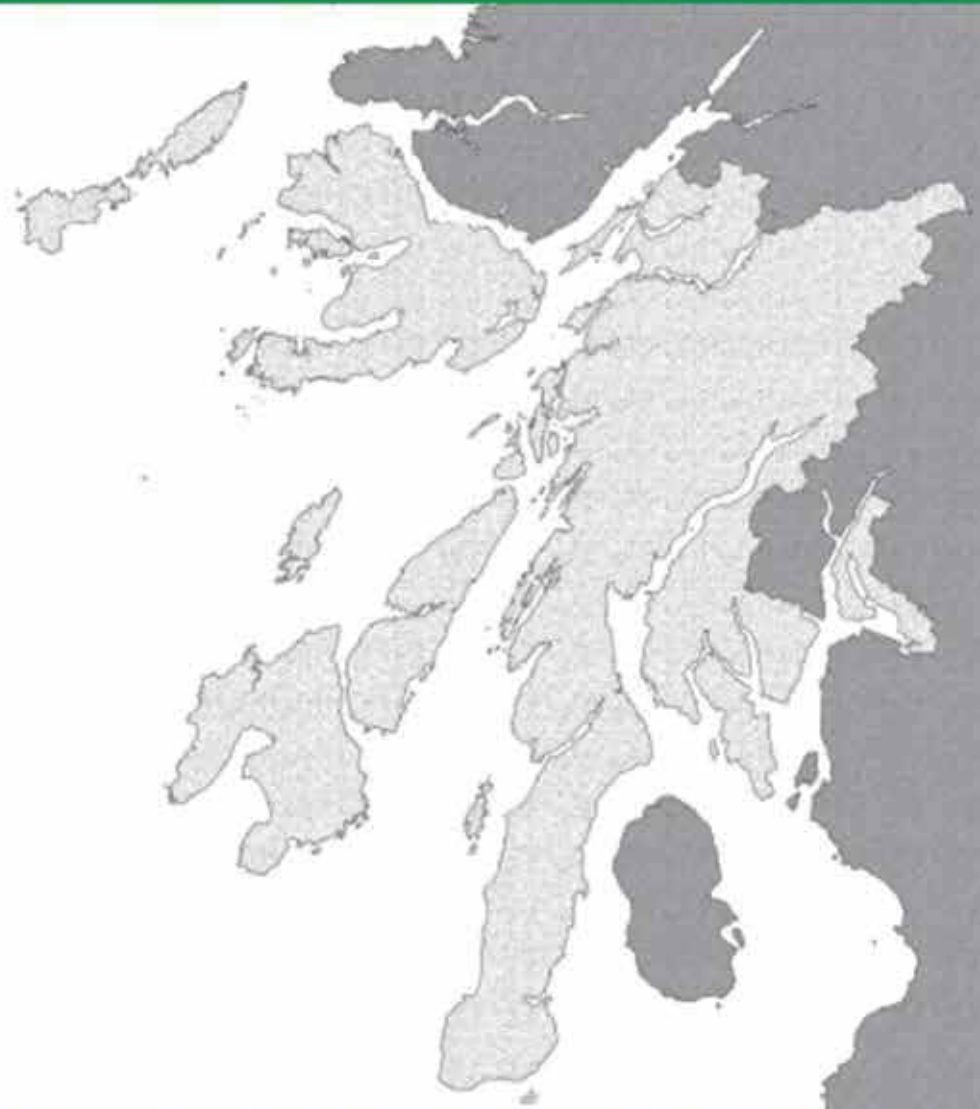




Argyll and Bute Council - Planning, Housing and Regulatory Services

LDP2 Main Issues Report October 2017

Comhairle Earra-Ghàidheal is Bhòid
Dealbhadh Taigheadais agus Seirbheisean Riaghlaidh



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Preface

This Main Issues Report presents a review of the first Argyll and Bute Local Development Plan, which was adopted in March 2015. It identifies the main issues which require to be considered for Local Development Plan 2 (LDP2). It is intended to replace the first Local Development Plan by 2020.

The MIR is an important opportunity to get involved in the forward planning process for Argyll and Bute to help guide the future direction of the proposed new Argyll and Bute Local Development Plan (LDP). The suggested Main Issues, alternative policy and spatial options together with a series of issues/questions are listed throughout the MIR document.



Councillor David Kinniburgh
**Chair of Planning, Protective
Services and Licencing Committee**

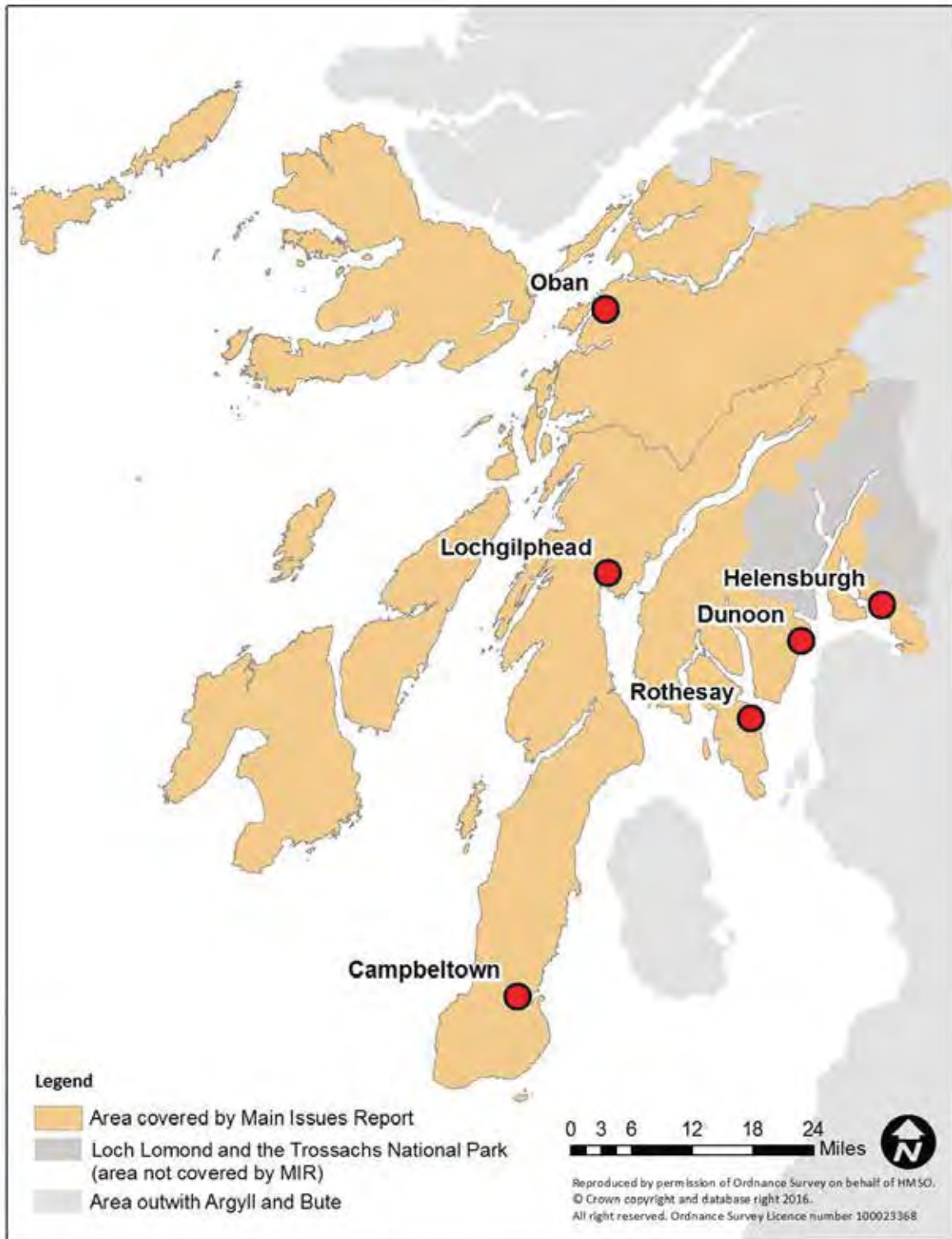
Chapter 1

Introduction

1.1 Argyll and Bute stretches from Helensburgh and Cardross in the East to the island of Tiree in the North West and down to Campbeltown and the Mull of Kintyre in the South. The cultural diversity of local communities reflects this geographic diversity. There are 25 inhabited islands, more than any other local authority area in Scotland and the mainland is divided by long sea lochs that cut deep inland and further fragment already remote and sparsely populated areas. This mix of urban communities, remote rural mainland combined with a significant island population makes Argyll and Bute the most diverse local authority area anywhere in the UK.

1.2 Argyll and Bute Council has a duty to prepare and keep under review a Local Development Plan (LDP) to inform the development of land governed by the Land Use Planning Acts. The current Argyll and Bute Local Development Plan was adopted in 2015 and is due for replacement in 2020. The area covered by the Local Development Plan will be the whole of Argyll and Bute, excluding that part within the Loch Lomond and Trossachs National Park which has its own plan (See Map 1.1).

Map 1.1



Area of Argyll and Bute covered by Main Issues Report (MIR)

What is a Main Issues Report (MIR)?

1.3 The process of preparing a LDP has a number of steps within it, and takes place over a number of years. This document, the Main Issues Report (MIR) represents the first formal stage of the process and is intended to be the main focus of engagement, public debate and consultation in the preparation of LDP2

1.4 The MIR sets out the main issues or areas of change that require to be addressed or revisited in preparing the new Plan. The MIR should not be viewed as a 'draft Proposed Plan', rather it is intended to stimulate discussion on the broad approaches the Plan could take. It concentrates on the key issues that have emerged since the previous Plan was approved and the Council's proposals for addressing them. It should be noted that the contents of the MIR has no material status in the determination of planning applications.

1.5 The MIR document contains the following:

- (a) Identification of the main future challenges our communities face and an explanation of the international, national and local context that the new LDP has to adhere to;
- (b) The forming of a strategic Vision for Argyll and Bute's future land use and the key objectives and policy themes that are deemed necessary to achieve it;
- (c) The identification of main areas of change from the current Local Development Plan will be explored within each policy theme and taking account of existing planning policy; Main Issues will be identified and opinions sought on how they should best be dealt with in the emerging LDP;
- (d) Opinions are sought on an alternative Settlement Strategy that could help guide development from the period 2020 until 2030; with a first review scheduled by 2025

The MIR is an important opportunity to get involved in the forward planning process for Argyll and Bute to help guide the future direction of the proposed new Argyll and Bute Local Development Plan (LDP). The suggested Main Issues, alternative policy and spatial options together with a series of issues/questions are listed throughout the MIR document. All of the issues/questions are also repeated as Appendix 1 of the MIR. If you feel we have left a Main Issue or relevant question out of the MIR there is also an opportunity to bring this to our attention.

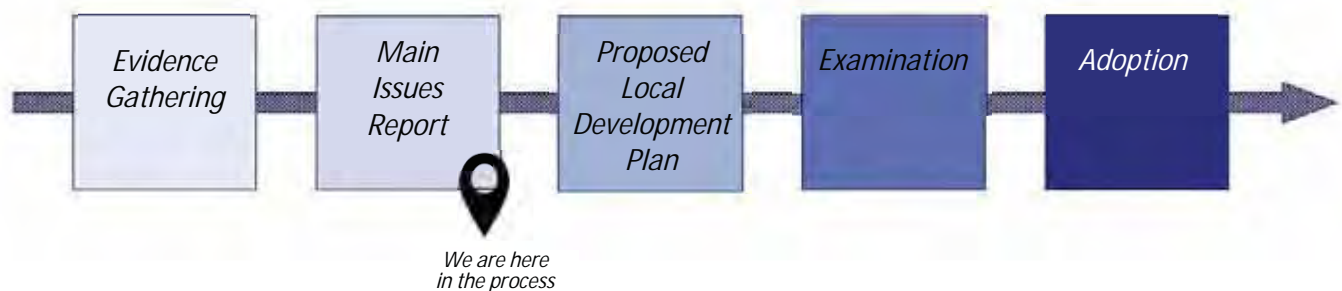
1.6 The findings of the consultation on the MIR will feed in directly to the content of the Proposed LDP2 that is programmed to be published in May 2018 and then subject to a further round of public consultation.

1.7 The MIR is accompanied by additional information about the issues:

- Strategic Environmental Assessment (SEA). An Interim Environmental Report has been produced as part of the SEA process for comment. It highlights how environmental issues relating to the main issues have been taken on board.

- Monitoring Statement. A Monitoring Statement has been prepared that summarises the evidence base for the plan and also provides signposts to other background reports and studies.
- Draft Equalities Impact Assessment (EqIA). We need to consider the impact on people of implementing the preferred options set out in the Main Issues Report. A draft EqIA has been undertaken and is available for comment.

Local Development Plan 2 – Process



1.8 The LDP2 will contain statements of Argyll and Bute Council’s land use policy for assessing planning applications submitted to it, and proposals, in the form of allocations of land, for uses within different parts of Argyll and Bute. The LDP2 will also contain a number of recommendations and actions.

1.9 To develop this Main Issues Report we have:

- reviewed relevant legislation such as the aims and objectives of national planning policy, including the National Planning Framework 3 and Scottish Planning Policy (SPP);
- taken into account a number of other key documents which relate to Argyll and Bute;
- engaged with communities and other stakeholders through charrettes, the Place Standard Tool and the Call for Ideas as well as Community Council sessions, Councillor workshops;
- held a Call for Sites to allow landowners and developers to propose new areas for consideration at this stage;
- engaged with the Key Agencies on their specific areas of concern; and
- assessed background reports and monitoring information. Key elements of the evidence base that informs this MIR are included in the accompanying Monitoring Statement.

What is not shown in the Main Issues Report

1.10 The Main Issues Report concentrates on the key changes that have occurred since the previous plan and on the big ideas for future development. However, there are many elements of the current Adopted Plan that we think are working well and have not been affected by significant changes. These elements will be retained and shown in the subsequent Proposed Local Development Plan or its associated documents. The general direction of these policies will remain the same but there may be amendments:

- Wording may change to clarify or simplify a policy and also to ensure it fits with other revisions of the plan.
- Proposals and sites may have minor amendments, such as to boundaries.
- Where another authority or agency has updated its information or guidance but this doesn't require a major change of direction this will be taken into account in the Proposed Local Development Plan, for example a new Site of Special Scientific Interest designated by Scottish Natural Heritage; updated Fragile Areas by Highlands and Islands Enterprise, etc.

1.11 The statutory Development Plan consists of the Local Development Plan and Supplementary Guidance. We also have non statutory Planning Guidance that can be taken into account as a material consideration when assessing planning applications. The balance between these is important. A high degree of reliance on Supplementary Guidance can impact on the degree of transparency of the development planning process. Therefore, key elements of policy should be shown in the LDP with minor and detailed proposals being removed to Supplementary Guidance. In addition, it has been recognised that a very high level of reliance on Supplementary Guidance may also have implications for resources as all statutory Supplementary Guidance must be reviewed alongside the development plan and there is no expedited route for updating or continuing it once in place. Therefore to reduce the reliance on Supplementary Guidance planning authorities may issue non-statutory planning guidance without going through the procedures for Supplementary Guidance. One of the benefits of non-statutory guidance is that it can be updated quickly as required. It can also be prepared where an issue arises during the lifecycle of the plan. The Council's adoption of it will give it a degree of authorisation and it may be a material consideration in decision making.

1.12 All Supplementary Guidance connected to the Argyll and Bute Local Development Plan, Adopted March 2015 will fall on the adoption of the new LDP2. Therefore, this is a good time to review the balance of policies within these documents. This will not change the general direction of the policies and proposals but will deliver a simpler plan, which can react more flexibly to future changes in policy.

Chapter 2

The Challenges and Opportunities We Face

Context

2.1 Reviewing how well the current plan is working and what has changed since the Plan was adopted has helped us identify the main issues we need to discuss in order to improve the plan.

How is the current Local Development Plan working?

2.2 The current Local Development Plan has helped deliver new homes and businesses across Argyll and Bute. This development has been successfully directed to our towns and villages and also to areas of countryside with identified landscape capacity. The Plan has also promoted investment and regeneration and protected the natural and built environment.

Development on the Ground

- Approximately 260 homes built per annum on average
- Over 400 homes have been built on housing allocations identified in the current LDP.
- Strategic Industrial and Business Locations
 - Investment in Sandbank Industrial Estate, Dunoon
 - Developments at the European Marine Science Park, Dunbeg;
 - Masterplanning of the expanded Kilmory Industrial Estate;
 - Masterplanning at Machrihanish;
 - HMNB Clyde is being developed as the UK's single submarine base
- Continuing development of renewables, including wind power generation, hydro-electric power and district heating schemes

We are directing homes to the desired locations

- 78% of homes are built are within our town and villages.
- Rural Opportunity Areas in the countryside deliver 10% of our homes.

We are promoting investment and regeneration



Photo: Aqualibrium Avenue, Campbeltown

- Areas for Action helped initiate and support regeneration projects (See Monitoring Statement)
- Campbeltown, Helensburgh, Oban, Rothesay, Dunoon have had regeneration action as part of the [CHORD project](#)
- Conservation Area Regeneration Schemes in Rothesay, Campbeltown, Dunoon and Inveraray
- Town Centre Heritage initiative in Rothesay and Campbeltown



Photo: Relief Land, Inveraray

What has proved challenging?

Identifying a realistic target of land for new homes

2.3 The most recent Housing Needs and Demands Assessment verified that there had been an unrealistically high ten year housing land requirement in the past of 7450 units (745 units per annum) in Argyll and Bute. To meet this projected requirement the current Local Development Plan identified a generous land supply for up to 8000 homes. However, completions have only averaged 257 per annum. The current Housing Needs and Demand Assessment, even using a growth scenario sets a much more realistic ten year housing land target of 3000 homes when compared with average completion rates.

Difficulty delivering Allocated Sites

2.4 The plan contains "*Allocations*" that are not delivering:

- 16% have been in the Plan for over 10 years with no building activity.
- 39% have never been the subject of a planning application
- There is significantly more housing delivery on non-allocated sites (known as windfalls) than on allocations, indicating this is a preferred method of delivery. (see figure 4.1)

2.5 The plan also contains "Potential Development Areas", which have known constraints and further investigation has revealed that some of these sites are unsuitable or undeliverable.

Overly complex policy

2.6 The policy framework supporting the settlement strategy is relatively prescriptive and complex. An overly prescriptive policy can create a lack of flexibility in approach, which has the potential to inhibit innovative developments. A more complex system has the potential to be off putting to investors, smaller ventures and start-up businesses.

Difficulty delivering land for business

2.7 There are around 90 hectares of land allocated for industrial and business development but take up of that land has averaged only 0.1ha per annum which is considered slow. Restrained demand and the cost of servicing sites is considered a major impediment.

2.8 There has been a growth in the marine related industries. Many of these businesses require coastal locations and are evolving rapidly with new products and processes. The current LDP has a range of sites but these may not cater for the emerging and growing needs of this sector. We need to ensure LDP2 supports the marine sectors growth and evolution in a sustainable manner.

Difficulty delivering infrastructure

2.9 Oban experiences significant traffic and parking issues and there has been no progress in delivering identified strategic transport improvements. There is a need for detailed analysis to review strategic transport proposals, such as the Oban Development Road, which are not progressing and consider other opportunities and potential to improve relationships between land uses within the town.

What do we need to change?

2.10 The Local Development Plan promotes development within Argyll and Bute to deliver homes and jobs whilst safeguarding the natural and built environment. To improve this plan we need to tackle the challenges and realise the opportunities as set out above. We believe delivery can be achieved by simplifying the approach of the current Local Development Plan, giving it greater focus on the significant areas of opportunity and need and increasing the degree of flexibility in policy.

Chapter 3

Vision and Objectives

Vision

3.1 Local Development Plan 2 should set out an ambitious but realistic long-term vision for Argyll and Bute. However, there is a wider context within which this vision should be developed (See Table 1). The Argyll and Bute Outcome Improvement Plan (ABOIP) is viewed as a *“Sovereign Document”*. This means that in preparing other plans and strategies for the area, such as the Local Development Plan, the ABOIP is used as the guiding document. This ensures that we are all working to achieve the same results in a more co-ordinated manner. The ABOIP was previously known as the Argyll and Bute Single Outcome Agreement 2013-2023 (SOA), which was prepared jointly by the Council and the other Community Planning partners. It establishes the overarching policies and actions for the management of Argyll and Bute. The challenges and outcomes identified in this ABOIP have been used to inform the proposed Local Development Plan 2 Vision and Objectives.

3.2 The overall objective of the ABOIP for the 10 years to 2023 is that *“Argyll and Bute’s economic success is built on a growing population.”*

3.3 The current Local Development Plan already supports the overall objective of the ABOIP but LDP2 will need to extend a vision to 2030. Even though there has been investment in Argyll and Bute we are still facing the same challenges. The overarching objective in the ABOIP has remained the same. Therefore, the general aim of the long term vision shown in the current Local Development Plan is considered to still be valid. But we think that this can be expressed more clearly and should also show how we are going to achieve this vision by developing a simple, flexible, deliverable spatial strategy. (See Table 1).

Preferred Vision

3.4 *“The vision for Argyll and Bute is one of an economically successful, outward looking and highly adaptable area, which enjoys an outstanding natural and historic environment. This will be achieved through a simple, flexible, deliverable spatial strategy which continues to grow the population of Argyll and Bute through sustainable economic development.”*

Question

MIR 1

Do you agree with the preferred “Vision” for the area?

If not, what “Vision” would you propose that aligns with the overall objective in the Argyll and Bute Outcome Improvement Plan (ABOIP).

Objectives

3.5 There are currently 9 key objectives in the current Local Development Plan, which were developed to support the Local Development Plan Vision. We think that these can be simplified and more directly focussed on the ABOIP six main outcomes and the national planning policy context. Table 1 shows how the proposed key objectives for LDP2 sit within this context.

3.6 The preferred option is therefore to simplify the key objectives for LDP2 to be:

- Support the sustainable growth of Argyll and Bute's economy.
- Develop a spatial strategy that is deliverable and makes Argyll and Bute a low carbon place.
- Work with Community Planning to ensure the integration of land use and community objectives.
- Identify land for homes that meet the needs of future generations.
- Protect, conserve and enhance the outstanding natural and built environment.
- Create places people want to live, work and play in.

Question

MIR 2

Do you agree with the proposed simplified key objectives for LDP2 as set out in Table 1. If not, what key objectives would you propose that take into consideration National Planning Policy and the Argyll and Bute Outcome Improvement Plan.

TABLE 1 - Planning Objectives

National Planning Vision	We live in a Scotland with a growing, low carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the quality of environment, place and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world.					
National Planning Outcomes	Planning make Scotland a successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well-designed places.	Planning makes Scotland a low carbon place – reducing our carbon emissions and adapting to climate change.	Planning makes Scotland a natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.	Planning makes Scotland a connected place – supporting better transport and digital connectivity.		
National Planning Policy	Town Centres	Heat and Electricity	Natural Environment	Travel		
	Rural Development		Green Infrastructure			
	Homes		Aquacultural	Digital Connectivity		
	Business & Employment	Zero Waste	Minerals			
	Historic Environment		Flooding & Drainage			
Argyll and Bute SOA - Overall Objective	Argyll and Bute's economic success is built on a growing population					
SOA-Objectives	The economy is diverse and thriving	We have infrastructure that supports sustainable growth.	Education, skills and training maximises opportunities for all.	Children and young people have the best possible start.	People live active, healthier and independent lives	People live in safer and stronger communities
MIR Proposed Overarching Vision	“The vision for Argyll and Bute is one of an economically successful, outward looking and highly adaptable area, which enjoys an outstanding natural and historic environment. This will be achieved through a <i>simple, flexible, deliverable</i> spatial strategy which continues to grow the population of Argyll and Bute through sustainable economic development.”					
MIR Proposed Objectives	<i>Support the sustainable growth of Argyll and Bute's economy.</i>	<i>Develop a spatial strategy that is deliverable and makes Argyll and Bute a low carbon place.</i>	<i>Work with Community Planning to ensure the integration of land use and community objectives</i>	<i>Identify land for homes that meet the needs of future generations</i>	<i>Protect, conserve and enhance the outstanding natural and built environment</i>	<i>Create places people want to live, work and play in</i>

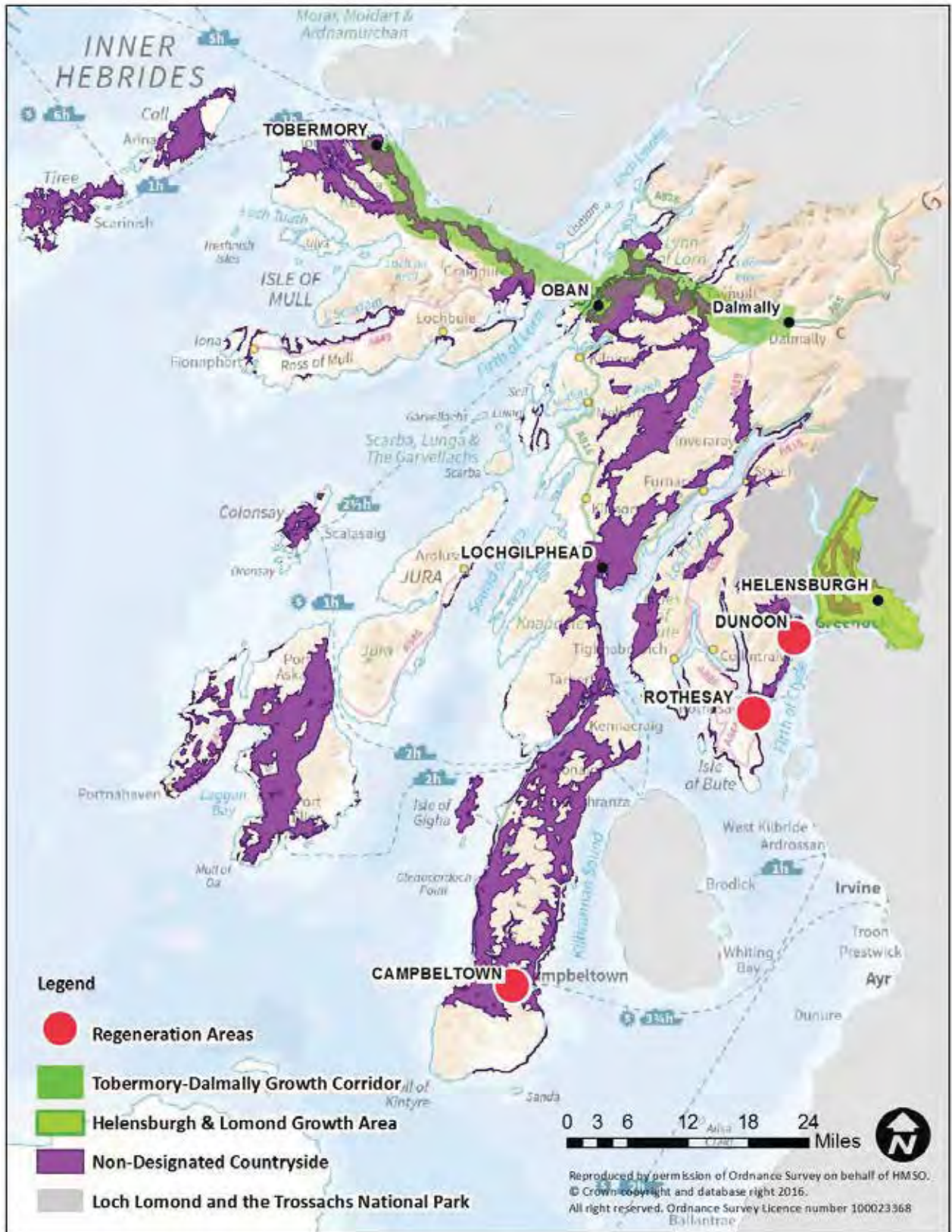
Chapter 4

Delivering The Vision: A Simple, Flexible, Deliverable Spatial Strategy

4.1 The Local Development Plan 2 will aim to deliver the proposed vision through a spatial strategy which will:

- Identify a more deliverable but growth driven housing land requirement.
- Identify fewer more deliverable allocations and rely on the flexibility of windfall development within generous settlement envelopes.
- Support the existing hierarchy of towns and villages in a more simple and flexible manner.
- Identify growth areas which can capitalise and deliver on the existing opportunities and demand for economic growth in tandem with population growth.
- Promote and flexibly support our economic growth sectors of; tourism, seafood and marine related industries, distilling, forestry and energy.
- Maintaining and expanding the regeneration and place making agenda which has delivered in our disadvantaged areas.
- Adopting more flexible approaches to development in our non-environmentally protected countryside, and in Fragile/ Remote /Island/Peninsula areas to support population retention and growth.

Map 4.1



Spatial Strategy Map

Delivering Housing Flexibly

A More Deliverable Growth Driven Housing Land Requirement

4.2 The [Housing Need and Demand Assessment](#) (HNDA) carried out by the Councils Housing and Planning Services and approved as robust and credible by the Scottish Governments Centre for Housing Market Analysis in July 2016 provides an up to date baseline for determining Argyll and Bute's housing land requirements.

4.3 The revised assessment of housing need and demand reflects the information for Argyll and Bute from the 2011 census, and projections based on these which show an ageing population, lower levels of immigration, and a decline in population levels. These projections reflect a 'do nothing' approach, and are not what the Council seeks to plan for. In the context of Argyll and Bute, there is a clear mandate from the local housing partnership and wider stakeholders to promote a housing system that supports economic growth, helps to reverse the significant population decline, and delivers community sustainability. Therefore, while it lies outwith the scope of the robust and credible HNDA itself, the housing land requirement for the Local Housing Strategy and LDP have been set at ambitiously aspirational, albeit realistic, levels which are higher than the principle estimate of need identified in the HNDA.

4.4 A five year Housing land requirement of 1500 units for Argyll and Bute has been set. This will be extrapolated to give 3000 for the ten year LDP2 period 2020-2030, although reviewed after 5 years. Local Development Plan 2 will need to identify enough land to meet the 5 year housing land requirement as a minimum.

4.5 Whilst this is the housing land requirement to support population growth it is a very significant reduction on the 7450 ten year figure in the current LDP, which is now considered unrealistic. The new ten year land requirement of 3000 compares well to average house building rates over previous years at around 257 per annum. This is a strong indication that it should be more achievable and should allow us room to be flexible in how we seek to deliver the housing land supply.

Removing Un-Deliverable Allocations

4.6 The increased flexibility a lower housing land requirement gives us, allows us to consider removing housing allocations that have failed to deliver housing and have identifiable impediments to development such as:

- Ownership issues
- Physical issues such as flood risk, vehicular access
- Contamination
- Deficit funding – (whether any public funding is required to make development economically viable)
- Marketability
- Infrastructure provision – e.g. electricity, water

4.7 We propose that existing allocations that are considered unlikely to deliver development within the lifetime of the next LDP should not be included within LDP2. An initial assessment of such sites is included at Appendix 2. The removal of an allocation may not necessarily preclude development on that land in the future. Unless considered in appropriate for development, sites would remain within identified settlement envelope where they might still come forward as windfall development which adds further flexibility to the housing land supply.

4.8 We consider that the inclusion in the LDP of only the sites considered to be deliverable in the life of the Plan would benefit the planning for the overall provision of infrastructure such as water, sewerage, power and roads by the Council and its partners. Retaining un-deliverable allocations would hamper the strategic provision of infrastructure necessary for developments to proceed and for our communities to prosper.

Question

MIR 3

Do you agree with the Council's preferred option to promote *deliverability* of new developments by removing allocations that are failing to *deliver*, and only include sites in the next LDP it considers are *deliverable* in the next 5-10 years?

Alternative Question MIR 3A

Alternatively, we could leave all allocations including those considered to be non-deliverable in the next LDP as a means to potentially provide a wider range of prospective sites to deliver our housing target.

Do you agree with the alternative suggestion?

4.9 During the latter half of 2016 the Council conducted a 6 month "Call for Sites" process which asked land owners and developers to suggest sites they wished to see included as allocations in the next LDP and to set out why they considered them to be deliverable. Each of the submissions has been assessed by the Council in terms of their suitability for inclusion as allocations and this includes both their potential contribution to good place making and their potential to actually deliver development (their deliverability). An initial assessment of these sites is detailed in Appendix 3.

Question

MIR 3B

Do you have any specific comments to make on individual sites shown in Appendix 2 and 3? If so reference the site e.g. H4003, PDA 5/4 or Site 12.

Allowing Flexibility for Windfall Development

4.10 Development on a non-allocated site is known as windfall. In previous years it has accounted for approximately 75% of housing completions within Argyll and Bute. This is a very high percentage, and reflects the less onerous infrastructure and development costs of the typical small windfall sites compared to larger allocated sites. They are more deliverable particularly for smaller scale developers in our smaller more fragile communities. Whilst allocations are important to provide for a properly planned approach to infrastructure, services and use of resources, there is a clear market demand to make allowance for a certain percentage of windfalls to contribute to the housing land requirement. 25% is considered a conservative figure given the high current rate of completions and will keep a balance in favour of allocations.

4.11 It will also be necessary to ensure settlement envelopes are sufficiently large to allow flexibility for the windfall supply to come forward. We received suggestions through the "Call for Ideas" consultation

about areas that you think may be suitable for development and also some areas you think would be sensitive to development around your towns and villages. These will be taken into account in drawing up any revised settlement boundaries. (See Monitoring Report).

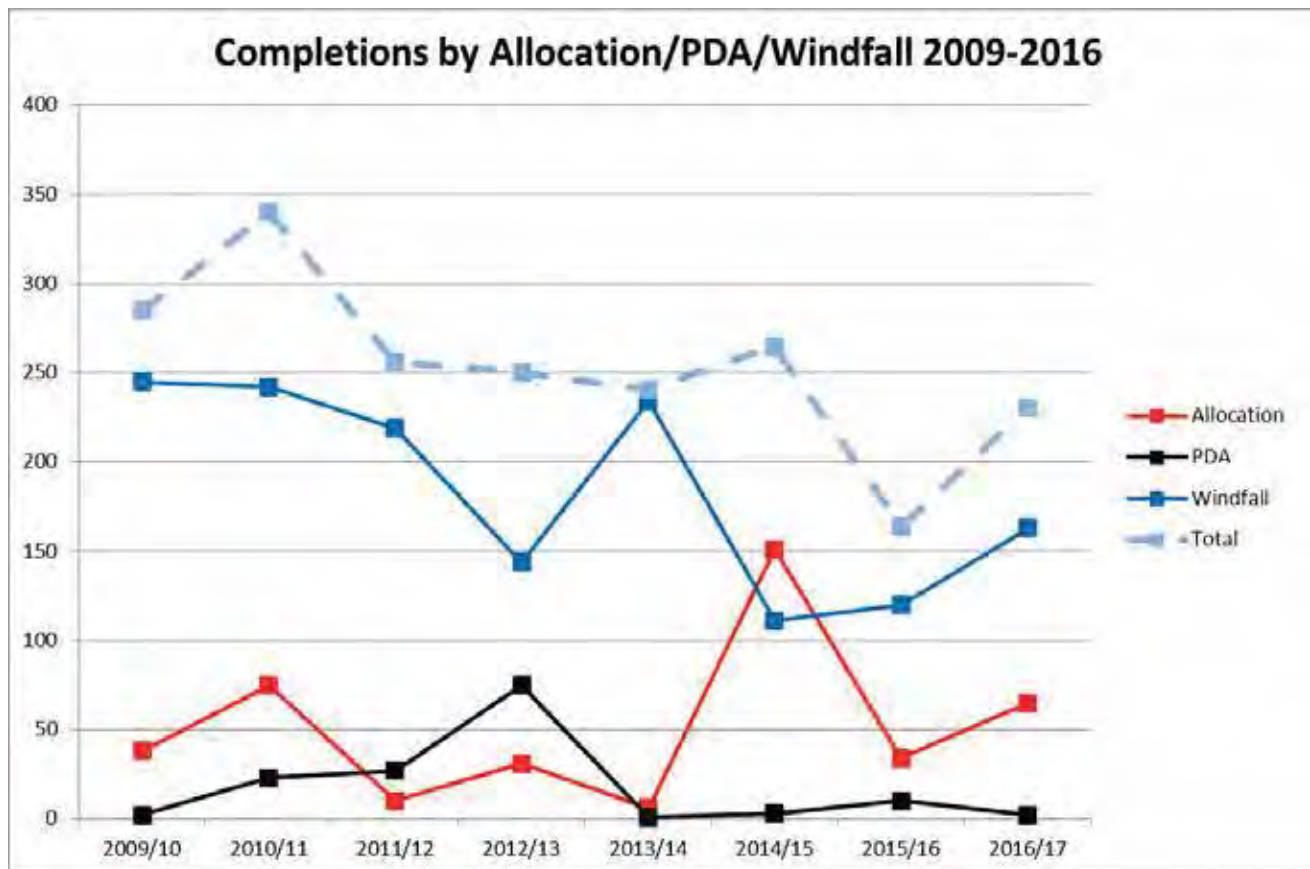


Fig 4.1 - Numbers of completions on Allocations, Potential Development Areas and Windfall Sites

Question

MIR 4

The preferred option is for the plan, in order to encourage a flexible approach to delivery, to make an allowance (25%) for windfall sites within its housing land supply rather than just relying on allocations, and ensure settlements boundaries are large enough to facilitate this

Do you agree with this option?

Simplifying Scales of Development

4.12 The current plan has a settlement hierarchy of Main Towns and Key Settlements, Key Rural Settlements and Villages and Minor Settlements. Within each of these categories of settlement the plan encourages specified scales of development. Large, medium and small scales of development are defined in the plans for various different types of development. In addition to this scale driven approach the plan also makes Allocations and identifies Potential Development Areas, and provides defined settlement boundaries for each settlement. The intent is to guide different scales and quantities of development to corresponding

scales of settlement (i.e: more and larger development to larger settlements and vice versa). The actual effect of the above is to present a complex system more difficult to understand than it need be, and on occasion to create inconsistencies and conflict between policies which can impede appropriate development. We propose to remove the application of scales (except for retail) and rely simply on the settlement strategy and size of settlement boundary, along with appropriate sizes of allocation to guide the scale and quantity of development. To this end we propose to review the settlement boundaries to ensure they are appropriate for the life of the plan.

Question

MIR 5

Do you agree with the preferred option to remove the application of scales of development and *simply* rely on the settlement strategy and settlement boundaries to guide the different scales and quantities of development.

We propose to review settlement boundaries to ensure that the appropriate scale and volume of development can be accommodated within them for at least the life of the plan.

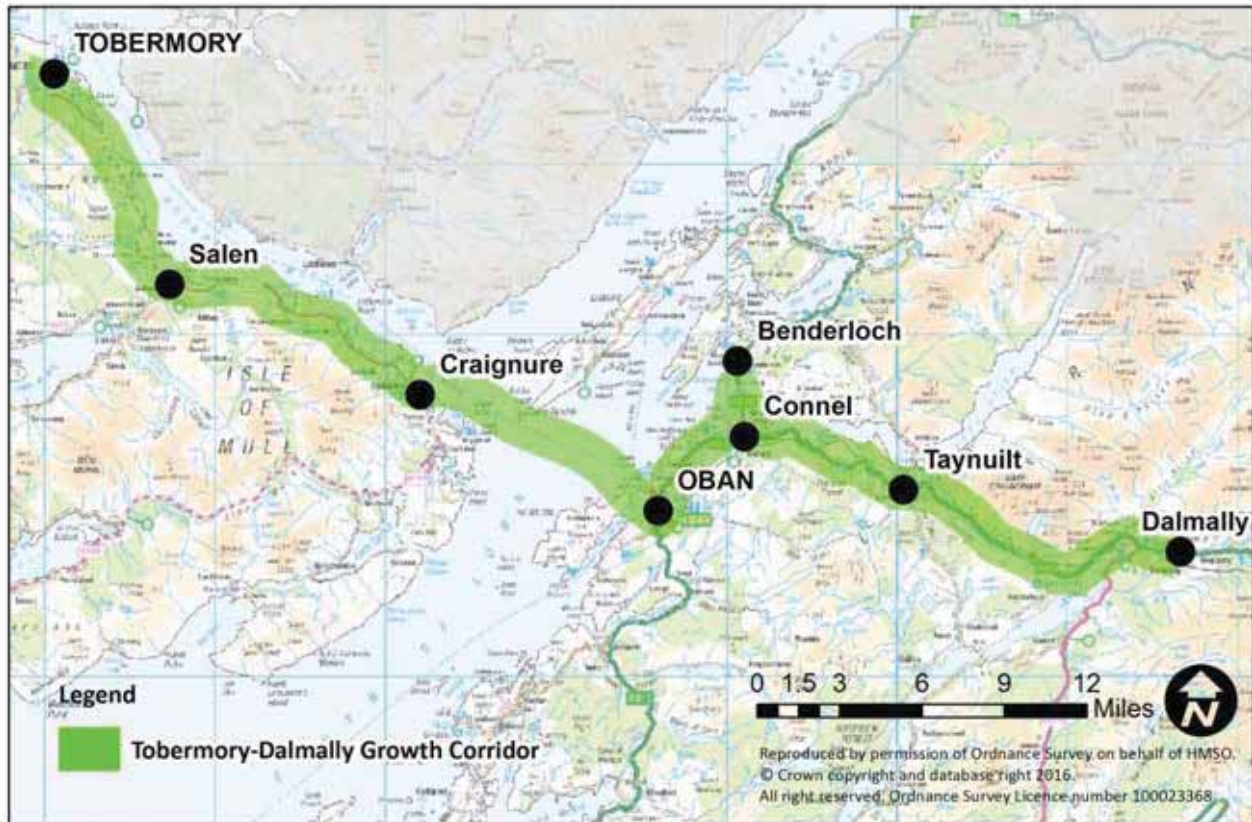
Delivering in Growth Areas

4.13 To effectively *deliver* a reverse in population we need to identify our best opportunities to do so and maximise their potential contribution. This requires identifying areas with existing trends of growing population or foreseeable changes in that direction. Also matching these areas with improved housing and employment opportunities to maximise *delivery* of growth through taking a *promotional* and *flexible* approach (See Monitoring Report). The LDP 2 is proposing to identify two such areas of growth.

Tobermory – Dalmally Growth Corridor

4.14 This growth areas is focused on Oban, however, the plan also seeks to extend this influence to other parts of the area. We think that this growth area should include the Island of Mull and in particular a corridor which extends from Craignure, to the islands capital of Tobermory. On the mainland the Plan proposes to extend the corridor of growth along the road and rail corridor from Oban to Dalmally in order to take advantage of the sustainable transport and accessibility this provides. Growth in this area would build upon the generally younger more economically active population profile it enjoys. As well as Oban, which supports a strong hinterland, there are a number of key rural settlements within this corridor with services, facilities and development opportunities. The transport links include the A85 trunk road, Glasgow – Oban rail line, Oban airport, ferry links to the isles and a strategic transport hub in Oban. The area also contains a number of tourism attractions and destinations such as Bonawe Iron works, Cruachan Dam, Tobermory and Oban. It also contains a proposed major infrastructure project for the expansion of Cruachan Dam Power Station, with a potential investment of £300M - £600M.

Map 4.2



Tobermory - Dalmally Growth Corridor

4.15 Oban is a key element in this growth area with its services and facilities supporting a wide hinterland. The town has experienced growth but is physically constrained, reaching its natural topographic capacity for growth and development. There is some limited capacity within Oban. The potential to achieve further growth in Oban may be realised through rationalisation and restructuring within Oban, including public facilities and businesses seeking to relocate. Work is underway to examine the scope of a Strategic Development Framework for this area and the potential for creating a positive place and releasing development land that could arise from this as well as achieving improved traffic management, deliver development opportunities for housing and businesses, and exploring the potential for park and ride.

