk

21 January 2010

NOTICE OF MEETING

A meeting of the **CAMPBELTOWN CHORD PROJECT BOARD** will be held in the **COUNCIL CHAMBERS, TOWN HALL, CAMPBELTOWN** on **FRIDAY, 22 JANUARY 2010** at **10:00 AM**, which you are requested to attend.

Nigel Stewart
Director of Corporate Services

BUSINESS

1. **APOLOGIES**
2. **MINUTES OF PREVIOUS MEETING HELD ON 11 AUGUST 2009**
3. **CAMPBELTOWN INFRASTRUCTURE IMPROVEMENTS**
A verbal update.
3. (a) **NEW QUAY**
3. (b) **CORNER OF OLD QUAY**
- (c) **PARK SQUARE - OPTIONS FOR ROAD AND HOUSING/ASSOCIATED TRAFFIC MANAGEMENT IMPLICATIONS**
A report (Pages 1 - 18)
3. (d) **PARK SQUARE - MACHRIHANISH**
- E1 4. **CAMPBELTOWN KINLOCH ROAD REGENERATION**
A verbal update.

EXCLUSION OF THE PRESS AND PUBLIC (FOR AGENDA)

The Committee will be asked to pass a resolution in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973 to exclude the public for items of business with an “E” on the grounds that it is likely to involve the disclosure of exempt information as defined in the appropriate paragraphs of Part I of Schedule 7a to the Local Government (Scotland) Act 1973.

The appropriate paragraphs are:-

Paragraph 6

Information relating to the financial or business affairs of any particular person (other than the authority).

Paragraph 8

The amount of any expenditure proposed to be incurred by the authority under any particular contract for the acquisition of property or the supply of goods or services.

Paragraph 9

Any terms proposed or to be proposed by or to the authority in the course of negotiations for a contract for the acquisition or disposal of property or the supply of goods or services.

- E1 3. (e) DEPOT RELOCATION (Pages 19 - 54)**
- E1 3. (f) GEOTECHNICAL SURVEY - EXISTING DEPOT**
- E1 3. (g) HSE**
- 5. CAMPBELTOWN MARINA**
A verbal update.
- 6. CAMPBELTOWN THI**
A verbal update detailing the delivery of the Townscape Heritage Initiative (THI) project.
- 3. (h) FUTURE MANAGEMENT (Pages 55 - 56)**
- 7. CAMPBELTOWN ALL WEATHER PITCH FACILITY**
A report proposing the development of an Outline Business case for the construction of a new All Weather Pitch for Campbeltown. (Pages 57 - 58)
- 8. DATES OF FUTURE MEETINGS.**

Campbeltown CHORD Project Board

Contact: Theresa McLetchie, Area Committee Services Assistant. Tel :01546 604511

ARGYLL AND BUTE COUNCIL**CAMPBELTOWN CHORD PROJECT BOARD****DEVELOPMENT SERVICES****22 JANUARY 2010**

PARK SQUARE - ROAD OPTIONS AND ACHA HOUSING

1. SUMMARY

- 1.1 The Kinloch Road Regeneration team and the Campbeltown Infrastructure Improvements (CII) team have been working together to develop options for the road alignment and ACHA housing development in Park Square.
- 1.2 This paper details the developed options and their respective advantages and disadvantages.

2. RECOMMENDATIONS

- 2.1 That the Campbeltown CHORD Project Board discusses the options presented for both the road and the housing and establish the preferred option to be taken forward.

3. DETAIL

- 3.1 Following significant liaison with Welcon, the CII team received the technical information required to progress the road design through Park Square, e.g. confirmation of the size of vehicles to be used to transport the wind farm components and the resulting vehicle swept path analysis.
- 3.2 The road design options have been progressed over the last few months, following which the project teams worked closely with ACHA to allow outline proposals to be developed for the housing. These were concluded just before the Christmas break.
- 3.3 Three road options have been developed:
 - a straight diagonal route – please refer to drg. 00565-02/005
 - a curved diagonal route – please refer to drg. 00565-02/006
 - a right angle route – please refer to drg. 00565-02/007
- 3.4 Corresponding options for housing have also been developed:
 - straight diagonal route – please refer to drg. L(90)008
 - a curved diagonal route – please refer to drgs. L(90)006 and L(90)007
 - a right angle route – please refer to drg. L(90)005
- 3.5 The advantages and disadvantages of these options are explored in the table below. These should be read in conjunction with the drawings listed above. It should be noted that the frontage that the development will create directly adjacent to the road will be a key consideration from a planning / public realm point of view.

