

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

9th April 2018

Dear Sirs

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

Further to the Statement of Case, received 28th March 2018, we request that the local review body consider the following –

Condition 3 - We have not requested that this condition is removed, (i) the locations of two existing (informal) passing places which will be brought up to standard have been agreed with the area roads engineer. (ii) we note that the current width of the road complies with the condition. -

Condition 4 – The standard outlined in the Statement of Case is a reduced standard of adoption, however the application site is surrounded by Countryside Zone (Local Development Plan Maps 2015) and the nearest footpath to the application site is 1.1 miles away. The application site is not located in a built up area and we do not feel that a footpath is in keeping with the surrounding area.

The requirement for the access road to be 6m wide is more than the width of the public single track road, the C47 which forms part of the route from Tobermory to the application site. Other planning permissions in the area have allowed a width of 5.5m (09/00282/DET – Progressive Care Facility at Craignure accessed from an unclassified single track road and 09/01599/PP – Bakery, Tobermory, accessed from a single track B road). A width of 6m plus footpath seems excessive given the rurality of the site. We request that the standard of road required is amended in line with the standard of the existing public road (C47) and private road (Glengorm Civic Amenity Site access) that serves the site.



Private Access to the Glengorm CAS from C47



Looking south east on C47 from access to Glengorm CAS

The SCOTS National Roads Development Guide states ‘any person other than a Roads Authority who wishes to construct a new road or an extension (including lateral widening) to an existing road must obtain Construction Consent, irrespective of whether or not such roads are to be submitted for adoption as public’.

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At a meeting with our agent, Will Thorne of Thorne Wyness Architects on 3rd September 2015, Brain Rattray advised that the internal site roads could be either adopted or private, and that if we opt for a private road, the roads can be constructed to any standard we want. We have never indicated that we would like the internal roads of the site to be adopted. The design and layout of the site is based on a private road 6.0m wide, which is adequate to serve this development, particularly as it not part of a through road network.

We are advised by our contractor that compliance with this requirement - specifically to include a 2m footway on one side of the road and a 2m wide verge on the other side will

- impact adversely on the number and size of buildings which can be accommodated within the site and
- present time delays and cost over-runs

In considering our request for review, we ask that the local review body also consider –

- SG LDP BUS 1 - Business and Industry Proposals in Existing Settlements and Identified Business and Industry Areas - The design, scale and siting of the new development respects the landscape/townscape character and appearance of the surrounding area
- SG LDP BUS 5 – Economically Fragile Areas - To support economic growth and population retention in the Fragile Areas the LDP identifies a range of economic development opportunities. The LDP also sets out a settlement strategy which provides a framework to deliver sustainable development for the communities in these areas. In addition, to provide increased flexibility from the planning system in support of the LDP objectives for sustainable economic growth and to support population retention and growth in these areas.

Yours faithfully



Moray Finch
General Manager