4.16 The Oban Development Road (ODR) was proposed to deliver additional development opportunities in the Oban area and relieve the growing traffic management issues in the centre. Land adjacent to the inner Oban Development Road has been reassessed and is not considered suitable for development. The need for and benefit of, both arms of the ODR require more work to fully justify retaining them as an aspiration. Current traffic management and capacity issues (including traffic flow and parking) in Oban town centre require comprehensive assessment and exploration of solutions including if and how they might relate to the ODR. However, there has been little progress with this proposal to date and there is currently no funding identified to deliver the proposal so it is considered inappropriate to maintain it as an aspirational proposal.

Question

MIR 6

Tobermory – Dalmally Growth Corridor

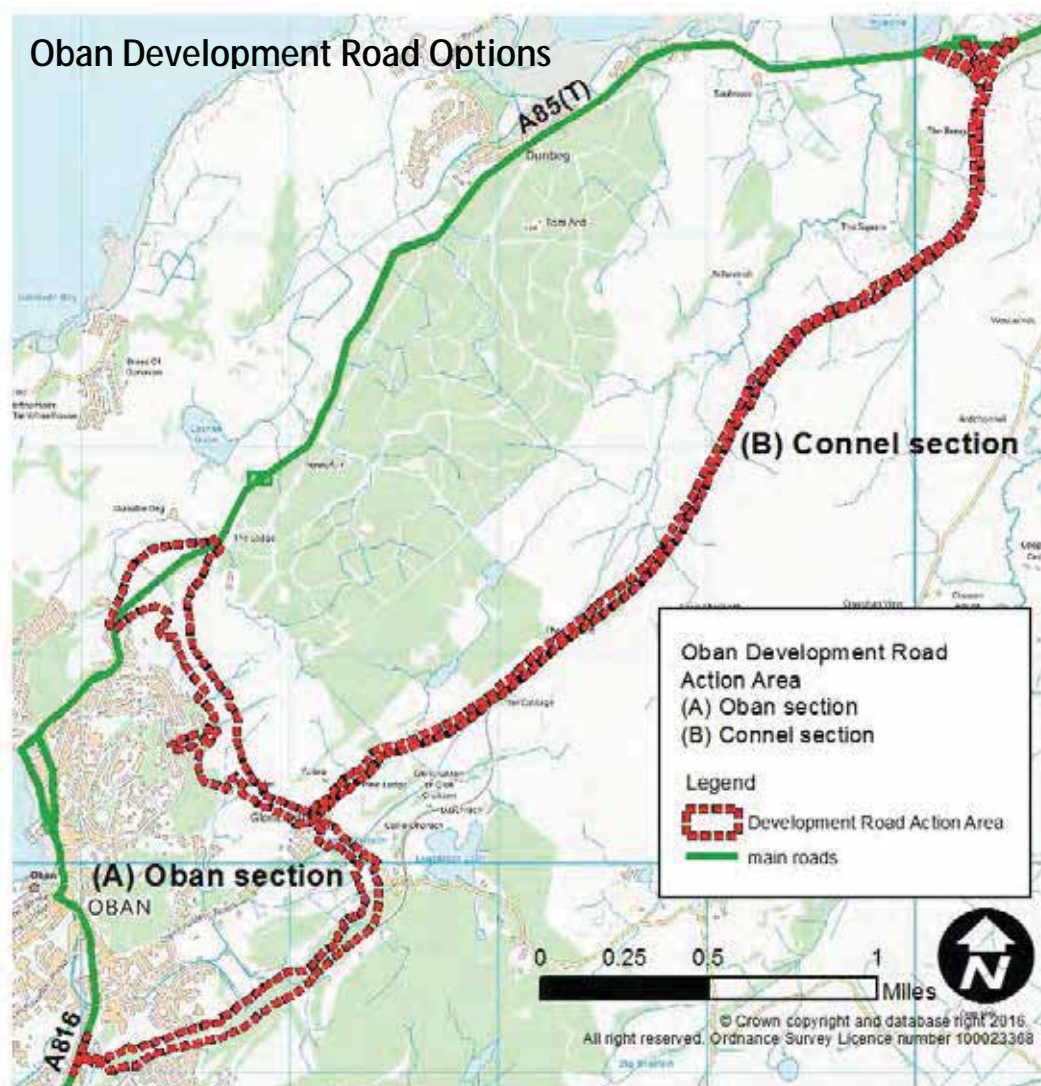
Do you agree with the preferred option of the Council to promote the Tobermory-Oban-Dalmally growth corridor in order to build and *deliver* on the potential growth of population and employment opportunities in this area. A more, *flexible* and promotional approach would be taken to development supporting the growth of the corridor.

Question

MIR 7

Delivering an Oban Strategic Development Framework

Do you agree with the preferred option of the Council to prioritise development and implementation of an Oban Strategic Development Framework, which will consider the rationalisation of existing land uses, aim to deliver improved traffic management, and subsequently identify new development opportunities for housing and business.



Question

MIR 8

Oban Development Road

Do you agree with the preferred option of the Council to remove the Oban Development Road from the LDP as it is a long term aspiration unlikely to be realised during the plan period (2020 – 2030), and does not release suitable development land.

Alternative Question

MIR 8A

Should we promote the delivery of the Oban Development Road to release development opportunities and improve traffic management? This requires a commitment to update studies, options appraisal, action programming by the Council and its partners and potential funding streams to be identified.

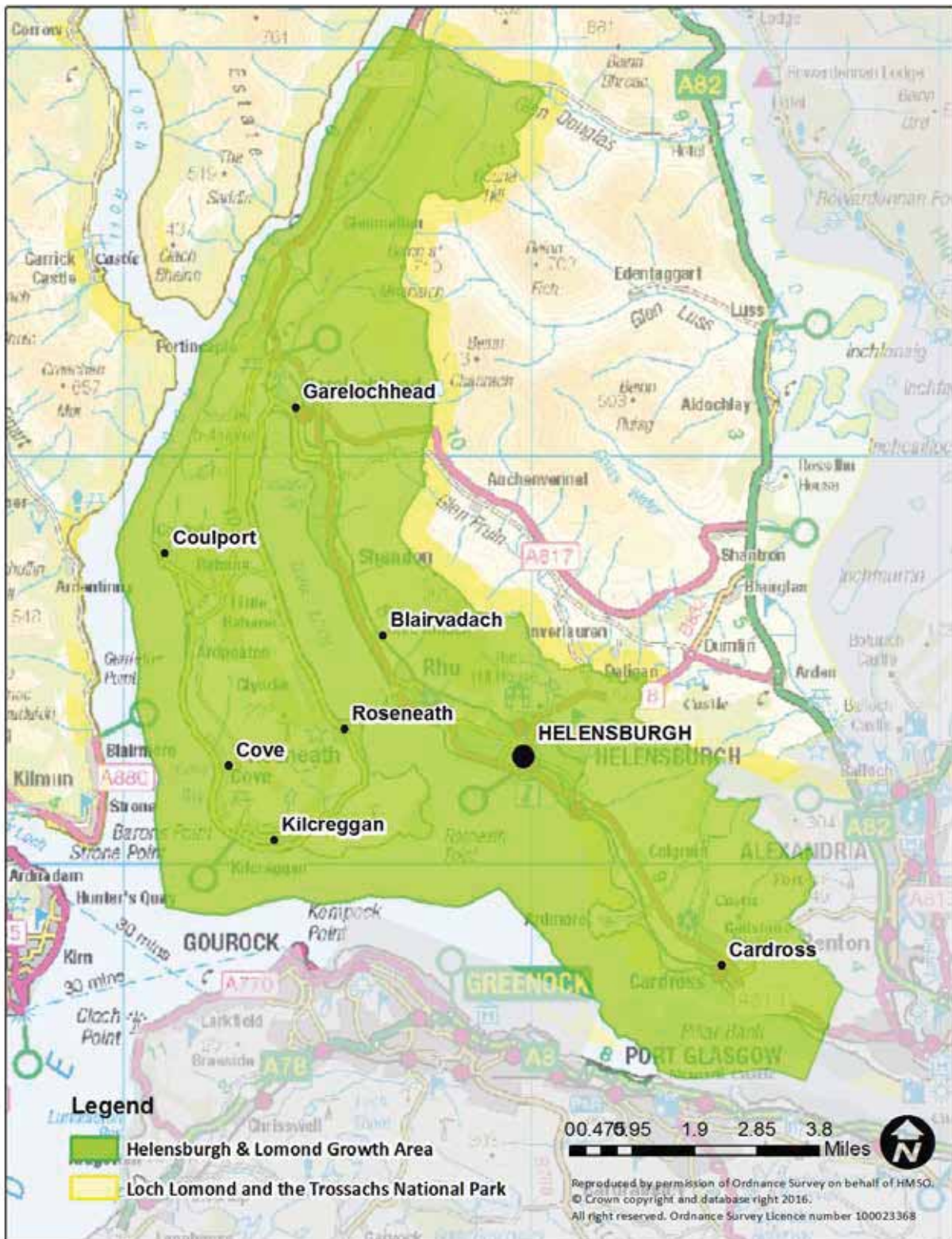
Helensburgh and Lomond Growth Area

4.17 Development of HMNB Clyde as the UK's single submarine base by 2025 will deliver

- 1457 new naval staff and their families (1700 by 2030),
- Becomes a permanent career-long base for all submariners,
- Delivers significant numbers of civilian construction personnel,
- Potential MoD investment in community facilities and housing,
- Commercial opportunities associated with the MoD and Naval supply chain.
- Proximity to and connectivity with Glasgow and the central belt make it an attractive location for commuters.
- Accessibility from the Central Belt and the National Park offers the potential for tourism growth.

4.18 Combined these factors offer significant latent and emerging opportunities to realise growth in the economy and population.

Map 4.3



Helensburgh and Lomond Growth Area

Question

MIR 9

Do you agree with the preferred option of the Council to promote Helensburgh and Lomond as a growth area in order to build and *deliver* on the existing and potential growth of population and employment opportunities in this area? A more, *flexible* and promotional approach would be taken to development supporting the growth of the area, but recognising the green belt setting.

- Helensburgh Green Belt contains the expansion of settlements and retains their landscape setting in the long term.
- If the area increases its population and creates employment opportunities as is anticipated, the Green Belt will come under pressure at some stage in the future.
- There is currently sufficient development land identified in the LDP to avoid immediate need for a review of the Green Belt.
- There is merit in exploring how Helensburgh and Lomond can and should develop over a 20-40 year period in order to plan appropriate infrastructure, signal the right environment for investment, and consider if and how Green Belt review would be necessary.
- Considering a review over this time frame avoids a need to revisit Green Belt boundaries every plan review.

Question

MIR 10

Recognising that in the medium to long term Helensburgh and Lomond is likely to experience economic and population growth, supported by the strategy of the plan, it is proposed that the Green Belt is retained as it is in the next LDP2. However in order to *deliver* certainty over the longer term (20 to 40 years), a further review of the Green Belt boundaries through a Strategic Masterplan approach will be carried out, setting a framework for infrastructure and future development. This could be then incorporated in a subsequent Local Development Plan review process as necessary.

Do you agree with this approach?

Developer Contributions in Growth Areas

4.19 The Growth Areas allow us to actively build on and promote areas of strength and opportunity but will potentially increase impacts on the infrastructure, facilities and services in the area, e.g. : schools expansion, parking, traffic, leisure and recreation facilities.

Question

MIR 11

Do you agree with the preferred approach within identified Growth Areas, to seek appropriate and proportionate developer contributions in order to assist *delivery of* access and transport improvements, education, affordable housing and green infrastructure?

Delivering a Growing Economy – Seafood and Marine Industries

4.20 Seafood and Marine industries are a growing and important sector of our economy in Argyll and Bute. Development of the industries is already supported through the current LDP, EDAP and ABOIP Delivery Plans. We have experienced recent successes, such as the Salmon producer Scottish Sea Farms (SSF) investment of around £35m in a new freshwater hatchery in Barcaldine taking up a great deal of designated land.

4.21 Success leads to issues, particularly the availability of suitable land and premises available for all elements of the growing seafood and marine related industries including the supply chain. Newly evolving sectors such as seaweed production and new technologies are emerging with new locational requirements. Marine tourism is growing as displayed in the success at the Oban transit facility. The European Marine Science Park and SAMS have the potential to expand further and Stirling University are considering expansion of Research Development facilities at Machrihanish.

4.22 We need to understand all the various sector's land-use requirements in order to identify how they can be best accommodated and how appropriate access to the water can be delivered and safeguarded.

Question

MIR 12

Marine industries

Do you agree with the preferred option for the Council, which is to support the growing Seafood and Marine sector by :-

- Safeguarding an expansion area adjacent the European Marine Science Park, Dunbeg,
- Identifying new sites and expansion areas for marine industries, as shown in the proposed allocation schedules,
- Developing a Marine Industries: Infrastructure Requirements Assessment to identify the onshore requirements of all marine related industries and subsequently seek to facilitate delivery.
- Safeguarding locations that have particular suitability for on shore infrastructure to support marine industries (such as existing piers, jetties or harbour facilities, and deep water marine access sites.

Delivering a Growing Economy - Tourism

4.23 Our natural and historic environment underpins a growing tourism sector which the LDP should seek to encourage and facilitate. However tourism developments, particularly relating to outdoor pursuits, are not always best located within settlements where we seek to direct most development. Tourism infrastructure requirements are diverse, sporadic and difficult to predict. Reflecting this it is difficult to proactively identify suitable sites for allocations. In response we propose the creation of a simple, flexible policy supporting delivery and growth of tourism in a flexible manner whilst safeguarding the valued environmental resources of our area.

Question

MIR 13

Do you agree with the preferred approach, which is to create a more positive and simple policy framework for tourism development to come forward flexibly in the countryside whilst safeguarding the valued environmental resources of our area?

Delivering a Growing Economy Tourism – A Coastal/Marine Argyll and Islands National Park

4.24 The Main Issues Report seeks to explore the potential to lobby the Scottish Government to consider designation of a new National Park focused on the western seaboard of mainland Argyll and extending west to include the Argyll Islands. The Local Development Plan has no ability to deliver such a Park but a statement of support within the LDP would be a clear indication of the Areas interest in exploring the issue.

4.25 Part of Loch Lomond and the Trossachs National Park already lies within Argyll and Bute and is one of only two parks in Scotland. Currently other areas within Scotland are lobbying for designation of National Parks, and the Scottish Parliament has recently debated the issue.

4.26 Potentially National Parks can:

- provide a clear focus on an area, and usually bring some government funding.
- bring international recognition, promotion and branding.
- bring more visitors to remote areas, benefit tourism and generate new commercial and marketing opportunities.
- generate a focus on active conservation management.
- encourage and facilitate outdoor recreation and associated health benefits
- promote and encourage education and interpretation
- encourage inward investment and tourism not just in their boundaries but in adjacent hinterlands
- direct and indirect employment by the Park Authority
- deliver investment in tourism related infrastructure such as parking places, signage, and address other visitor management issues (as currently experienced on Mull as a result of RET)

4.27 Potential negatives could be:

- Existing traditional primary industries and other commercial / business operations may perceive an increase in conservation as a threat to their ongoing activities.

However given the already very highly designated and protected nature of much of the area concerned, it is not envisaged that there would be a need for any additional level of protection to flora/fauna or habitat. In addition it is proposed that the protection of the heritage of the area includes agriculture, seafood industries, forestry, tourism and distilling.

- The costly creation of another regulatory body and the bureaucracy that entails. However it is envisaged that any such National Park should be on the basis that it is entirely within the Argyll and Bute Area and the planning function is retained by the Local Authority. This should greatly

simply governance, limit any additional bureaucracy and minimise the requirement for additional resources.

- The increased visitor numbers create environmental and infrastructure demands that are difficult to manage.

However other National Parks, with arguably much greater pressures, have demonstrated that these issues can be successfully pro-actively managed to the benefit of the local area.

Geographical Area

4.28 There is currently no firm proposal for a fixed boundary. Some [initial work](#) has been undertaken by the Scottish Campaign for National Parks (SCNP) and the Association for the Protection of Rural Scotland (APRS). However for the purpose of the Main Issues Report starting a discussion, a National Park based on the western seaboard of Argyll could focus on the National Scenic Areas of: Knapdale; Lynn of Lorn; and Jura, Scarba, Lunga, and the Garvellachs; and could also potentially include Mull, Coll, and Tiree, as well as Islay, Gigha, and the west Kintyre coast.

Map 4.4



Exploring the Potential for a Coastal/Marine Argyll and Islands National Park

Question

MIR 14

Do you agree with the Council's preferred option to explore the potential to create a new National Park within Argyll and Bute?

The concept would be a coastal/marine Argyll and Islands National Park which recognised that our heritage includes agriculture, seafood industries, forestry and tourism industries, potentially including the western seaboard of Argyll including Mull, Coll, and Tiree, Islay, Gigha, and the west Kintyre coast, the National Scenic Areas of Knapdale; Lynn of Lorn; as well as Jura, Scarba, Lunga and the Garvellachs

If a review of National Parks is to be instigated by the Scottish Government then Argyll and Bute would actively seek to be included in this review in order that the options can be fully appraised at that time.

Question

MIR 15

It is further proposed that:

- The boundaries of the coastal/marine Argyll and Islands National Park area must be wholly within the Argyll and Bute Council area;
- The Council retains the town and country planning function;
- That substantial resources are made available to both the Local Authority and the National Park to ensure the successful implementation of the Park and to ensure that the aims and objectives of the Park can be delivered;
- That the Park should have as its driving force the aim of securing the social and economic development of our communities;
- The Park should not in any way jeopardise our indigenous local industries of fishing, agriculture, aquaculture and tourism;
- That the vast majority of the members of the National Park Board must be from those living and working in the Park area;
- The governance model adopted should not represent a large costly bureaucratic organisation

Do you agree with the above proposals?

Delivering a Growing Economy

National Infrastructure Project at Cruachan Dam

4.29 The National Planning Framework 3 proposed an increase in the production capacity at Cruachan Dam. The investment will be in the region of £300-600 million and construction will involve around 200 workers for approximately 5 years.

4.30 Cruachan Dam lies within the proposed Tobermory-Oban-Dalmally Growth Corridor and every effort should be made to maximise direct and indirect economic benefit for the people of Argyll and Bute. There will be increased accommodation and other service requirements during the construction period. This will create an opportunity to use this development as a catalyst for increasing accommodation in the growth corridor, which will later have the potential to be converted and reused into future tourism accommodation or homes if planned correctly.

4.31 The “Hollow Mountain” is already a significant tourism draw and this can be capitalised on within the growth corridor.



Photo: Cruachan Reservoir and Dam

Question

MIR 16

The preferred option is to support the delivery of the nationally identified project at Cruachan Dam and make every effort to maximise the direct and indirect economic benefit for Argyll and Bute through associated accommodation and tourism developments promoted within the Tobermory-Oban–Dalmally growth corridor.

Do you agree with this option?

Delivering Population Retention and Growth in our Regeneration Areas: Campbeltown, Rothesay and Dunoon.

4.32 These towns suffer from declining and ageing population, deprivation, urban decay and dilapidation, limited economic opportunities, and real or perceived inaccessibility. The Council has recently completed extensive investment in the public realm in Campbeltown, Dunoon and Rothesay, and their town centres, and townscape heritage initiatives and conservation area regeneration schemes have also helped to improve the condition of the historic built fabric in these areas. Rothesay and Dunoon have unique potential to combine urban work in the Glasgow conurbation and rural living using marine transport, and this will be further explored through examining potential for a fixed link. Campbeltown is enjoying improved commercial and leisure port infrastructure, and Machrihanish is identified as a green technology hub and potential space port.

Question

MIR 17

Do you agree with the preferred approach to maintain the regeneration focus in Campbeltown, Rothesay and Dunoon, continuing to make these locations more attractive destinations, and to apply a flexible policy approach to development which clearly demonstrates it supports the economic and population growth of these towns?

Promoting Mid Argyll's Identity

4.33 Mid Argyll is well placed to take advantage of its location as the service centre for Argyll, it also provides a focus for the Knapdale National Scenic Area, the Kilmartin Glen area of Archaeology and the Crinan Canal linking the renowned sailing waters of the Firth of Clyde, and the Inner Hebrides and Tarbert harbour. Its proximity to Oban and the potential to benefit from the spin off from development in this area should also be recognised. There is potential to build identity, explore place making opportunities and pursue regeneration funding. Up to date Conservation Area Appraisals and Management Plans for Tarbert and Lochgilphead could be key documents to draw in regeneration funding. Moreover the identification and delivery of appropriate place making improvements will assist improving the tourism offer in the area. Kilmartin Glen has potential to become a World Heritage Site, which would significantly raise the profile of the area. The Crinan Canal Charrette – Rethink the Link, identified opportunities to improve Lochgilphead and Ardrishaig as places to live and work. A draft [Action Plan](#) has been set up with work already underway.

Question

MIR 18

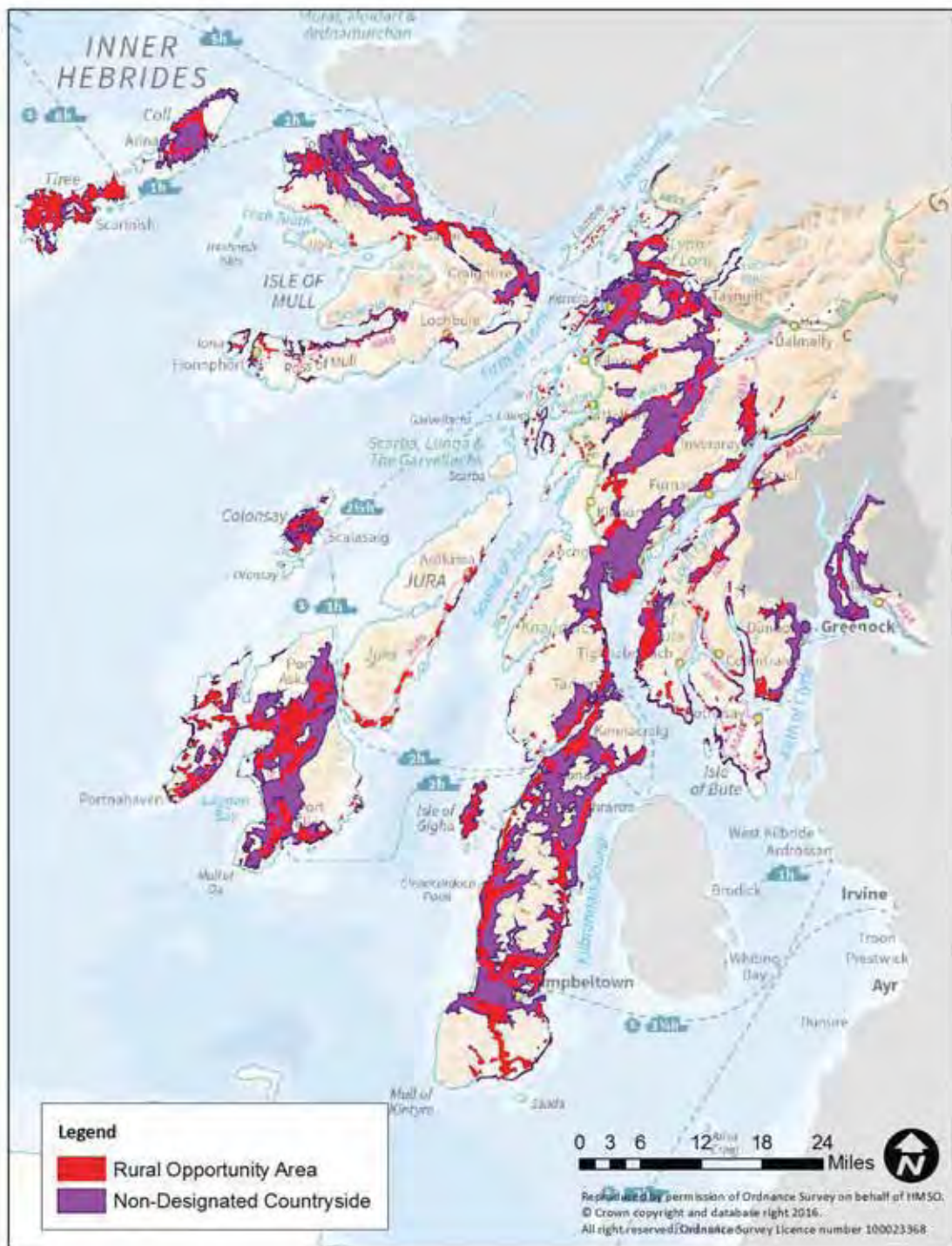
Do you agree with the preferred approach, which is to promote Mid Argyll's identity through a variety of activities including:

- **Delivering up to date Conservation Area Appraisals and Management Plans for Lochgilphead and Tarbert**
- **Working with partners to promote a World Heritage Site for Kilmartin Glen**
- **Working with partners to deliver outputs from the “Crinan Canal Charrette – Rethink the Link” that would benefit from inclusion in the development plan or its associated Action Programme. (See Monitoring Statement)**

Delivering Flexibility in the Countryside

4.34 The Rural Opportunity Areas (ROA) in the current LDP have successfully encouraged development in our more remote rural areas (10% completions in 5% of land area), although some have produced an over concentration of development and/or are nearing capacity. Much of the rest of our countryside is protected by natural environment and landscape designations. However, a significant part of our countryside (16%) is not protected by these designations.

Map 4.5



Delivering Flexibility in the Countryside

- Expanding a similar approach to the rural opportunity areas to these wider non-designated areas would *simplify* the Plan and add considerable *flexibility*, particularly in remote rural, island and peninsula communities, encouraging *delivery* of development proposals of a suitable scale, which arise in an organic and entrepreneurial fashion.
- We propose a pilot of this approach, which will include ensuring proposals demonstrate they fit within their environment and location, adequate separation from main settlements, and consideration of their impact on service provision. Further guidance on appropriate siting and design would be provided and this would require the successful completion of an assessment of landscape and visual impact.
- We received suggestions through the “Call for Ideas” consultation about areas that you think may be suitable for development and also some areas you think would be sensitive to development in the countryside. These would be considered under any new countryside policy approach. (See Monitoring Report).

Question

MIR 19

Do you agree with an expansion of the Rural Opportunities Area type approach to the non-designated countryside, essentially allowing some development in the countryside where it is demonstrated to be of a suitable scale and fit with its environment and landscape, and where there are no other precluding environmental designations?

Flexibility in Fragile /Remote Rural Areas, Islands and Peninsula Communities

4.35 Islands, remote rural areas and peninsula communities share many of the same characteristics, with regard to accessibility and access to services. Because of these difficulties, costs are higher and economic competitiveness can be a challenge.

4.36 There is a need to strike a balance between doing what we can to help sustain rural communities and promote a fragile economy, managing demands from competing uses, and protecting the environmental qualities upon which these areas depend. The current LDP identifies fragile areas and takes a flexible approach to development that will support the population and economy of those areas. It is proposed that approach should be continued. In addition the MIR proposes Delivering Flexibility In The Countryside with a simplified policy approach, which would identify a significant area of land within the remote rural, island and peninsula communities for a more flexible approach to development in the Countryside (see question 19). The MIR also proposes the idea of promoting a coastal/marine Argyll and Islands National Park which would also cover large parts of the same areas and potentially help to significantly boost tourism (see questions 14 and 15).

Chapter 5

Delivering Carbon Reductions

MIR – Climate Change

5.1 The LDP has a significant role to play by establishing a land use framework that seeks to reduce both greenhouse gas emissions and minimise as far as is possible the potential impacts of climate change. The LDP currently promotes sustainable development by making best use of existing infrastructure and other resources, directing development in a way which minimises travel requirements, avoiding development in areas of flood risk, safeguarding mineral resources, limiting peat extraction, facilitating wind turbines and other renewables developments, encouraging development design which minimises energy use and environmental impact, protecting our biodiversity and safeguarding the best agricultural land, and seeking to minimise waste.

5.2 The Climate Change (Scotland) Act 2009 requires Local Development Plans to secure the provision of low and zero carbon generating technologies in all new developments. Examples of these might be solar roof panels, heat pumps utilising heat from the air, ground or water, biomass etc. New technologies are continually evolving, particularly the development of battery technology allowing storage of renewable energy.

Question

MIR 20

The preferred option is for the planning authority to ask for on-site renewable generation technologies in all new developments in order to facilitate the delivery of carbon savings. Do you agree with this approach?

5.3 The [National Planning Framework 3](#) and [Scottish Planning Policy](#) (SPP) published in June 2014 both strongly support the use of waste heat by either energy generation or in district heating systems for adjacent developments. The Scottish Government advocates heat mapping is used in the creation of the LDP to help co-locate new development with existing waste heat producers, and vice versa.

Question

MIR 21

Should we require exploration of potential for energy generation or district heating schemes where development is proposed and there is evidence of waste heat demonstrated on Scottish Government heat maps, or new waste heat will be generated?

Chapter 6

Simplifying The Plan: Special Built Environment Areas

6.1 The LDP currently identifies Special Built Environment Areas:

- Ardrishaig
- Campbeltown (Dalintober, Longrow)
- Clachan (Kintyre)
- Clachan (Lismore)
- Dunoon (inc. Bullwood Rd, Royal Cres/Victoria Rd, Argyll St, Marine Parade and Alexandra Parade)
- Innellan
- Lochgair
- Newton
- Oban (North Pier, Pulpit Hill and Esplanade)
- Port Ramsay (Lismore)
- Sandbank
- Tighnabruaich (North and South)

6.2 SBEA's are areas of townscape that are not of sufficient quality in terms of townscape or architecture to warrant conservation area status, but have other features that might warrant a higher standard of layout/design such as a contiguous built form or townscape, or the use of specific building materials and finishes etc.

6.3 Unlike Conservation Areas, SBEA are not a statutory designation, but a Local Designation. Since their designation the approach to design and layout in all areas now enjoys a significantly raised profile throughout Scottish Planning Policy and the Council employs a Design and Conservation Area officer and has a suite of Argyll and Bute Design Guides. The result is that there is now more than adequate attention and control in these and other areas to safeguard and indeed improve their important architectural and townscape features. The SBEAs therefore, are no longer required to perform the function for which they were designated, and removing them will have no detrimental effect but will aid further simplification of the LDP.

Question

MIR 22

Do you agree that the Special Built Environment Area (SBEA) designation should be removed from the LDP for the reasons set out above?

If no, then please explain why the SBEA designation should be retained.

Appendix 1

List of MIR Questions

Question

MIR 1

Do you agree with the preferred “Vision” for the area?

If not, what “Vision” would you propose that aligns with the overall objective in the Argyll and Bute Outcome Improvement Plan (ABOIP).

Question

MIR 2

Do you agree with the proposed simplified key objectives for LDP2 as set out in Table 1.

If not, what key objectives would you propose that take into consideration National Planning Policy and the Argyll and Bute Outcome Improvement Plan.

Question

MIR 3

Do you agree with the Council’s preferred option to promote *deliverability* of new developments by removing allocations that are failing to *deliver*, and only include sites in the next LDP it considers are *deliverable* in the next 5-10 years?

Alternative Question

MIR 3 A

Alternatively, we could leave all allocations including those considered to be non-deliverable in the next LDP as a means to potentially provide a wider range of prospective sites to deliver our housing target.

Do you agree with the alternative suggestion?

Question

MIR 3 B

Do you have any specific comments to make on individual sites shown in Appendix 2 and 3? If so reference the site e.g. H4003, PDA 5/4 or Site 12.

Question

MIR 4

The preferred option is for the plan, in order to encourage a flexible approach to delivery, to make an allowance (25%) for windfall sites within its housing land supply rather than just relying on allocations, and ensure settlements boundaries are large enough to facilitate this

Do you agree with this option?

Question

MIR 5

Do you agree with the preferred option to remove the application of scales of development and *simply* rely on the settlement strategy and settlement boundaries to guide the different scales and quantities of development?

We propose to review settlement boundaries to ensure that the appropriate scale and volume of development can be accommodated within them for at least the life of the plan.

Question

MIR 6

Tobermory – Dalmally Growth Corridor

Do you agree with the preferred option of the Council to promote the Tobermory-Oban-Dalmally growth corridor in order to build and *deliver* on the potential growth of population and employment opportunities in this area. A more, *flexible* and promotional approach would be taken to development supporting the growth of the corridor.

Question

MIR 7

Delivering an Oban Strategic Development Framework

Do you agree with the preferred option of the Council to prioritise development and implementation of an Oban Strategic Development Framework, which will consider the rationalisation of existing land uses, aim to deliver improved traffic management, and subsequently identify new development opportunities for housing and business.

Question

MIR 8

Oban Development Road

Do you agree with the preferred option of the Council to remove the Oban Development Road from the LDP as it is a long term aspiration unlikely to be realised during the plan period (2020 – 2030), and does not release suitable development land.

Alternative Question

MIR 8A

Should we promote the delivery of the Oban Development Road to release development opportunities and improve traffic management? This requires a commitment to update studies, options appraisal, action programming by the Council and its partners and potential funding streams to be identified

Question

MIR 9

Do you agree with the preferred option of the Council to promote Helensburgh and Lomond as a growth area in order to build and *deliver* on the existing and potential growth of population and employment opportunities in this area? A more, *flexible* and promotional approach would be taken to development supporting the growth of the area, but recognising the green belt setting.

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Recognising that in the medium to long term Helensburgh and Lomond is likely to experience economic and population growth, supported by the strategy of the plan, it is proposed that the Green Belt is retained as it is in the next LDP2. However in order to *deliver* certainty over the longer term (20 to 40 years), a further review of the Green Belt boundaries through a Strategic Masterplan approach will be carried out, setting a framework for infrastructure and future development. This could be then incorporated in a subsequent Local Development Plan review process as necessary.

Do you agree with this approach?

Question

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Question

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The concept would be a coastal/marine Argyll and Islands National Park which recognised that our heritage includes agriculture, seafood industries, forestry and tourism industries, potentially including the western seaboard of Argyll including Mull, Coll, and Tiree, Islay, Gigha, and the west Kintyre coast, the National Scenic Areas of Knapdale; Lynn of Lorn; as well as Jura, Scarba, Lunga and the Garvellachs

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It is further proposed that:

- The boundaries of the coastal/marine Argyll and Islands National Park area must be wholly within the Argyll and Bute Council area;
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- The Park should not in any way jeopardise our indigenous local industries of fishing, agriculture, aquaculture and tourism;
- That the vast majority of the members of the National Park Board must be from those living and working in the Park area;
- The governance model adopted should not represent a large costly bureaucratic organisation.

Do you agree with the above proposals?

Question

MIR 16

The preferred option is to support the delivery of the nationally identified project at Cruachan Dam and make every effort to maximise the direct and indirect economic benefit for Argyll and Bute through associated accommodation and tourism developments promoted within the Tobermory-Oban–Dalmally growth corridor.

Do you agree with this option?

Question

MIR 17

Do you agree with the preferred approach to maintain the regeneration focus in Campbeltown, Rothesay and Dunoon, continuing to make these locations more attractive destinations, and to apply a flexible policy approach to development which clearly demonstrates it supports the economic and population growth of these towns?

Question

MIR 18

Do you agree with the preferred approach, which is to promote Mid Argyll's identity through a variety of activities including:

- Delivering up to date Conservation Area Appraisals and Management Plans for Lochgilphead and Tarbert
- Working with partners to promote a World Heritage Site for Kilmartin Glen
- Working with partners to deliver outputs from the "Crinan Canal Charrette – Rethink the Link" that would benefit from inclusion in the development plan or its associated Action Programme. (See Monitoring Statement)

Question

MIR 19

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Question

MIR 20

The preferred option is for the planning authority to ask for on-site renewable generation technologies in all new developments in order to facilitate the delivery of carbon savings.

Do you agree with this approach?

Question

MIR 21

Should we require exploration of potential for energy generation or district heating schemes where development is proposed and there is evidence of waste heat demonstrated on Scottish Government heat maps, or new waste heat will be generated?

Question

MIR 22

Do you agree that the Special Built Environment Area (SBEA) designation should be removed from the LDP for the reasons set out above?

If no, then please explain why the SBEA designation should be retained.

Question

MIR 23

Are there any other comments you would like to make?

Question

MIR 24

Using the scale of 1 to 5 please tell us how you rate your experience with the Main Issues Report consultation, where 1 is poor and 5 is excellent

Question

MIR 25

Please tell us which aspects of the consultation process we could improve

Appendix 2

Existing Sites Assessment

The current Adopted Local Development Plan contains a range of sites that are still available for development. We have reassessed these sites to see if they are likely to deliver in the lifetime of the next LDP2 (by 2025). Existing sites that we think are unlikely to deliver by 2025 have been an initial rating of “Red” or “Amber” and are shown below. We would like to know if you agree with this rating. This relates to questions **MIR 3, 3A and 3B**. Any existing sites not rated are considered to still be effective and are listed in the Monitoring Statement.

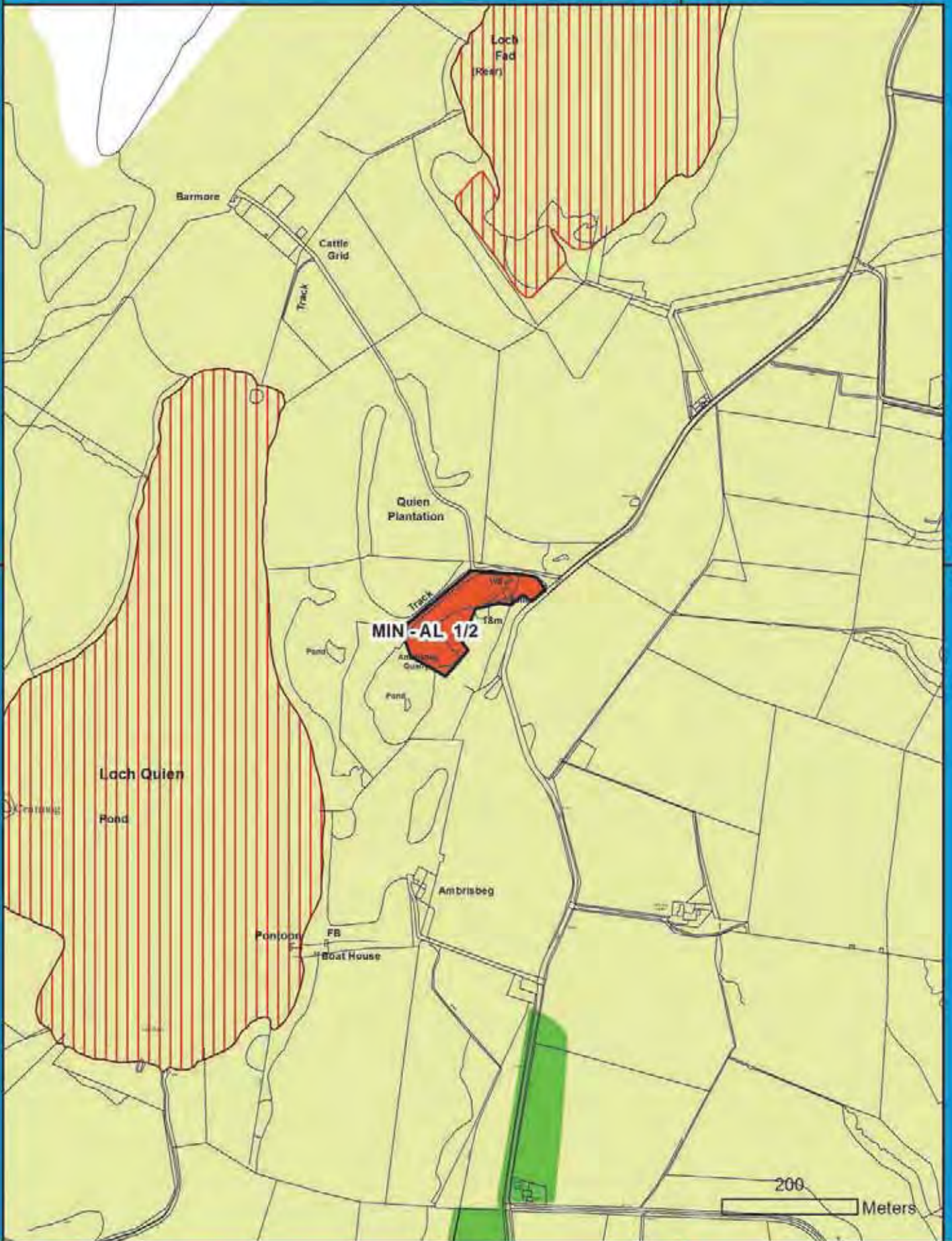
Red – Site not preferred for inclusion in LDP2

- The site has a significant issue(s) that means it is unsuitable for development, e.g. environmental such as landscape; policy such as contrary to the proposed spatial strategy; and/or
- there is a sufficient supply of land for this use during the LDP2 plan period and therefore this site is not required; and/or
- The site has a significant issue(s) relating to its development, e.g. roads access; water supply.
- Site developed.

Amber – Site needs to be considered further

- The site may have potential for inclusion in LDP2 but further assessment is required.
- The site has an identified issue(s) that need to be fully investigated.