Route	Advantages	Disadvantages	Road area (m ²)
Straight diagonal	preferred by haulage firm for negotiating with abnormal loads	reduced scope to screen boundary wall of 96 – 110 Longrow without acquiring ground.	2240
	provides excellent vista to Aqualibrium and the Park and provides better option for streetscape / public realm.	least housing of the three options (35 – predominantly flats).	
	creates better opportunity for land use re: gusset site.		
	land area required for the road is the least of all three options – therefore likely to be less expensive than the other options.		
Curved diagonal	housing option L(90)006 provides a good housing mix for the site.	less housing than right angle housing option (36 / 38 - predominantly flats)	2440
	provides excellent vista to Aqualibrium and the Park and provides better option for streetscape / public realm.	most scope to screen 96 – 110 Longrow.	
	creates better opportunity for land use re: gusset site.		
Right angle	delivers more housing (48)	not the best road design re: streetscape / public realm.	2590
		abnormal loads will require to make more gear changes (potential noise issue) to negotiate curved nature of road, creating increased friction between wheels and road surface leading to increased wear/damage to surfacing.	
		this option has widest blacktop dimensions, also the most blacktop area and therefore likely to be the most expensive to construct.	
General	road will provide easier access from A83 to harbour/Main Street.	road widths are large and raised refuge islands for pedestrians are not possible (the windfarm vehicles cannot over-run them)	--
		turning head will be required in Lochend St.	
		road signs will have to be set back to allow abnormal loads to manoeuvre.	
		some tree canopy may be lost in Kinloch Road.	

3.6 It is envisaged that once a preferred option is established that the Council and ACHA work together to further a high quality public realm design for the area.

4. IMPLICATIONS

POLICY	The delivery of the CHORD programme fits with the Council's Corporate Plan, Single Outcome Agreement and approved Development Plan policy for town centre regeneration. The economic outcomes from these projects will contribute to the Government's Economic Strategy.
FINANCIAL	The Council has made available the sums requested to progress each of the CHORD projects to Full Business Case.
PERSONNEL	The resources have been allocated to progress the CHORD Programme.
EQUAL OPPORTUNITIES	Each CHORD project will be required to comply with Equal Opportunities.
LEGAL	Each of the CHORD projects will require differing levels of legal resources to ensure their timely delivery. Resources have been allocated to each project as per the approved Project Initiation Documents.

Robert Pollock, Development Services, Head of Economic Development and Strategic Transportation
13 January 2010

For further information - please contact Nicola Debnam, CHORD Programme Manager
Development Services, Economic Development and Strategic Transportation
01546 604120

This page is intentionally left blank

ARGYLL & BUTE COUNCIL — OPERATIONAL SERVICES



- Notes:**
1. The road and footway widths have been drawn only to accommodate the vehicle except paths to indicate what lower tolerances in accordance with design practice.
 2. It is assumed that considerable alteration of road and footway widths will be required to allow such alterations to take place. In preparing this Report 2 has been assumed that measures for pedestrian and vehicle widths normal will be required by design and that measures for independent operation of such traffic control measures will also be put in place.
 3. Road markings have been included for guidance in advance in the separate road works projects. The large loads offer no opportunity to provide edge kerbs for protection on some sites, adjacent to the road, in shared pedestrian to the most appropriate crossing places.
 4. Road design and lighting solutions cannot be limited within the area defined by the boundary of the site being developed.
 5. Footways have been shown adjacent to the road and may be located outside of space permits. Any planting provided within the scope of the land will be limited to hedge, grasses - 200mm diameter or smaller.
 6. Lockhart Road will be closed at the junction with Langrove and will have a restricted opening at the junction with Church Road or the other way round. Lockhart Road leads directly into Church Road. Warning of this level will be required with the loss of one way and a small corner of the path. Lockhart Road will be closed at the junction with Church Road.
 7. Measurement of the land into the two carway near Aqueducts to indicate and to be ready to mark to the best of current practice.

