

## McCallum, Fiona

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**From:** McCallum, Fiona  
**Sent:** 06 July 2021 13:54  
**To:** 'planningconsultations@scottishwater.co.uk'; 'alastair.scouller'  
**Subject:** FW: Notice of Review Reference 21/0002/LRB (Planning Ref: 21/00017/PP) - Byre between houses 3 and 4 Glassard, Isle of Colonsay [OFFICIAL]

**Classification: OFFICIAL**

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**From:** Ross, James  
**Sent:** 06 July 2021 13:19  
**To:** McCallum, Fiona <Fiona.McCallum@argyll-bute.gov.uk>; Bain, Peter (Planning) <Peter.Bain@argyll-bute.gov.uk>; Love, David <David.Love@argyll-bute.gov.uk>; 'Jane Rose' >  
**Cc:** localreviewprocess <localreviewprocess@argyll-bute.gov.uk>  
**Subject:** RE: Notice of Review Reference 21/0002/LRB (Planning Ref: 21/00017/PP) - Byre between houses 3 and 4 Glassard, Isle of Colonsay [OFFICIAL]

**Classification: OFFICIAL**

Dear All,

Please see below the information requested.

### ITEM 1

As this is an existing agricultural building, there are currently no limit on the number of vehicular movements.

### ITEM 2

The commensurate improvements on this occasion is for the private access to be brought up to an adoptable standard, as the road already serves more than ten dwellings. The limit is normally five dwellings but an exception was made for Colonsay, the limit on Colonsay is ten dwellings from a private road. There can be no compromise on road construction as to do so may result in failure of the road, leading to possible substantial costs to A & B C.

A road to adoptable standard for this location would be as follows:

1. Road to be 3.50 metres in width. Road may be reduced to 3.20 metres wide, variable standard.
2. Verges / service strips to be 2.00 metres wide. Verge widths may be reduced to say 1.50 metres and possibly 1.00 metres over very short lengths, variable standard.
3. The road should comply with current construction. Construction would be as follows:
  - a. 300 mm thick type 1 sub-base. Basically graded crushed stone.
  - b. 130 mm thick combined roadbase and binder course. This is a hot bituminous material.
  - c. 40 mm thick surface course. This is a hot bituminous material.
4. Passing places.
5. A turning head for a commercial vehicle.

6. Appropriate surface water drainage, possibly roadside ditches or filter drains. All road drainage must comply with SUDS, Sustainable Urban Drainage System regs.
7. Junction with public road to comply with current standard, widths and geometry.
8. Adoptable standard road to comply with current gradient standards.
9. Signs and lines required.
10. No requirement for street lighting.

The existing private access could be made safer if the existing road junction was improved.

### ITEM 3

It is not possible to provide an accurate breakdown of costs as the road has to be designed and the design agreed with Roads & Infrastructure Services. In addition, costs for constructing an adoptable standard road on Colonsay will be much higher than the mainland due to transportation costs. There is also the added difficulty of maintaining material temperature for hot bituminous materials. The aforementioned is the main reason for Roads & Infrastructure Services increasing the number of dwellings served by a private road to ten. At present Colonsay is the only location to have that relaxation although this is being looked at.

The estimated costs of £200,000 may very well be close, depending on length of the adoptable standard road.

I hope this is of help.

Regards

James

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