



Improving the quality of life on Mull and Iona

Urras Coimhearsnachd Mhuile agus Idhe

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

Tel: 01680 812900 Email:enquiries@mict.co.uk  
www.mict.co.uk

14<sup>th</sup> May 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 questions raised by the Local Review Body and the subsequent response from the Roads Officer;

1. The planning consent was granted based on a site layout showing a 6m wide road and 1m verge. To have a 2 m footpath and an additional 1m of verge will require a further 645m<sup>2</sup> or almost a tenth of the site to comply. The current layout which has planning approval, will have to be re-worked to allow for this, and force a planning amendment at further cost and time to the development.
2. Photographs noted.
3. We do not refute that a footway will provide a safe route pedestrians, however, as there is no bus route serving properties along the C47, the pedestrian footfall is expected to be extremely low. Glengallan Business Park in Oban, is on a bus route, as the bus depot is located in that business park. It serves the population of Oban, approx. 8500, which is significantly more than Tobermory's population of approx. 1000 or the whole of Mull at 2800. Traffic, vehicle and pedestrian footfall is likely to be significantly higher and can not be used as a creditable comparison.
4. We have never requested that the road within the site is adopted, and were advised by Brian Rattray, via our architect Will Thorne that if we do not wish to have the internal roads of our site adopted, we can construct it to whatever spec we like.

This development is being carried out with the support of Argyll and Bute Council's Economic and Development department, having assisted us to secure £1.6million of investment for Mull. We want to ensure that the investment is utilised as efficiently as possible to develop the site, provide small business premises and storage facilities as outlined in our application to RCGF. Constructing the internal roads to adoptable standard will incur additional costs and inevitably mean that we will have to reduce the scope of the facilities we can provide.

Yours sincerely

Mairi Greig  
TLIP Project Officer

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**INFRASTRUCTURE COMMUNITY SERVICES ENVIRONMENT AND CULTURAL HERITAGE ECONOMIC OPPORTUNITY**