

**TREE, ROTHESAY AND CRINAN CANAL CHARRETTE UPDATE**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 This report seeks to update Members on the delivery mechanism and timescale for three charrettes, which are currently being delivered across Argyll and Bute. The charrette projects, which have secured funding from Scottish Government cover the areas of: Isle of Tiree, Rothesay town centre and the Crinan Canal corridor, including Lochgilphead and Ardrishaig.
- 1.2 A charrette is an intensive master planning session where the community and designers collaborate to create a vision for an area. A series of discussions and workshops are held over a dedicated timeframe to generate ideas. These are subsequently distilled down into deliverable outcomes set out within an action plan. Each charrette results in a body of work which seeks to inform policy making, the future development of the areas and inform the review of the Local Development Plan (LDP).
- 1.3 This report follows a paper considered and approved by the Planning Protective Services and Licensing Committee on 24<sup>th</sup> June 2015, which outlines three tranches of proposed charrettes within the context of the LDP Community Plans, and a subsequent report to SMT on 22<sup>nd</sup> December 2015 which outlined the scope and methodology behind each charrette, and sought the support of colleagues council-wide in relation to attending and inputting into the process.
- 1.4 As each charrette has been instigated and taken forward by different lead partners and communities, each is noticeably different, especially in relation to the principal area of focus and emerging themes, which in turn makes the approach to delivery for each quite different from the others.
- 1.5 The purpose of this report is therefore to provide an update on each charrette and the next steps.

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**2.0 RECOMMENDATIONS**

- 2.1 That Members note the content of this report and the timelines for the delivery of each charrette.

**3.0 INTRODUCTION**

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- 3.2 A charrette is an intensive master planning session where the community and designers collaborate to create a vision for an area. A series of discussions and workshops are held over a dedicated timeframe to generate ideas. These are subsequently distilled down into deliverable outcomes set out within an action plan. Each charrette results in a body of work which seeks to inform policy making, the future development of the areas and inform the review of the Local Development Plan (LDP).
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## **4.0 DETAIL**

### **Background**

- 4.1 This report follows a paper considered and approved by the Planning Protective Services and Licensing Committee (PPSL) on 24<sup>th</sup> June 2015. The report identified five communities which would benefit from a coordinated approach, such as a charrette, in supporting and informing the Areas for Action (AFA) within the Local Development Plan (LDP). The AFAs reflect the aligned priorities and commitments of the Council and other key agencies. The five proposed communities/areas, subject to securing the relevant funding, were highlighted to be delivered over three tranches. These were, as follows: 1) Tiree and the Crinan Canal corridor; 2) Dunoon; and 3) Helensburgh and Oban. The proposed Helensburgh and Oban charrettes were identified as potentially being programmed within a third tranche in order that the timescales would fit with, and enable the outcomes to better feed into, the LDP review. In addition, as Oban is subject to substantial public realm works and related consultation activity as part of the Council's capital regeneration programme, it was felt that a potential charrette would be best placed to follow on after these works were complete. Work will therefore progress towards securing charrette funding for the aforementioned towns when future funding becomes available.
- 4.2 In addition to the charrettes identified within the PPSL report, a Rothesay charrette was also taken forward by the Rothesay Alliance for Action. This was part of the SURF work that has been ongoing over the past 12 months. This was therefore taken forward independently of the Council, although officer resource has since been applied to support this process. This will ensure that the Council is part of both the work of the Alliance and the charrette itself, and ensure that links are made with the Rothesay Townscape Heritage (TH) development phase.
- 4.3 Tiree, Rothesay and Crinan Canal charrettes are supported by the Scottish Government and partnership funding. Argyll and Bute received 20% of the Scottish Government's 2015-16 Charrette Mainstreaming Programme Fund. Each has a different area of focus and location-specific themes. Each charrette is subject to an intense and immersive period of design and planning activity, and each seeks to fully engage with the community in order to generate ideas and actions that will serve to enhance the respective area.
- 4.4 The Tiree charrette seeks to strengthen the socio-economic conditions of the Island, and is being taken forward by Tiree Community Development Trust. The Rothesay charrette seeks to improve the town centre, and is being led by the Rothesay Alliance for Action, which comprises a network of individuals

from the community, and from public and private sectors working towards a shared vision to remake Rothesay and build a better Bute. The Crinan Canal charrette will focus on the Ardrishaig/Lochgilphead canal corridor and is being taken forward jointly by Scottish Canals and Argyll and Bute Council, working closely with the local communities of Ardrishaig and Lochgilphead.

