-------- Original message --------

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Date: 01/05/2018 11:38 (GMT+00:00)

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Subject: RE: RE 18/00267/PREAPP - Jura [OFFICIAL]

**Classification: OFFICIAL**

Hi Mike

Thanks for this submission, it is extremely helpful in giving us an idea of the scope and ethos of the proposed project.  Advice below:

Principle of development

The site lies within the ‘settlement zone’ of Knockrome/Ardfernal, wherein policy LDP DM 1 of the Development Plan offers broad encouragement to sustainable, **small-scale**development on appropriate sites.  Based on your submission, the development as a whole would constitute a mix of community/recreational facilities, tourism facilities and housing development.  The key here will be the application of Supplementary Guidance policies and the threshold given for ‘small-scale’:

SG LDP HOU 1 (housing): Not exceeding 5 dwelling units

SG LDP TOUR 1 (tourism): Up to 10 letting units; or other tourist facility buildings up to 200m² gross; or any similar scale combination of the above

SG LDP REC/COM 1 (sport, recreation and community facilities): The scale of any development should be determined by the size of the settlement, the nature of the facility and the community that it serves

As you can see, it will be quite tricky to define the ‘small-scale’ threshold for this proposal but the indicative scope of what is being proposed does not appear to be vastly out of scale for the area and I would hope that we could apply these policies in a flexible manner to support an appropriate level of facilities.  With this in mind, it might be good to have a clearer idea of the intended floorspace for the multi-functional building – the 200m² figure is probably a good benchmark in this respect.

Siting/design

The character of Knockrome is of a scattered, informal mix of traditional housing and agricultural buildings within the Jura National Scenic Area; it is extremely important to preserve this character.  The indicative layout shown would appear to continue the pattern of development in an appropriate location with a suitably informal relationship between buildings.  Similarly, the ‘mood boards’ certainly show a design ethos which is entirely consistent with our expectations for this area.  It would be good to remain engaged as plans develop in this respect but my reaction to the initial submission is positive.

Access/parking

The access appears to be taken from a private track which in turn connects directly to the public road.  It is therefore possible that our Area Roads team will be looking for an upgrade to the public road junction on the basis of increased use stemming from the proposed development.

The initial feedback from our Roads team is that they are comfortable with the prospect of increased use of the public road if/when the development becomes operational.  However, there is a degree of concern about the impact of construction vehicles on the public road and it is likely that they may request a pre/post construction survey of the public road (from the A846 to the development site) and safeguards in place to ensure any extraordinary damage resulting directly from construction is made good.

There will have to be an adequate level of parking provided for the development but I would be keen to ensure that this doesn’t result in a visual impact which undermines the character of the area.  It will have to be carefully considered, particularly with the individual elements giving rise to different requirements.

I would suggest it may be worth having a look at the access/parking regime as a whole sooner rather than later when the site layout and scope of the proposals become more firm.

Hope all this is helpful, I would be keen to remain engaged as things develop.  There aren’t any other obvious major constraints, based on our mapping system or site history, which I think should be flagged up at this stage.  If you have any questions about the advice don’t hesitate to contact me.

Kind regards

Rory MacDonald

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