Existing Sites Bute and Cowal



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Ambrose Quarry
MIN-AL 1/2 - Amber


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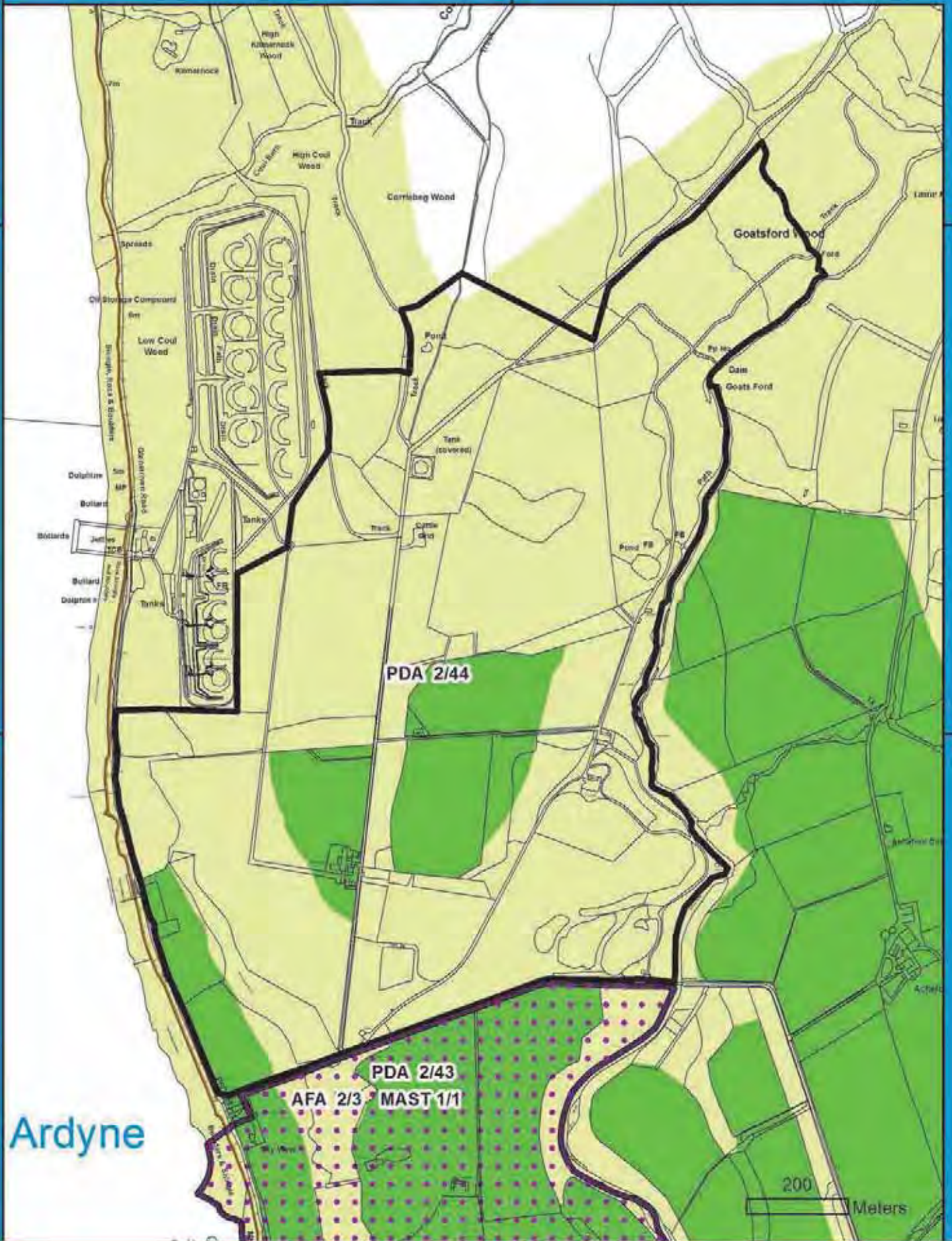
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Ardyne

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Ardyne North

PDA 2/44 - Red



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At A4

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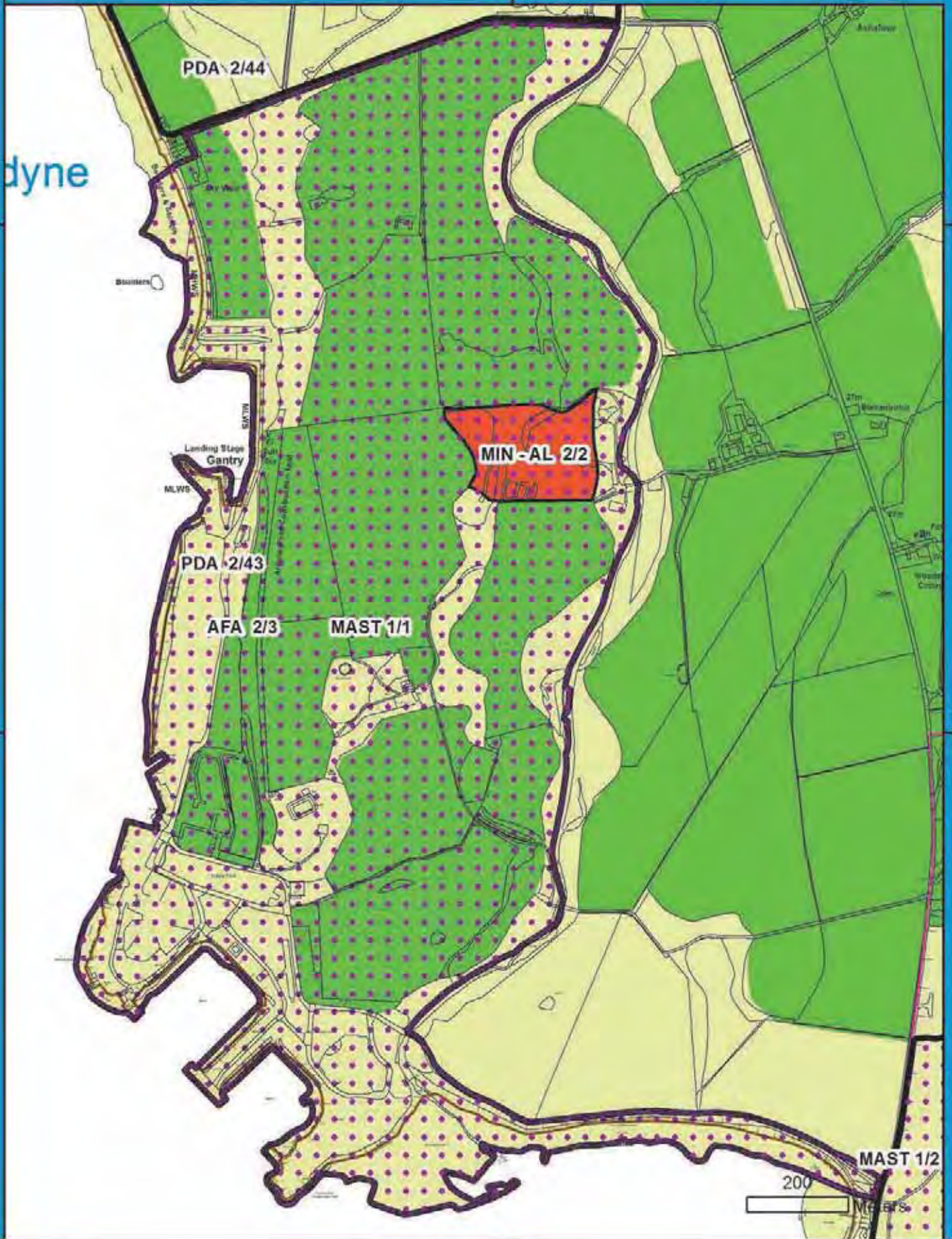
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Ardyne South—PDA 2/43

MIN-AL 2/2 - Amber



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At A4

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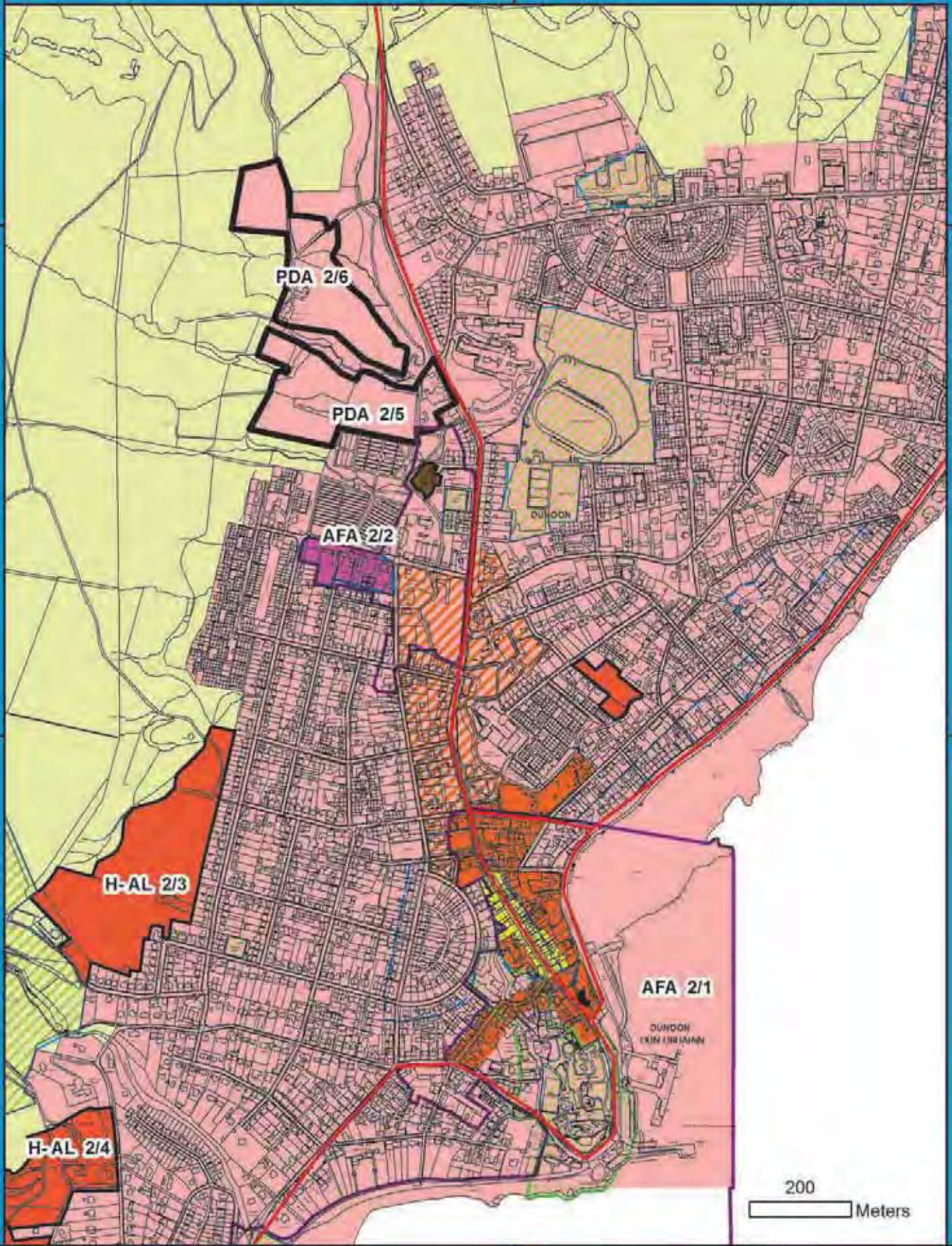
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Dunoon North

PDA 2/5 - Amber PDA 2/6 - Amber H-AL 2/3 - Amber



1:10,000
At A4

216047

217047

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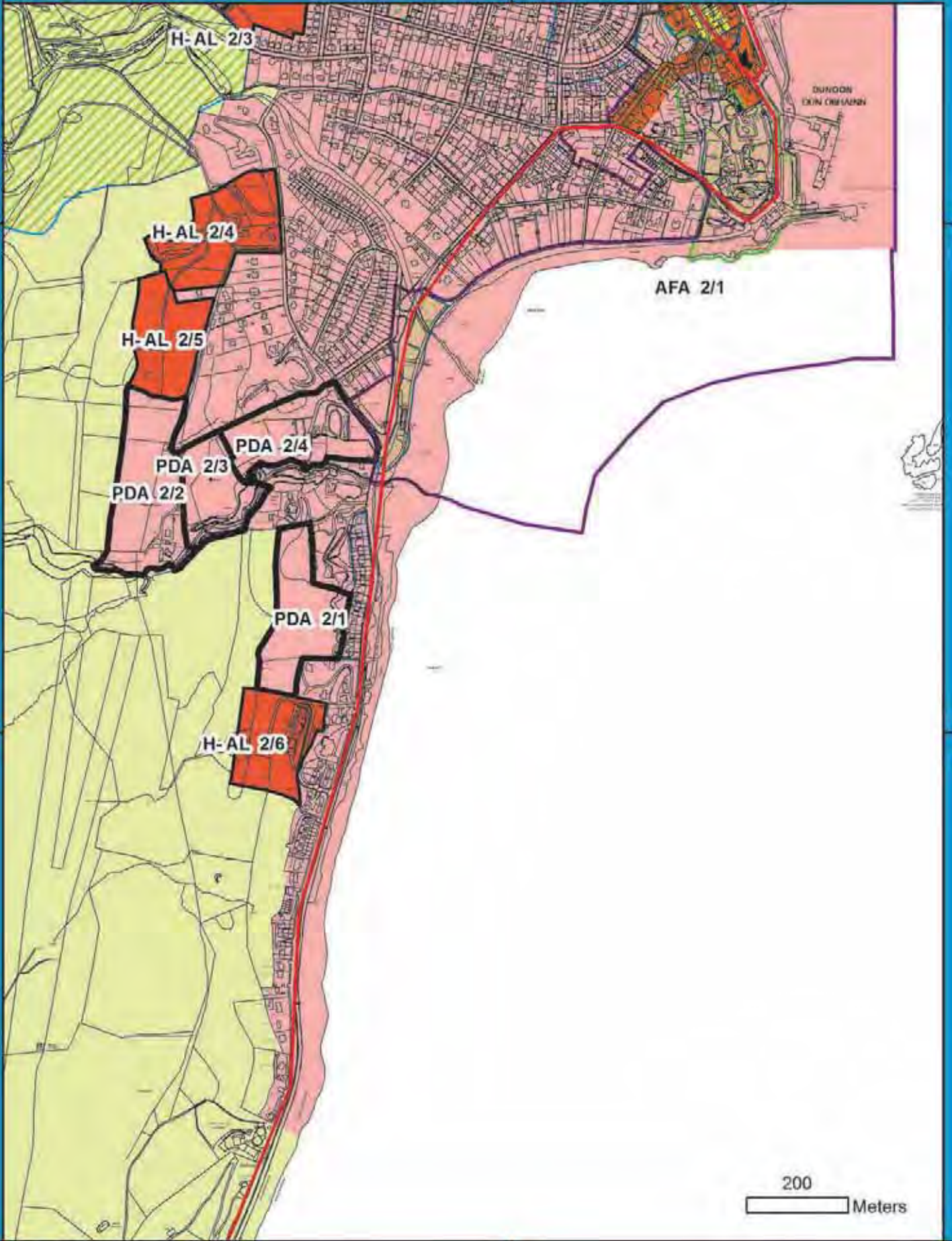
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Dunoon South

H-AL 2/3 - Amber	H-AL 2/4 - Amber
H-AL 2/5 - Amber	PDA 2/1 - Red
PDA 2/2 - Red	PDA 2/3 - Red
	PDA 2/4 - Red


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At A4

218490

219490

714081

714081

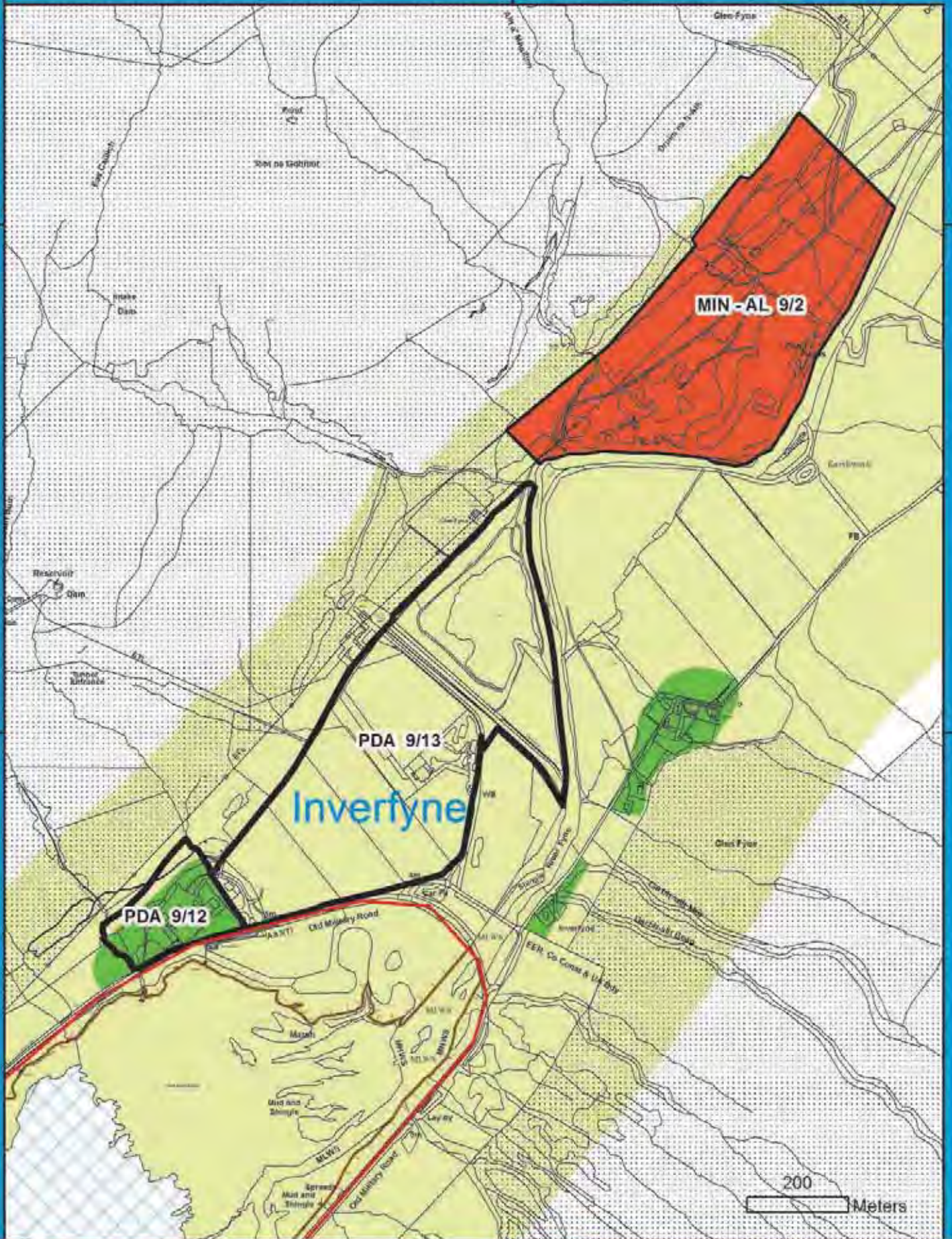
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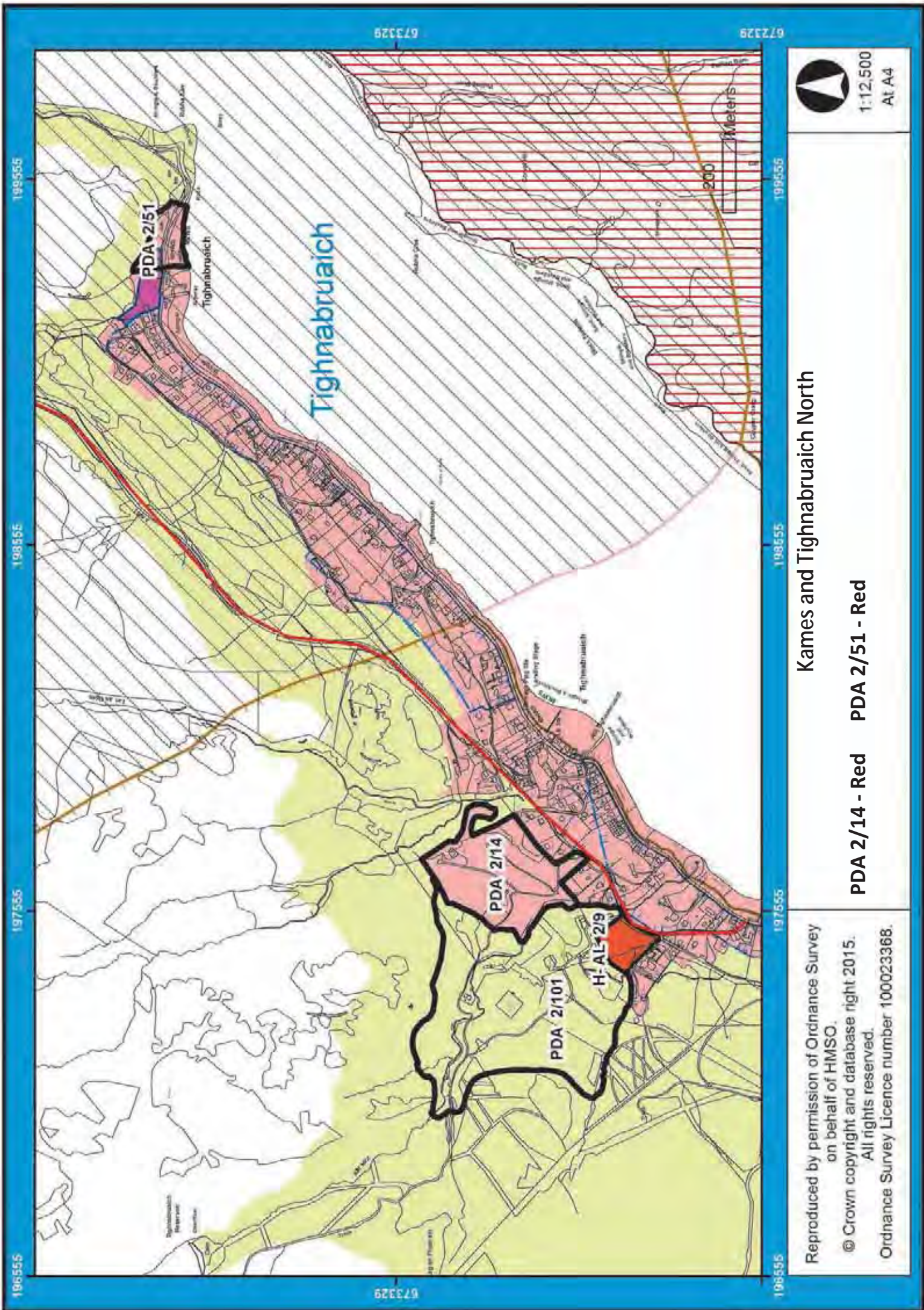
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Inverfyne

PDA 9/12 - Red



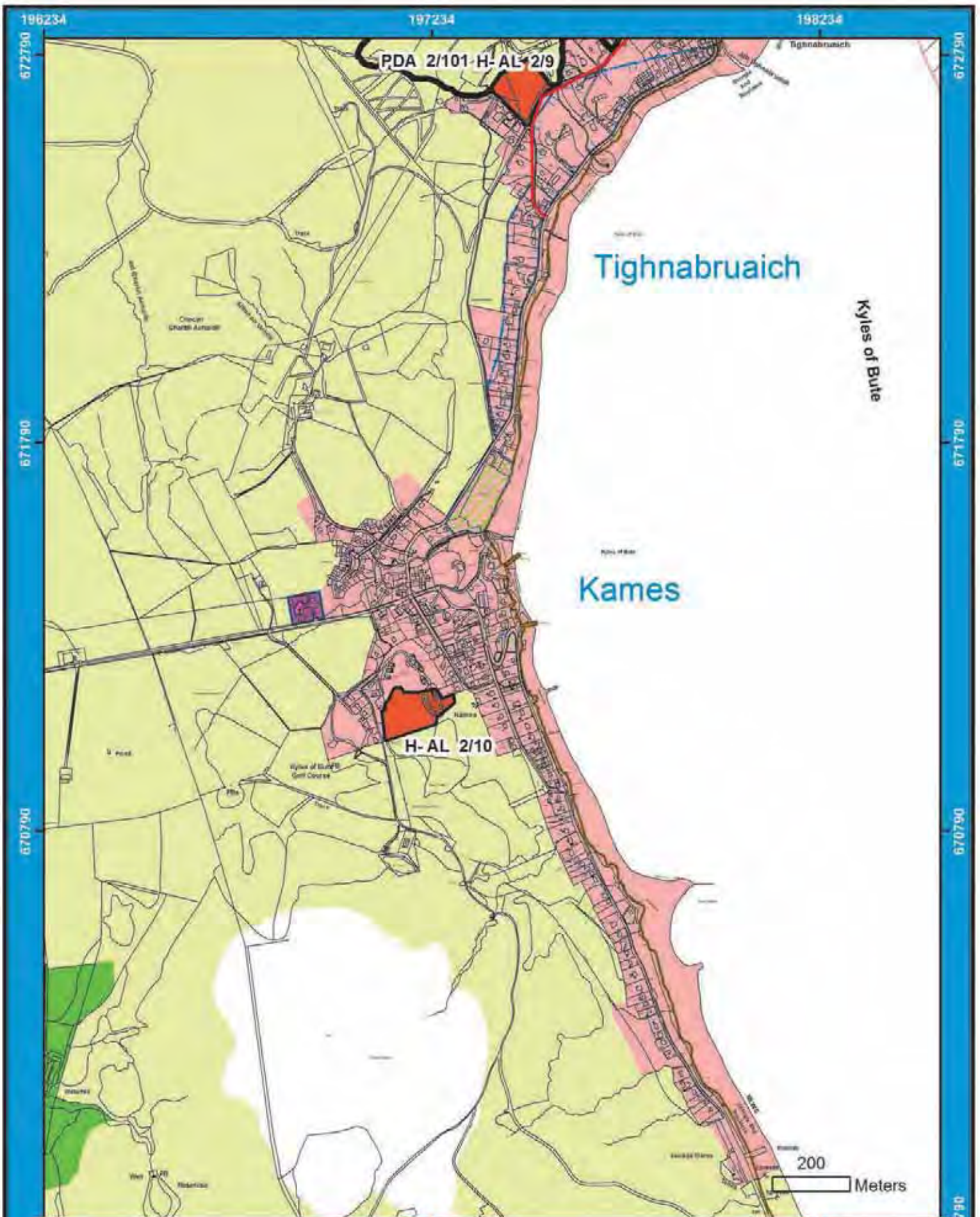
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At A4



Kames and Tighnabruaich North

PDA 2/14 - Red PDA 2/51 - Red

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Kames and Tighnabruaich South

H-AL 2/10 - Red



1:12,500
At A4

209053

210053

656250

656250

655750

655750

209053

210053

654250

MIN-AL 1/1
Kingarth

Kilchattan

Craig a' Chlachann

Suidhe Chlainn
157m

Kilchattan Bay

200

Meters

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Kingarth and Kilchattan

MIN-AL 1/1 - Amber



1:10,000
At A4

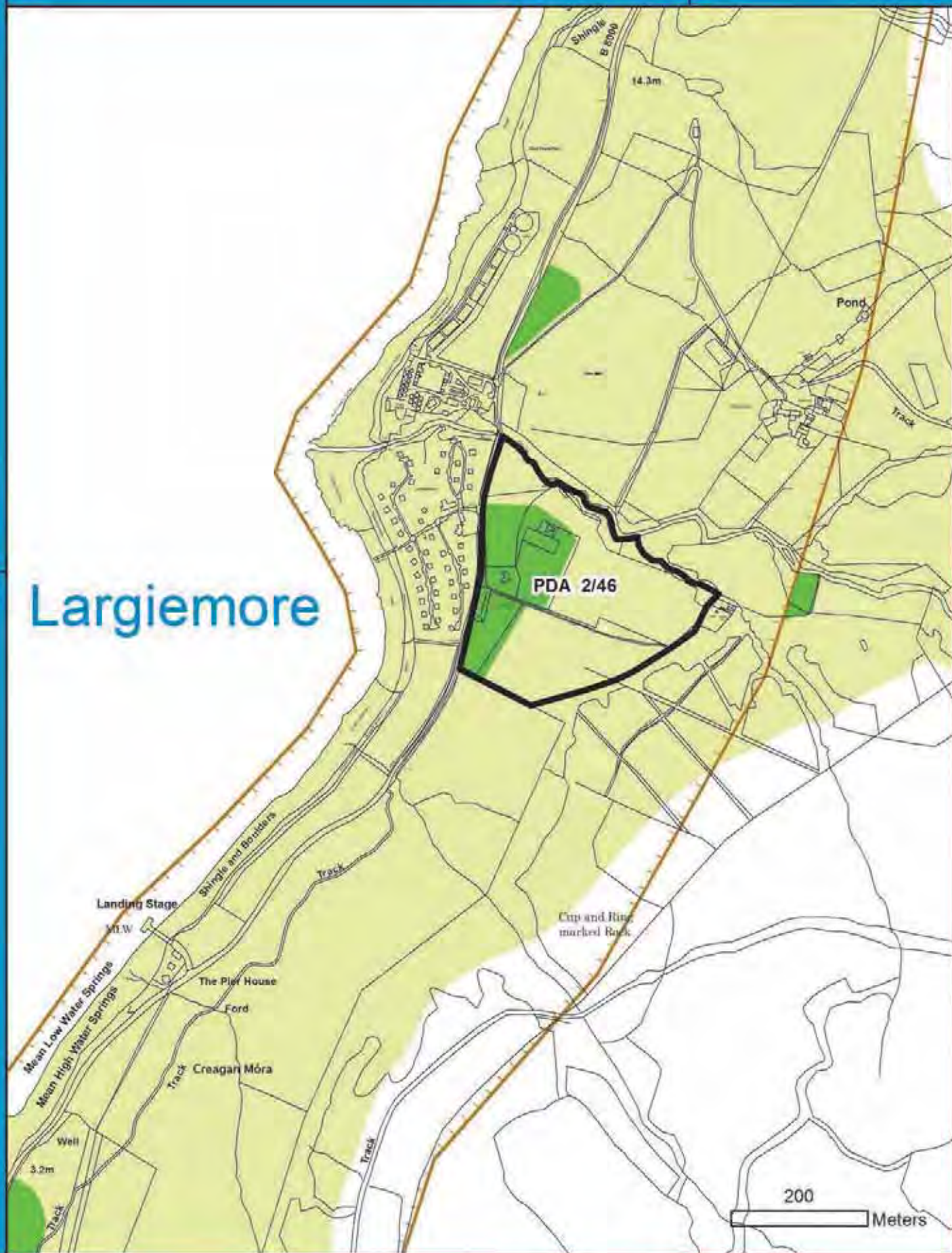
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194789

686297

686297

Largiemore



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Largiemore

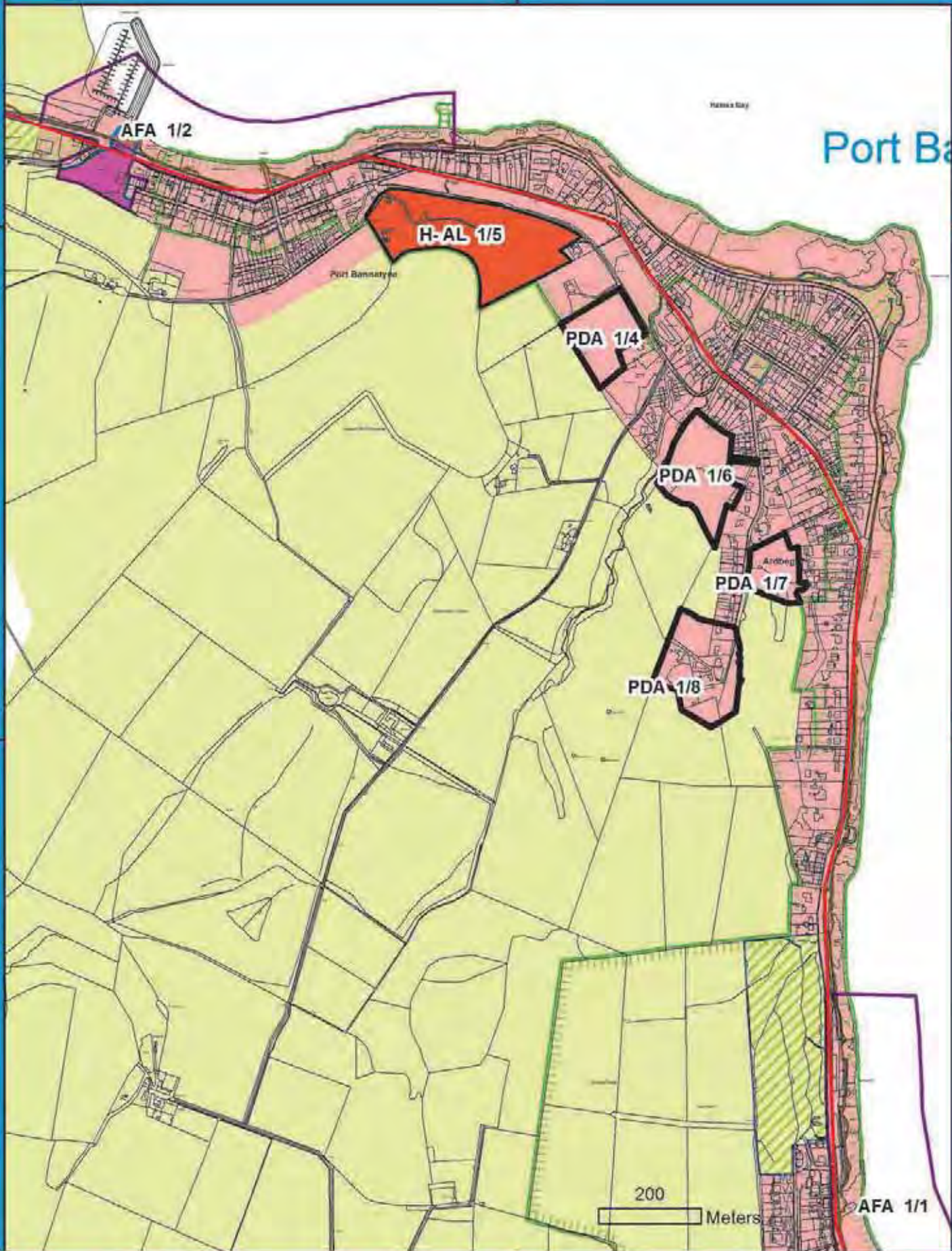
PDA 2/46 - Red



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At A4

206731

207731



206731

207731

Port Bannatyne

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H-AL 1/5 - Amber PDA 1/4 - Red PDA 1/6 - Red
 PDA 1/7 - Red PDA 1/8 - Red



1:10,000
 At A4

214404

215404

682109

682109

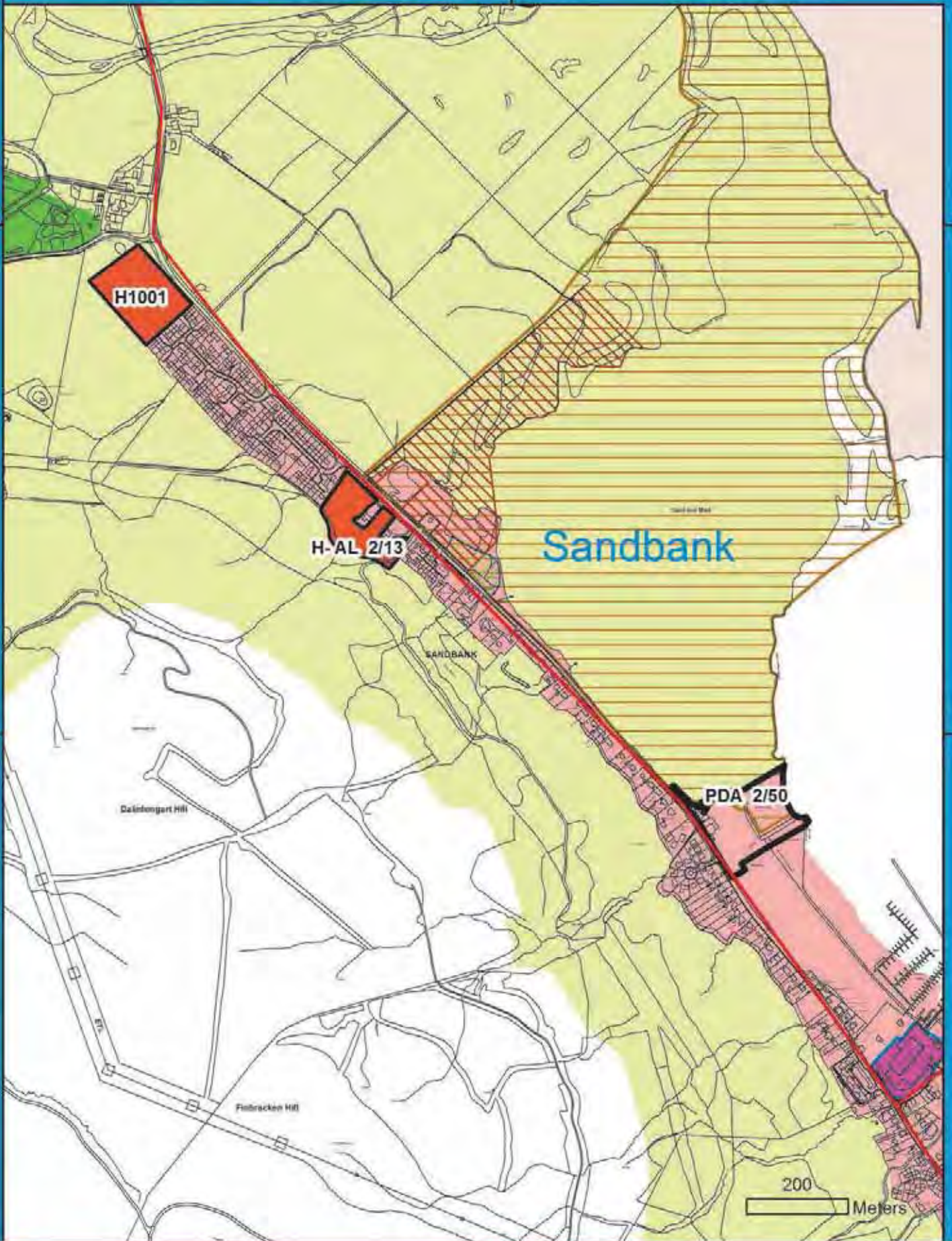
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215404

680109



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Sandbank North

H-AL 2/13 - Amber PDA 2/50 - Red



1:10,000
 At A4

215942

215942

680599

680599

679638

679638

215942

215942

678698

PDA 2/50

Holy Loch

Sandbank

H-AL 2/11

BI-AL 2/1

BI-AL 2/2

200

Meters

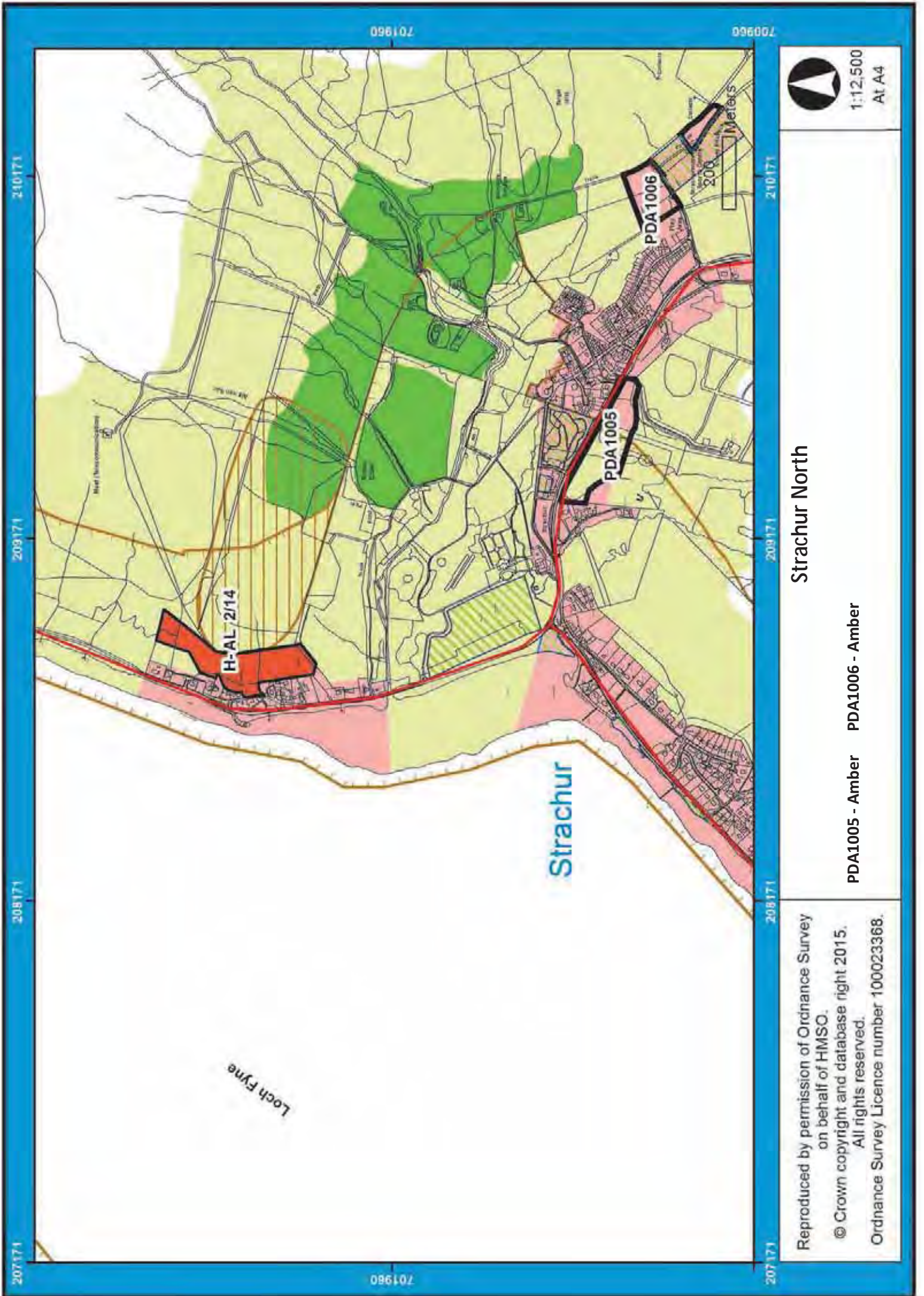
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Sandbank South