Key

New road kerb	—————
Road markings	- - - - -
Limits of area sterilised by loads	—————
Footway	—————


DIRECTOR OF OPERATIONAL SERVICES
ANDREW R. LAW

DESIGN OFFICE,
MANSE BRAE, LOCHGILPHEAD, ARGYLL, PA31 8RD

TITLE
Campbeltown Infrastructure Improvements
Park Square
Layout for wind tower transporter
straight diagonal route

SCALE 1 : 500

DESIGNED BY	WC	DRAWING No.	
DRAWN BY	WC	00686-02/006	
CHECKED BY	WC		
APPROVED BY	PW	DATE ISSUED	
		DATE: 20 NOV 2009	



SUPP	REVISION	INT. DATE	INT. DATE	APPROVED BY	DATE

This page is intentionally left blank

ARGYLL & BUTE COUNCIL — OPERATIONAL SERVICES



- Notes:**
1. The road and footway widths have been drawn only to accommodate the vehicle except paths to indicate what lower tolerances in accordance with design practice.
 2. It is assumed that considerable alteration of road and footway widths will be required to allow such alterations to take place. In preparing this layout it has been assumed that measures for pedestrian and vehicle safety around all the crossings will be provided and that measures for temporary suspension of such traffic control measures will also be put in place.
 3. Road markings have been included for guidance in advance in the expansion road areas provided. The large loads offer no opportunity to provide edge kerbs for pedestrian and general use, adjacent to the road, to shared pedestrian to the most appropriate crossing places.
 4. Road design and lighting solutions cannot be defined within the area shaded by the company of the site being investigated.
 5. Footings have been shown adjacent to the road and may be located outside of space provided. Any planting provided within the scope of the site will be defined by the design team (depending on location).
 6. Lockhart Road will be closed at the junction with Longrow and will have a restricted opening at the junction with the main road at the opposite end. Lockhart Road leads directly into the Campbeltown. Warning of this level will be required with the loss of one lane and a small amount of the path. Lockhart Road will be closed at the junction with the main road.
 7. Measurement of the road into the two carriage ways adjacent to the road and to be made to the line of kerbs.

Key

New road kerb	—————
Road markings	- - - - -
Limits of area sterilised by loads	—————
Footway	—————

DIRECTOR OF OPERATIONAL SERVICES
ANDREW R. LAW
 DESIGN OFFICE,
 MANSE BRAE, LOCHGILPHEAD, ARGYLL, PA31 8RD
TITLE
Campbeltown Infrastructure Improvements
Park Square
Layout for wind tower transporter
curved diagonal route

SCALE 1 : 500

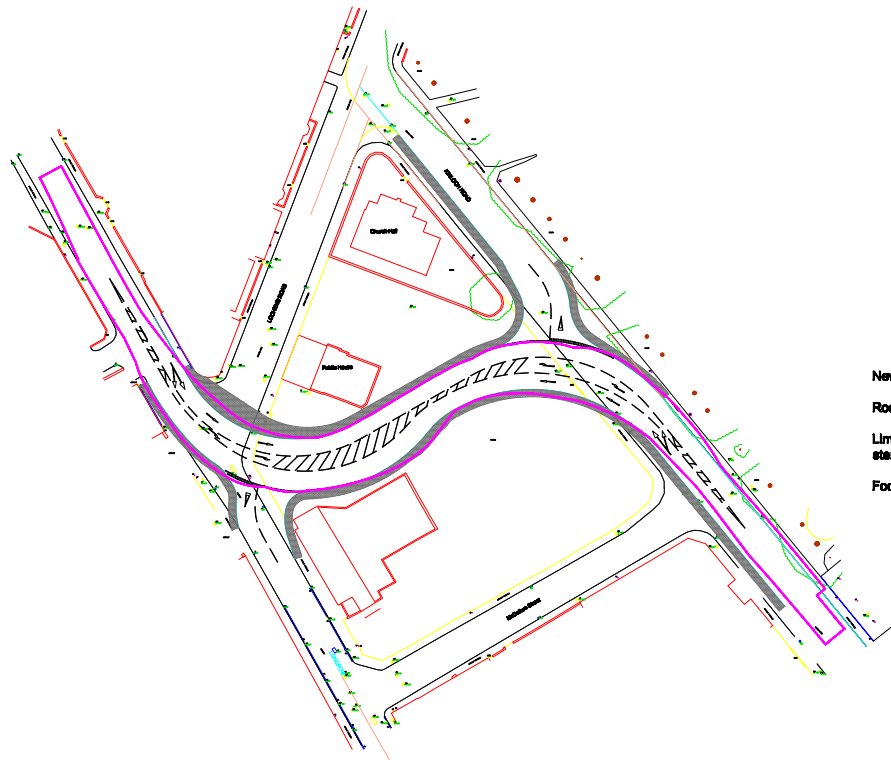
DESIGNED BY	WC	DRAWING No.	
DRAWN BY	WC	00686-02/006	
CHECKED BY	WC		
APPROVED BY	PW	DATE ISSUED	
SUPP.	REVISION	INT. DATE	INT. DATE
		CHECKED BY	APPROVED BY