- 4.5 The purpose of the charrette process is to work closely with partners in order to determine a clear vision for each area, with deliverable outcomes that will serve to improve the areas, and support the outcomes of the Single Outcome Agreement (SOA), Economic Development Plan (EDAP), LDP and LDP Community Plans.

### **Charrette Detail**

- 4.6 This report seeks to provide an update on each charrette and as such will provide detail on each in turn below.

### **Isle of Tiree Charrette**

- 4.7 Ironside Farrar has been commissioned to deliver the Tiree charrette and hosted a first round of community consultation between 11<sup>th</sup> and 13<sup>th</sup> February. This generated survey responses from over one hundred people. The design team has met with the Heads of Service for Economic Development, Planning and Regulatory Services, Education and Community and Culture. In addition, the consultants have engaged with the factor for Argyll Estates and with the Health and Social Care Partnership. The Tiree charrette has been purposefully split into two stages in order to fully utilise the feedback from the consultation responses to inform the focus of the second round of charrette events. The second part was held in March, and included a youth event on 9<sup>th</sup> and public drop in sessions on 11<sup>th</sup> and 12<sup>th</sup> which focussed on distinct topic areas guided by the earlier consultation. These included employment and enterprise activities, housing, support services and community infrastructure. Ironside Farrar are currently assessing the information obtained from the events.

### **Crinan Canal Charrette**

- 4.8 The Council agreed, through a Memorandum of Understanding, to work with Scottish Canals to bid for charrette funding to look at the Crinan Canal corridor between Lochgilphead and Ardrishaig. The design team, Oliver Chapman Associates, have recently been appointed to deliver the Crinan Canal charrette. It is expected that the charrette will be held between 27<sup>th</sup> and 30<sup>th</sup> April. Work is progressing to prepare for the charrette, with a meeting planned with Community Council representatives on 30<sup>th</sup> March.

## **Rothesay Charette**

4.9 The Rothesay charrette was delivered by Ice Cream Architecture and was held between 24<sup>th</sup> and 27<sup>th</sup> February. The sessions covered a range of topics under the following headings: redefining, re-enterprising, reactivating, rebuilding, and reconnecting. A session which looked specifically at distilling the information down into ten deliverable outcomes was held on the final day, and will form the basis of the action plan which will be developed early April.

4.10 The principal outcomes for further analysis and development are as follows:

- 1 Activating spaces through events and activities programming, particularly relative to Guildford Square and Montague Street Gardens;
- 2 Extend weekend/evening opening hours, specifically in relation to the shops and swimming pool;
- 3 Raising the profile of Bute, through enhanced digital marketing and branding, particularly in relation to local food and craft produce;
- 4 Enhanced way finding and connectivity;
- 5 Creation of an historic quarter;
- 6 Improvement of the physical built environment, through the proposed Rothesay TH, specifically Victoria Street;
- 7 Collaborative working, through a formalised Alliance for Action governance structure, and potential collaborative directory, the Bute Book;
- 8 Pop up shops, with a creative focus;
- 9 Support for young people through assessing the potential to utilise the Discovery Centre restaurant as a youth space;
- 10 Assessment of the potential to use the empty floor above the job centre, in order to fulfil some of the demand for easy access small business units and arts start-up space.

4.11 Through Scotland's Independent Regeneration Network (SURF), and with 100% funding from HIE, a part time Alliance for Action development officer post has been recruited for a six-month period, with the remit of progressing and testing the above actions.

## **Next Steps**

4.12 A set of finalised documents for all three charrettes will be available on conclusion of the process and may have the following uses:

- They may identify projects which the community wish to test and progress, and identify which organisation would be responsible for progressing them.
- They can be used to persuade funders of the appropriateness of projects and to demonstrate community buy in.
- They may be adopted by the Local Authority as non-statutory planning guidance or design guides for the subject area, and will be used to inform the next Local Development Plan.
- The finished result is produced more efficiently, and more cost-effectively, because of the collaborative and immersive process.

## **5.0 CONCLUSION**

5.1 With engagement from all the relevant partners, including the Council, the three charrettes will seek to assist with the delivery of the SOA, EDAP and LDP community plans, and will ensure that the communities of each location have the opportunity to be fully involved and have the ability to participate in the shaping, and development of their areas for the future.

## **6.0 IMPLICATIONS**

6.1 Policy – There is an opportunity for the potential to connect the outcomes of the charrettes to the LDP community plans. The charrette process also links to the outcomes of the SOA and EDAP.

6.2 Financial – None

6.3 Legal – None

6.4 HR – None

6.5 Equalities – None

6.6 Risk – None

6.7 Customer Service – None

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