H-AL 2/11 - Amber



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At A4

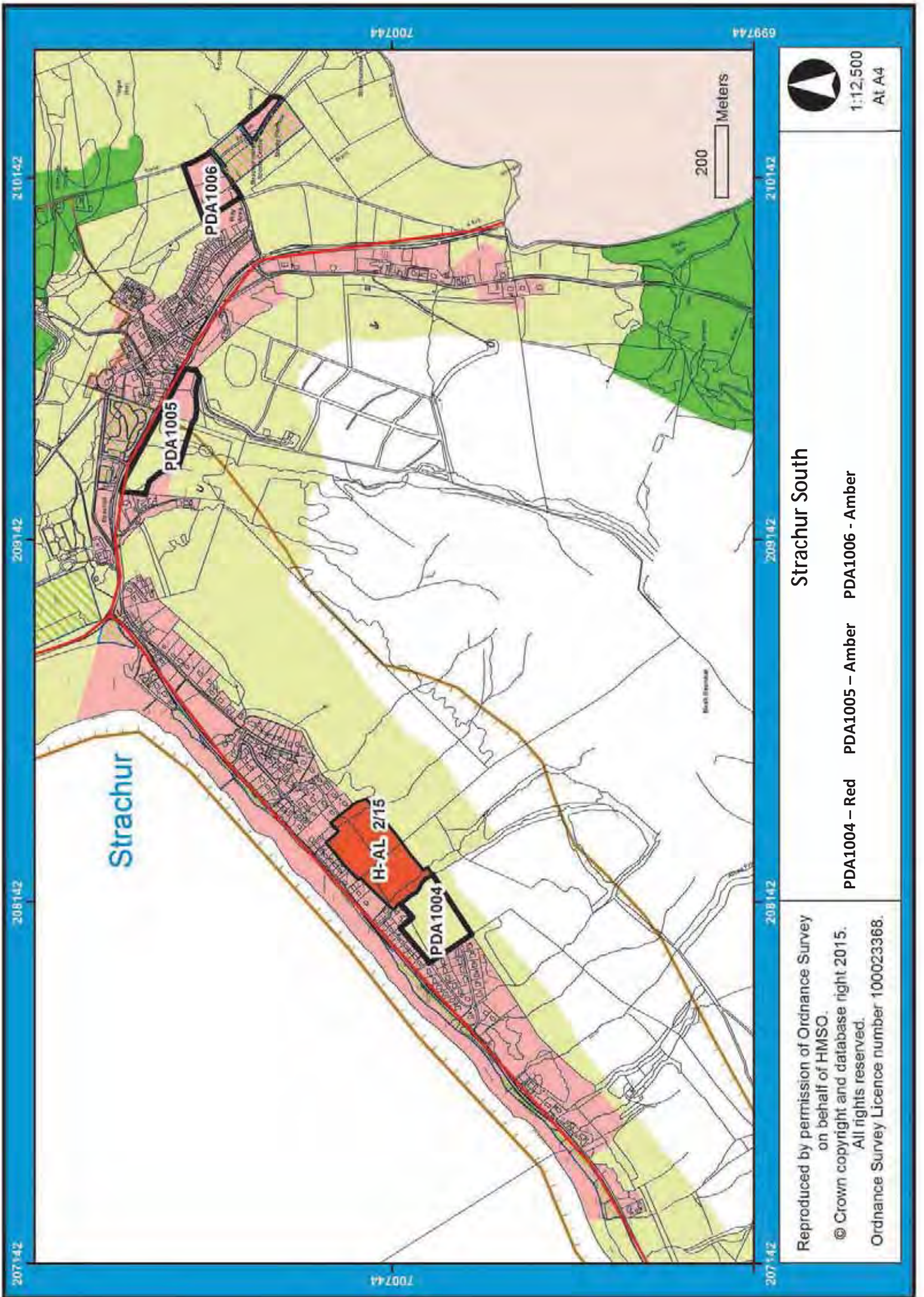


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At A4

Strachur North

PDA1005 - Amber PDA1006 - Amber

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1:12,500
At A4

Strachur South

PDA1004 – Red PDA1005 – Amber PDA1006 - Amber

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Existing Sites

Helensburgh and Lomond

231701

232701

BI-AL 3/1

680073

680073

Colgrain Farm

PDA2001

AFA 3/18

200 Meters

231701

232701

679073

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Colgrain Farm

PDA2001 - Amber



1:7,500
At A4

223214

224214

691703

691703

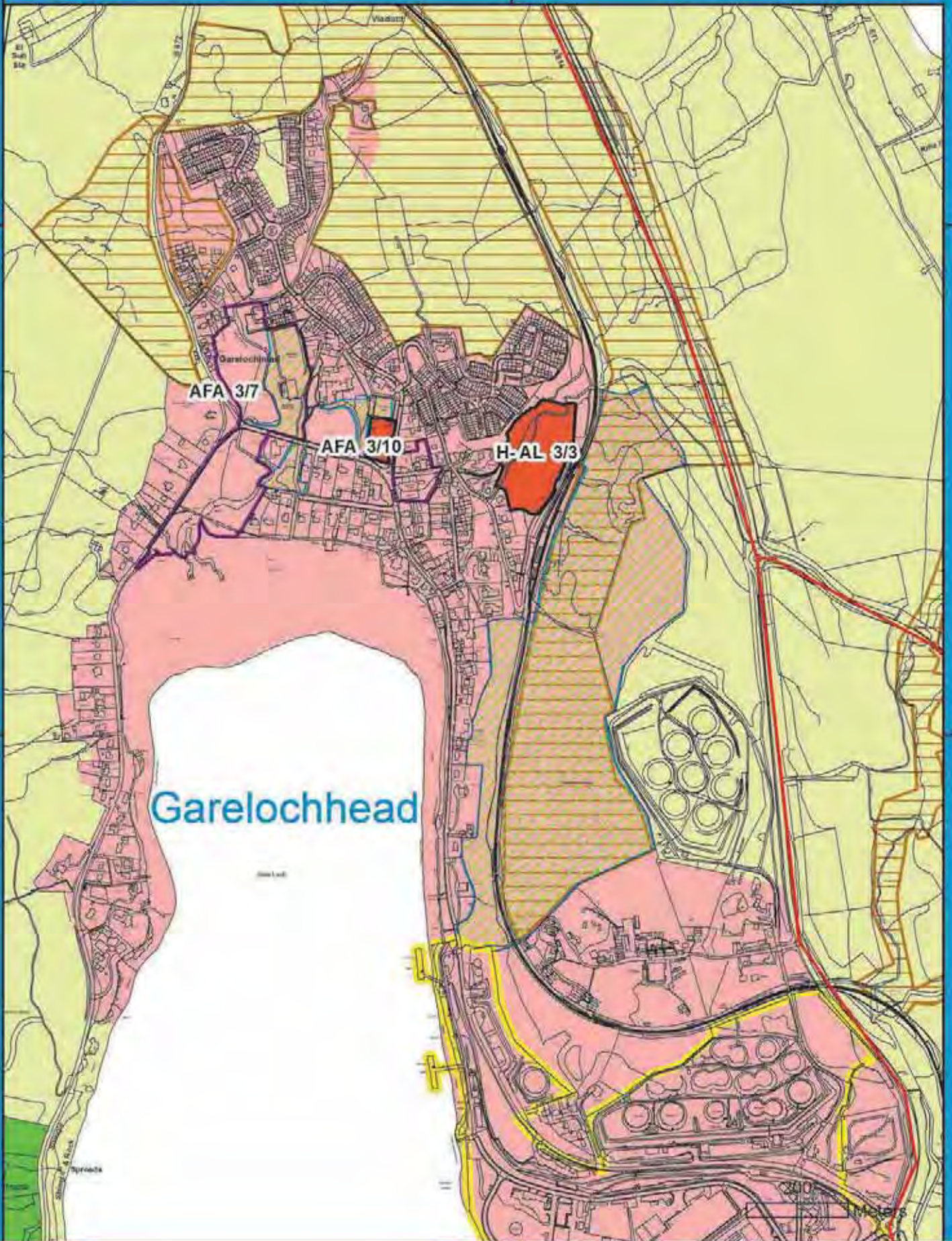
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224214

693703



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Garelochhead North

H-AL 3/3 - Red



1:10,000
At A4

229747

230747

231747

683380

683380

682380

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681380

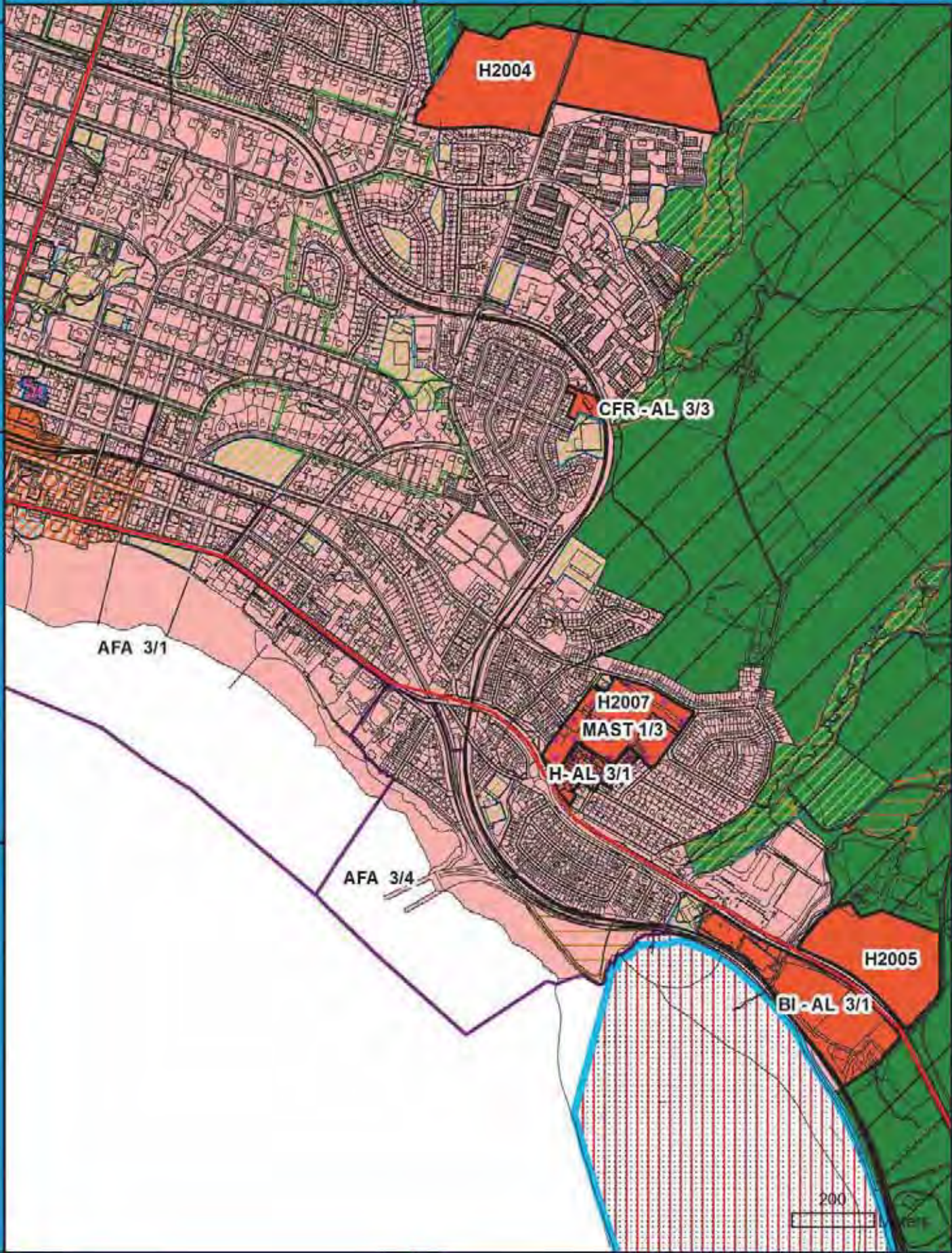
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Helensburgh East

H-AL 3/1 - Red CFR-AL 3/3 - Red



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 At A4

226870

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684358

684358

683358

226870

226870

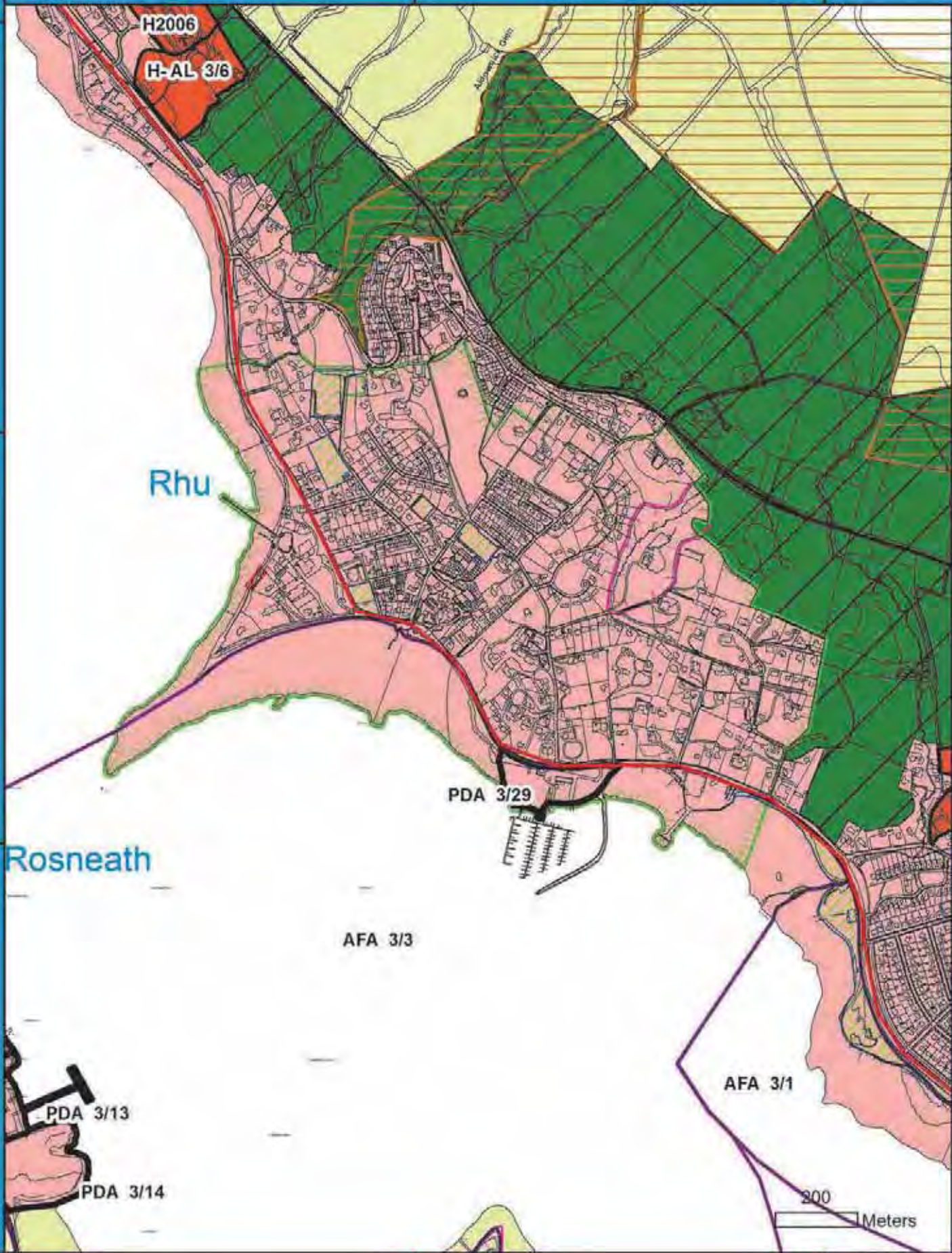
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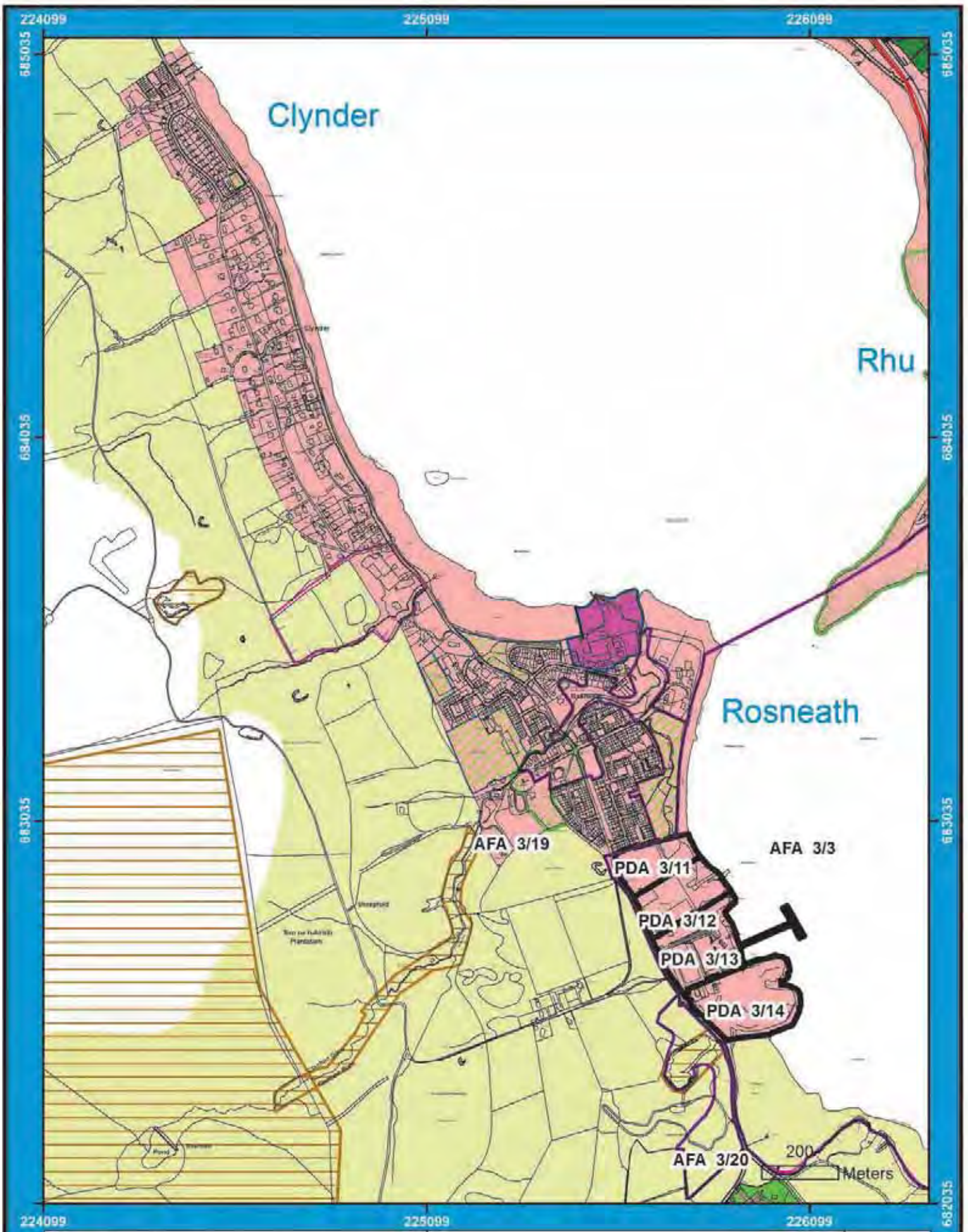
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Rhu

PDA 3/29 - Amber



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 At A4



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Rosneath and Clynder

PDA 3/11 – Amber PDA 3/12 – Red PDA 3/13 – Red



1:12,500
At A4

Existing Sites

Mid Argyll, Kintyre and Islay

177332

178332

676179

676179

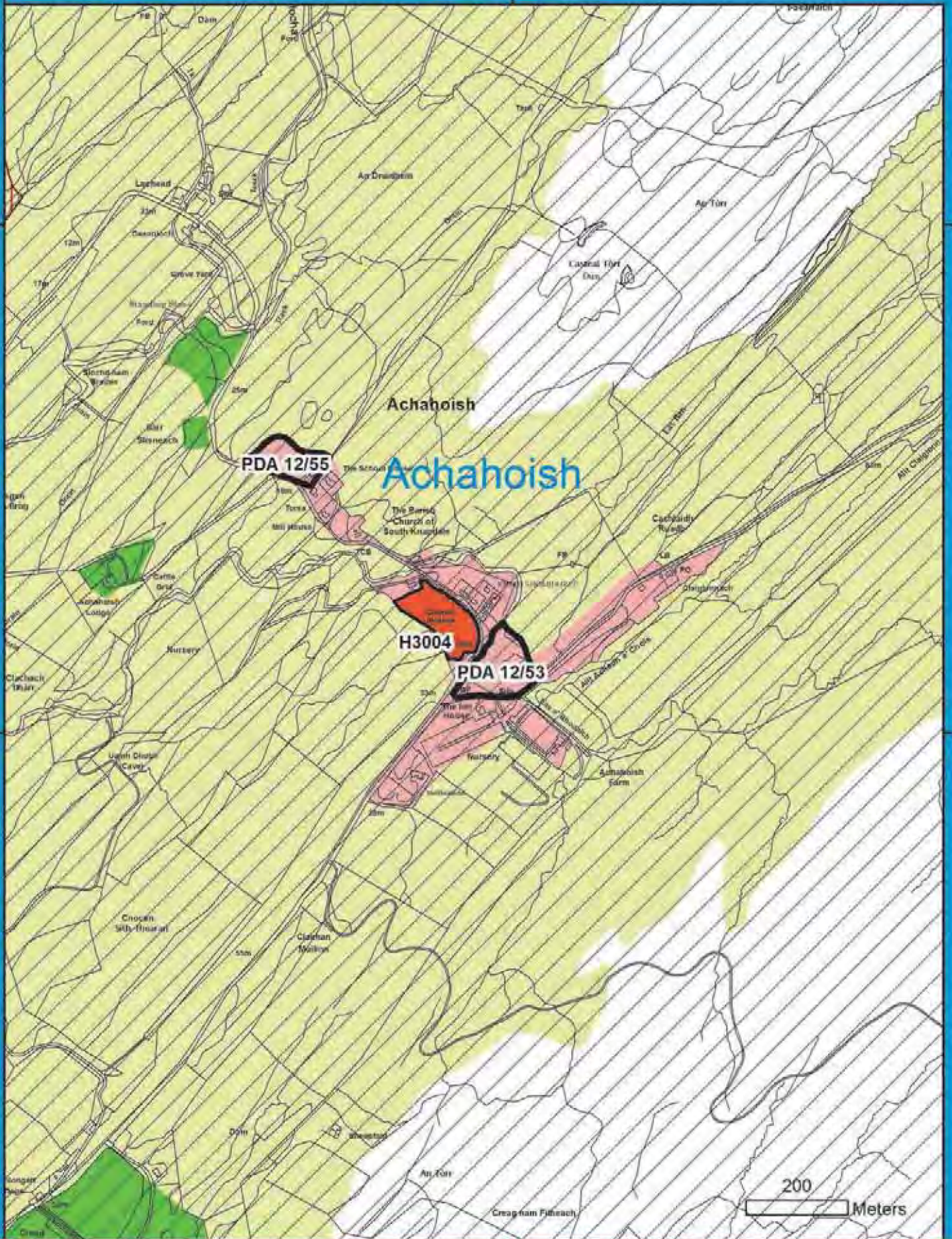
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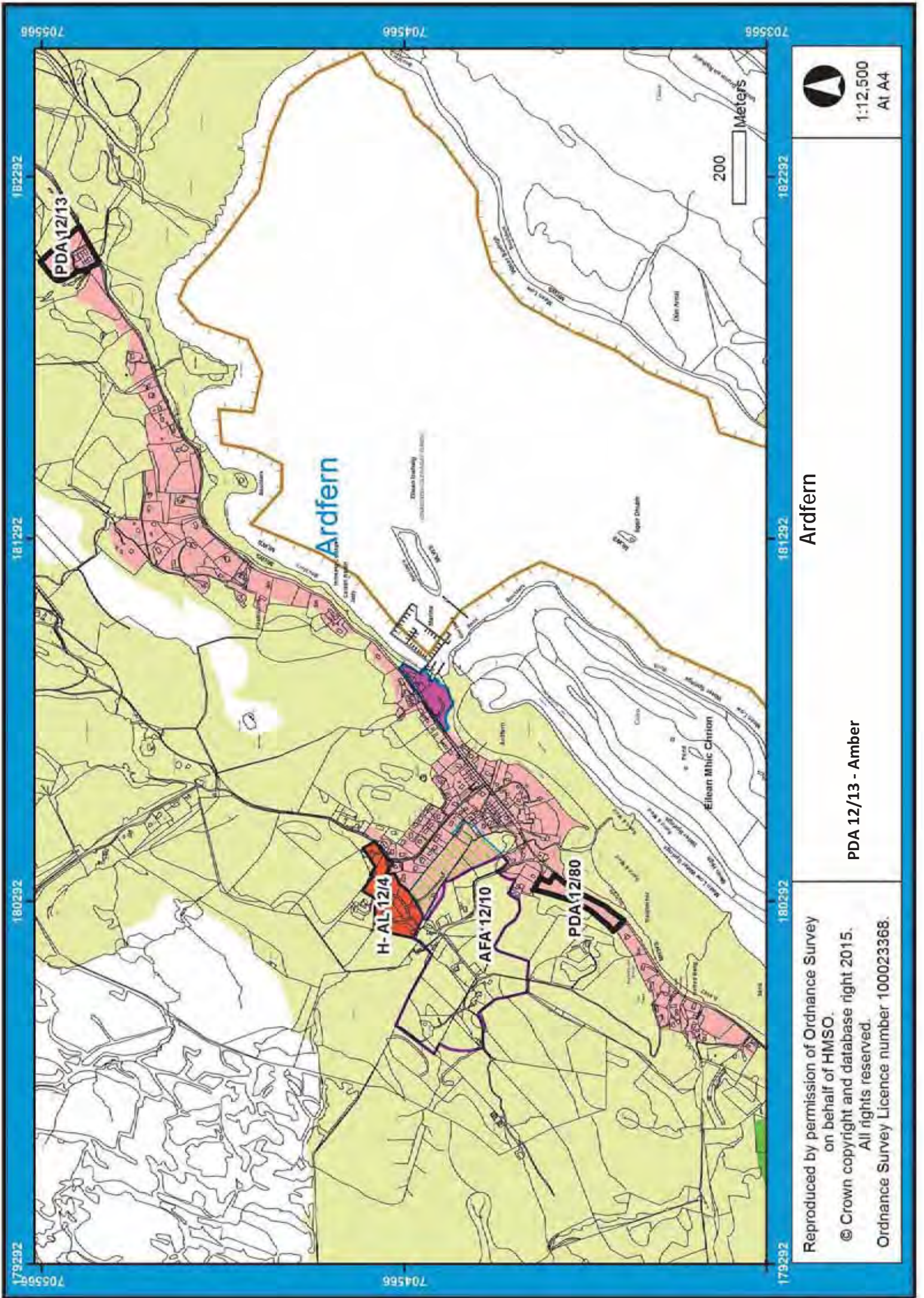
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Achahoish

PDA 12/53 - Amber PDA 12/55 - Red
H3004 - Amber



1:10,000
At A4





 1:12,500

 A1 A4

Ardfern

PDA 12/13 - Amber

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184329

185329

687243

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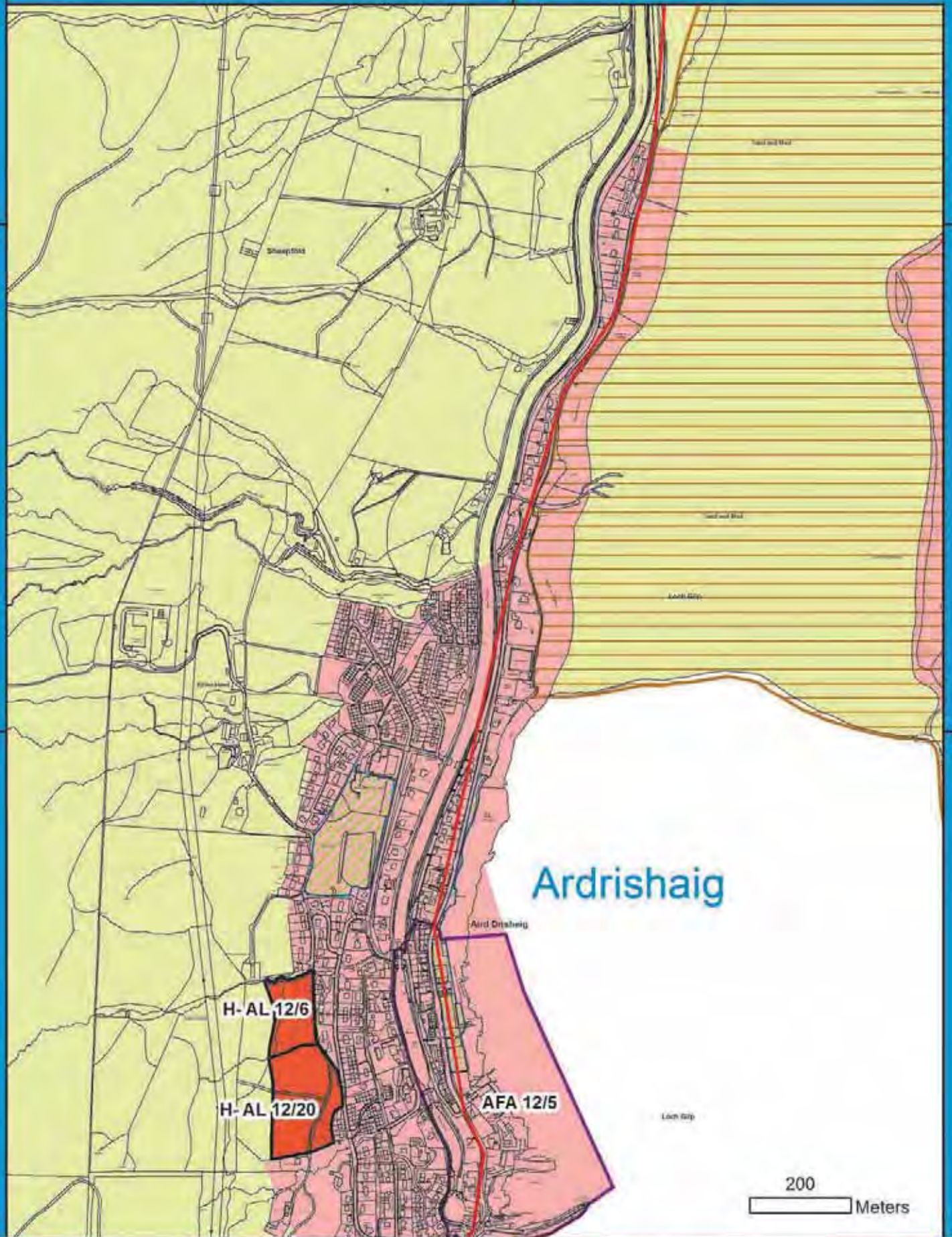
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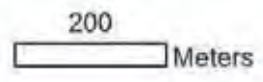


Ardrishaig

H-AL 12/6

H-AL 12/20

AFA 12/5



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Ardrishaig North

H-AL 12/6 - Amber H-AL 12/20 - Amber



1:10,000
At A4

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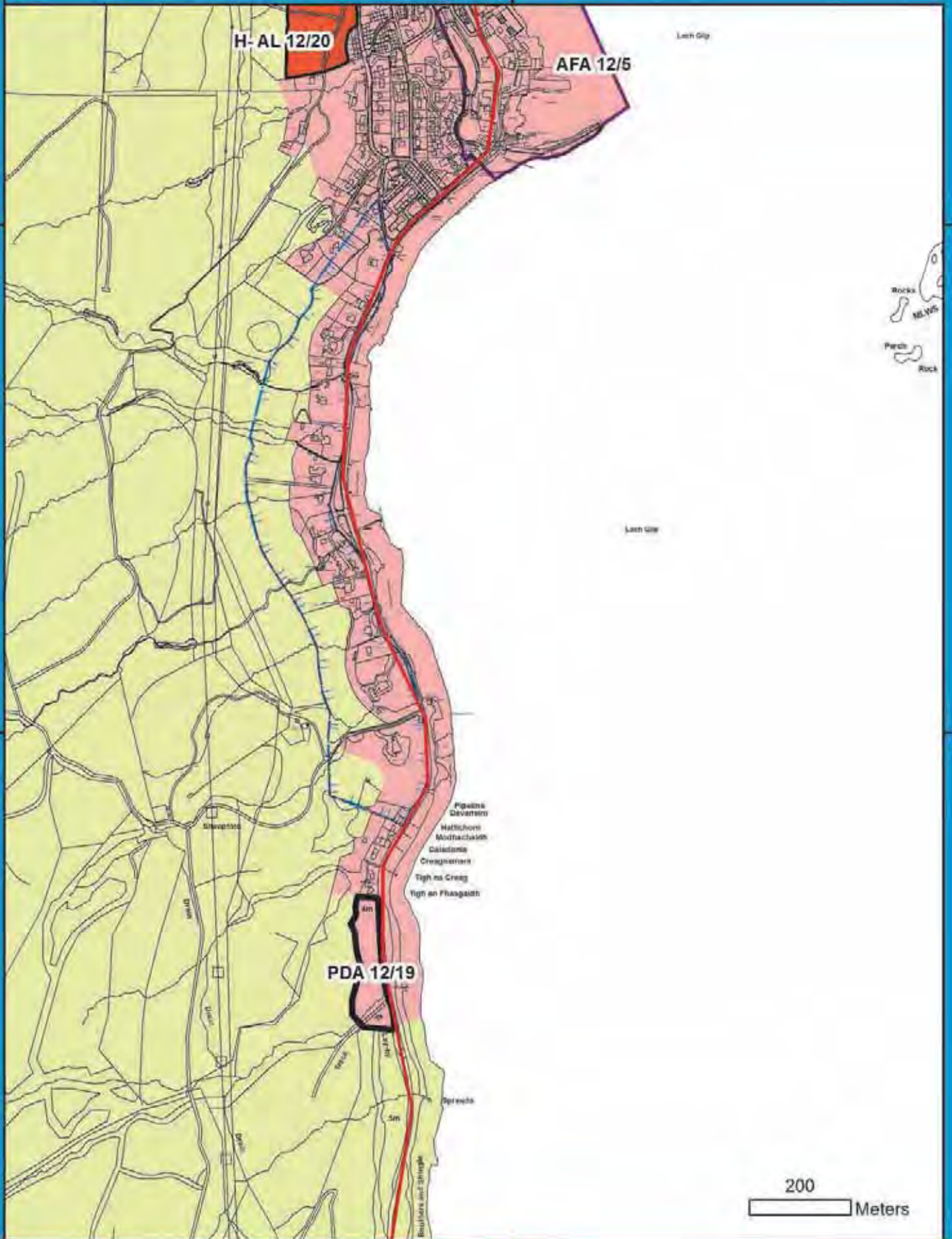
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Ardrishaig South

PDA 12/19 - Amber



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At A4

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139378

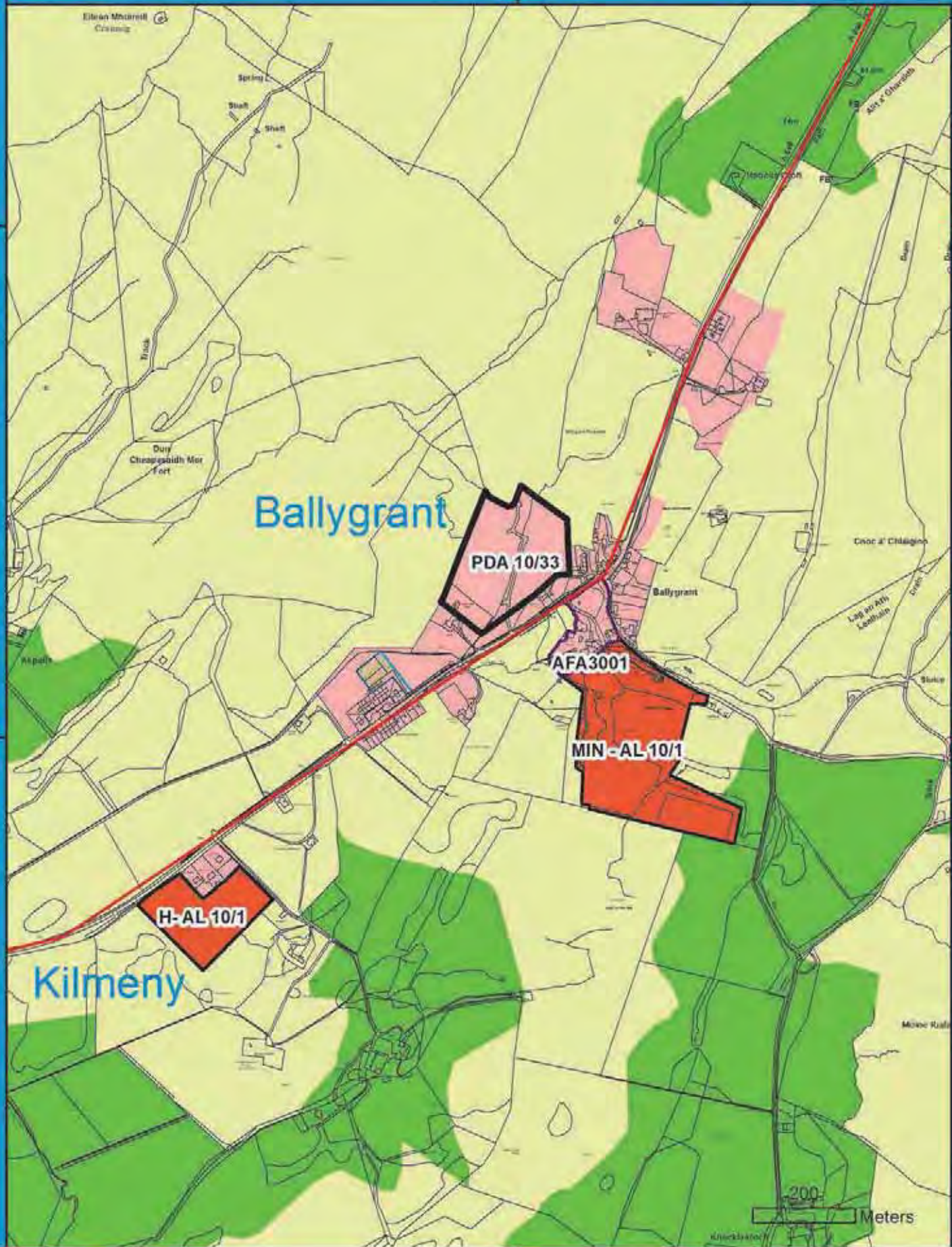
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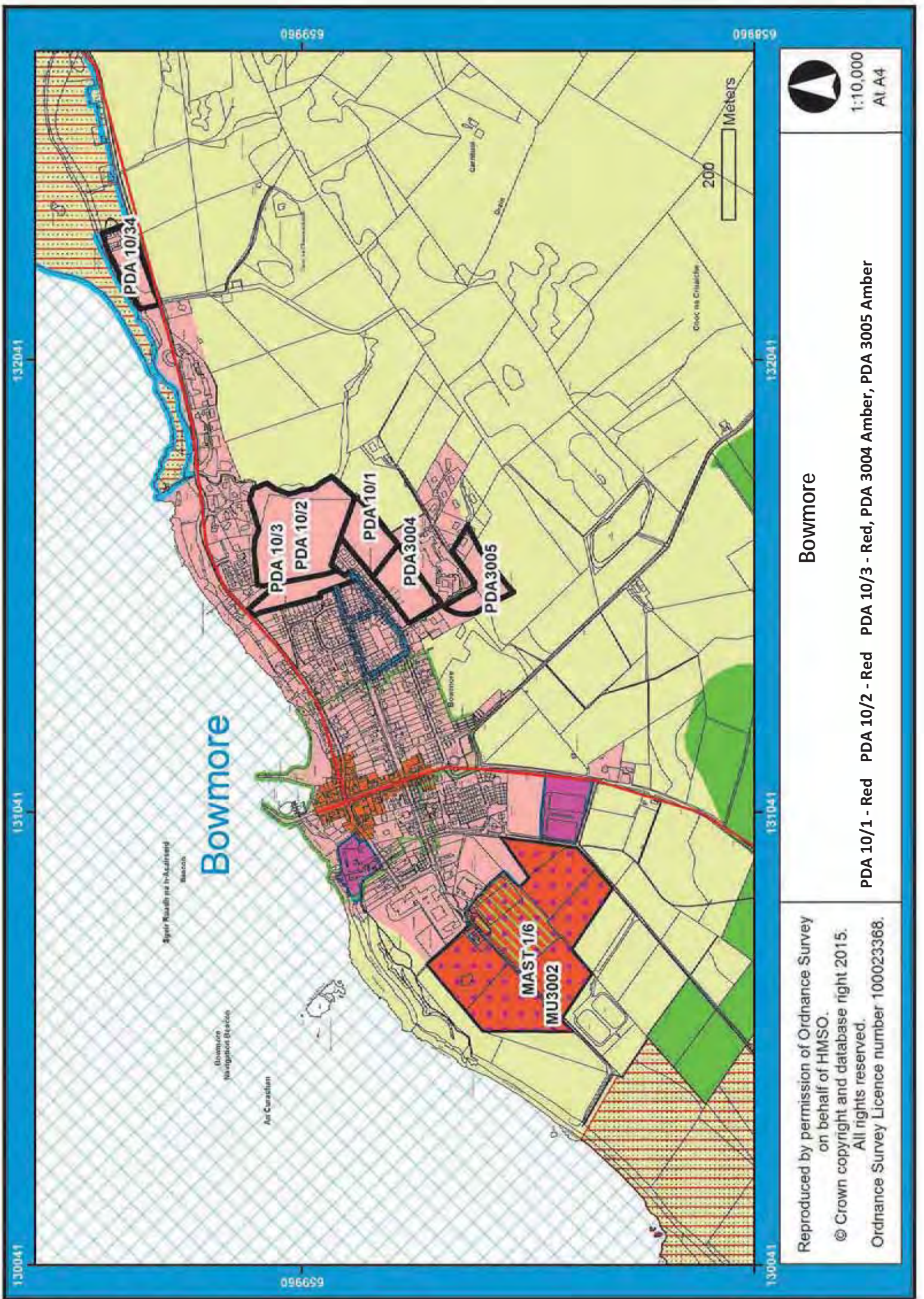
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Ballygrant and Kilmenny

H-AL 10/1 - Red PDA 10/33 - Red



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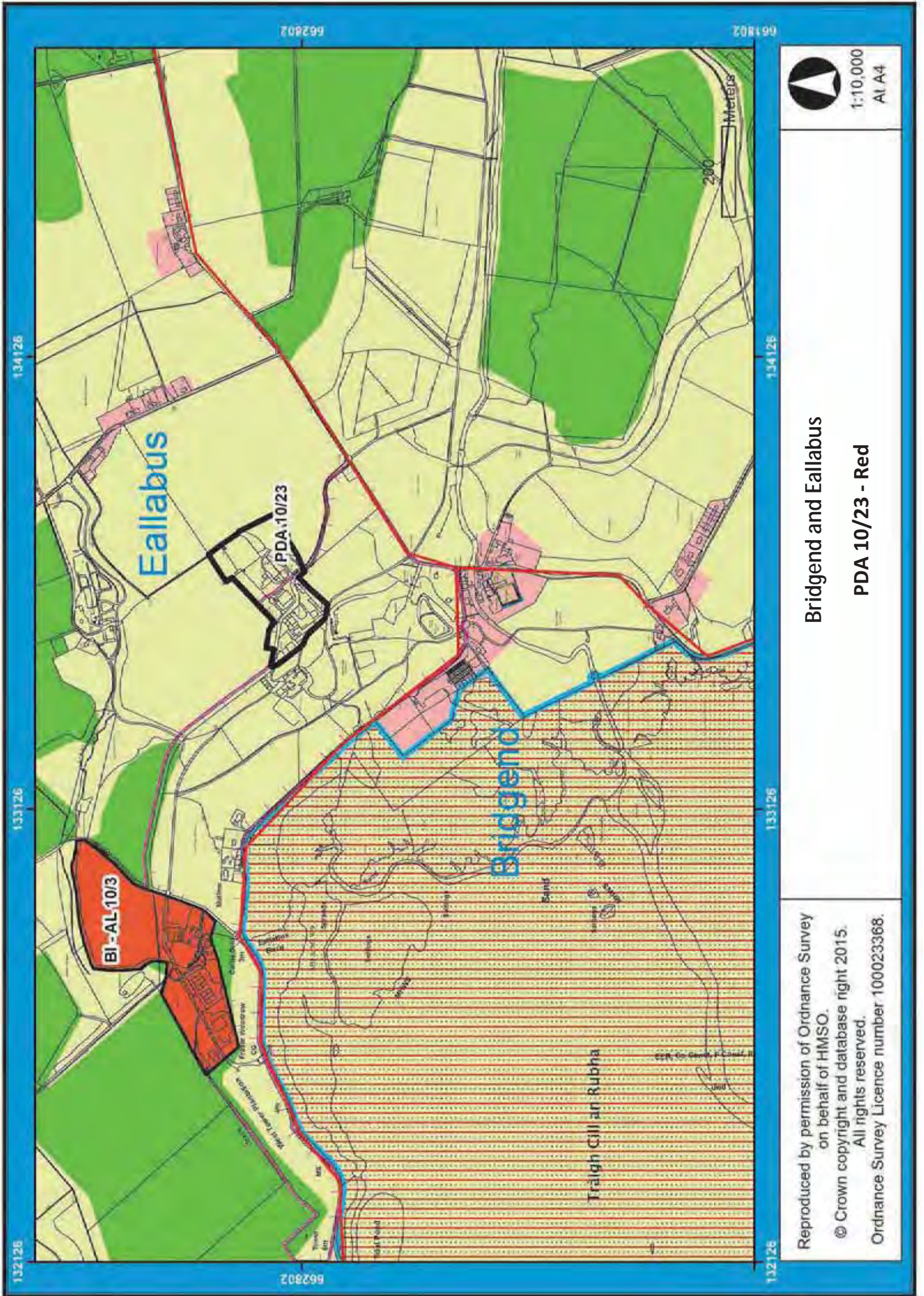


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A1 A4

Bowmore

PDA 10/1 - Red PDA 10/2 - Red PDA 10/3 - Red, PDA 3004 Amber, PDA 3005 Amber

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Bridgend and Eallabus
PDA 10/23 - Red