DATE: 20 NOV 2009



This page is intentionally left blank

ARGYLL & BUTE COUNCIL — OPERATIONAL SERVICES



- Note:**
1. The road and footway widths have been drawn only to accommodate the vehicle except paths to indicate what lower tolerances in accordance with design practice.
 2. It is assumed that considerable changes of road and footway widths will be required to allow such movements to take place. In preparing this Report 2 has been assumed that measures for pedestrian and vehicle widths normal will be required by design and that measures for independent operation of such traffic control measures will also be put in place.
 3. Road markings have been included for guidance purposes in advance to the proposed road works program. The large loads will be required to provide adequate clearance for pedestrians and general use, adjacent to the road, in shared pedestrian to the most appropriate crossing places.
 4. Road design and lighting volumes cannot be defined within the area defined by the limits of the site being investigated.
 5. Footways have been shown adjacent to the road and may be located outside of space permits. Any planning provision within the scope of the land will be defined by the local authority (Planning Department).
 6. Lockhart Road will be closed at the junction with Langmore and will have a restricted opening at the junction with Dunstaffnage Road or Dunstaffnage Road. Lockhart Road leads directly to Dunstaffnage Road. Warning of this level will be required with the issue of any time and a small number of the road. Lockhart Road will be closed at the junction with Dunstaffnage Road.
 7. Measurement of the land into the two conveyance near Dunstaffnage to indicate and to be likely to result in the form of some form.

- Key**
- New road kerb ————
 - Road markings - - - - -
 - Limits of area sterilized by loads ————
 - Footway ————

DIRECTOR OF OPERATIONAL SERVICES
ANDREW R. LAW
DESIGN OFFICE,
MANSE BRAE, LOCHGILPHEAD, ARGYLL, PA31 8RD
TITLE
Campbeltown Infrastructure Improvements
Park Square
Layout for wind tower transporter
right angle route

SCALE 1 : 500

DESIGNED BY	WC	DRAWING No.	
DRAWN BY	WC	00686-02/007	
CHECKED BY	WC		
APPROVED BY	PW	DATE ISSUED	
SUPP	REVISION	INT. DATE	INT. DATE
		CHECKED BY	APPROVED BY
			DATE: 20 NOV 2009



