

Defence Munitions Glen Douglas – Proposed TRO

1.0 EXECUTIVE SUMMARY

- 1.1 The Ministry of Defence has taken the decision to progress a redevelopment of Glen Mallan Jetty in Loch Long to allow the site to continue to operate as an “Explosives Licenced” facility capable of servicing a range of vessels, including the new Queen Elizabeth Class Aircraft Carriers. The resupply operations at the jetty are serviced from Defence Munitions Glen Douglas (DM Glen Douglas) base.
- 1.2 To minimize the risk to the travelling public it is proposed to introduce TRO(s) to prevent vehicles stopping on defined sections of the A814 Glenmallan and C69 Glen Douglas Road.
- 1.3 This report provides detail of both the MOD proposals and the contrasting ABC Officer proposed TRO(s).

Recommendations

It is recommended that Members agree to progress the Officer proposals, as:

- To promote a clearway inclusive of the A814 and C69 to the extents of the Inhabited Building Distances (IBD's).
- Extents will be based on the plans in Appendix 1 & 2.

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2.0 INTRODUCTION

- 2.1 The Ministry of Defence has taken the decision to progress a redevelopment of Glen Mallan Jetty in Loch Long to allow the site to continue to operate as an “Explosives Licenced” facility capable of servicing a range of vessels, including the new Queen Elizabeth Class Aircraft Carriers. The resupply operations at the jetty are serviced from Defence Munitions Glen Douglas (DM Glen Douglas) base.
- 2.2 To minimize the risk to the travelling public it is proposed to introduce TRO(s) to prevent vehicles stopping on defined sections of the A814 Glenmallan and C69 Glen Douglas Road.
- 2.3 This report provides detail of both the MOD proposals and the contrasting ABC Officer proposed TRO(s).

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members agree to progress the Officer proposals, as:
- To promote a clearway inclusive of the A814 and C69 to the extents of the Inhabited Building Distances (IBD's).
 - Extents will be based on the plans in Appendix 1 & 2.

4.0 DETAIL

- 4.1 The Ministry of Defence has taken the decision to progress a redevelopment of Glen Mallan Jetty in Loch Long to allow the site to continue to operate as an “Explosives Licenced” facility capable of servicing a range of vessels, including the new Queen Elizabeth Class Aircraft Carriers. The resupply operations at the jetty are serviced from Defence Munitions Glen Douglas (DM Glen Douglas) base.
- 4.2 The licensing of the base and jetty as a non-nuclear munitions store and resupply point are subject to regulatory and licensing requirements. Further to this the MOD have their own internal multi-layered risk assessment and assurance processes with internal and external auditors

and Competent Authorities. The overall approach to risk assessing both the storage, movement and loading of munitions is to apply the As Low As Reasonably Practical (ALARP) principles in order to minimise the risk of explosion and its effect on members of the public, staff and the environment.

- 4.3 The Head of Establishment (HoE) for DM Glen Douglas has advised that the highest risk of incident is during the loading (and unloading) of the munitions onto vessels; specifically as they are being moved by mechanical handling equipment. The likelihood of an incident remains very low but the impact of such an occurrence is mapped using mathematical modelling and safety guidance to create Inhabited Building Distances (IBD's), which in their simplest form are represented as (cordon) rings to show the extent of any potential blast at defined distances. These distances are shared with and recorded by the Local Authority in what is known as a "Plan E". The Head of Establishment (HoE) for DM Glen Douglas has requested controls are put in place to prevent vehicles from entering or stopping within the IBD of Glen Mallan Jetty when it is being operated.
- 4.4 The Head of Establishment (HoE) for DM Glen Douglas has requested that the Council progress Traffic Regulation Order(s) which would allow the A814 Finnart-Arrochar road to be (completely) closed to vehicular traffic during loading operations.
- 4.5 The Head of Establishment (HoE) for DM Glen Douglas has requested that the Council progress Traffic Regulation Order(s) which would prohibit vehicles from stopping ("a clearway"), within limits defined by an IBD, on the C69 Glen Douglas Road at any time (not tied into loading/unloading operations).
- 4.6 The Network & Standards Manager and Assistant Network & Standards Manager (Traffic & Development) met on site to discuss solutions to the issues with the Head of Establishment (HoE) for DM Glen Douglas in November 2018. This report details the desired MOD solution and the preferred Officer solution for consideration by the H&L Area Committee.

MOD Proposals

- 4.7 The Head of Establishment (HoE) for DM Glen Douglas has made it clear the MOD preferred option would be to completely close the A814 road to vehicular traffic, to the extent of the IBD from the Jetty, during loading operations in order to eliminate the risk to the travelling public from explosives. The practical effect of this however, due to a lack of turning areas on this route, mean that any such closure would need to cover the A814 from Finnart to Arrochar. The Head of Establishment (HoE) for DM Glen Douglas has offered to police the closure with MOD Officers (this would require to be written into a TRO) which would minimise impact on Council resources. Access to local properties and for emergency responders would need to be maintained throughout any closures and it

might be that the MOD could work flexibly around any agreed closure window.