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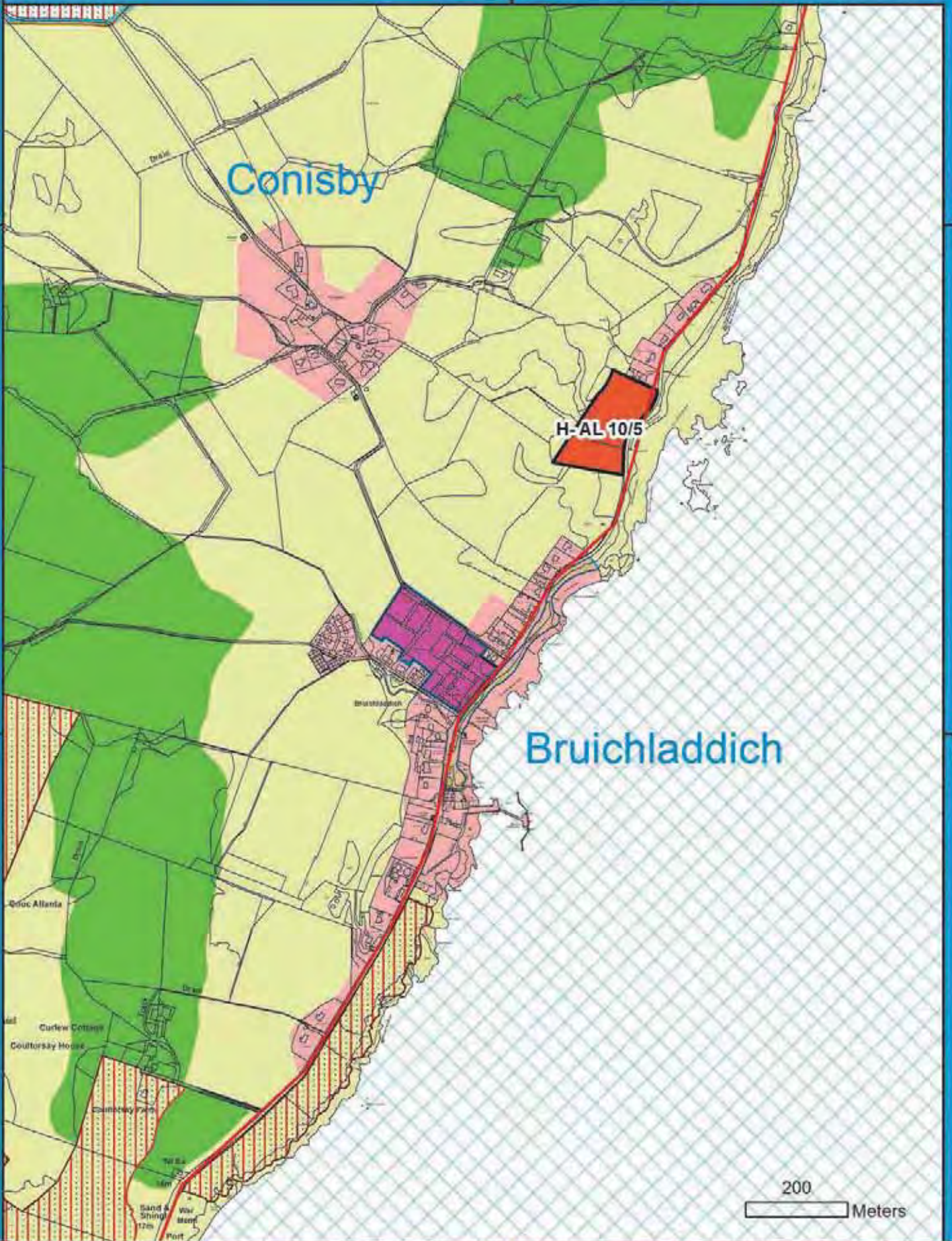
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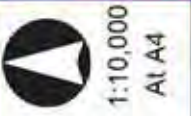
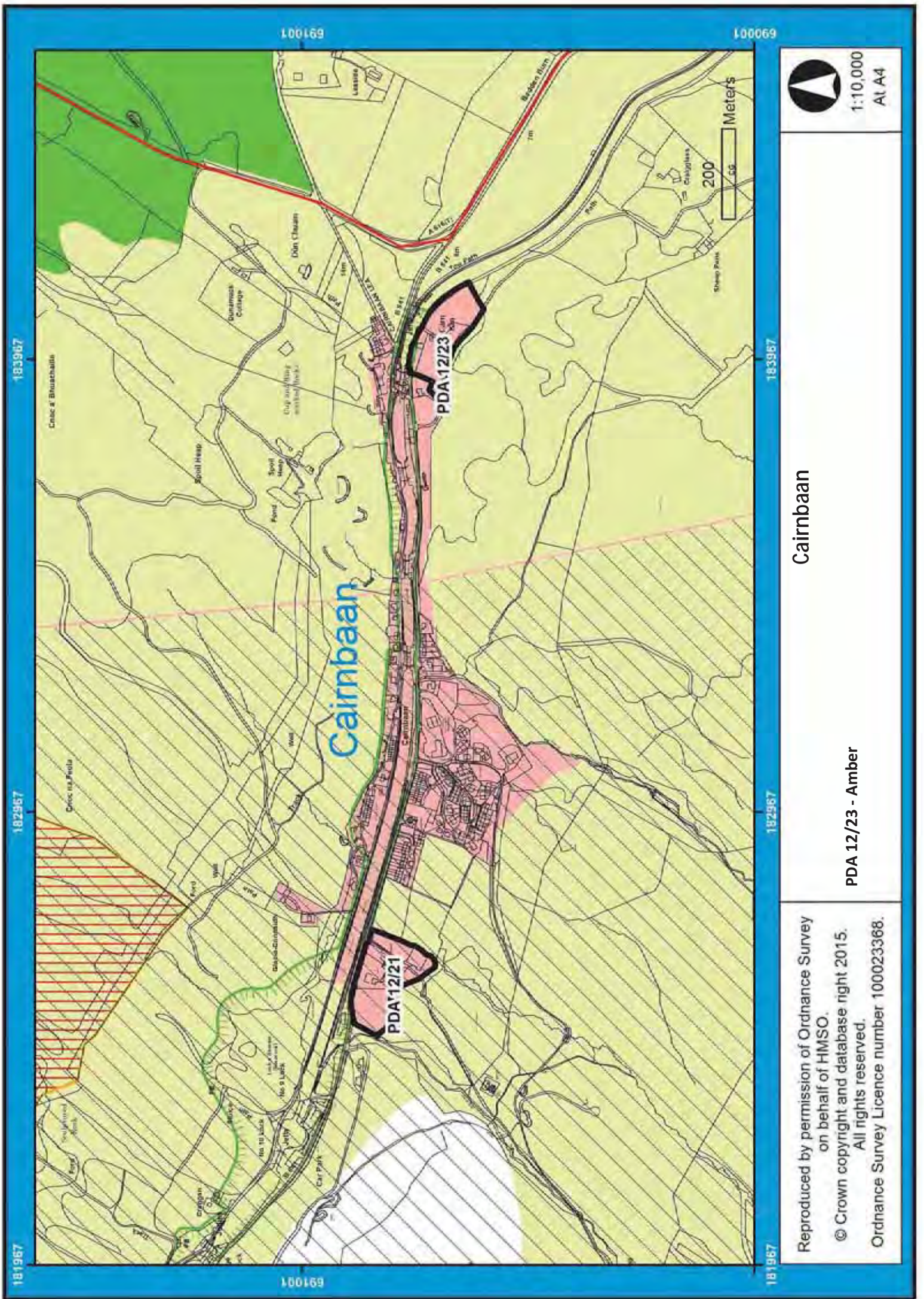
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Bruichladdich and Conisby

H-AL 10/5 - Amber



1:10,000
 At A4

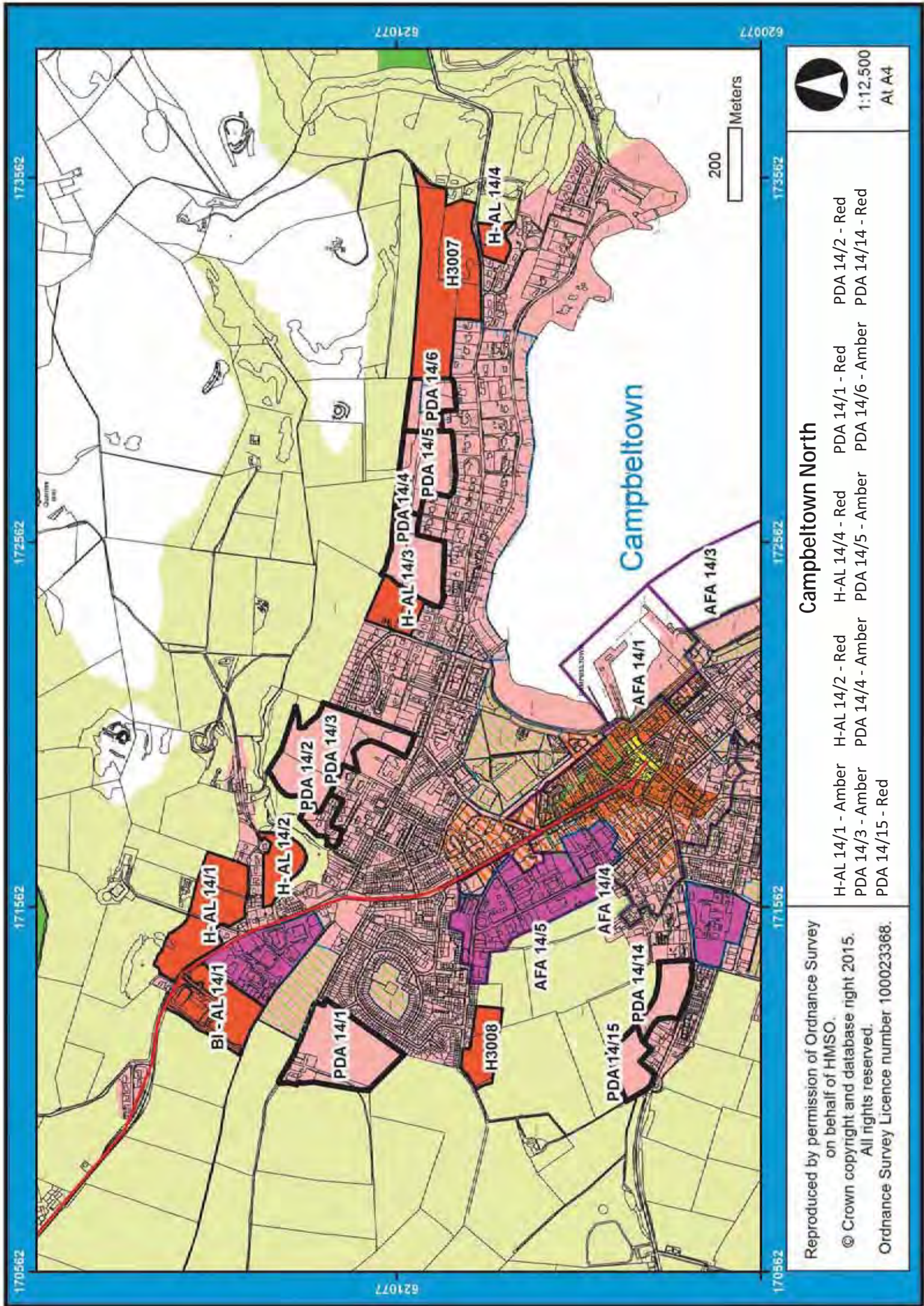


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Cairnbaan

PDA 12/23 - Amber

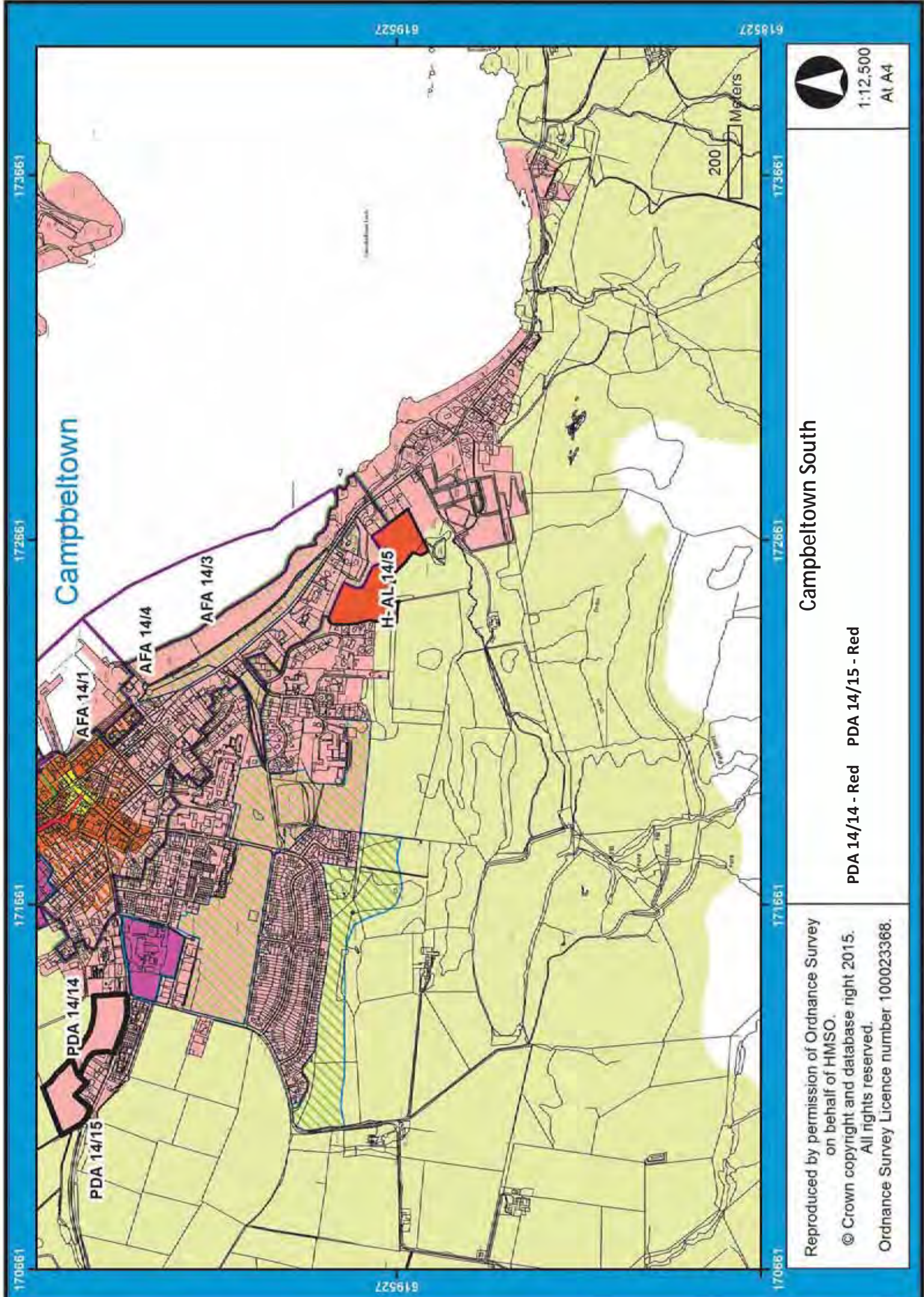
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Campbelltown North

- H-AL 14/1 - Amber
- H-AL 14/2 - Red
- H-AL 14/3 - Red
- H-AL 14/4 - Red
- H-AL 14/5 - Amber
- H-AL 14/6 - Amber
- PDA 14/1 - Red
- PDA 14/2 - Red
- PDA 14/3 - Amber
- PDA 14/4 - Amber
- PDA 14/5 - Amber
- PDA 14/6 - Amber
- PDA 14/14 - Red
- PDA 14/15 - Red

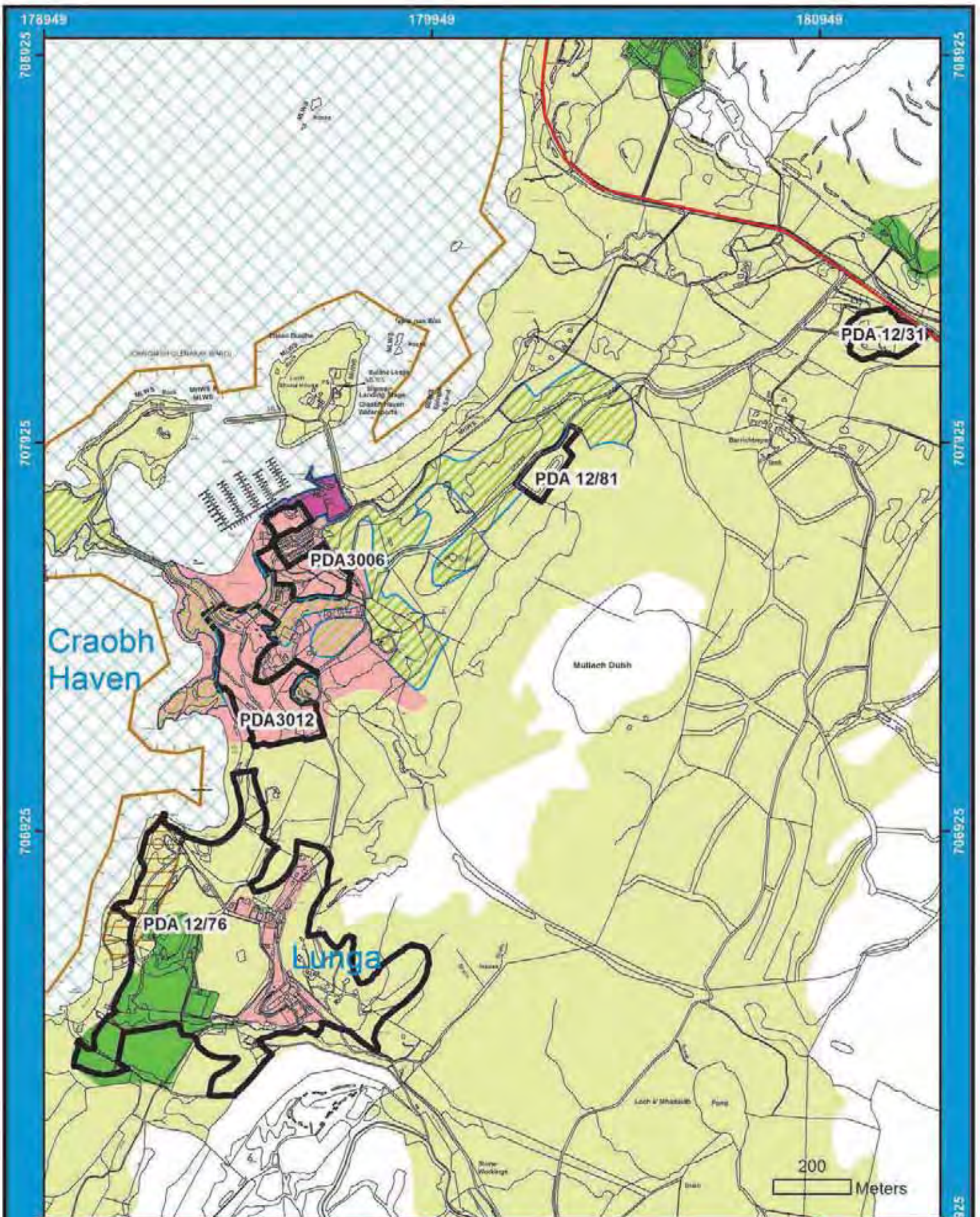
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Campbeltown South

PDA 14/14 - Red PDA 14/15 - Red

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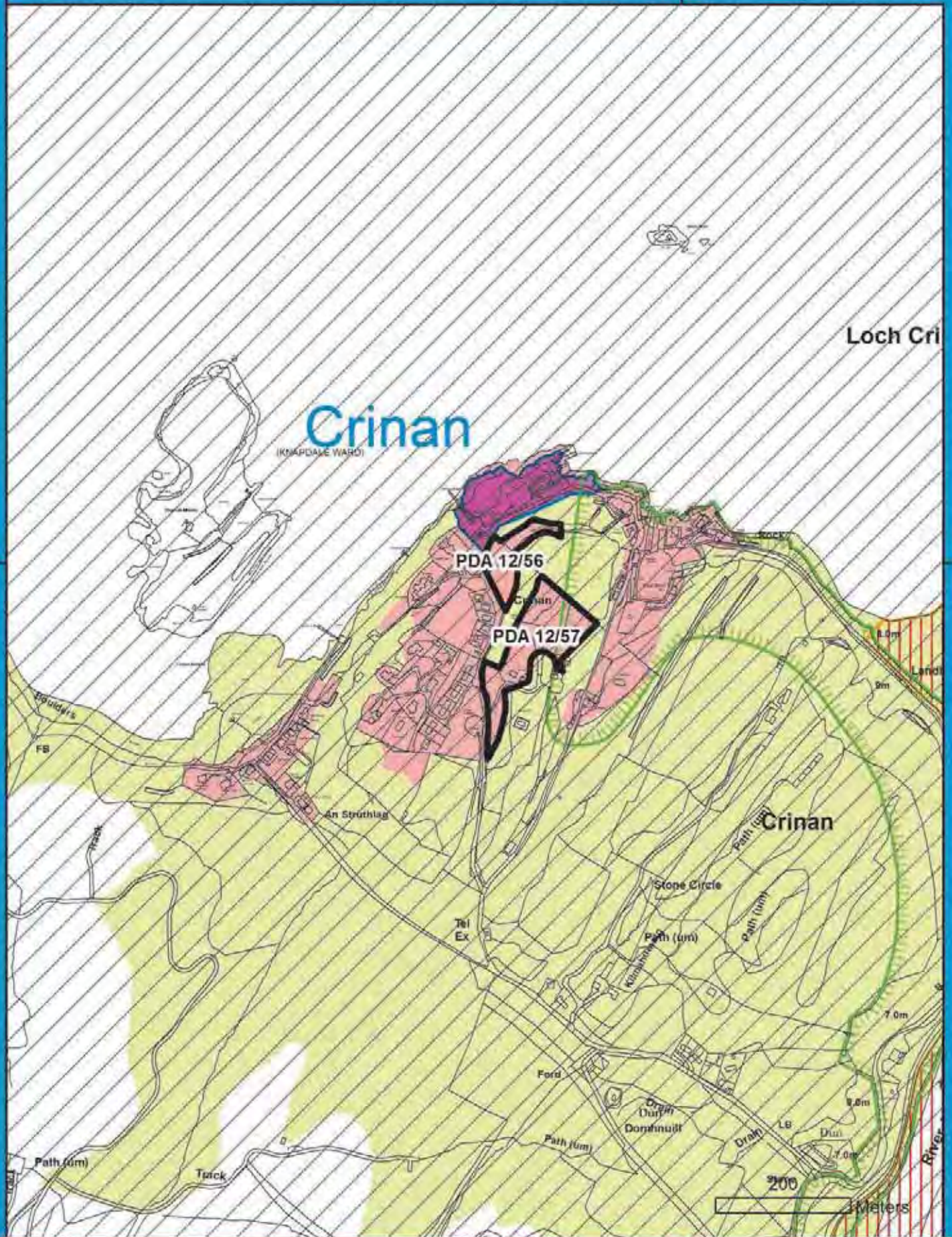
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Craobh Haven and Lunga

PDA 12/31 - Red PDA 12/76 - Amber



1:12,500
 At A4



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Crinan

PDA 12/56 – Amber PDA 12/57 - Amber



1:7,500
 At A4

196368

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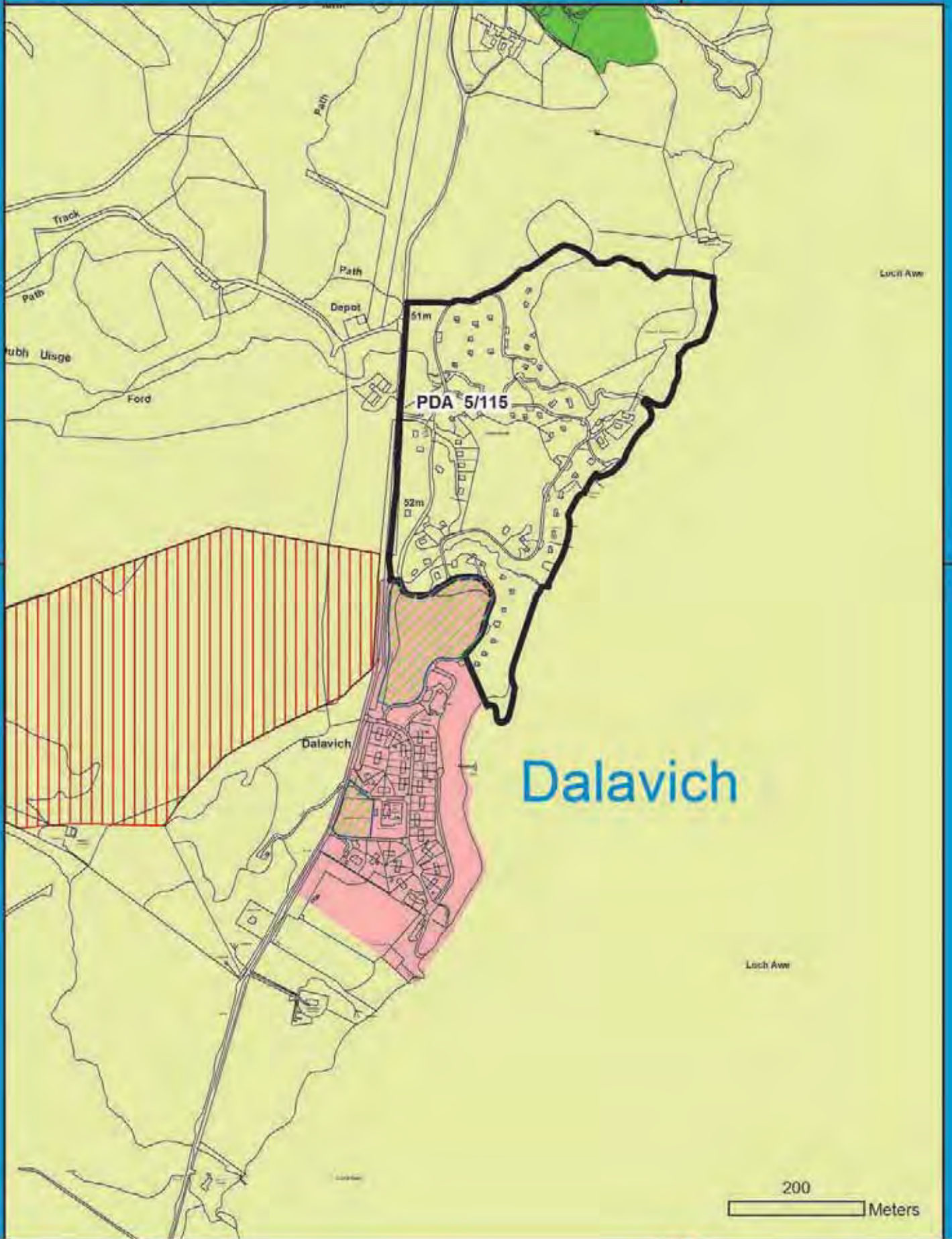
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Dalavich

PDA 5/115 - Red



1:7,500
 At A4

196185

197185

Loch Awe

Eredine

PDA 5/120

Loch Awe

91m

Track

B 840

Loch Awe

Tanks

Waterfall

Path

FB

Kinn Lodge

Altan Mòr

55m

Altan Bheag

52m

Altan Criche

200

Meters

709433

709433

196185

197185

708433

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Eredine

PDA 5/120 - Amber



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At A4

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187429

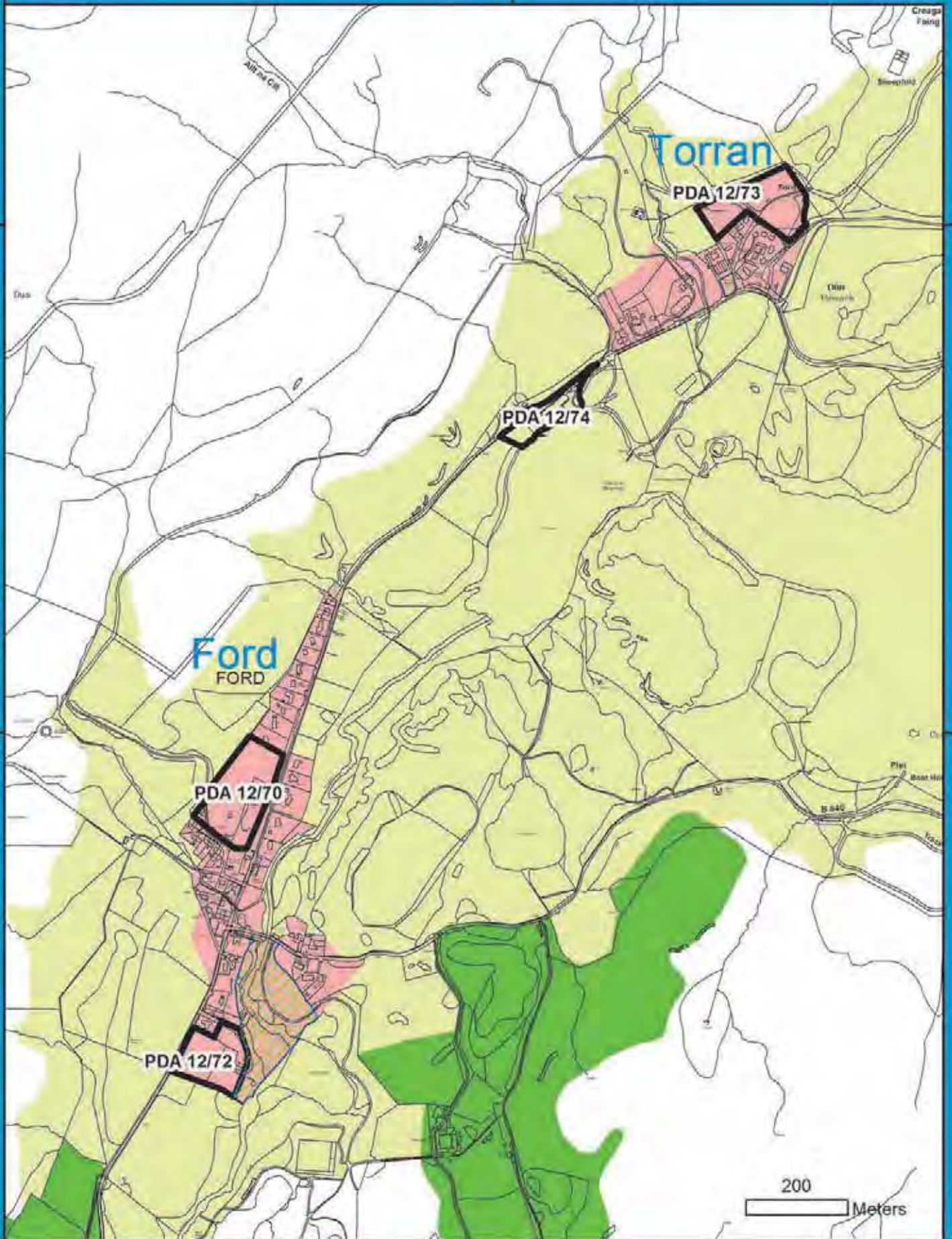
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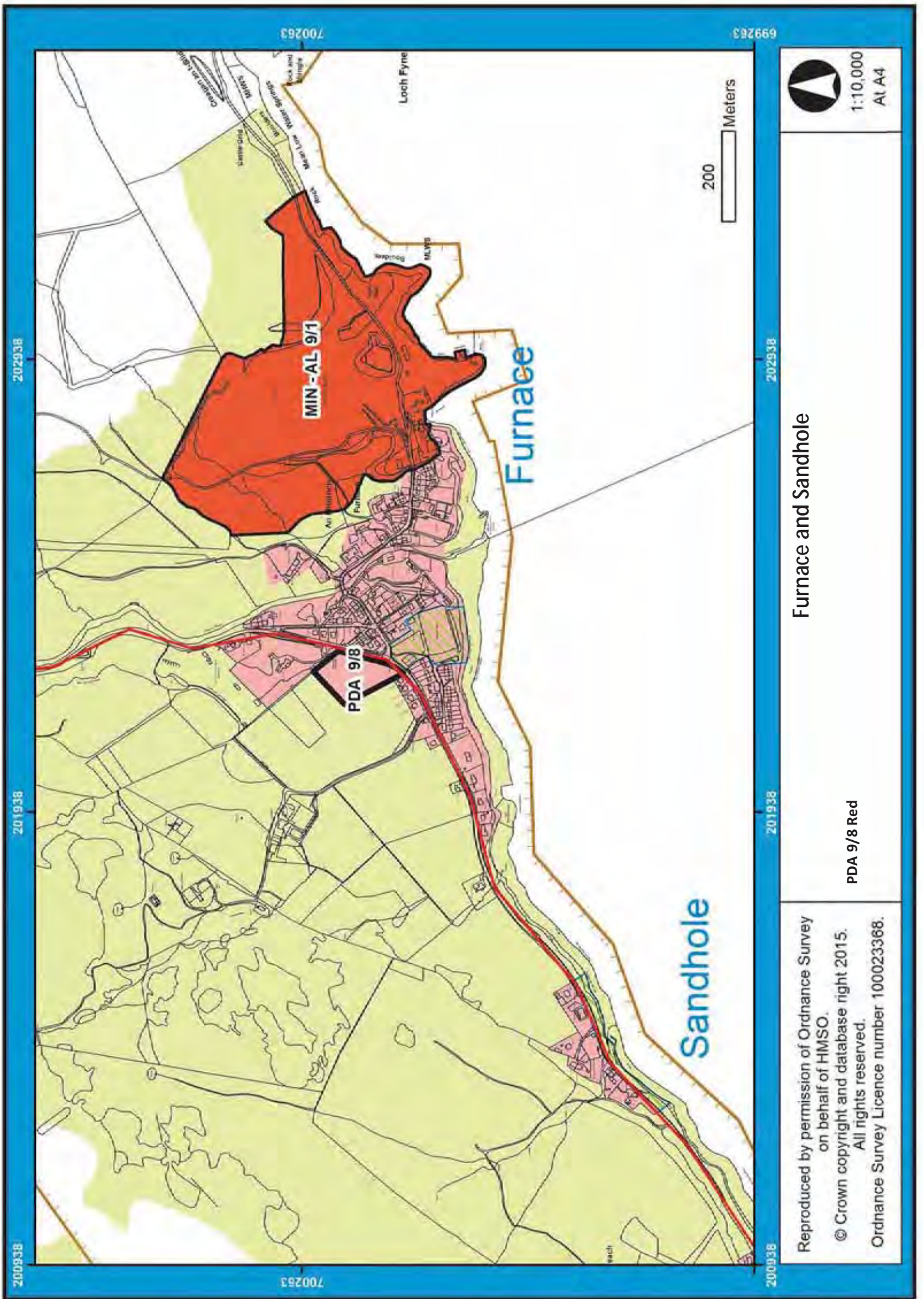
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Ford and Torran
PDA 12/72 – Amber, PDA 12/74 - Red

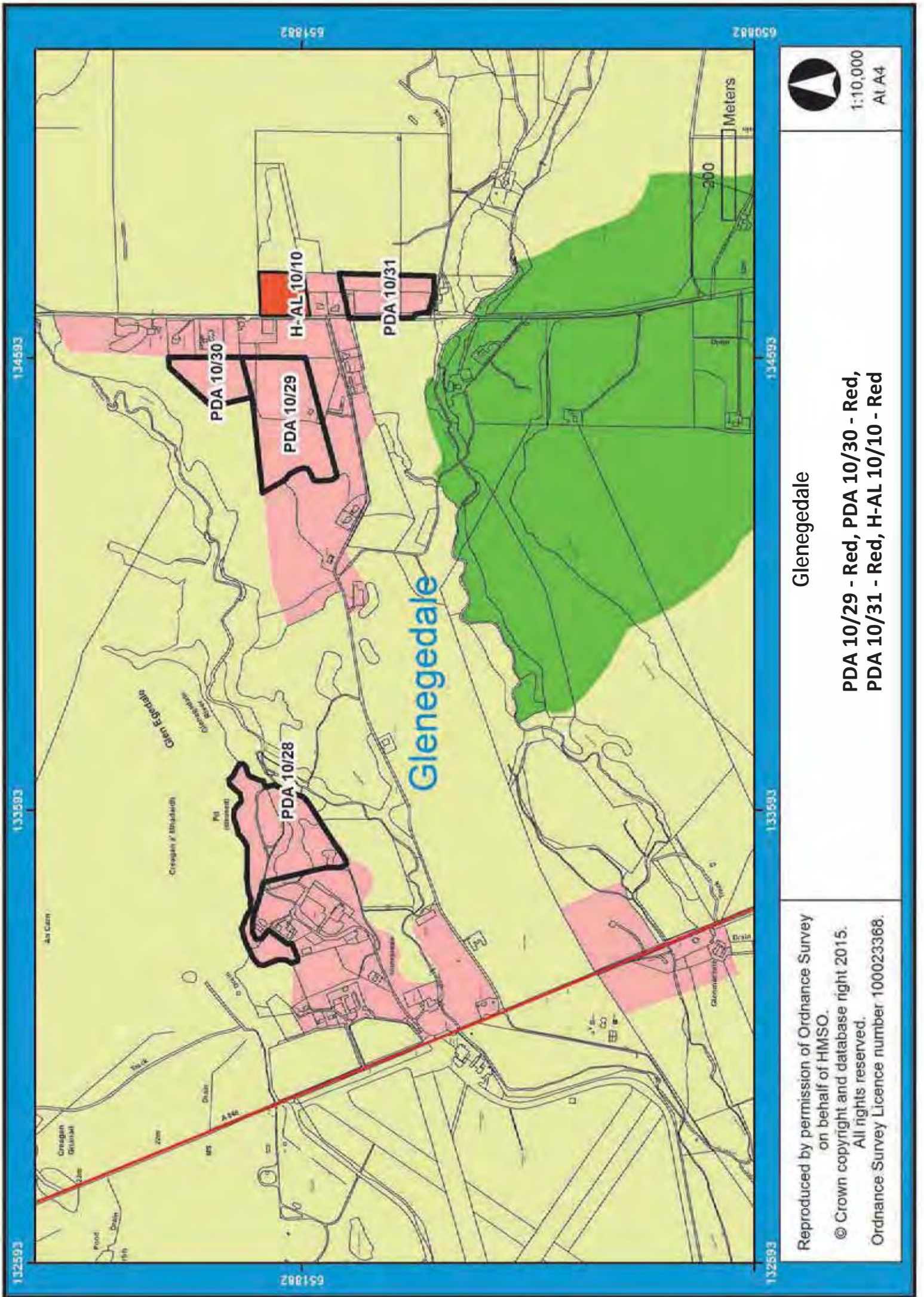

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At A4



Furnace and Sandhole

PDA 9/8 Red

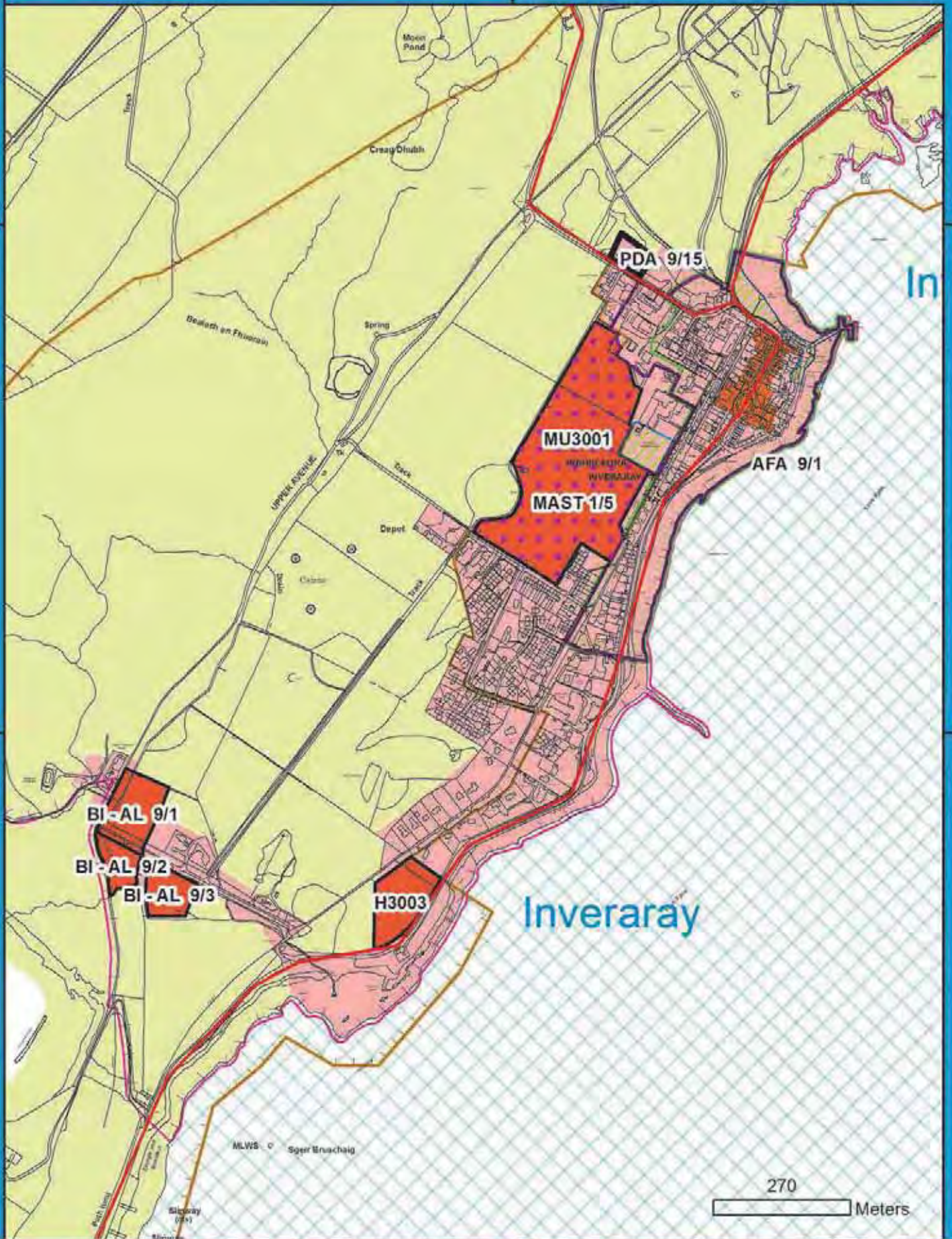
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Glenevedale