This page is intentionally left blank



SCHEME 1
 36 FLATS
 12 TOWN HOUSES
 48 TOTAL

NOTES

TITLE	REVISION
NEW ROAD PROPOSAL OPTION 2	

CLIENT: Arvill Community Housing Association

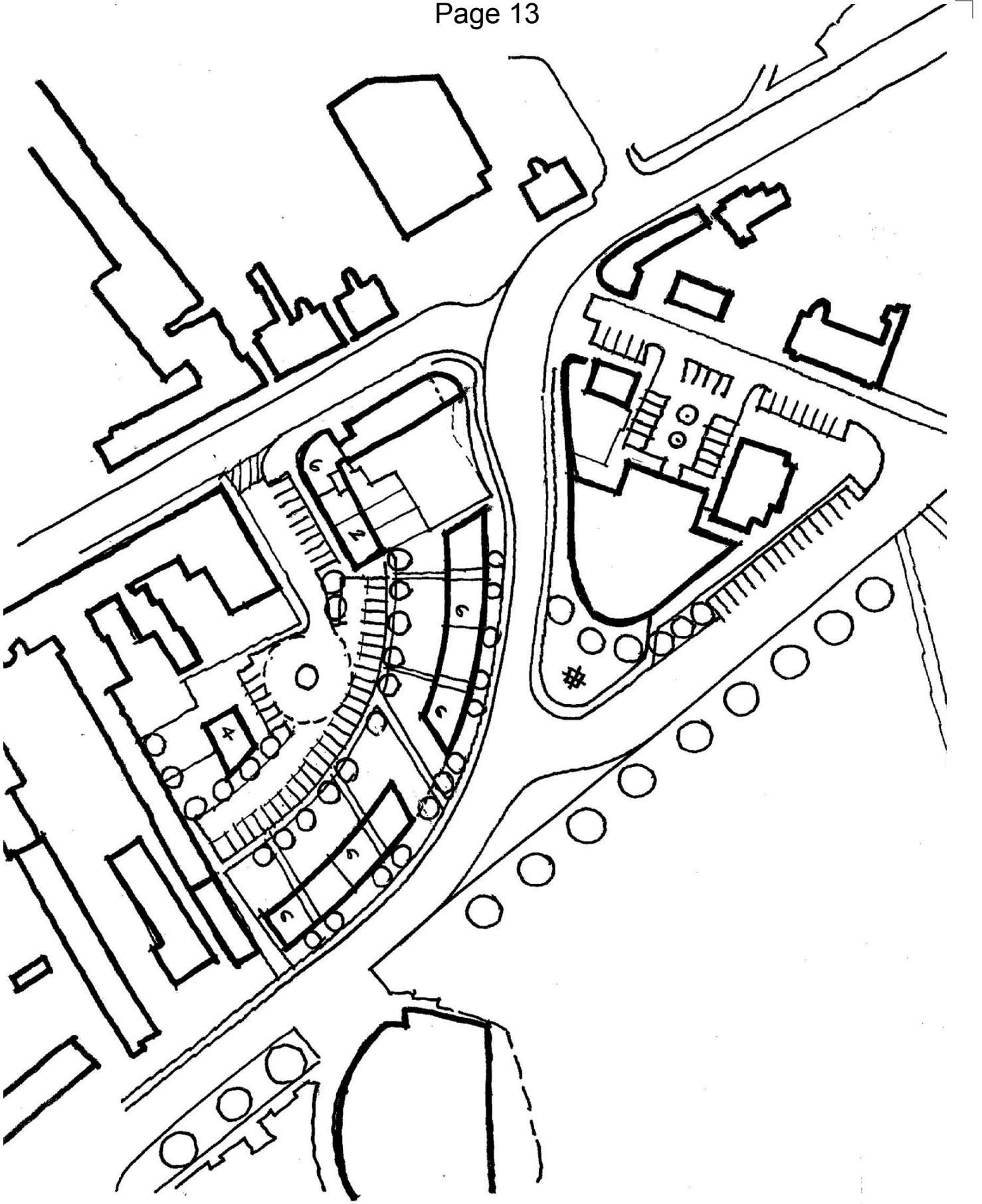
PROJECT: Proposed Housing and
Community Facilities
Park Square
Campbeltown

