

8th November 2016

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

Dear Fiona

Further to our Request for Review of planning condition 3, planning ref 16/01296/PP, and your response received 25th October 2016, we would like to insist on a Local Review Body hearing for the following reasons:

1. This project is working in partnership with the Economic Department of Argyll & Bute Council and has been invited to submit a stage 2 application to the Regeneration Capital Grant Fund. A request for road infrastructure costs within our application to RCGF, would weaken our overall application, and risk this potential funding strand for this project which will address the lack of business premises in Tobermory and will help Argyll & Bute Council to achieve three key objectives from the Local Development Plan 2015 –
 - To make Argyll and Bute's Main Towns and Key Settlements increasingly attractive places where people want to live, work and invest;
 - To secure the economic and social regeneration of our smaller rural communities;
 - To work in partnership with local communities in a way that recognises their particular needs to deliver successful and sustainable local regeneration.
2. The cost of complying with condition 3 would make the project economically unviable, having an adverse effect on economic development in an area identified by both Argyll & Bute Council and HIE as economically fragile.
3. The Scottish Government when asked by us if the Regeneration Capital Grant Fund could support implementing condition 3; *"RCGF can pay for these costs, however it's not a priority, given the Local authority responsibility and budgets for this and given the limited funds and competitive ask for RCGF. The panel would rather utilise the funding on other parts of the development."*
4. Within the response received (LRB Tobermory 16-0008 Roads), the Roads Engineer recognises that the 'existing public road serving the location is sub-standard, being single track with passing places'.
5. At a meeting with our architect on 3rd September 2015 to discuss proposals for this project, there was no indication from the Roads Engineer that any work on the existing public highway would be required.
6. The 0.85 mile section of road from the junction between the B8073 and the C47 to the Civic Amenity Site access has a total of 8 existing passing places, some extended, and 2 unbounded, implying that the current traffic flow already requires these passing places.
7. The 0.85 mile section of road from the junction between the B8073 and the C47 to the Civic Amenity Site access has a total of 8 existing passing places, some extended, and 2 unbounded. This is relatively high provision of passing places when compared to the single track roads around the island
8. Following a Freedom of Information request (argyllbuteir:6109), other than routine maintenance, the only capital program of works covering the 0.85 miles of road in question since 1980, was in approx. 1995 when £80k to provide additional widening, passing places and surfacing between B8075 junction and the

Glengorm Waste Disposal site. The cost for us to comply with condition 3 is estimated to be £200-£300k, and would

9. The request from the Roads Engineer to construct a new passing place 'near the Mull Cheese access' is unnecessary as there is already a 50 metre extended passing place.
10. Widening of the roads to 5.5 metres will require private land purchases – something which we cannot do as we do not have rights for compulsory purchase.
11. The anticipated increase in traffic is de minimis when compared to the existing traffic and the measures in condition 3 are we believe dis-proportionate.
12. The requested improvements to the public highway are disproportionate to the overall use of the road.

Furthermore, we would also like to bring your attention to Policy LDP 5 within the Local Development Plan Written Statement – Supporting the Sustainable Growth of Our Economy:

'Argyll and Bute Council will give particular priority to new business and industry development in our business allocations, established business and industry areas and Economically Fragile Areas'.

Section 4.3.3 – 'Delivery will be achieved by taking a flexible approach to economic development proposals, in particular in the Economically Fragile Areas'.

Yours sincerely

Mairi Greig
Tobermory Light Industrial Project Officer