PDA 10/29 - Red, PDA 10/30 - Red,
 PDA 10/31 - Red, H-AL 10/10 - Red

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Inveraray

BI-AL 9/1 - Red BI-AL 9/2 - Amber
 PDA 9/15 - Red



1:10,000
At A4

183928

184928

682215

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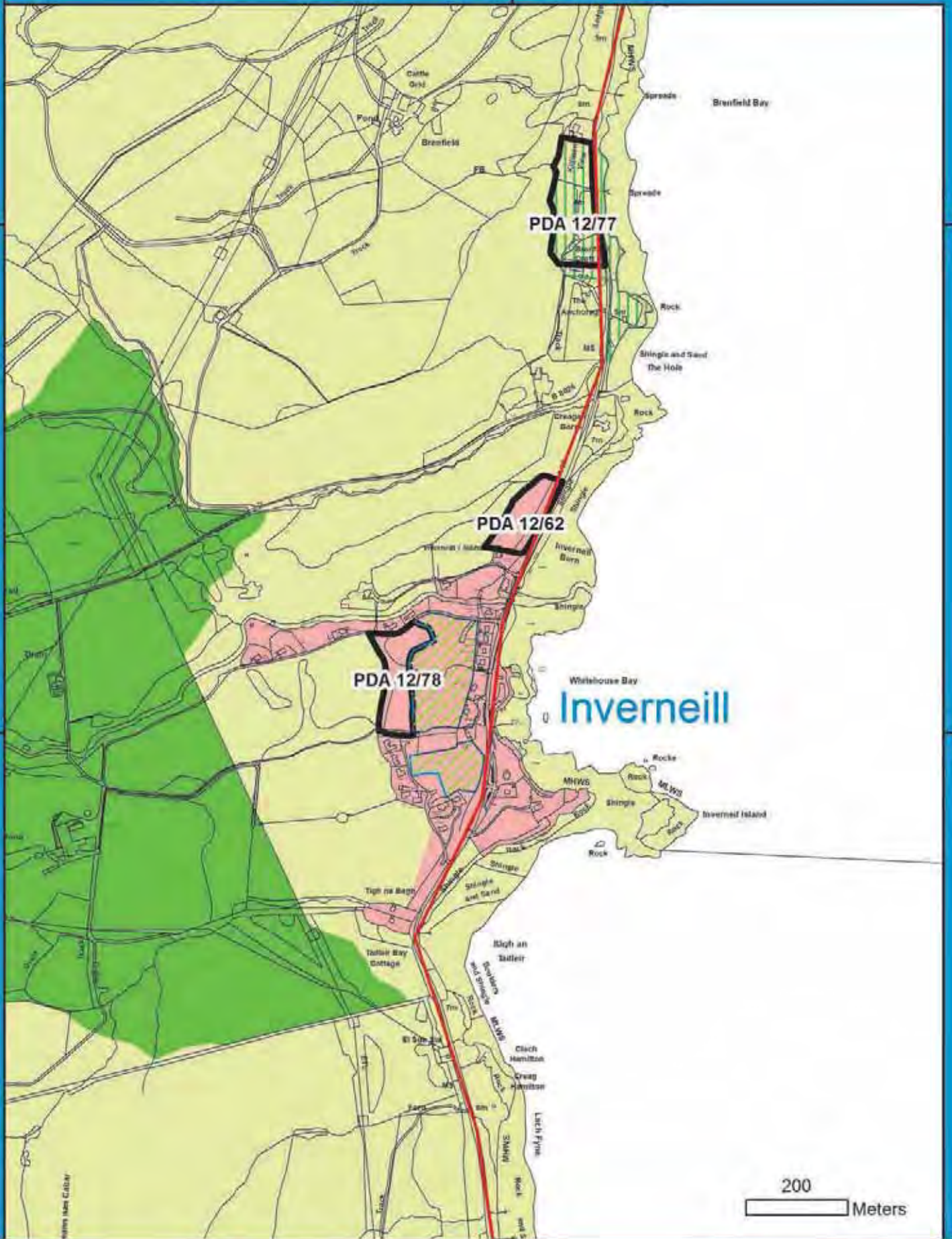
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680215



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Inverneill

PDA 12/62 - Amber

PDA 12/78 - Amber



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At A4

184340

185340

694160

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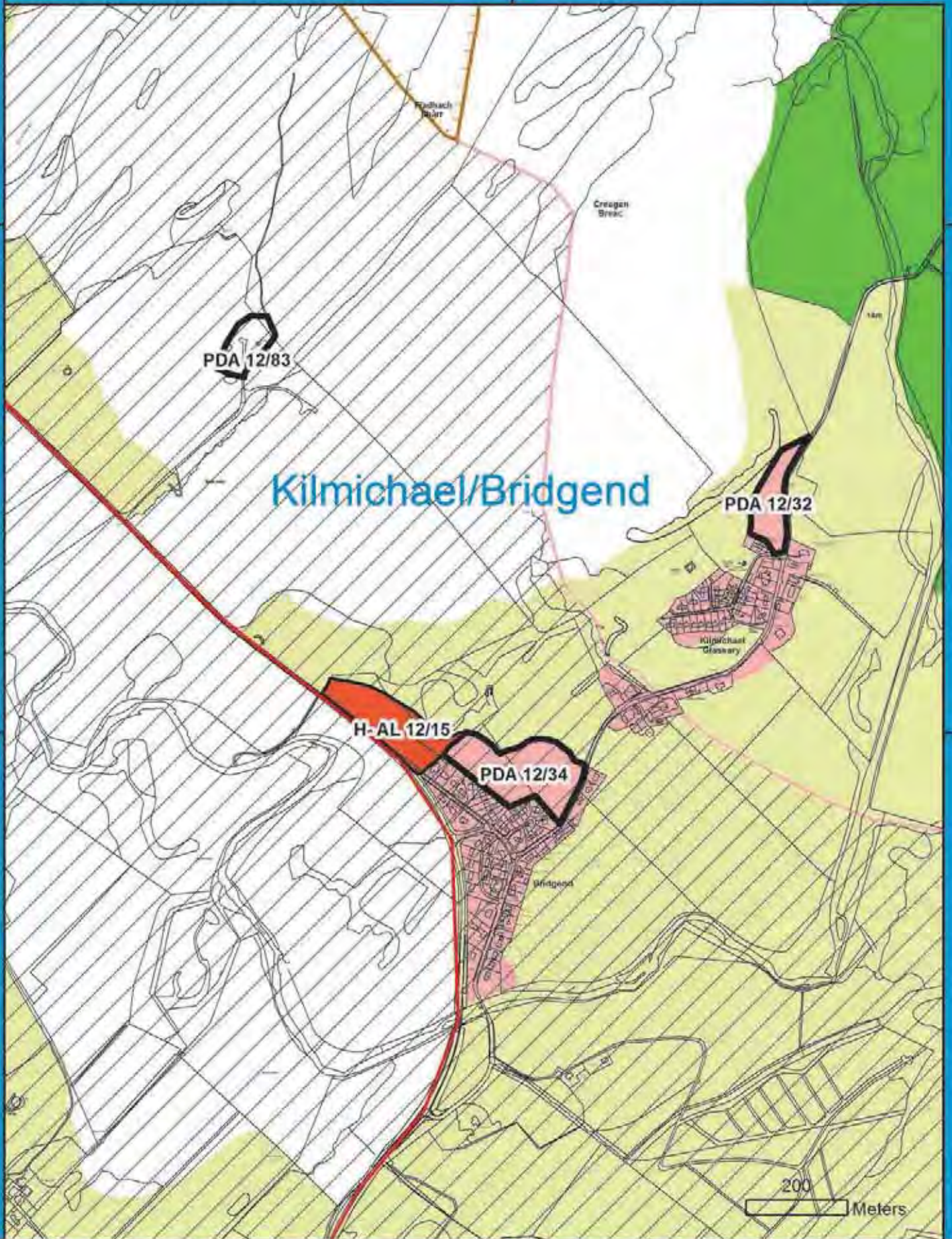
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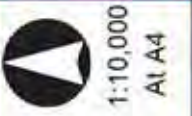
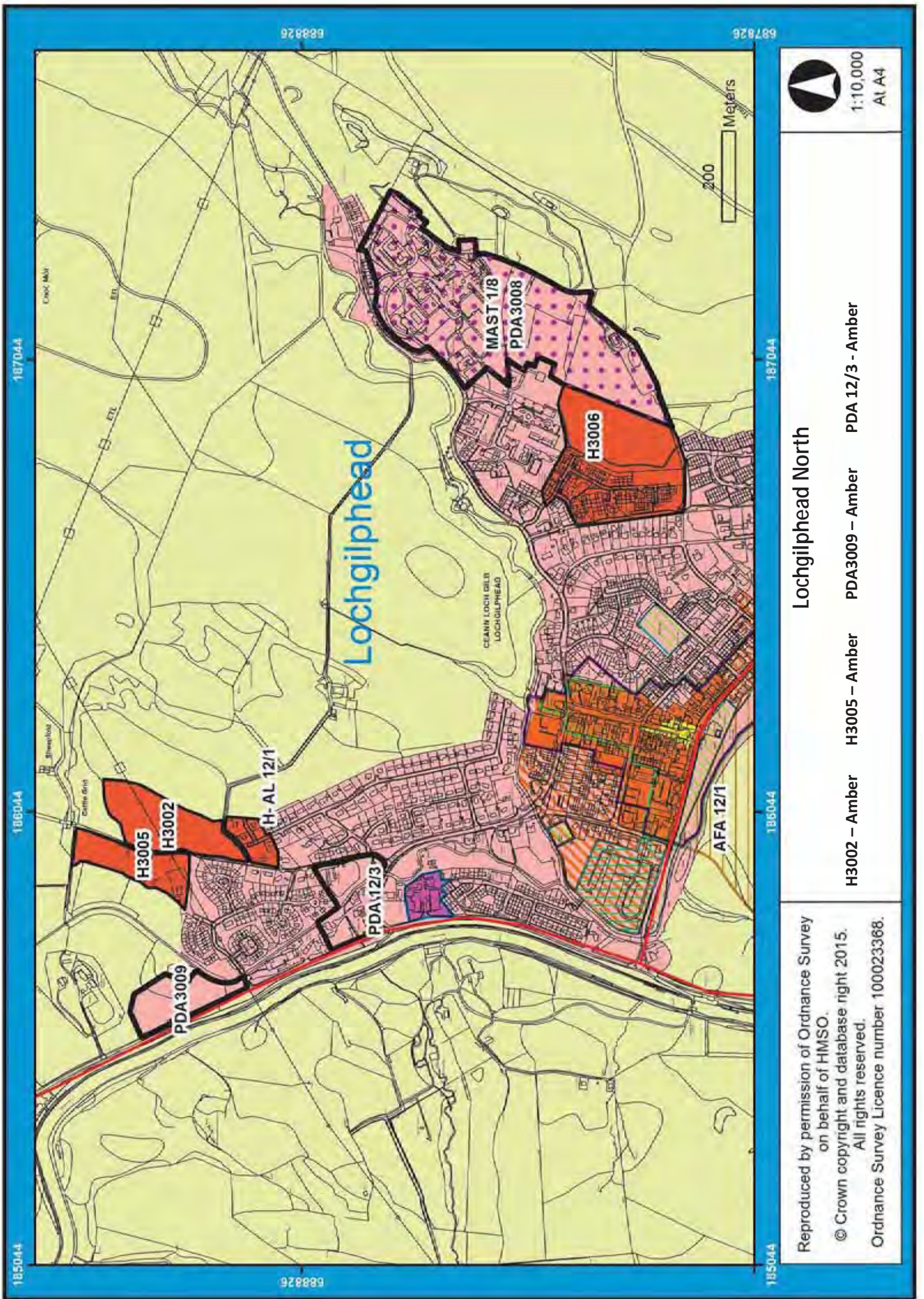
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Kilmichael / Bridgend

PDA 12/32 - Red PDA 12/34 - Amber
H-AL 12/15 - Red PDA 12/83 Red



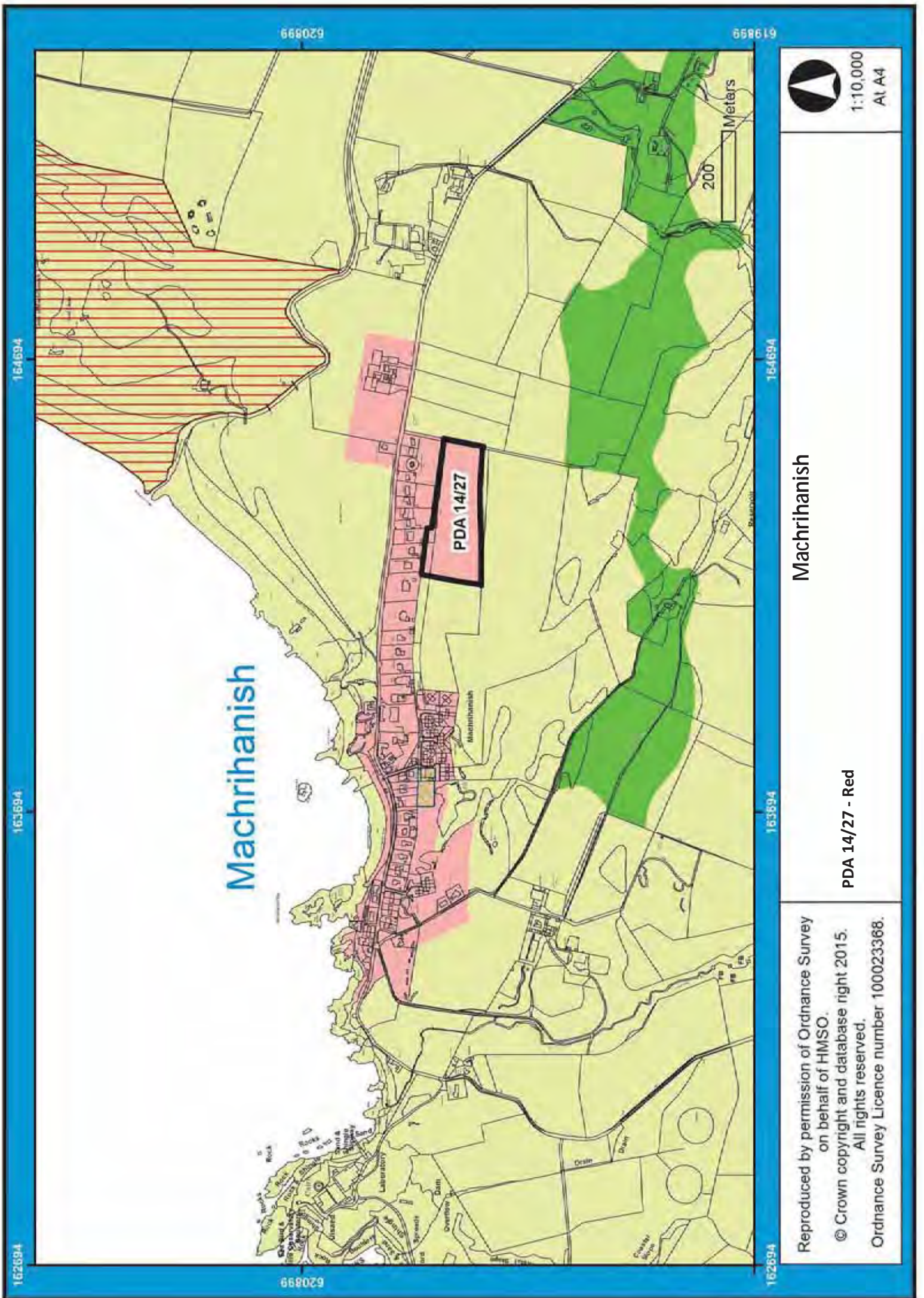
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At A4



Lochgilphead North

H3002 – Amber H3005 – Amber PDA3009 – Amber PDA 12/3 - Amber

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Machrihanish

PDA 14/27 - Red

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164902

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166902

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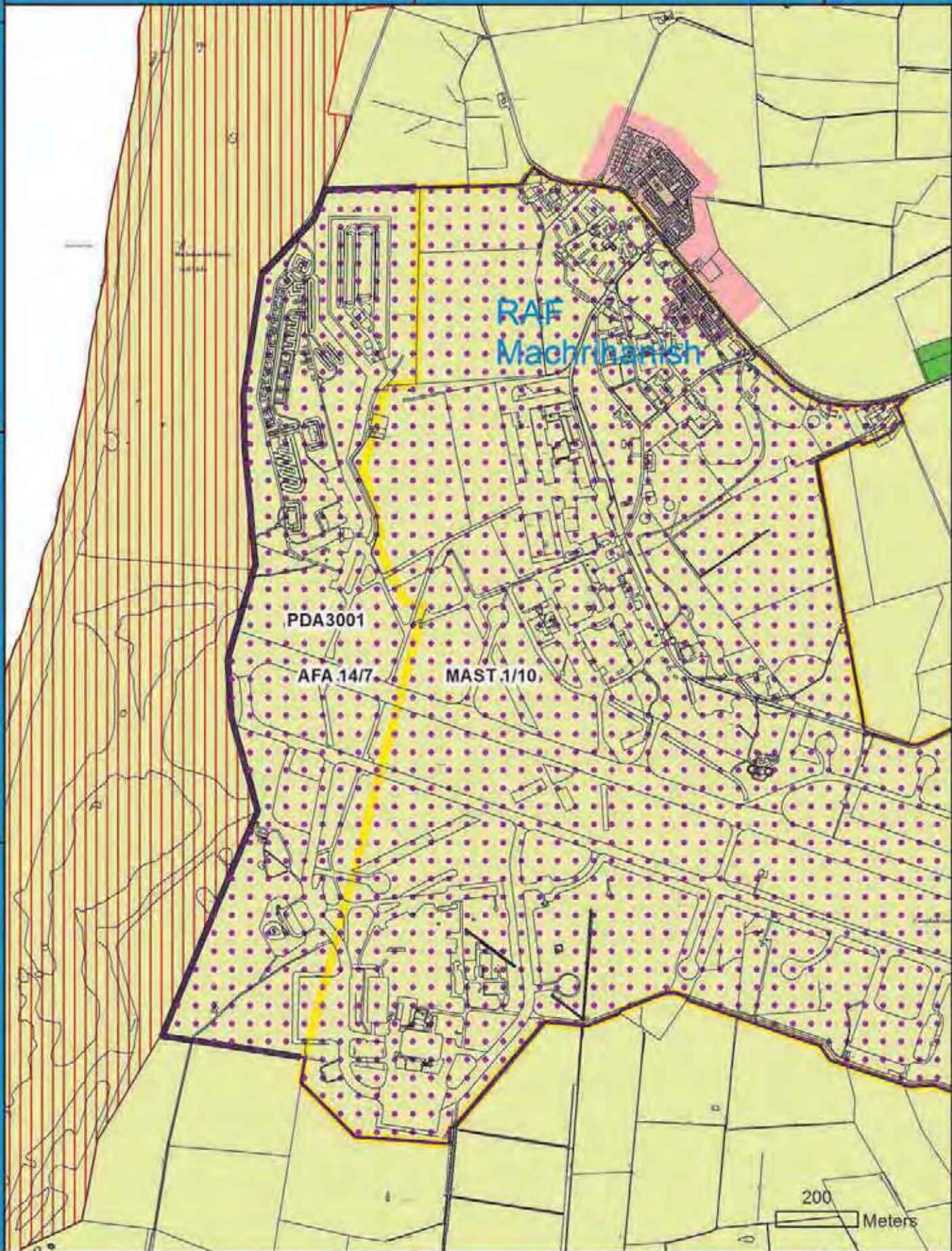
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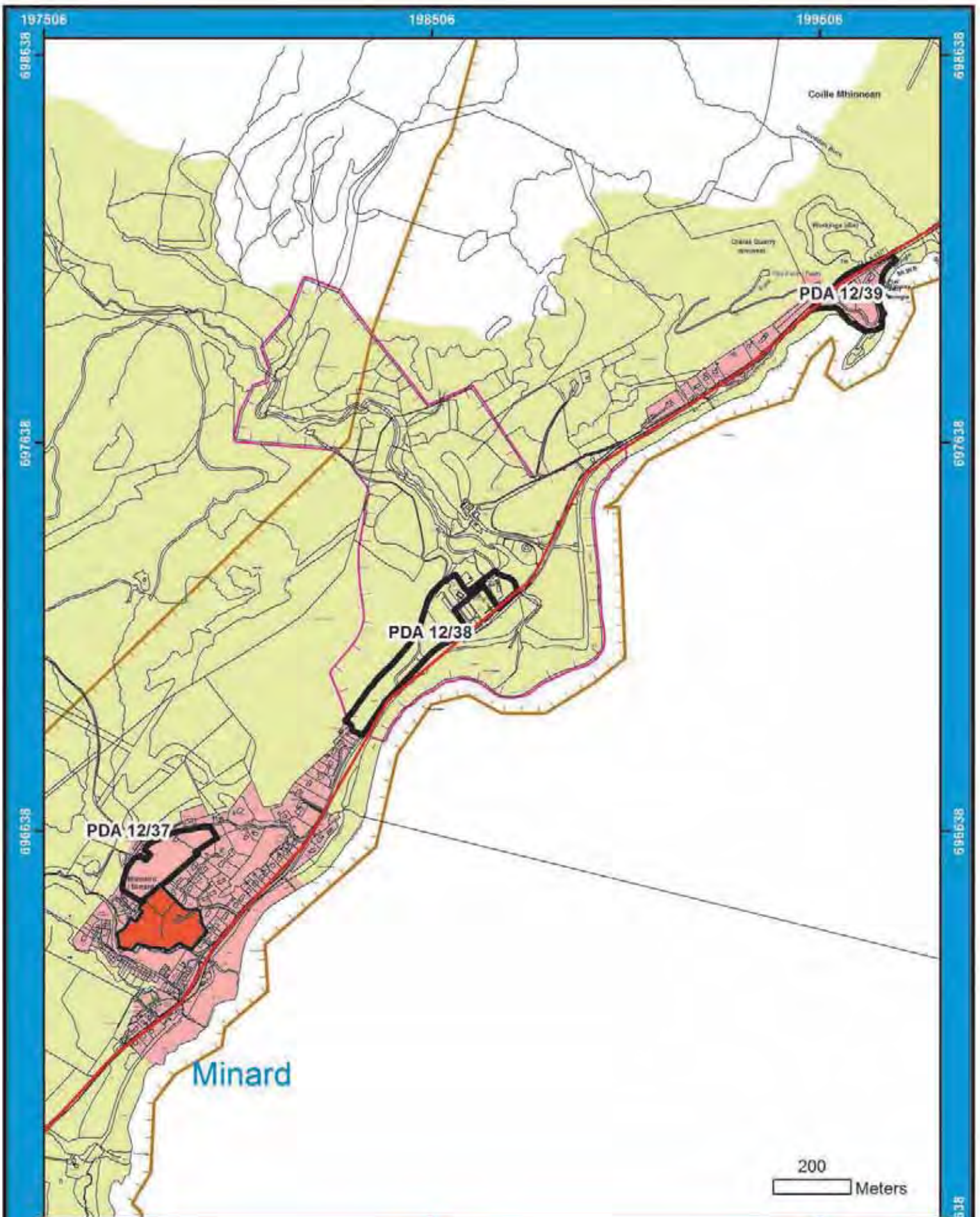
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RAF Machrihanish West

PDA3001 - Red



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 At A4



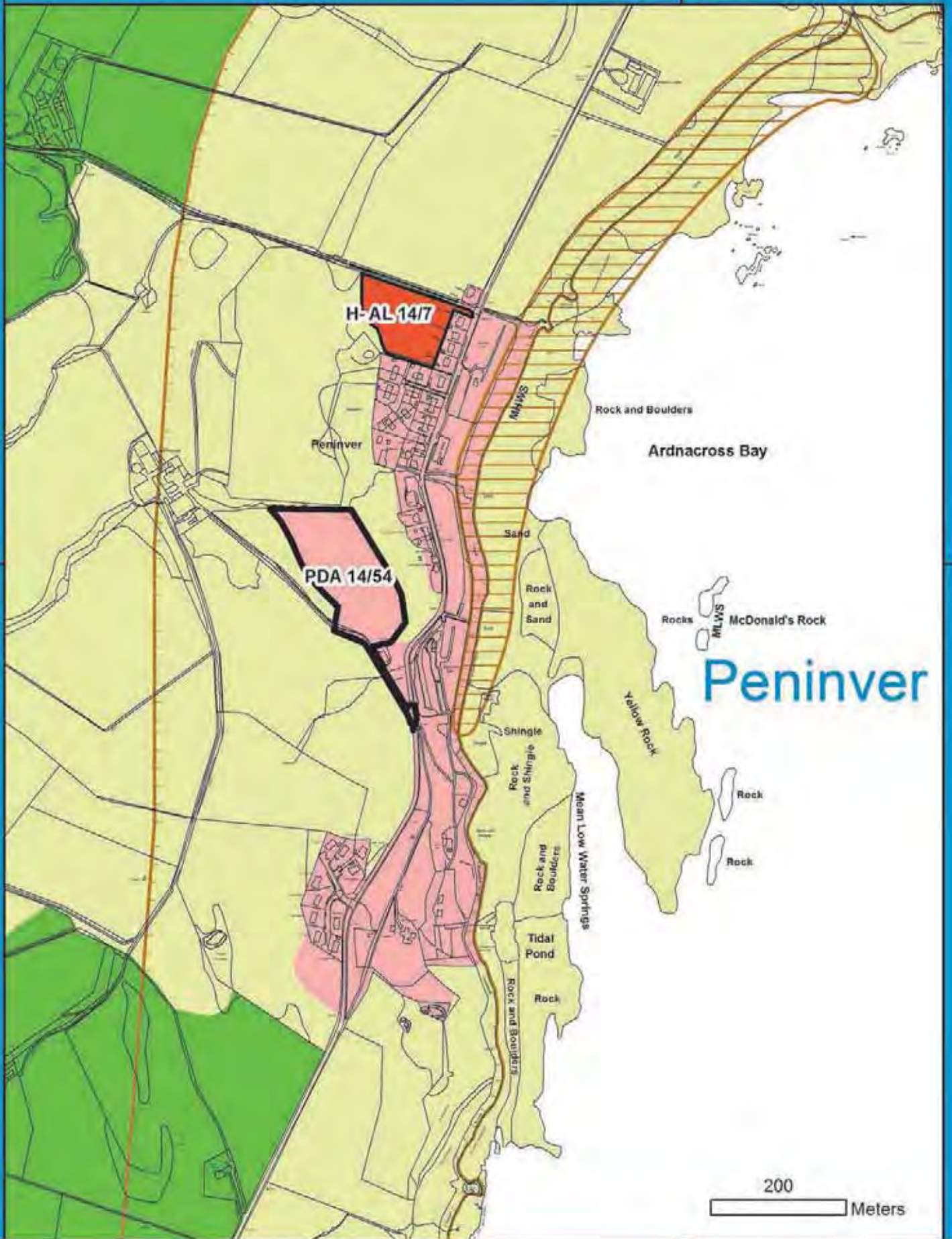
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Minard and Crarae Point

PDA 12/37 - Red



1:12,500
At A4



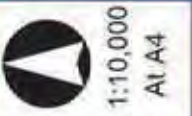
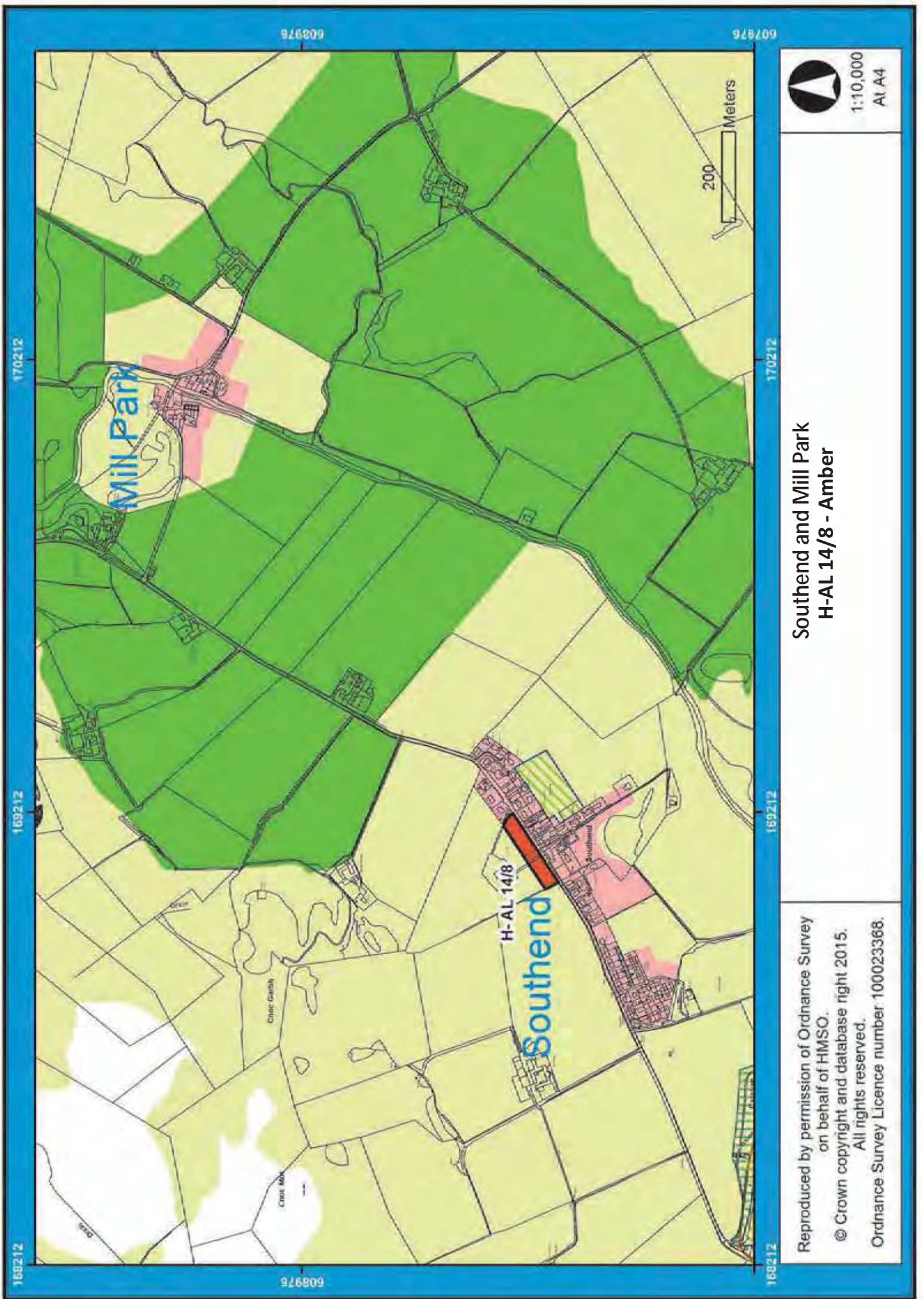
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Peninver

PDA 14/54 - Red



1:7,500
 At A4



1:10,000
A1 A4

Southend and Mill Park
H-AL 14/8 - Amber

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186339

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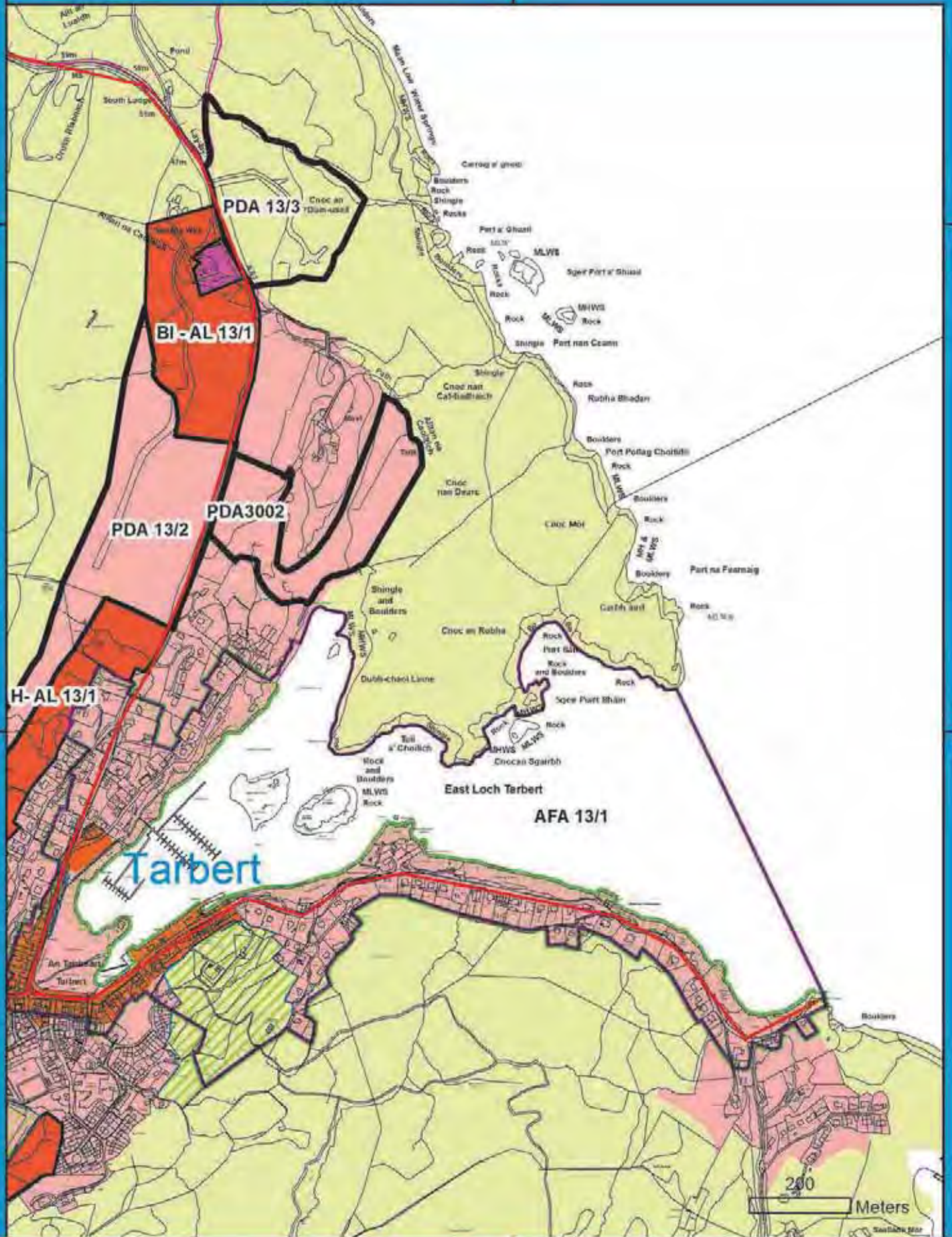
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Tarbert East
BI-AL 13/1 - Amber, PDA 13/2 - Red,
PDA 3002 - Amber, H-AL 13/1 - Red



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At A4

184693

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669283

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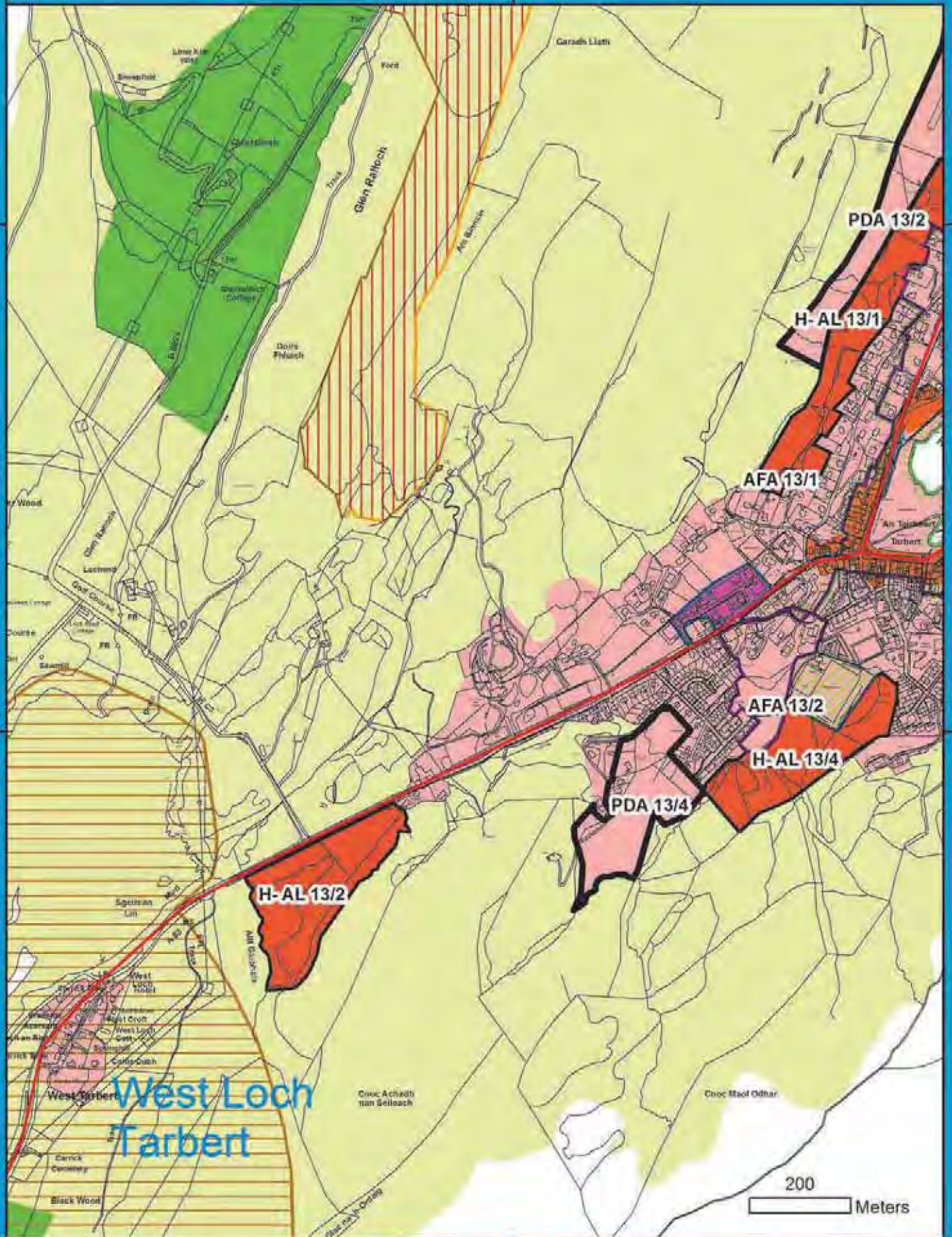
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Tarbert West

H-AL 13/1 - Red H-AL 13/2 - Red
 PDA 13/2 - Red PDA 13/4 - Red



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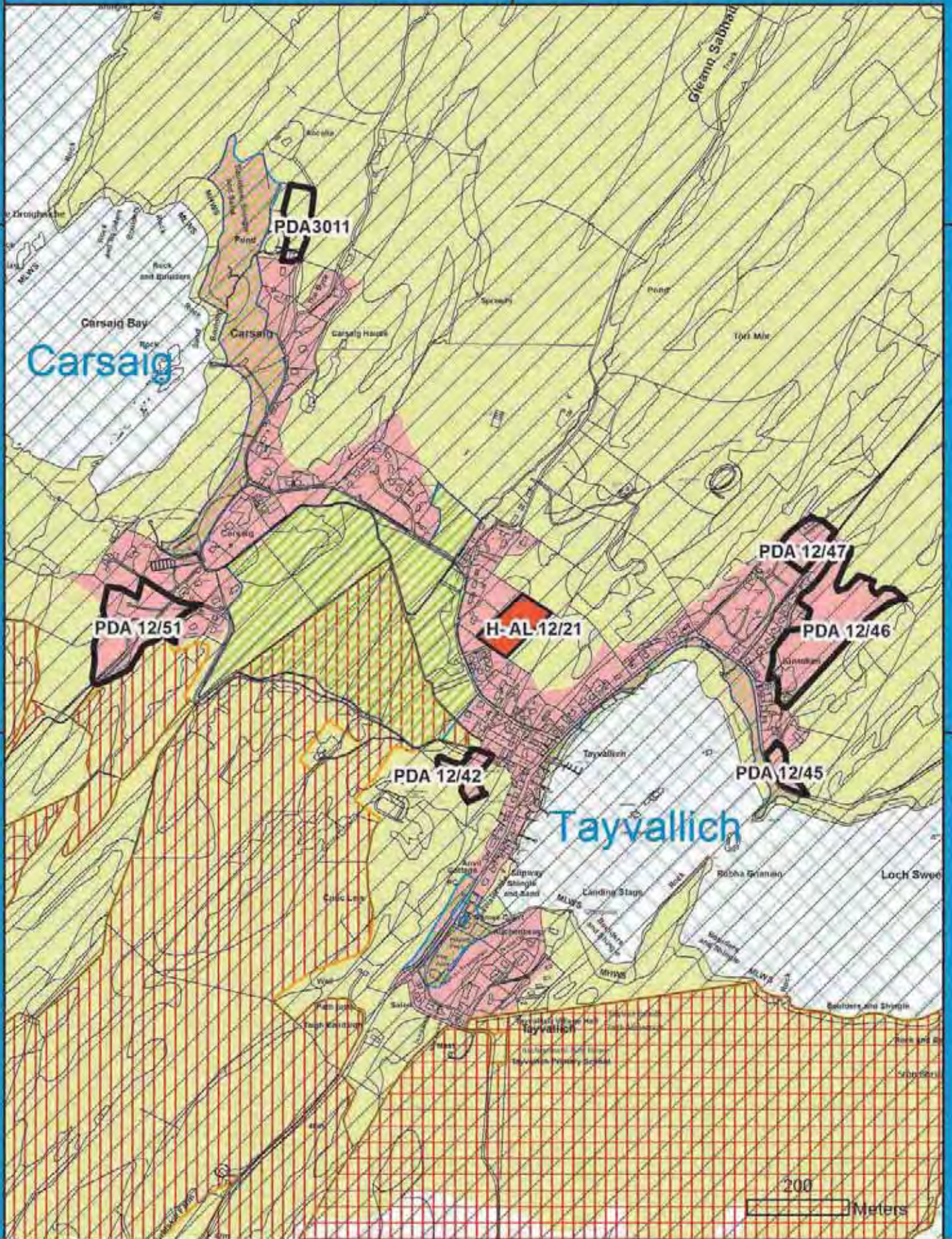
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Tayvallich and Carsaig
PDA 12/42 - Red, PDA 12/45 - Amber,
PDA 12/46 - Amber, PDA 12/47 - Red,
PDA 12/51 - Amber



1:10,000
At A4

Existing Sites

Oban, Lorn and the Isles

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122326

757921

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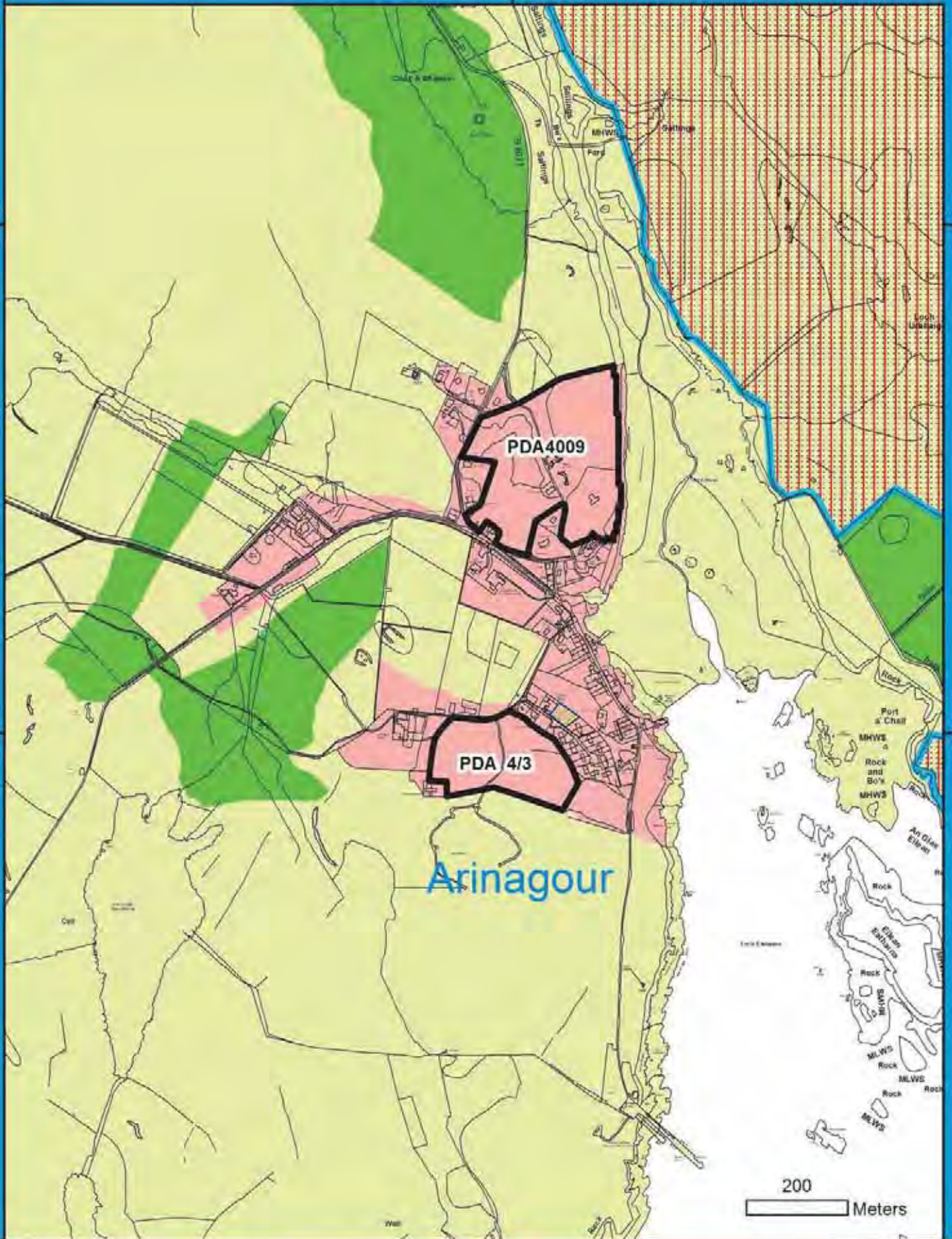
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Arinagour