09004 L(90)005 []

SCALE	1:1,000	DRAWN	GK
CHECKED	JSE	DATE	19/11/2009

PURPOSE OF ISSUE
DESIGN

This page is intentionally left blank



SCHEME 2

- 30 FLATS
- 4 COTTAGE FLATS
- 2 TOWN HOUSES

36 TOTAL

NOTES

TITLE NEW ROAD PROPOSAL
 OPTION 3

REVISION

CLIENT Argyll Community Housing Association

PROJECT Proposed Housing and Community Fa
 Campbeltown
 Park Square
 Campbeltown

09004 L(90)006 []

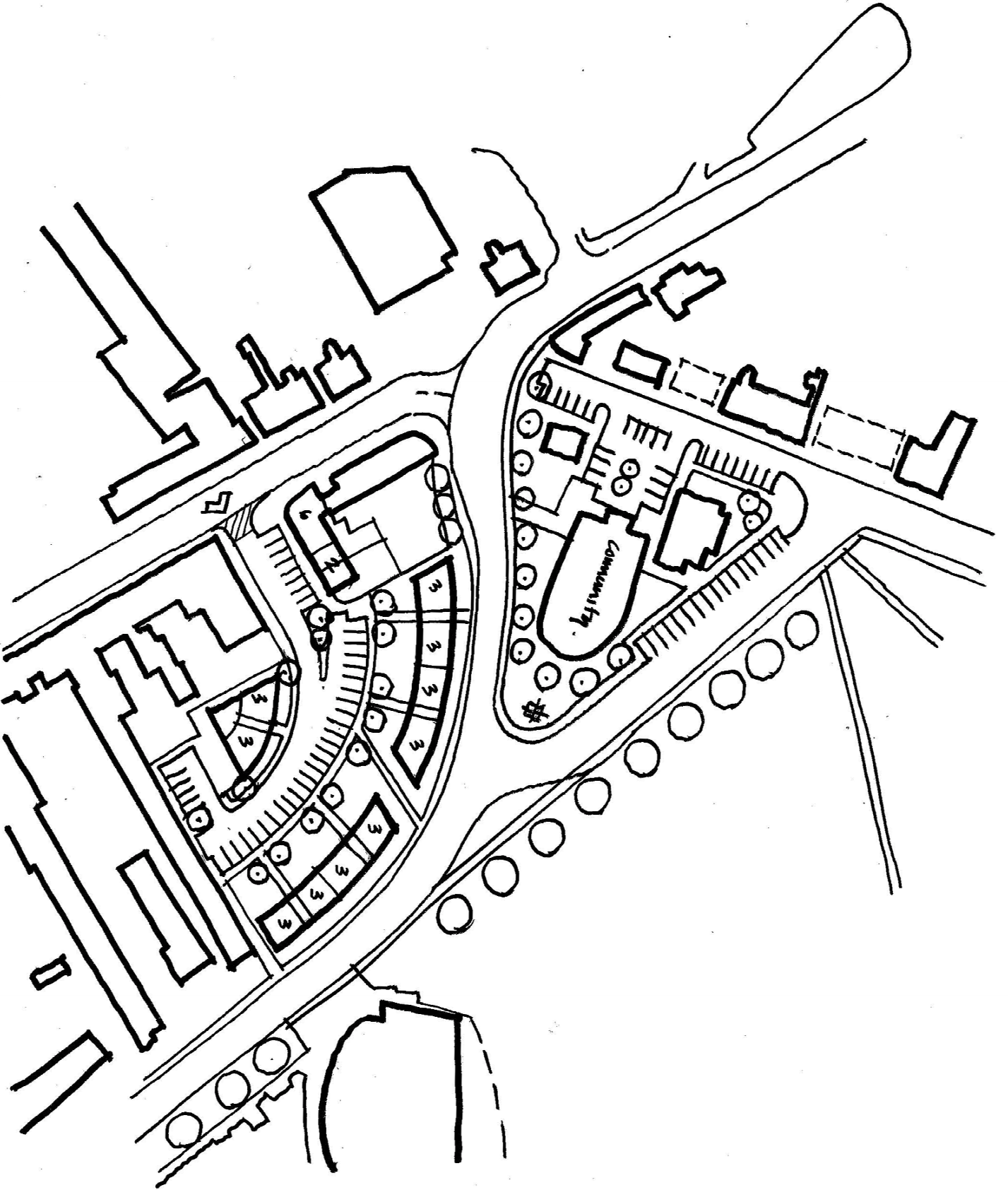
SCALE 1:1000 DRAWN GJM

CHECKED WAC DATE 17/12/2005

PURPOSE OF ISSUE

DESIGN

This page is intentionally left blank



SCHEME 3
 38 FLATS
 38 TOTAL

NOTES

TITLE NEW ROAD PROPOSAL
 OPTION 4

REVISION

CLIENT Argyll Community Housing Association

PROJECT Proposed Housing and Community Fa
 Campbeltown
 Park Square

09004 L(90)007 []

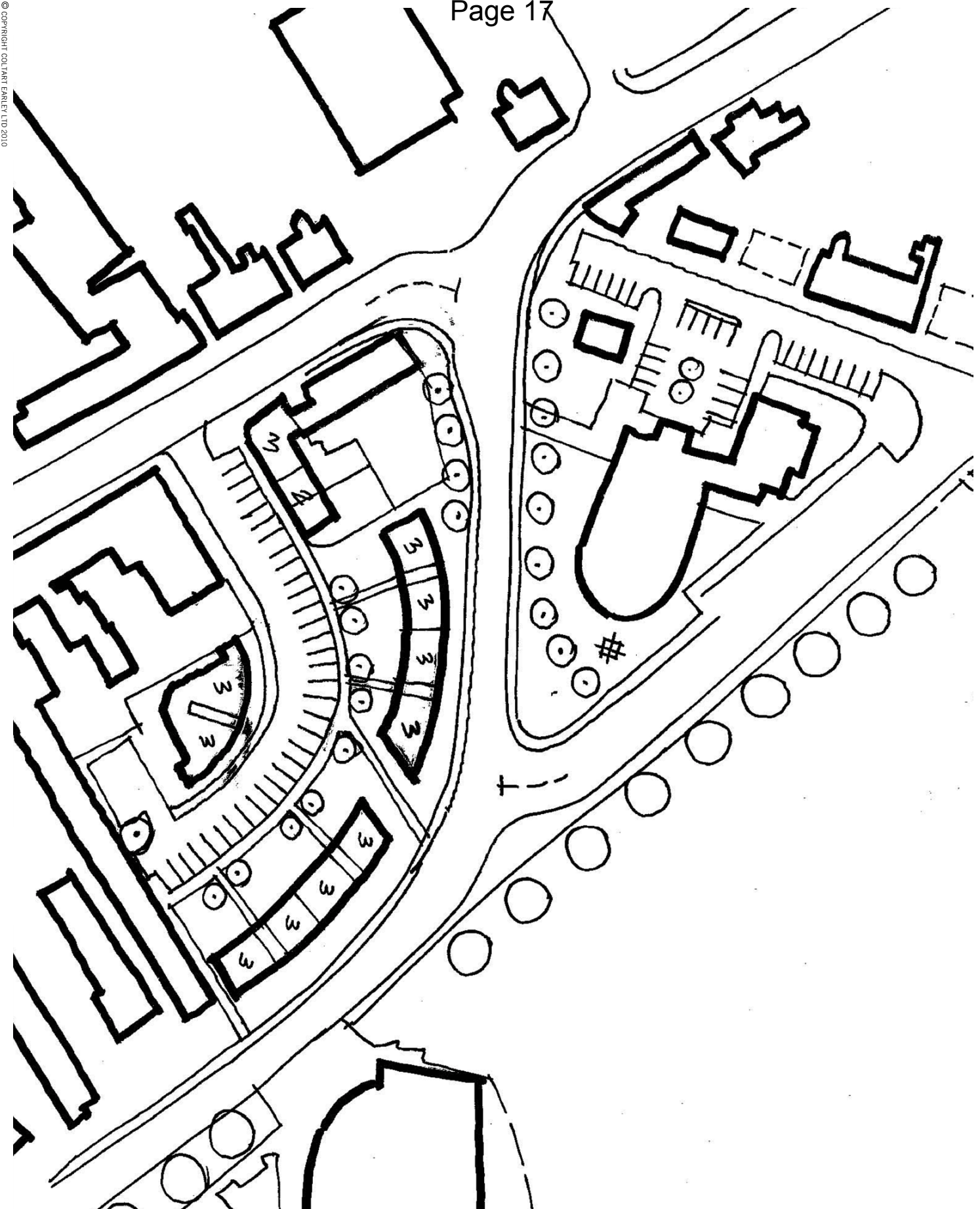
SCALE 1:1000 DRAWN GJM

CHECKED WAC DATE 18/12/2009

PURPOSE OF ISSUE

DESIGN

This page is intentionally left blank



SCHEME 4
 33 FLATS
 2 TOWN HOUSES
 35 TOTAL

NOTES

TITLE	REVISION
NEW ROAD PROPOSAL OPTION 5	

CLIENT: Argyll Community Housing Association

PROJECT: Proposed Housing and
 Community Facilities
 Park Square
 Campbeltown

09004 L(90)008 []

SCALE	NTS	DRAWN	WAC
CHECKED	WAC	DATE	14/01/2010

DESIGN

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

ARGYLL AND BUTE COUNCIL
CAMPBELTOWN CHORD PROJECT BOARD
DEVELOPMENT SERVICES
22 JANUARY 2010

CAMPBELTOWN THI – FUTURE MANAGEMENT

1. SUMMARY

- 1.1 Heritage Lottery Fund (HLF) is a key partner in the delivery of a Townscape Heritage Initiative (THI) project. They are keen to see greater synergies between the two THI projects in Argyll and Bute and this paper details how this is best achieved.

2. RECOMMENDATIONS

- 2.1 That the Campbeltown CHORD Project Board notes the contents of this paper.

