



Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

Customer Services
Executive Director: Douglas Hendry

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17 July 2018

RECONVENED MEETING OF LOCAL REVIEW BODY

TUESDAY 24 JULY 2018

AT 10.15 AM IN COMMITTEE ROOM 1, KILMORY, LOCHGILPHEAD

I refer to the above meeting and enclose herewith further written information requested by the Local Review Body at their meeting on 11 June 2018.

Douglas Hendry
Executive Director of Customer Services

BUSINESS

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF INTEREST**
- 3. CONSIDER NOTICE OF REVIEW REQUEST: CONSIDER NOTICE OF REVIEW REQUEST: LAND WEST OF LANDFILL SITE, GLENGORM ROAD, ISLE OF MULL (REF: 18/0003/LRB)**
 - (a) Further information received from Planning (Pages 3 - 4)
 - (b) Further information received from Roads (Pages 5 - 6)
 - (c) Further information received from Applicant (Pages 7 - 8)

ARGYLL AND BUTE LOCAL REVIEW BODY

Councillor Robin Currie
Councillor Donald MacMillan

Councillor David Kinniburgh (Chair)

Contact: Fiona McCallum Tel: 01546 604392

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STATEMENT OF CASE

SUPPLEMENTARY REPORT NO.1

FOR

**ARGYLL AND BUTE COUNCIL
LOCAL REVIEW BODY**

18/00003/LRB

**REMOVAL OF CONDITION 3 OF AND AMENDMENT OF CONDITION 4 OF
PLANNING PERMISSION 17/01613/PP**

**PROPOSED INDUSTRIAL DEVELOPMENT COMPRISING OF ACCESS ROAD,
LIGHT INDUSTRIAL UNITS (CLASS 4), STORAGE UNITS, STORAGE UNITS,
STORAGE COMPOUNDS AND SITING OF STORAGE CONTAINERS (CLASS 6),
INSTALLATION OF COMMUNAL SEPTIC TANK AND ASSOCIATED FENCING**

21st of June 2018

REQUEST FOR FURTHER INFORMATION BY WRITTEN SUBMISSIONS

REQUEST

Comment on the statement made by the Applicant that planning consent was granted based on a site layout of a 6 metre wide road and a 1 metre verge (comment 1 from Applicant's submission dated 14 May 2018 on page 17 of the Agenda Pack for the LRB meeting on 11 June 2018.)

PLANNING AUTHORITY RESPONSE

We have reviewed the file and the approved site plan illustrates an initial road corridor width of 7.9m from the private access road to the municipal waste facility which then branches to an internal road corridor width of 6m. Notwithstanding that, this is insufficient to meet the requirements of the roads authority.

Local Review Body Reference 18/0003/LRB

Planning Application Reference 17/01613/PP

Land West of Landfill Site, Glengorm Road, Glengorm, Isle of Mull

Further Information Required

1. Condition 4 states “the new access from the junction with the Glengorm Road serving the site shall be a Road over which the public have a right of access in terms of the Roads (Scotland) Act 1984”.
This may be either an adopted road or a public highway which is privately maintained, although the preferred option from Roads is for the road to be adopted.
If the road was to become a privately maintained public highway then the maintenance should be carried out by the owner.
2. There are no figures available on the likely numbers of pedestrians. I consider it likely that any site based workforce will travel to site by either powered vehicles or cycles. There is likely to be movement within the site with workers moving from plot to plot to discuss work, borrow equipment etc
Paragraph 4.5.3 of The Strathclyde Roads Development Guide states; “A footway at least 2 metres wide should be provided on each side of the carriageway. However, if the development is to one side of the road only, the requirement for a footway on the opposite side of the road may be relaxed. Only in exceptional cases, where it can be demonstrated that pedestrian activity is unlikely, may the requirement for any footway be waived.
Any new road should be constructed with provision for pedestrians.
3. I have no recollection of this. Road Construction Consent is required whether the proposed access road is to remain private or be adopted by the Council. (Clause 21 of The Roads (Scotland) Act 1984), and the access road will have to be built to a suitable standard.
It is preferable that the road be built to an adoptable standard, and adopted by the Council as this will ensure future maintenance of the roads. HIE built industrial estates a few years ago, without the roads being adopted. They later enquired about the estate roads being adopted, but the cost of bringing them up to adoptable standard was prohibitive and the idea was dropped.

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Urras Coimhearsnachd Mhuile agus Idhe

An Roth Community Enterprise Centre
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26th June 2018

Local Review Body
Heard of Governance and Review
Argyll and Bute Council
Kilmory
Lochgilphead
Argyll
PA31 8RT

Dear Sirs

18/00003/LRB
PLANNING PERMISSION 17/01613/PP

In response to the question raised by the Local Review Body from their meeting on 11th June;

The site will provide a range of storage and small business premises, consisting of –

- 20 x containers for self storage
- 500m2 of storage compounds
- 8 x 30m2 lock up units
- 6 x 60m2 small business premises
- 1 x 160m2 workshop

Based on the interest we have received, it is highly unlikely that anyone renting storage space would walk to, and within the site to drop off or collect items from storage. We are expecting the storage to be used for excess household items due to restoration/house move or businesses requiring extra storage (animal feeds, packing cases for products, scaffolding, roofing materials). Those renting storage facilities would be unlikely to move items to/from storage as pedestrians.

The types of businesses interested in units are – joiners, builders, small scale food manufacturing, bespoke furniture making, marine maintenance and property maintenance. These will be used as working units, rather than retail, so the only footfall expected within the site are those employed on the site. The Royal Institute of British Architects metric handbook recommends allowing one car parking space for a staff member, per 50m2 of industrial floor space, plus 10% to allow for visitors. We will provide a total of 17 car parking spaces, exceeding the recommendation by 5 spaces as we recognise that the majority, if not all those travelling to and from the site, are likely to do so by vehicle or bicycle.

Allowing an average of 2 staff per 60m2 unit and 4 for the 160m2 unit, would give a total of 16 people regularly working at the site.

We note again that the planning consent was granted on the basis of a private road which would be maintained by ourselves and which would NOT be adoptable by the local authority. The capital cost of making the road to adoptable standard is prohibitive whereas the maintenance cost of the un-adopted road by ourselves is included within our revenue model.

Yours sincerely

Mairi Greig
TLIP Project Officer

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