- 4.8 Following discussions with Officers, the Head of Establishment (HoE) for DM Glen Douglas agreed the best solution for the C69 Glen Douglas Road would be to promote a clearway on the section of this route included within the IBD. As with the clearway on the A82 Loch Lomond Road, this would prohibit vehicles from stopping at any point within the extent of the clearway. The MOD Police would be able to enforce this should it be included within the TRO.
- 4.9 As a result of negotiations with Officers, the Head of Establishment (HoE) for DM Glen Douglas has offered to pay reasonable costs associated with drafting, advertising and other fees related to the progress of TROs.
- 4.10 The details of the MOD preferred restrictions to the A814 may include the following, subject to agreement:
- Night time closures or closures at agreed intervals;
 - Closure of the road at Finnart & Arrochar, or other locations as agreed, with flashing signs. Access for residents would be controlled by permits. MOD Police or Police Scotland may also be in attendance during closures. This would need to be agreed with other organisations, Police Scotland may not be able to commit to this requirement;
 - A management/operations procedure for activating the closure would need to be agreed between ABC and MOD.
- 4.11 It should be noted the prohibition of vehicles option will introduce lengthy diversions and the implementation of the closure will often be at short notice due to security concerns. The Head of Establishment (HoE) for DM Glen Douglas estimated that advance warning may be limited to 48-72 hours. The Head of Establishment (HoE) for DM Glen Douglas agreed, in principle, to provide transport facilities from Arrochar to Helensburgh during closures.
- 4.12 The Head of Establishment (HoE) for DM Glen Douglas advised that there will be approximately 30 ships in per year for loading/unloading and that most of these would require a 4-8 hour loading period. The new carrier type would require a 3 day loading period although it is currently planned that these will only load once every 3 years. There are two of the new type carriers so a 3 day closure would be required once every 1.5 years within current MOD plans.

ABC Officer Proposals

- 4.13 Officers consider that closing the A814, even for relatively short periods, is likely to generate a significant volume of objections and will introduce a burden to the travelling public. The following details the Officers preferred restrictions:
- To promote a clearway inclusive of the A814 and C69 to the

extents of the IBD's.

- Although this does not prevent vehicles from passing along the A814 during loading operations it does reduce the risk to a transient one as vehicles would not be permitted to stop within the clearway.

- 4.14 The TRO process can, by nature of the legislation, be a slow process. The right to object to a TRO is included within the legislation and certain types of TRO, if objections are received, require to be referred to a Reporter. It should be noted that both proposals (for a clearway and the prohibition of vehicles) would be subject to referral to Reporter if objections were maintained and on the assumption that the Area Committee did not choose to abandon the process. The Head of Establishment (HoE) for DM Glen Douglas agreed, in principle, to pay Council costs in taking a draft TRO to a Reporter and for the implementation costs if successful (signs, signs, road markings and permits). The MOD preference would be to pursue the 2 x TRO's separately.
- 4.15 Notwithstanding the above, it is the opinion of Officers that the clearway option would generate less objections than the alternative and would have a negligible impact on the travelling public, i.e. there would be no requirement to close the routes and impose a lengthy diversion during loading or unloading operations.

5.0 CONCLUSION

- 5.1 The Ministry of Defence has taken the decision to progress a redevelopment of Glen Mallan Jetty in Loch Long to allow the site to continue to operate as an "Explosives Licenced" facility capable of servicing a range of vessels, including the new Queen Elizabeth Class Aircraft Carriers. The resupply operations at the jetty are serviced from Defence Munitions Glen Douglas (DM Glen Douglas) base.
- 5.2 To minimize the risk to the travelling public it is proposed to introduce TRO(s) to prevent vehicles stopping on defined sections of the A814 Glenmallan and C69 Glen Douglas Road.
- 5.3 This report provides detail of both the MOD proposals and the contrasting ABC Officer proposed TRO(s).
- 5.4 In order to achieve the requirements of the MOD and ensure that disruption to the travelling public is limited it is proposed that:
- To promote a clearway inclusive of the A814 and C69 to the extents of the IBD's.
 - Extents will be based on the plans in Appendix 1 & 2.

6.0 IMPLICATIONS

- 6.1 Policy – none
- 6.2 Financial – The MOD has agreed, in principal, to pay Council costs in preparation of the TRO(s) and, if required, in taking a draft TRO to a Reporter and for the implementation costs if successful.
- 6.3 Legal – none.
- 6.4 HR – none known
- 6.5 Equalities / Fairer Scotland Duty – none known
- 6.6 Risk – None
- 6.7 Customer Service – none.

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APPENDICES

Appendix 1 – C69 IBD Extents
Appendix 2 - A814 IBD Extents