3. DETAIL

- 3.1 The CHORD Programme includes two THI projects – Campbeltown and Rothesay. Campbeltown has progressed to implementation stage and Rothesay is currently progressing through a Stage Two bid to HLF.
- 3.2 HLF are a key partner in delivering the THI projects and are keen to see synergies between the two projects in Argyll and Bute.
- 3.3 Currently the projects are being managed by two different project managers within Development Services. Campbeltown is being managed by Fergus Murray, the Development Policy Manager and Rothesay by Audrey Martin, the Projects and Regeneration Manager. Both project managers are supported by a project officer (James Lafferty in Campbeltown and Lorna Pearce in Rothesay).
- 3.4 Both teams are currently working together to try to create the synergies HLF are looking for, but it is felt that this is best achieved through one project manager. This will also ensure consistency of process, administration and financial control.
- 3.5 Development Services have considered this and the relative workloads and remits of each project manager and propose that Audrey Martin becomes the project manager for both THI projects in Argyll and Bute.
- 3.6 There will be a phased handover between the project managers which will be complete by 31 March 2010.
- 3.7 In recognition of the key role that the Development Policy Manger has played to date in this project, he will remain a key part of the project team in an advisory capacity.

4. IMPLICATIONS

POLICY	The delivery of the CHORD programme fits with the Council's Corporate Plan, Single Outcome Agreement and approved Development Plan policy for town centre regeneration. The economic outcomes from these projects will contribute to the Government's Economic Strategy.
FINANCIAL	The Council has made available the sums requested to progress each of the CHORD projects to Full Business Case.

PERSONNEL	The resources have been allocated to progress the CHORD Programme.
EQUAL OPPORTUNITIES	Each CHORD project will be required to comply with Equal Opportunities.
LEGAL	Each of the CHORD projects will require differing levels of legal resources to ensure their timely delivery. Resources have been allocated to each project as per the approved Project Initiation Documents.

Robert Pollock, Development Services, Head of Economic Development and Strategic Transportation
13 January 2010

For further information - please contact Nicola Debnam, CHORD Programme Manager
Development Services, Economic Development and Strategic Transportation
01546 604120

ARGYLL AND BUTE COUNCIL

CAMPBELTOWN CHORD PROJECT BOARD

DEVELOPMENT SERVICES

22 JANUARY 2010

CAMPBELTOWN ALL WEATHER PITCH FACILITY**1. SUMMARY**

- 1.1 A report proposing the development of an Outline Business Case for the construction of a new All Weather Pitch for Campbeltown, to be either procured as the Community Facility element of the Campbeltown CHORD project, or within the scope of the replacement of the existing Grammar School was considered by the CHORD Programme Management Board on 6 January 2010.

2. RECOMMENDATIONS

- 2.1 That the Campbeltown CHORD Project Board:
- note the decision made by the CHORD Programme Management Board;
 - agree the timescale for the completion of the OBC

3. DETAIL

- 3.1 The following decision was made by the CHORD Programme Management Board on 6 January 2010:

agreed that the Head of Facility Services undertake the development of an Outline Business Case (OBC), separate from the Campbeltown CHORD Project, which will identify the preferred option for the procurement of a new All Weather Pitch at either Kinloch Green or at the Grammar School site; and

agreed to instruct the Head of Facility Services to prepare a Project Initiation Document setting out the scope, process, timetable and resources required to undertake the OBC for consideration by the Campbeltown CHORD Project Board and then the Programme Management Board.

4. IMPLICATIONS

POLICY	The delivery of the CHORD programme fits with the Council's Corporate Plan, Single Outcome Agreement and approved Development Plan policy for town centre regeneration. The economic outcomes from these projects will contribute to the Government's Economic Strategy.
FINANCIAL	The Council has made available the sums requested to progress each of the CHORD projects to Full Business Case.
PERSONNEL	The resources have been allocated to progress the CHORD Programme.
EQUAL OPPORTUNITIES	Each CHORD project will be required to comply with Equal Opportunities.
LEGAL	Each of the CHORD projects will require differing levels of legal resources to ensure their timely delivery. Resources have been allocated to each project as per the approved Project Initiation Documents.

Robert Pollock, Development Services, Head of Economic Development and Strategic Transportation
13 January 2010

For further information - please contact Nicola Debnam, CHORD Programme Manager
Development Services, Economic Development and Strategic Transportation
01546 604120

This page is intentionally left blank