PDA4009 - Amber PDA 4/3 - Amber



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127469

128469

724568

724568

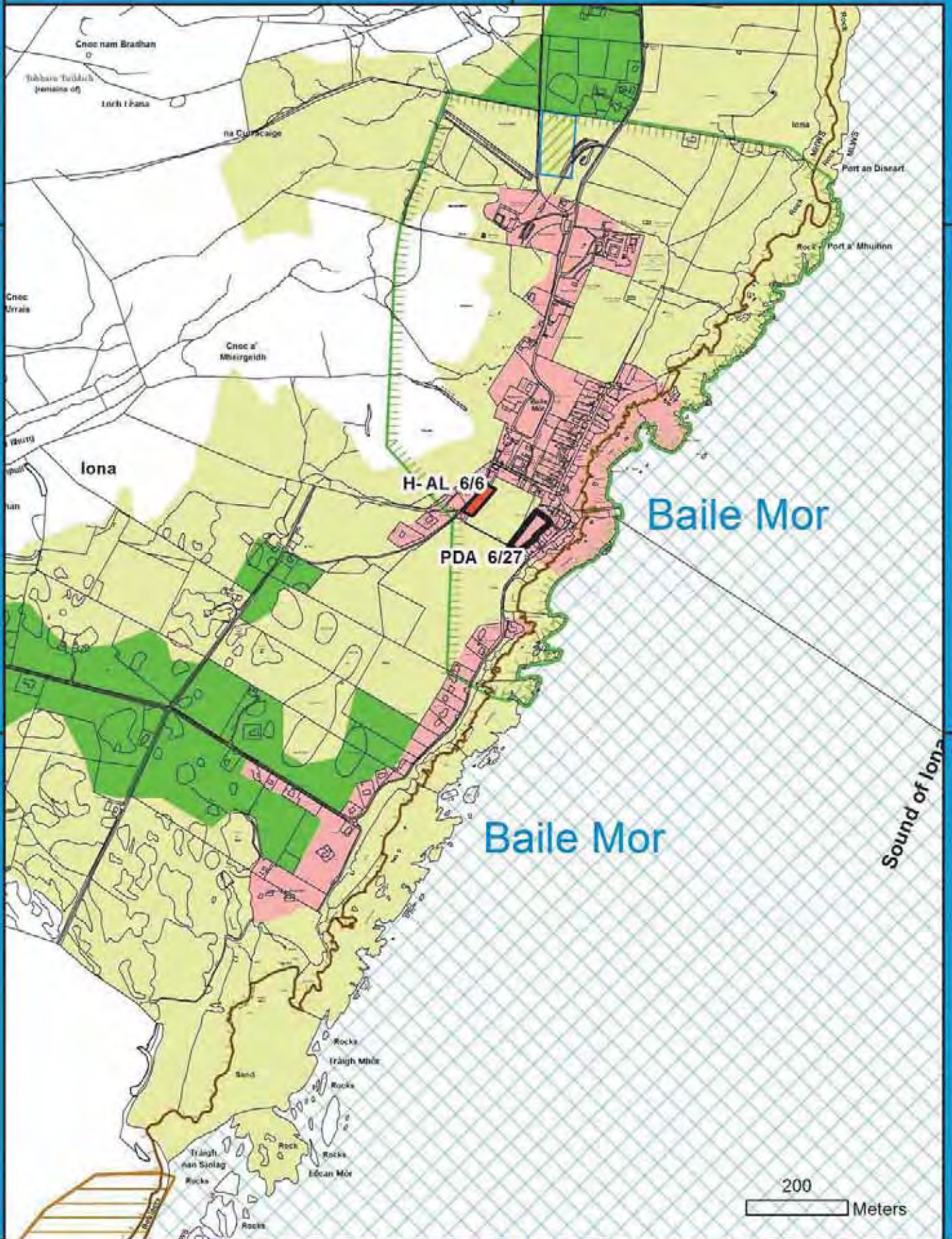
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Baile Mor—Iona

H-AL 6/6 - Amber PDA 6/27 - Red



1:10,000
 At A4

195255

196255

742431

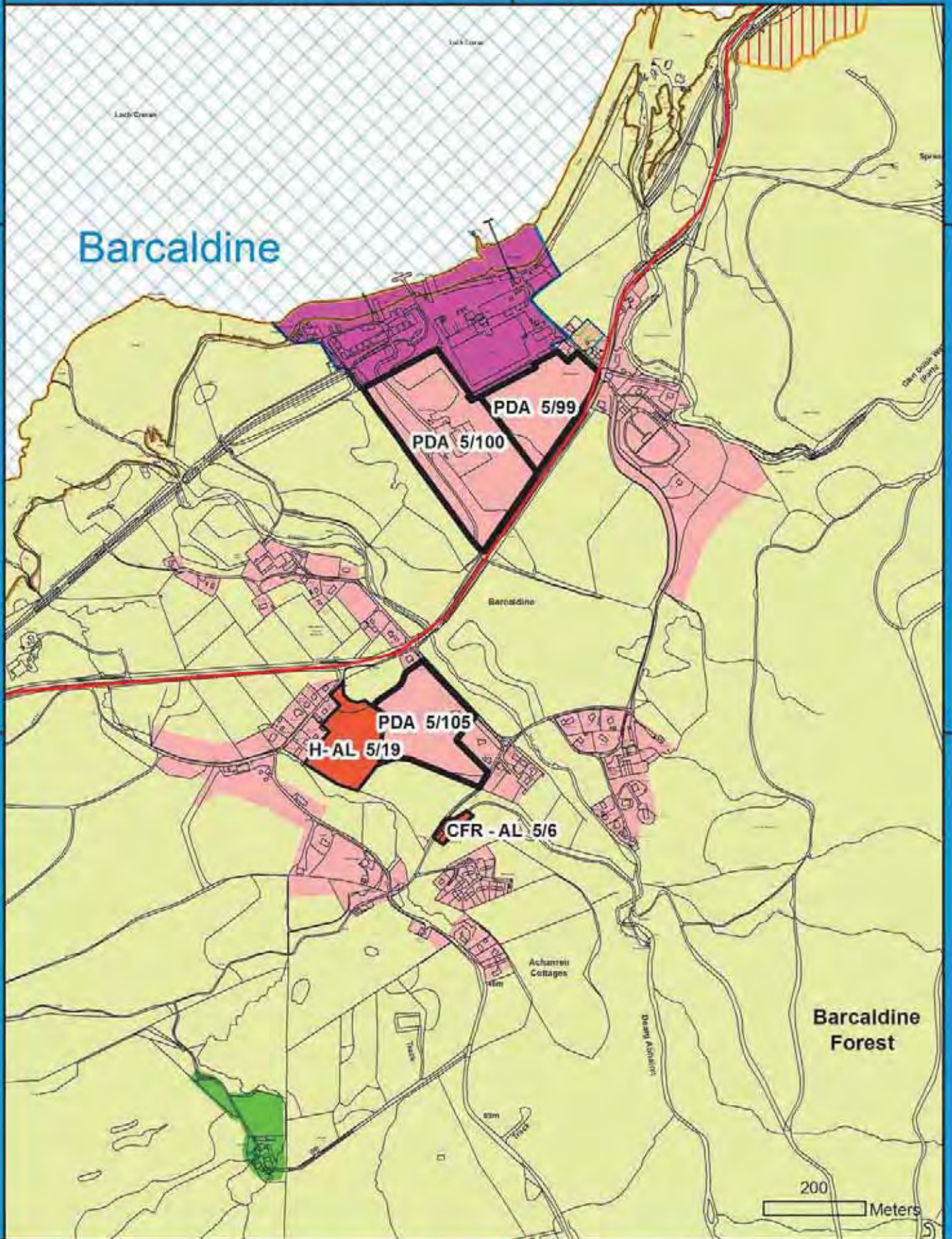
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741431

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Barcaldine



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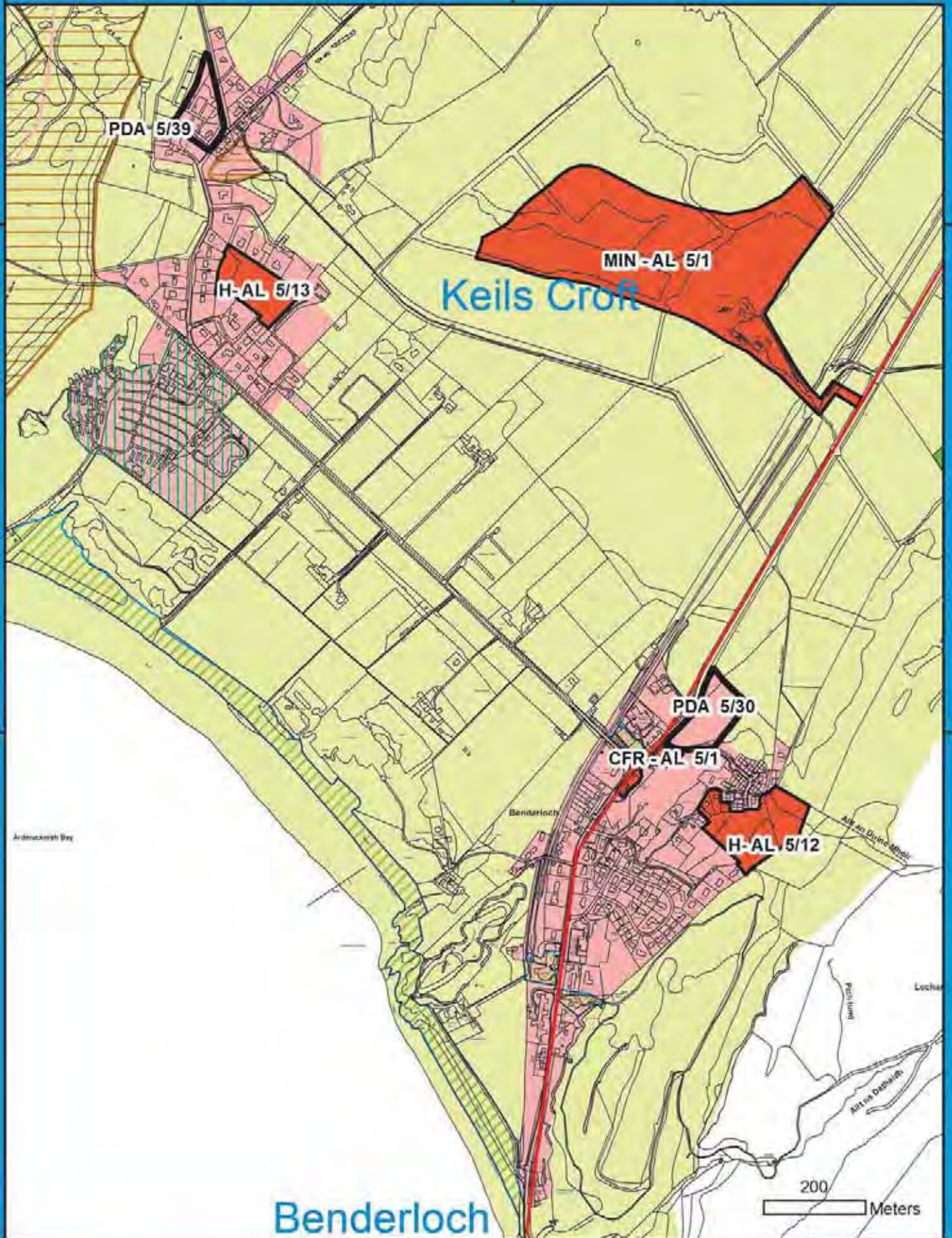
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Barcaldine

CFR 5/6 - Amber



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At A4



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Benderloch

H-AL 5/12 - Amber H-AL 5/13 - Amber
 PDA 5/39 - Red



1:10,000
 At A4

137739

138739

723430

723430

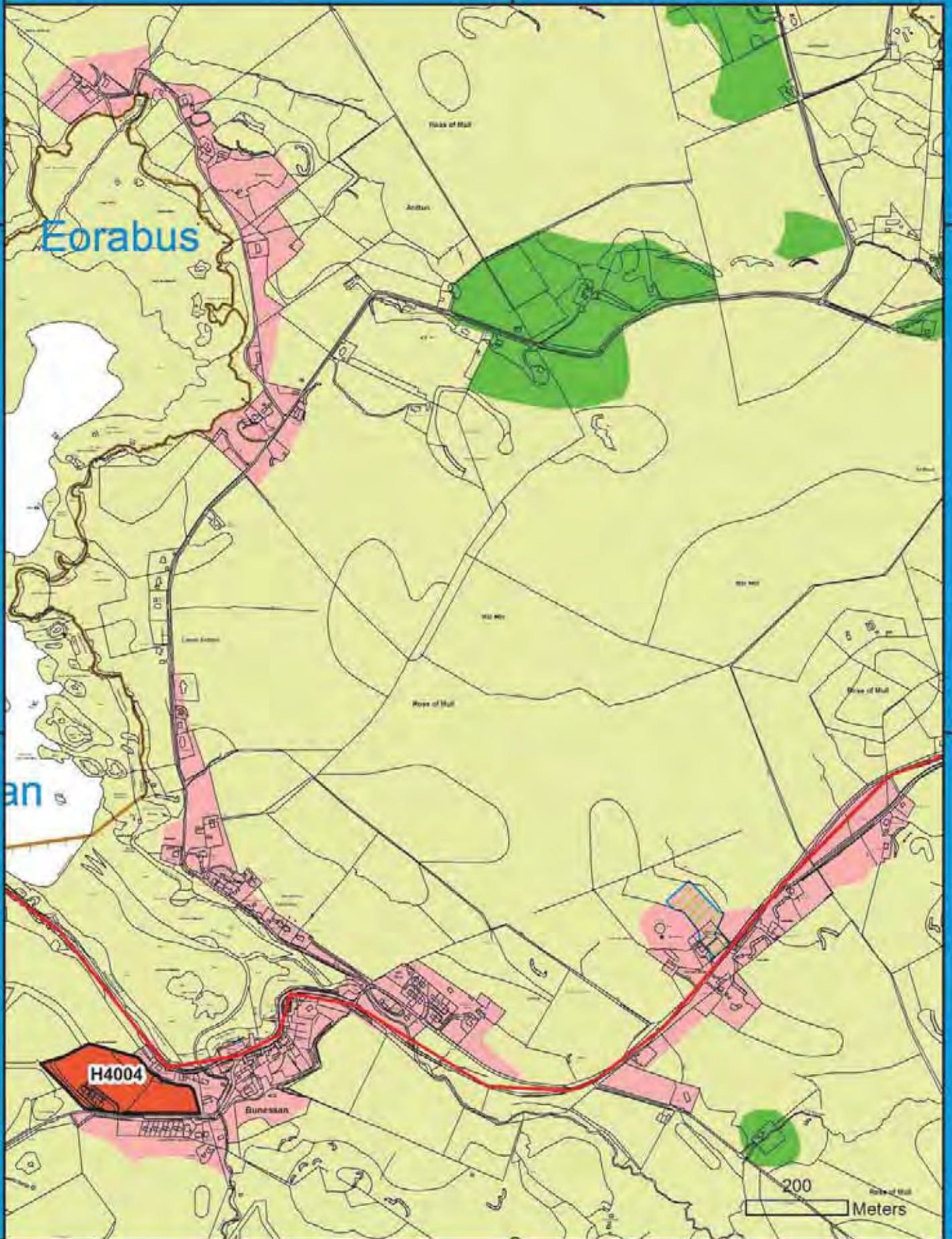
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138739



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Bunessan and Eorabus

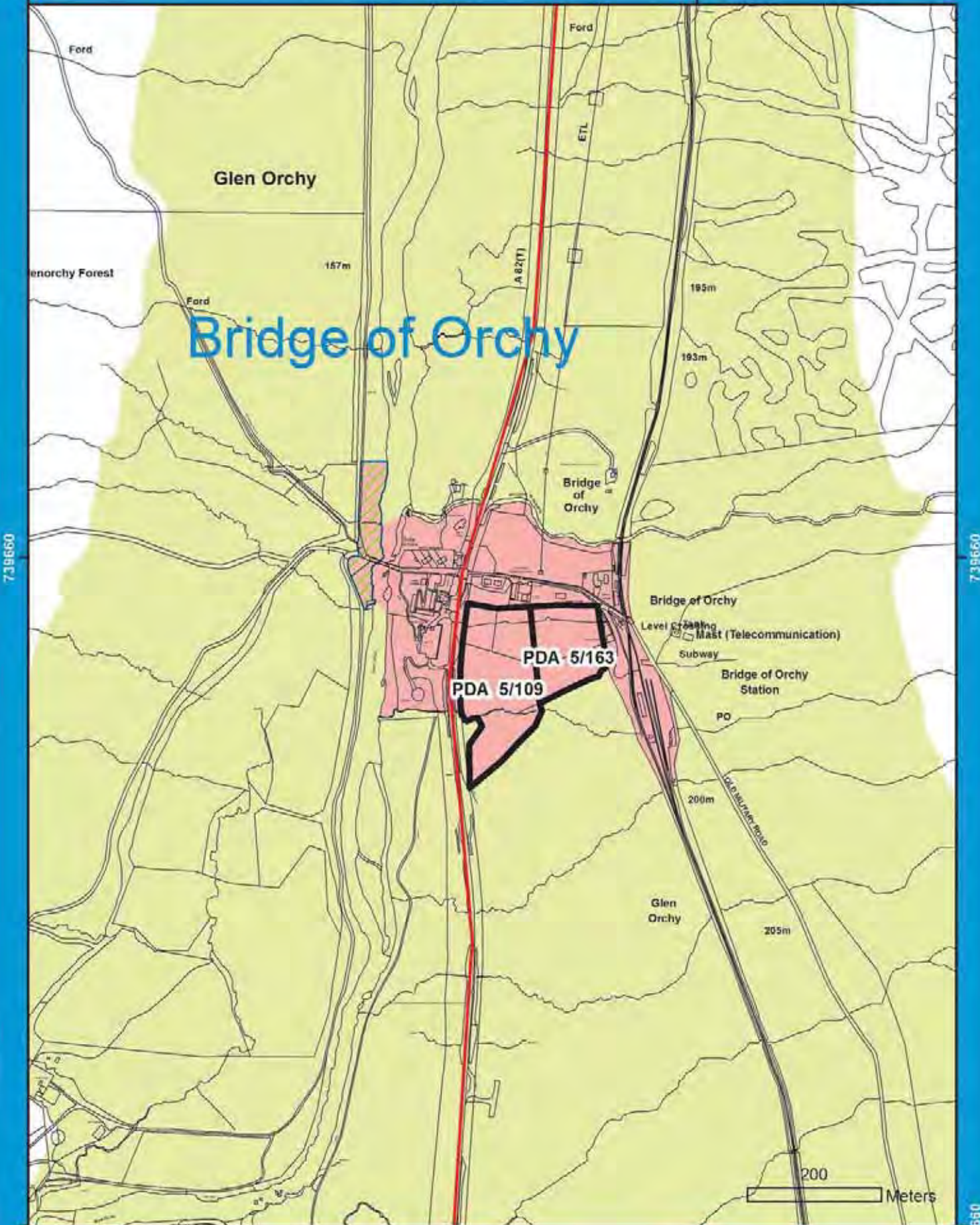
H4004 - Amber



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230111



229111

230111

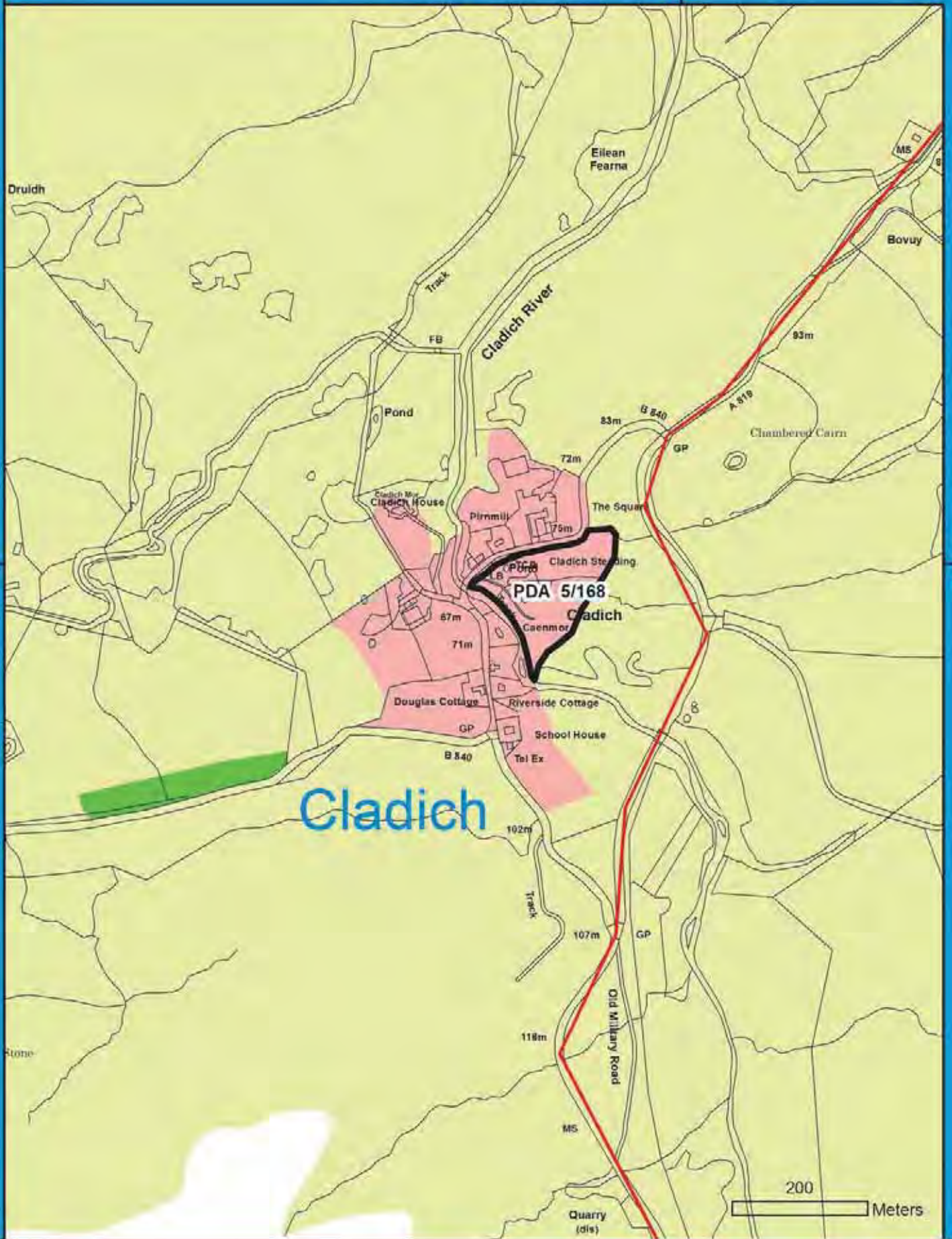
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Bridge of Orchy

PDA 5/109 - Red PDA 5/163 - Amber



1:7,500
At A4



Cladich

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Cladich

PDA 5/168 - Red



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At A4

170925

171925

738013

738013

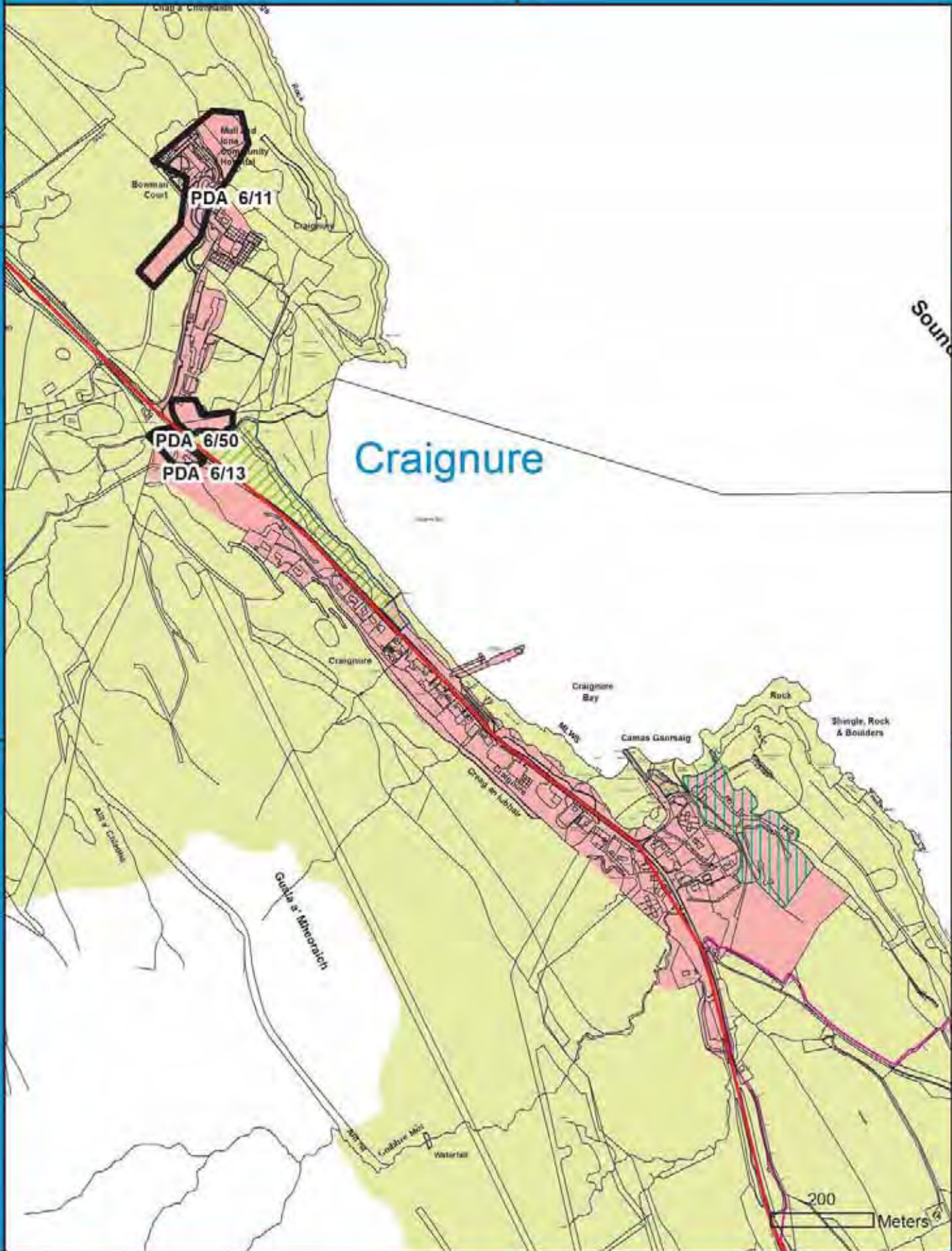
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Craignure

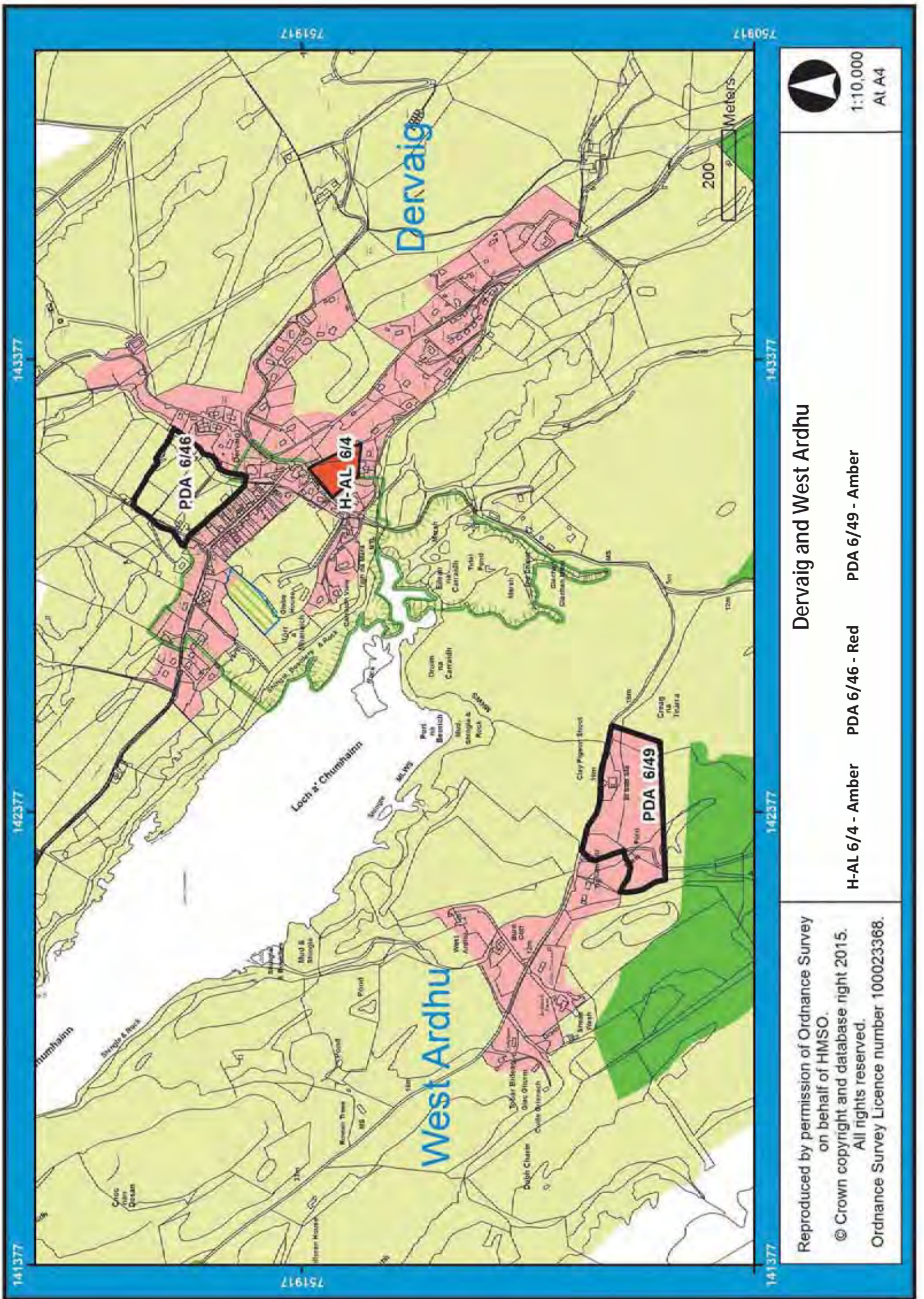
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Craignure

PDA 6/11 - Red PDA 6/13 - Red PDA 6/50 - Red



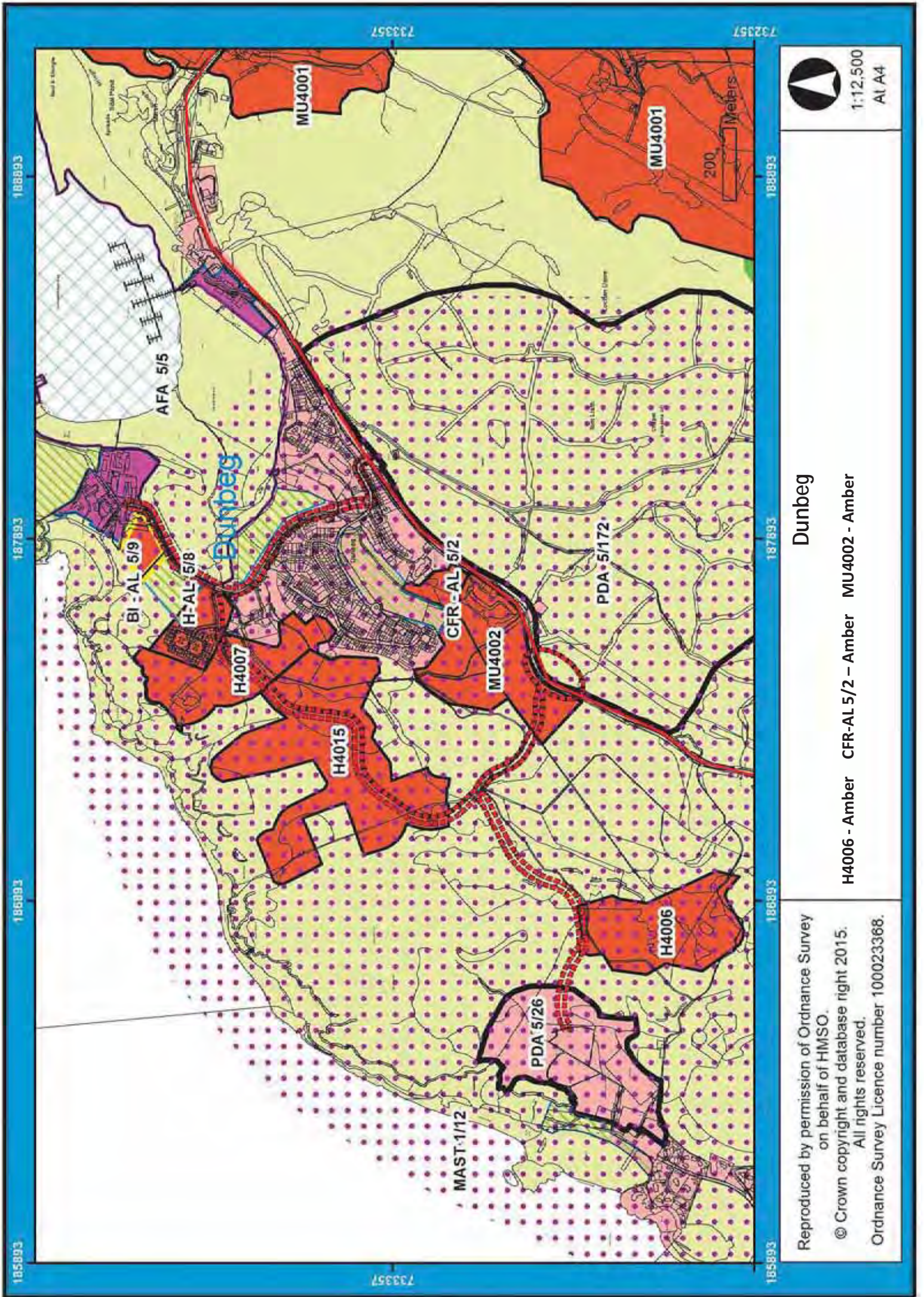
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Dervaig and West Ardhru

H-AL 6/4 - Amber PDA 6/46 - Red PDA 6/49 - Amber

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1:12,500
A1 A4

Dunbeg

H4006 - Amber CFR-AL 5/2 - Amber MU4002 - Amber

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129582

130582

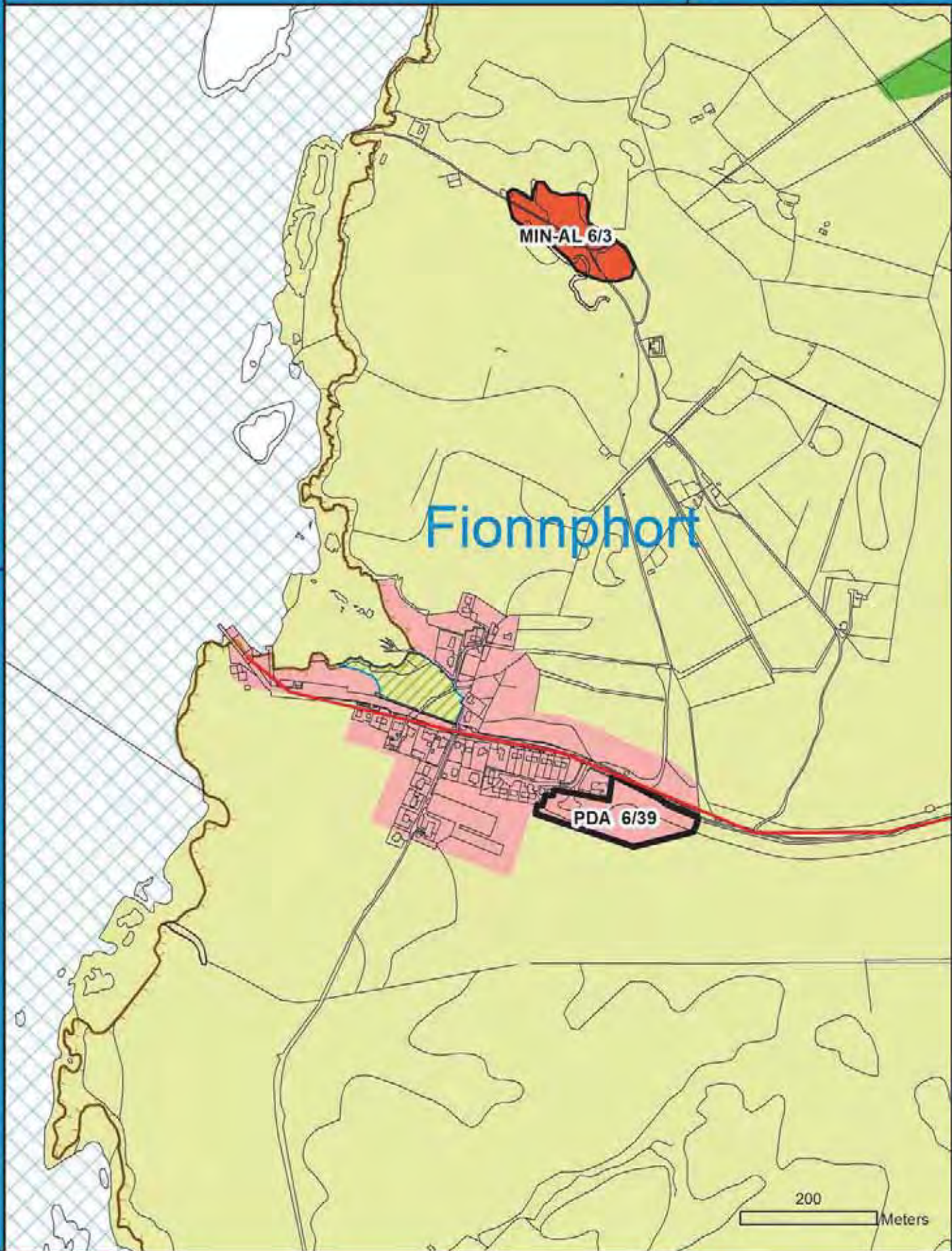
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Fionnphort

PDA 6/39 Amber



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163623

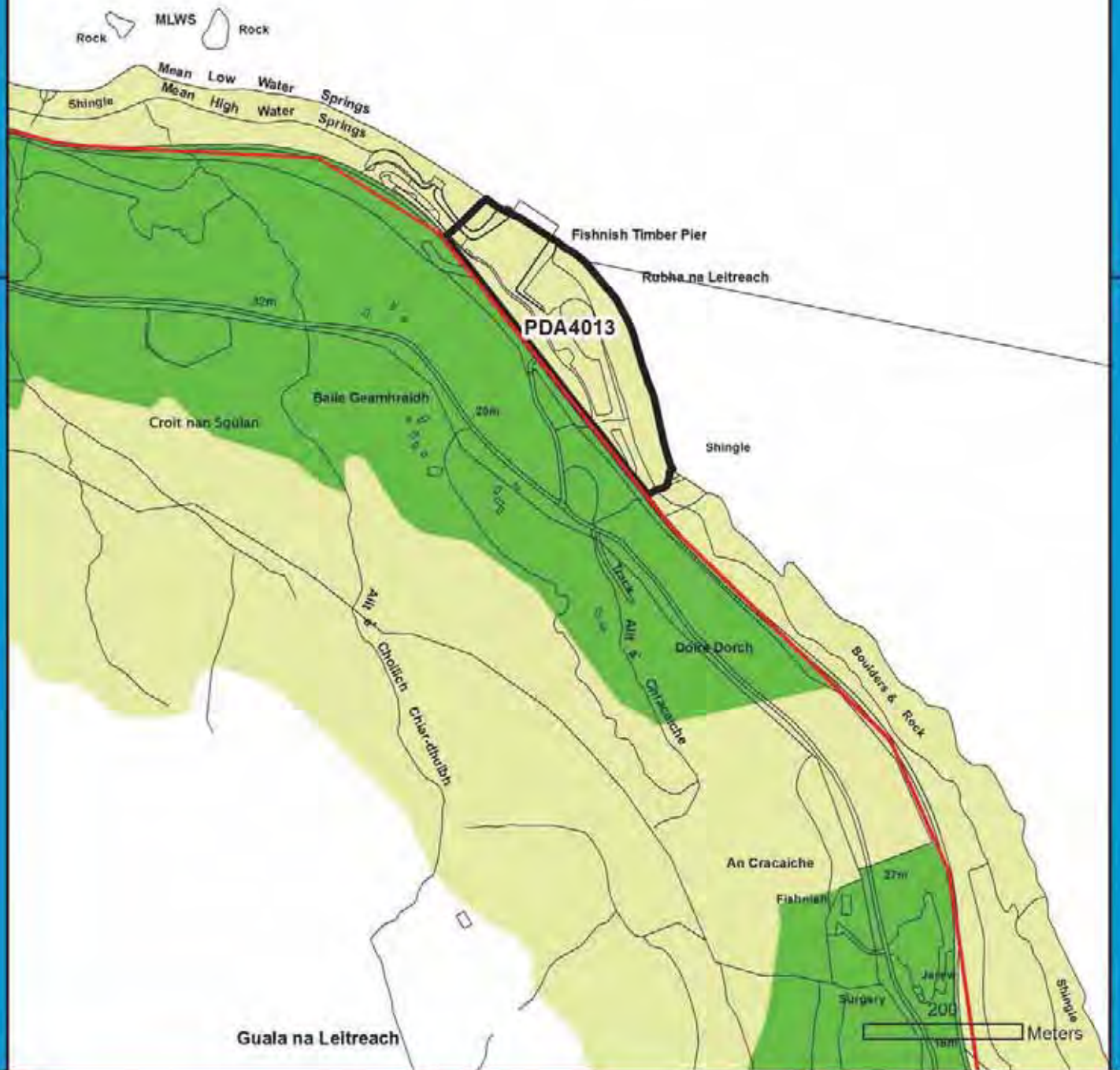
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Fishnish

PDA4013 - Red



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At A4

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203797

723291

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722391

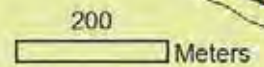
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Kilchrenan/Annat

H-AL 5/20

H4011



202797

203797

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Kilchrenan / Annat

H4011 - Red



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At A4

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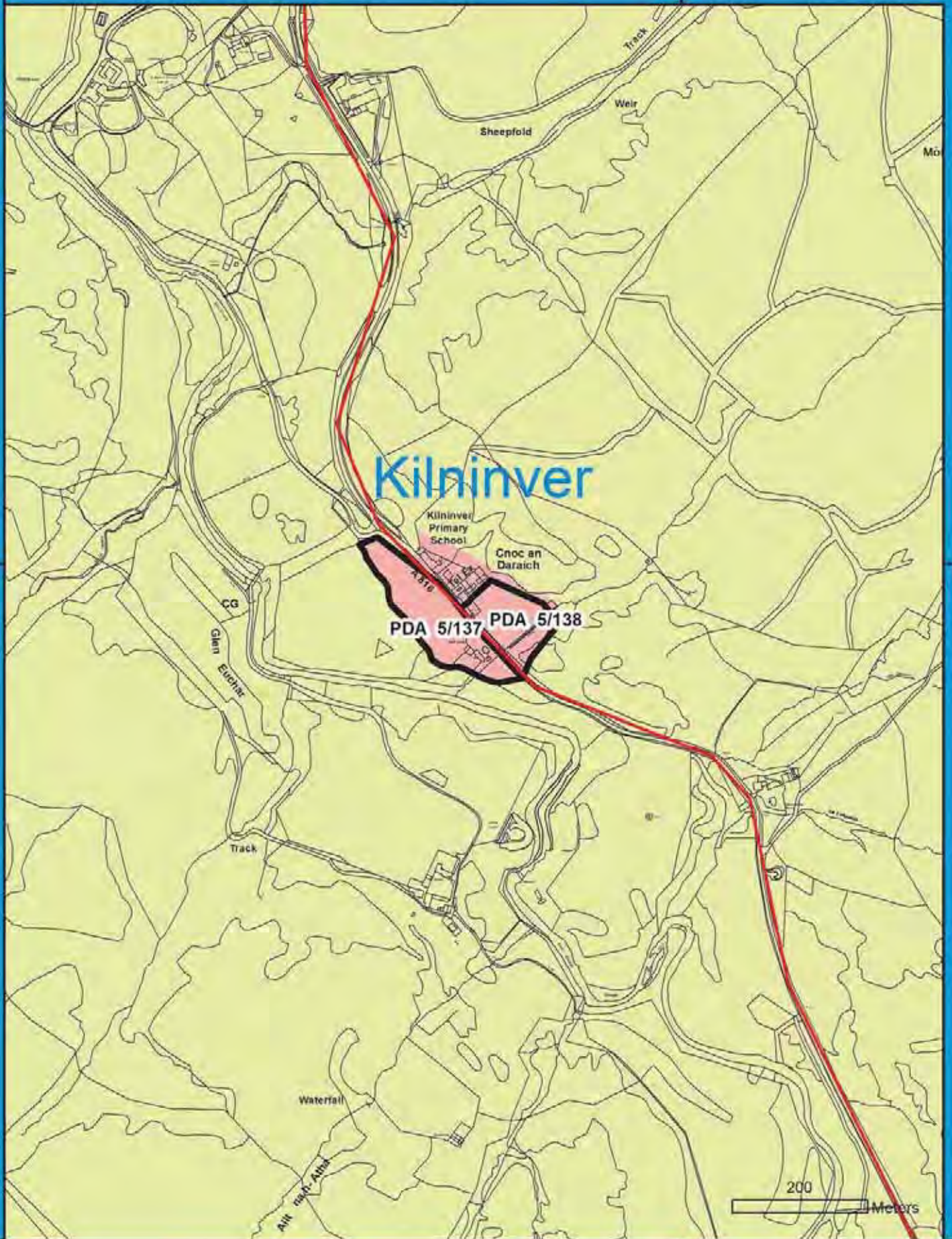
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Kilniver

PDA 5/137 - Red



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At A4

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184421

714289

714289

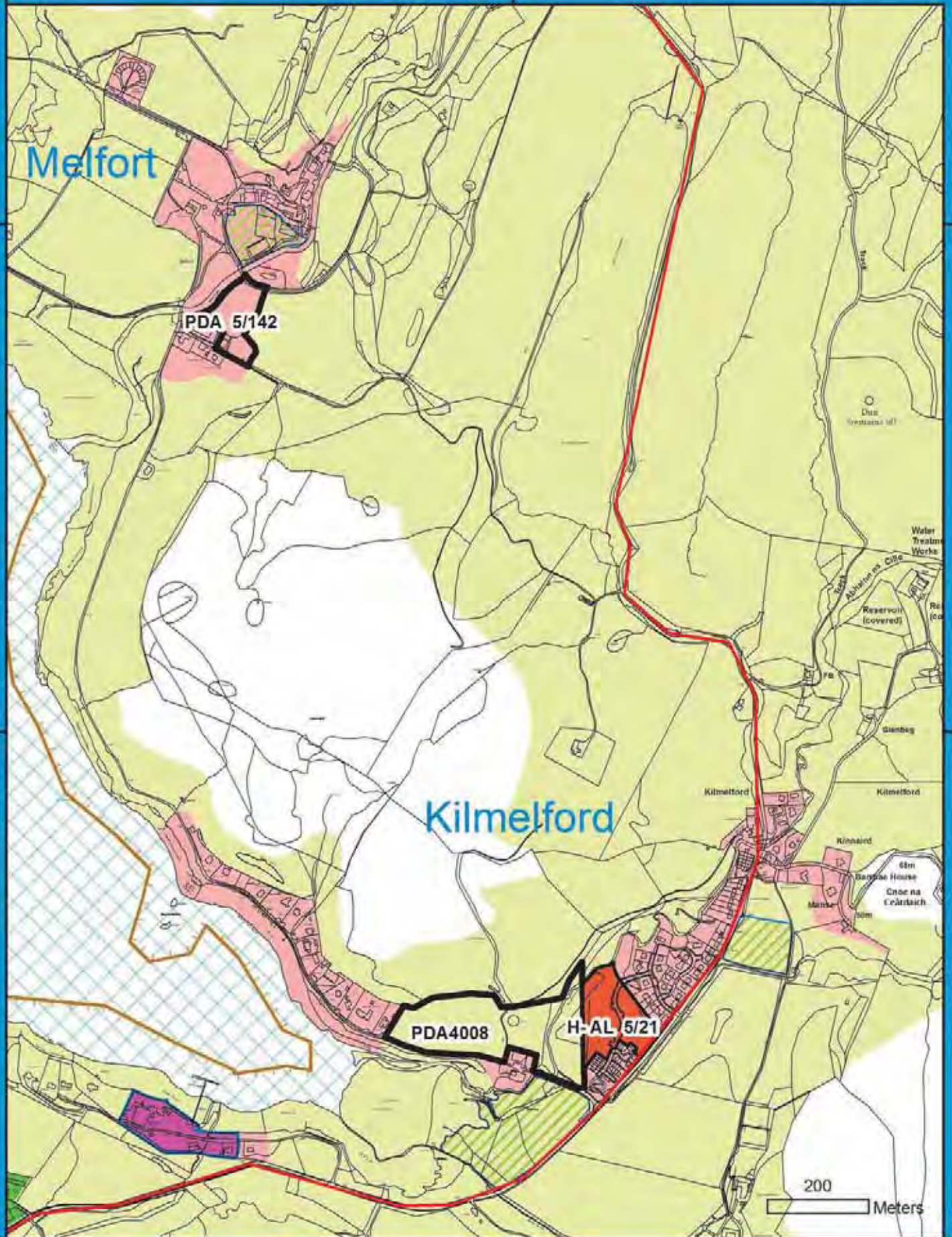
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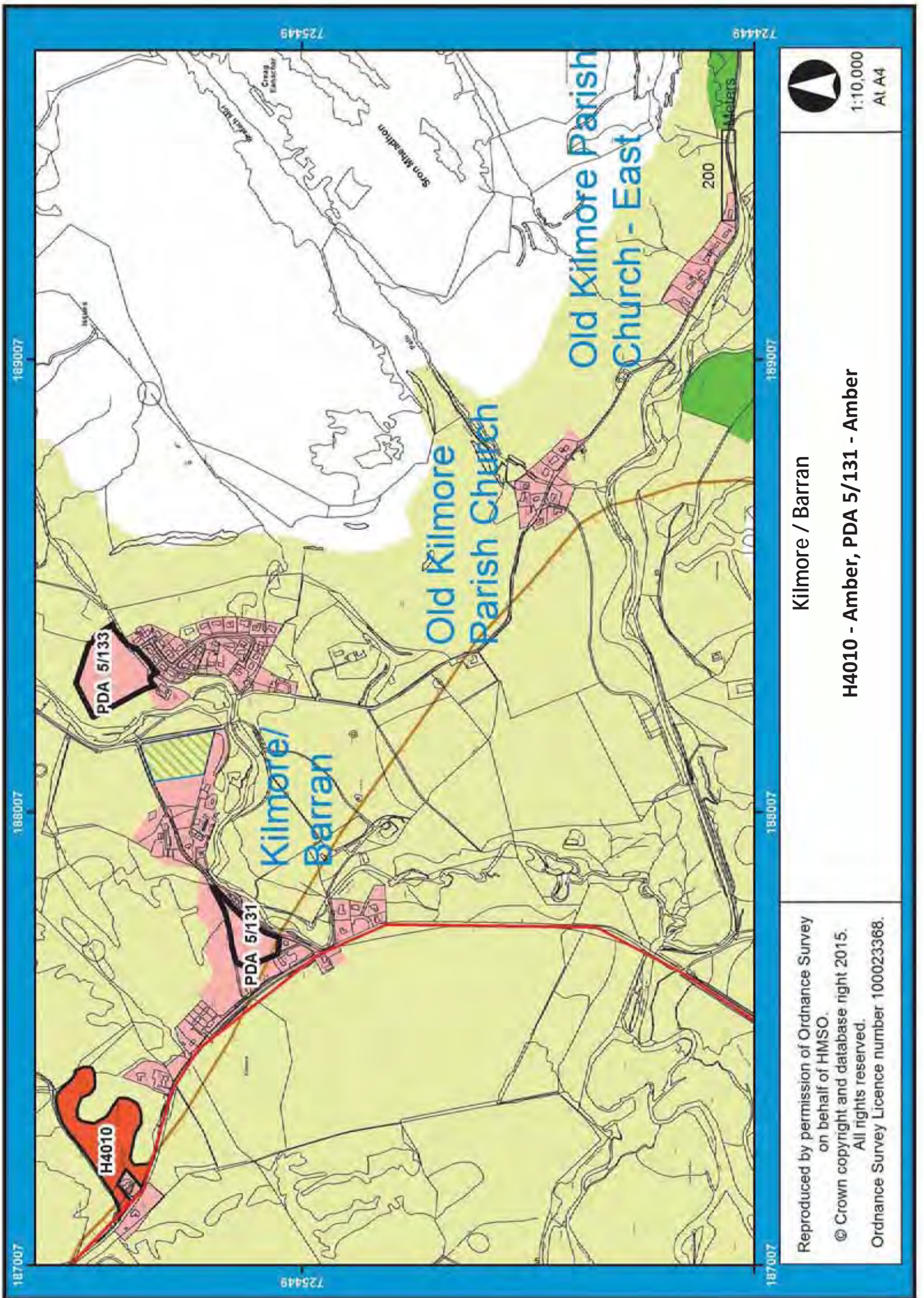
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Kilmelford and Melfort

PDA 5/142 - Amber PDA4008 - Amber



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At A4



Kilmore / Barran

H4010 - Amber, PDA 5/131 - Amber

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172017

173017

734496

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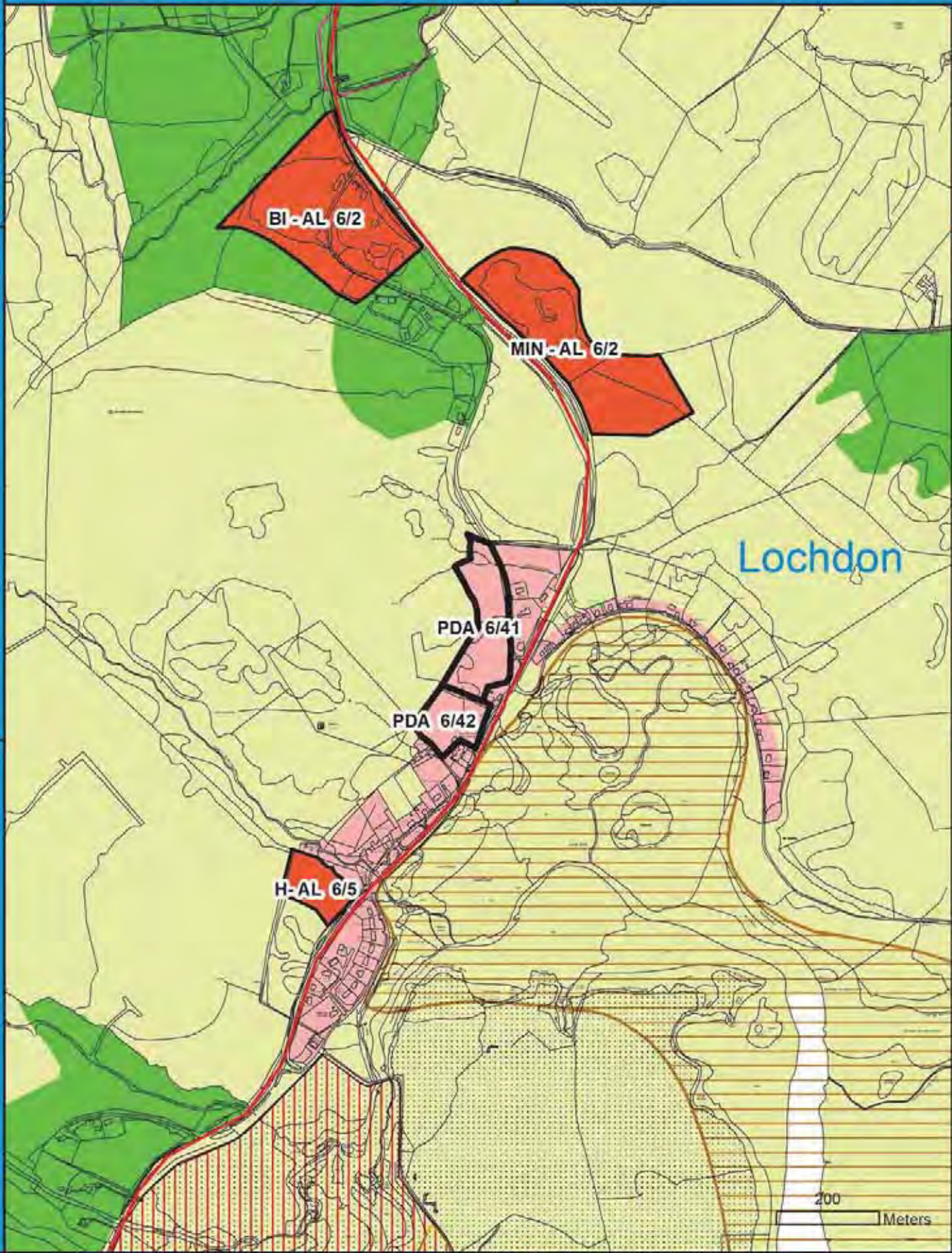
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172017

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Lochdon

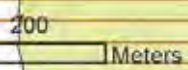
BI-AL 6/2

MIN-AL 6/2

PDA 6/41

PDA 6/42

H-AL 6/5



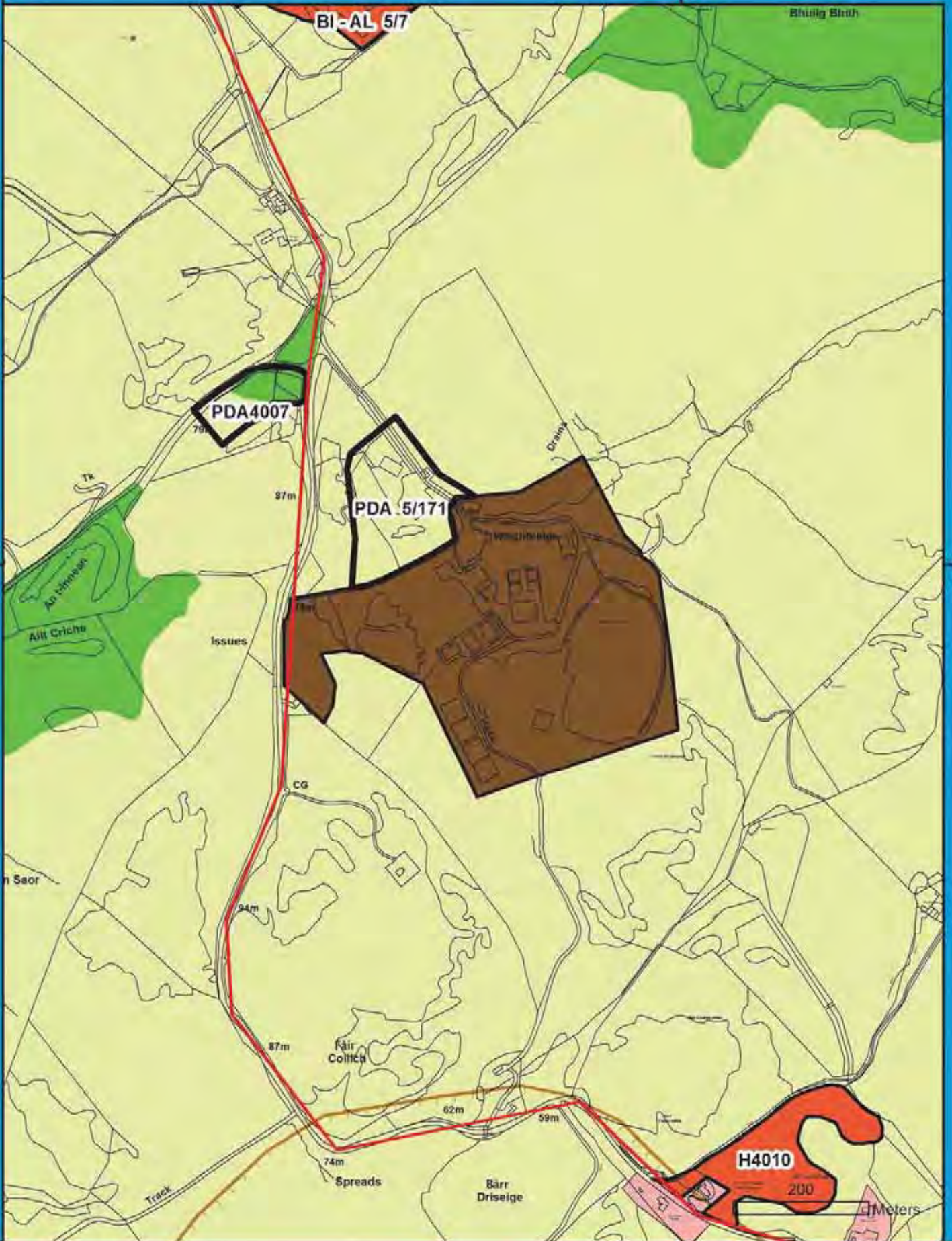
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Lochdon

MIN-AL 6/2 - Amber PDA 6/41 - Amber
PDA 6/42 - Amber



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At A4

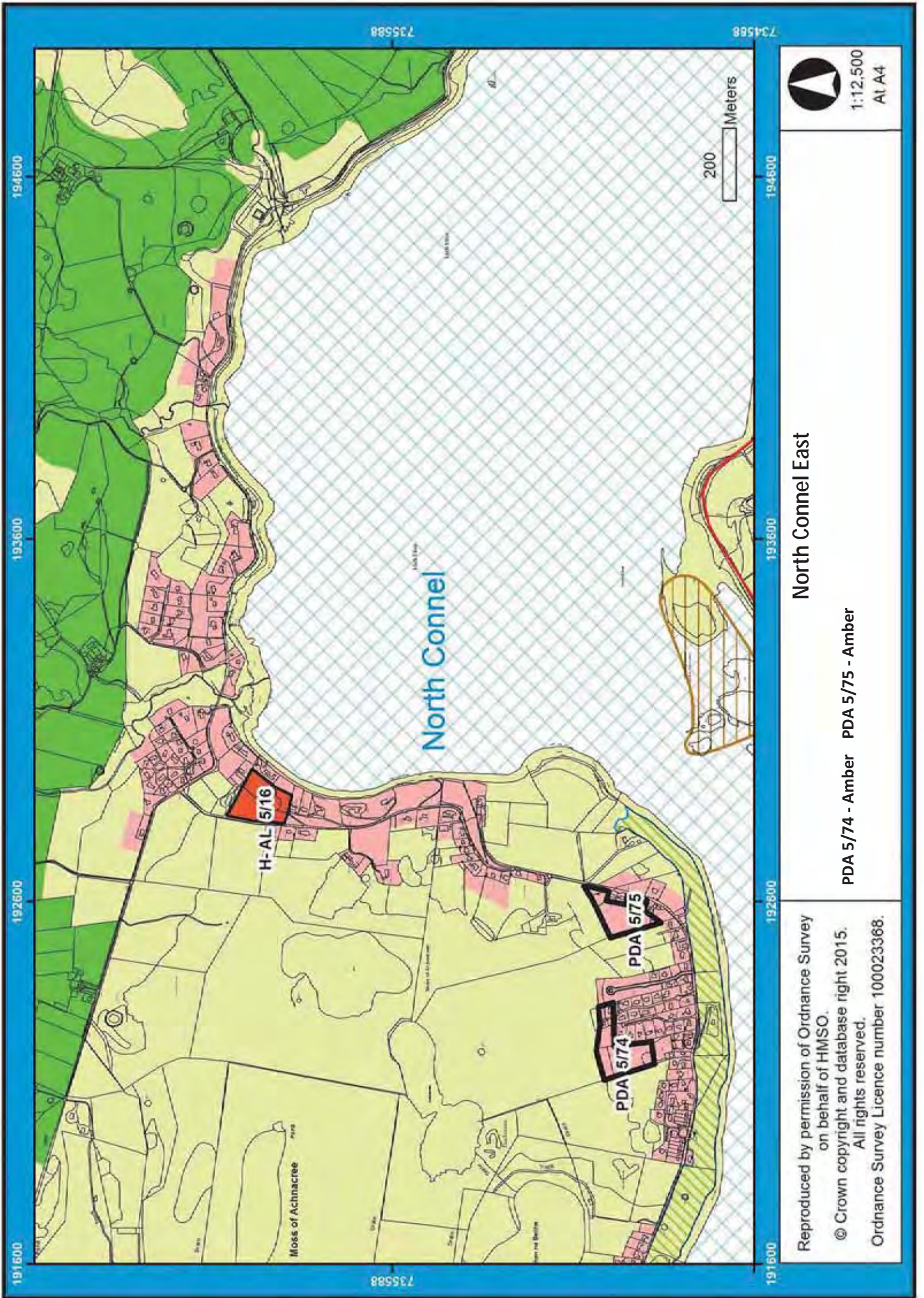


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Moleigh Waste Management Site
PDA 5/171 - Amber, H4010 - Amber



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At A4

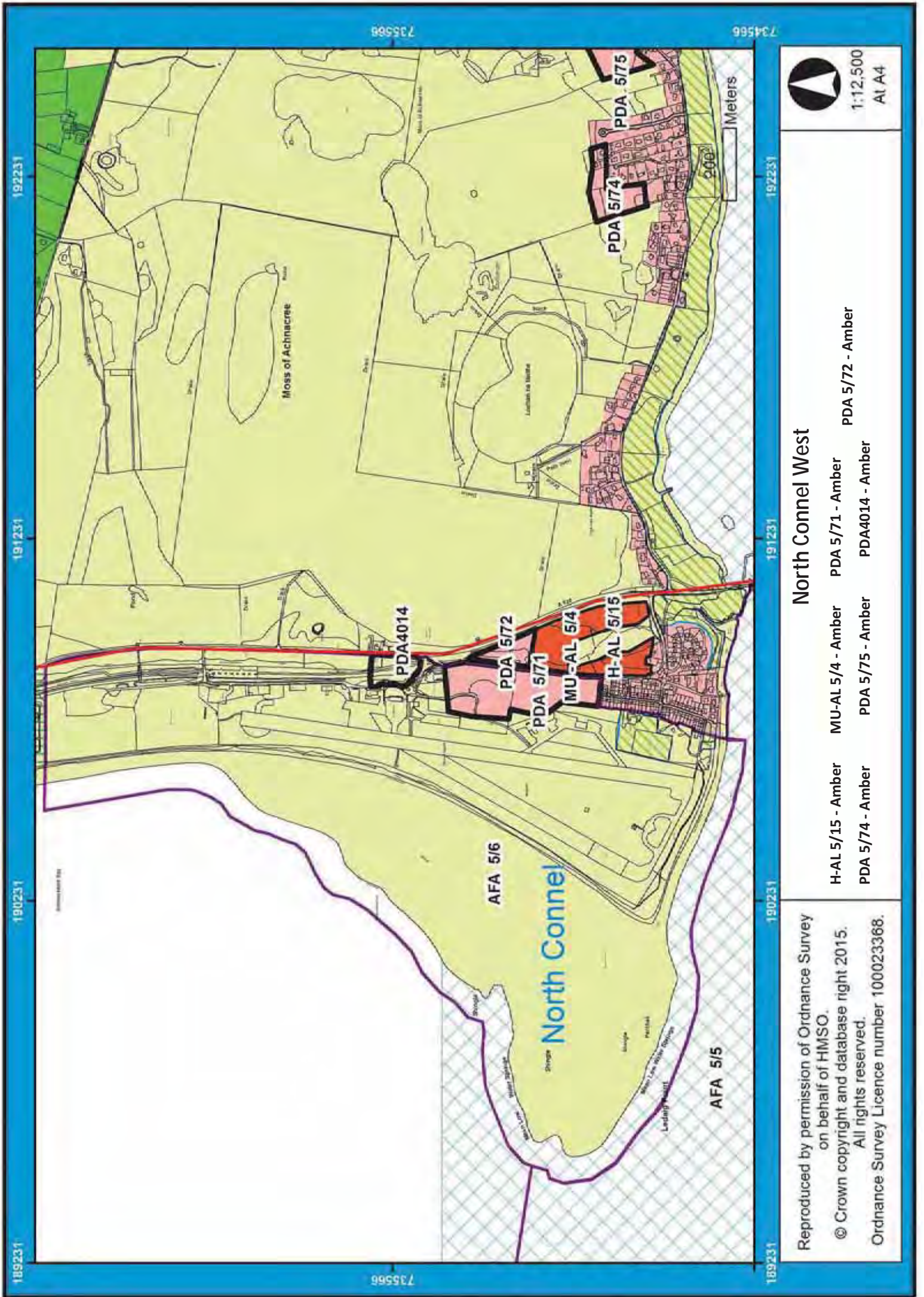


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North Connel East

PDA 5/74 - Amber PDA 5/75 - Amber

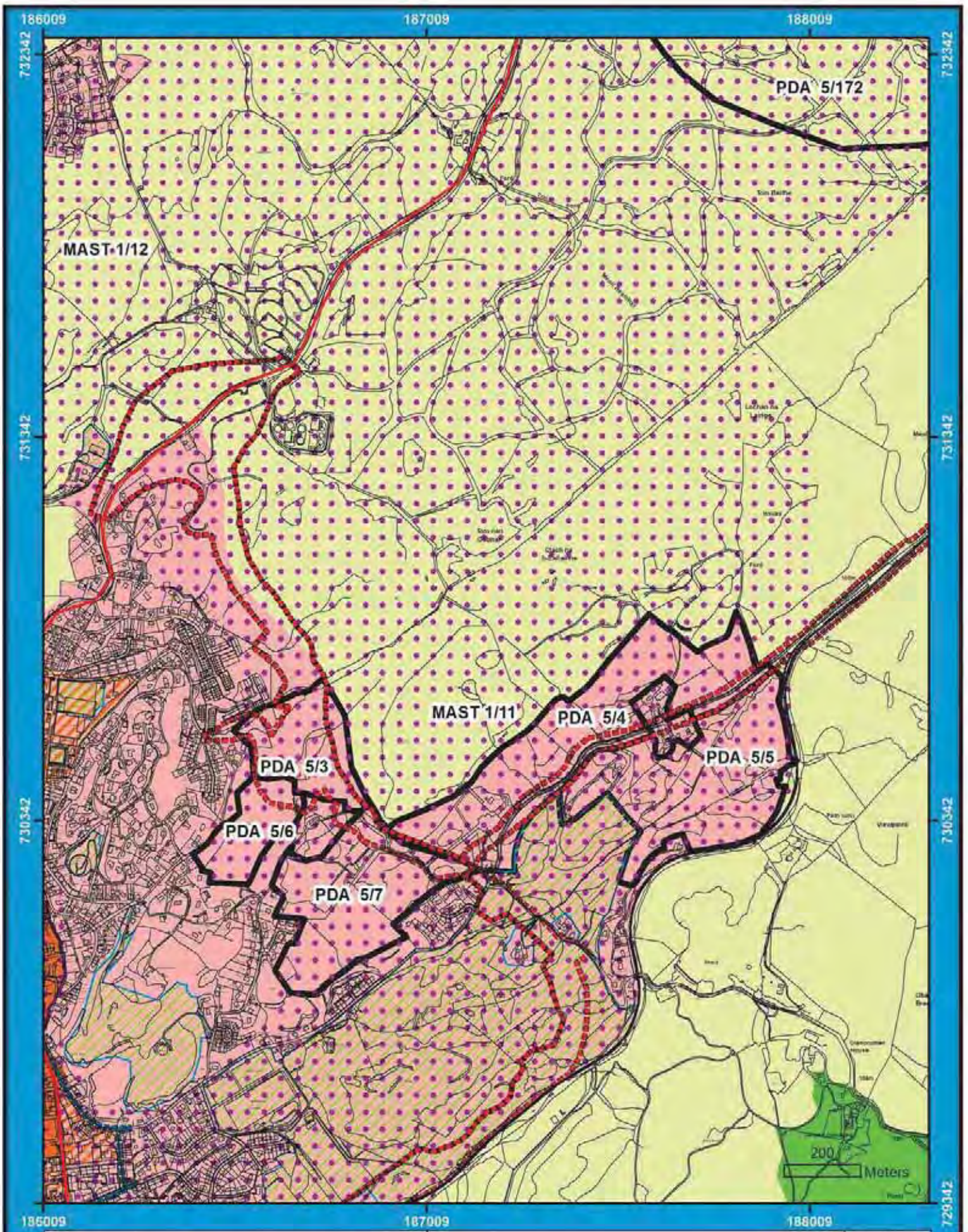
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North Connel West

- H-AL 5/15 - Amber
- MU-AL 5/4 - Amber
- PDA 5/71 - Amber
- PDA 5/72 - Amber
- PDA 5/74 - Amber
- PDA 5/75 - Amber
- PDA 4014 - Amber

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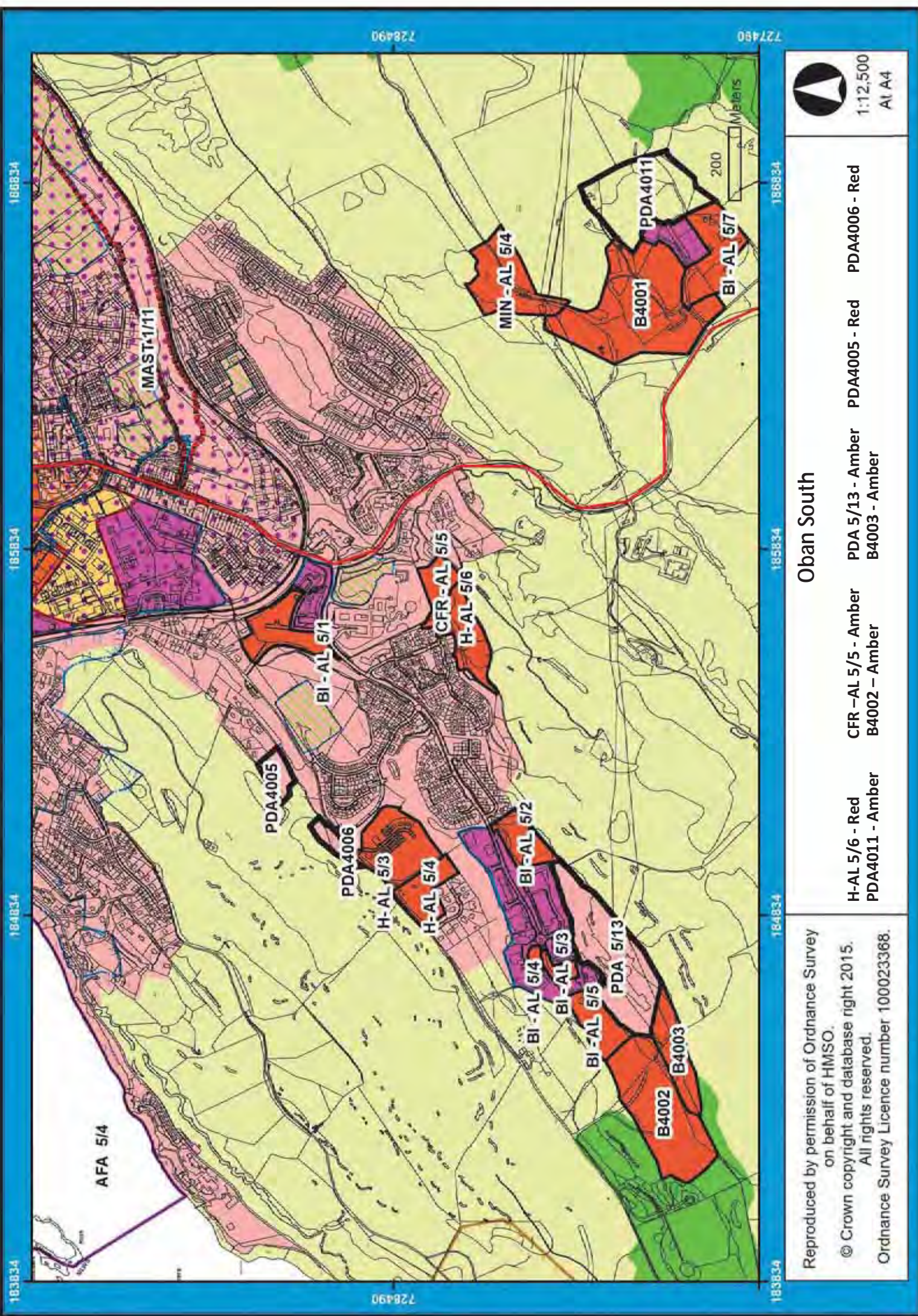
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Oban East

PDA 5/3 - Red PDA 5/4 - Amber PDA 5/5 - Amber
 PDA 5/6 - Red PDA 5/7 - Red



1:12,500
 At A4



Oban South

H-AL 5/6 - Red
PDA4011 - Amber

CFR-AL 5/5 - Amber
B4002 - Amber

PDA 5/13 - Amber
B4003 - Amber

PDA4005 - Red
PDA4006 - Red

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151186

152186

Pennyghael

H4001

Waterfall

Glen Leidle

200

Meters

151186

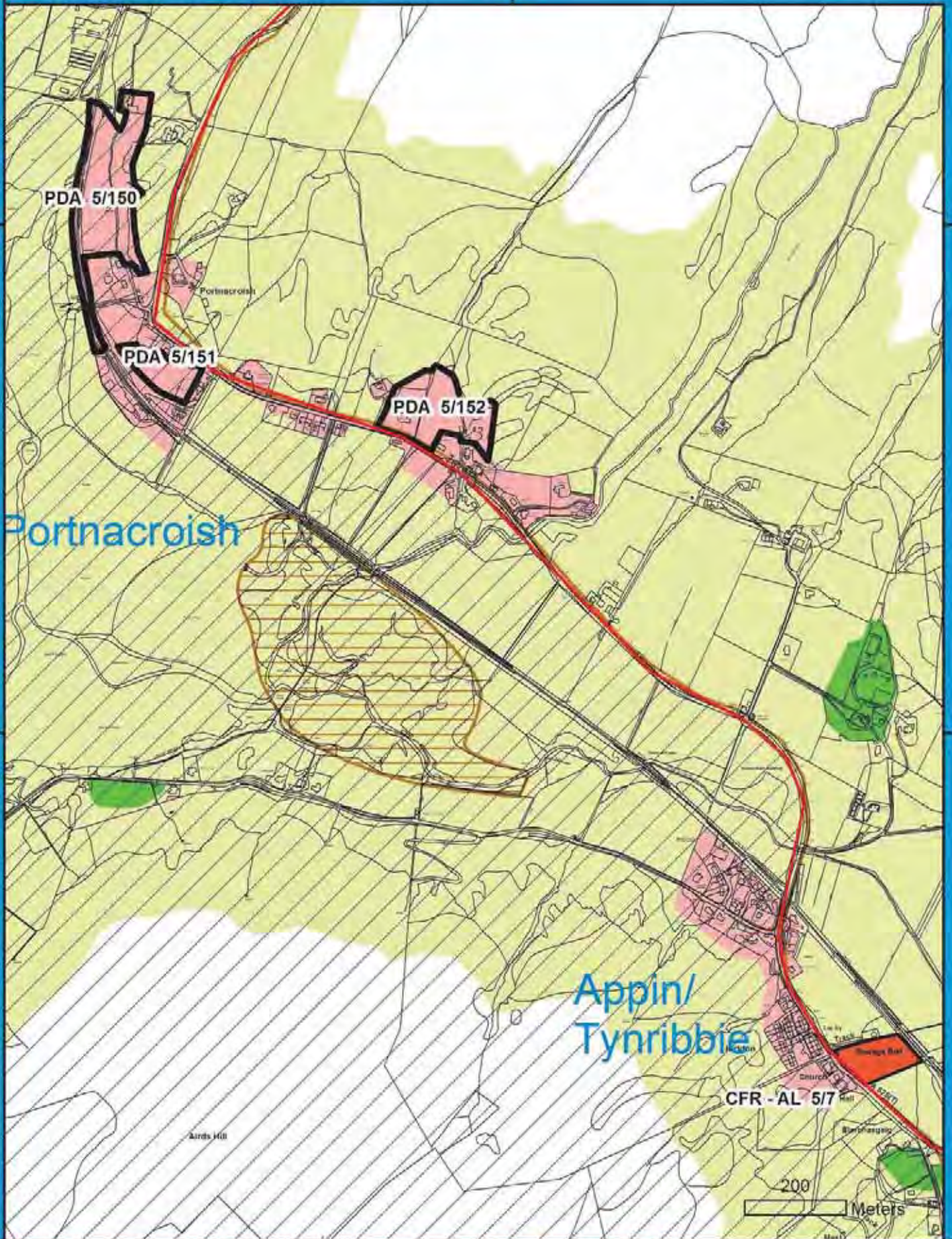
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Pennyghael
 H4001 - Amber



1:7,500
 At A4



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Portnacroish and Appin / Tynribbie

PDA 5/150 - Red
 PDA 5/152 - Red

PDA 5/151 - Red
 CFR-AL 5/7 - Amber



1:10,000
 At A4

156700

157700

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742999

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156700

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Salen

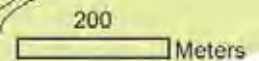
PDA 6/23

PDA 6/19

PDA 6/18

PDA 6/20

H4003



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Salen

PDA 6/18 - Red, PDA 6/19 - Amber,
PDA 6/20 Amber, PDA 6/23 - Amber



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At A4

138470

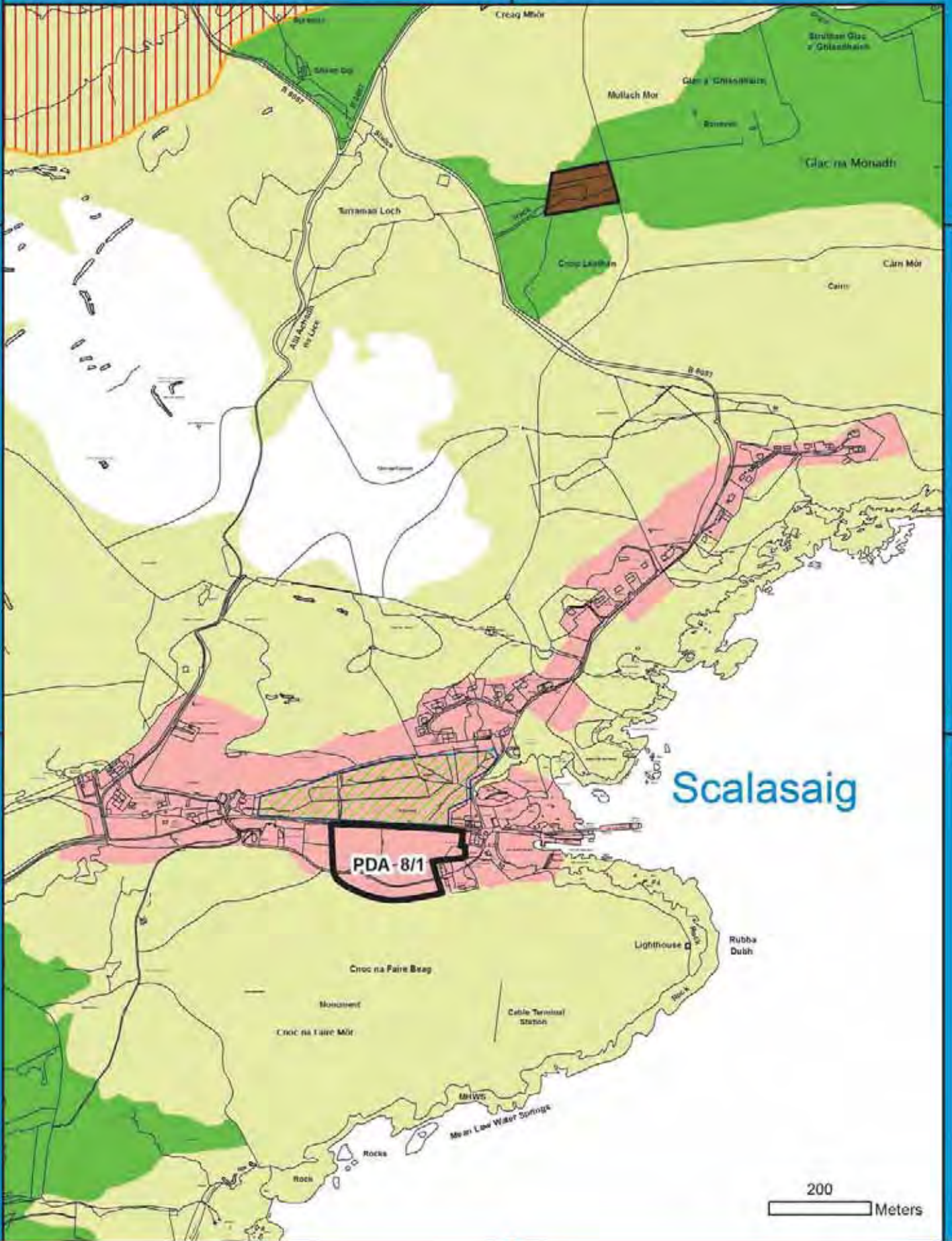
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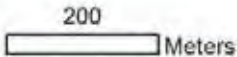
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Scalasaig

PDA-8/1



138470

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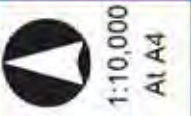
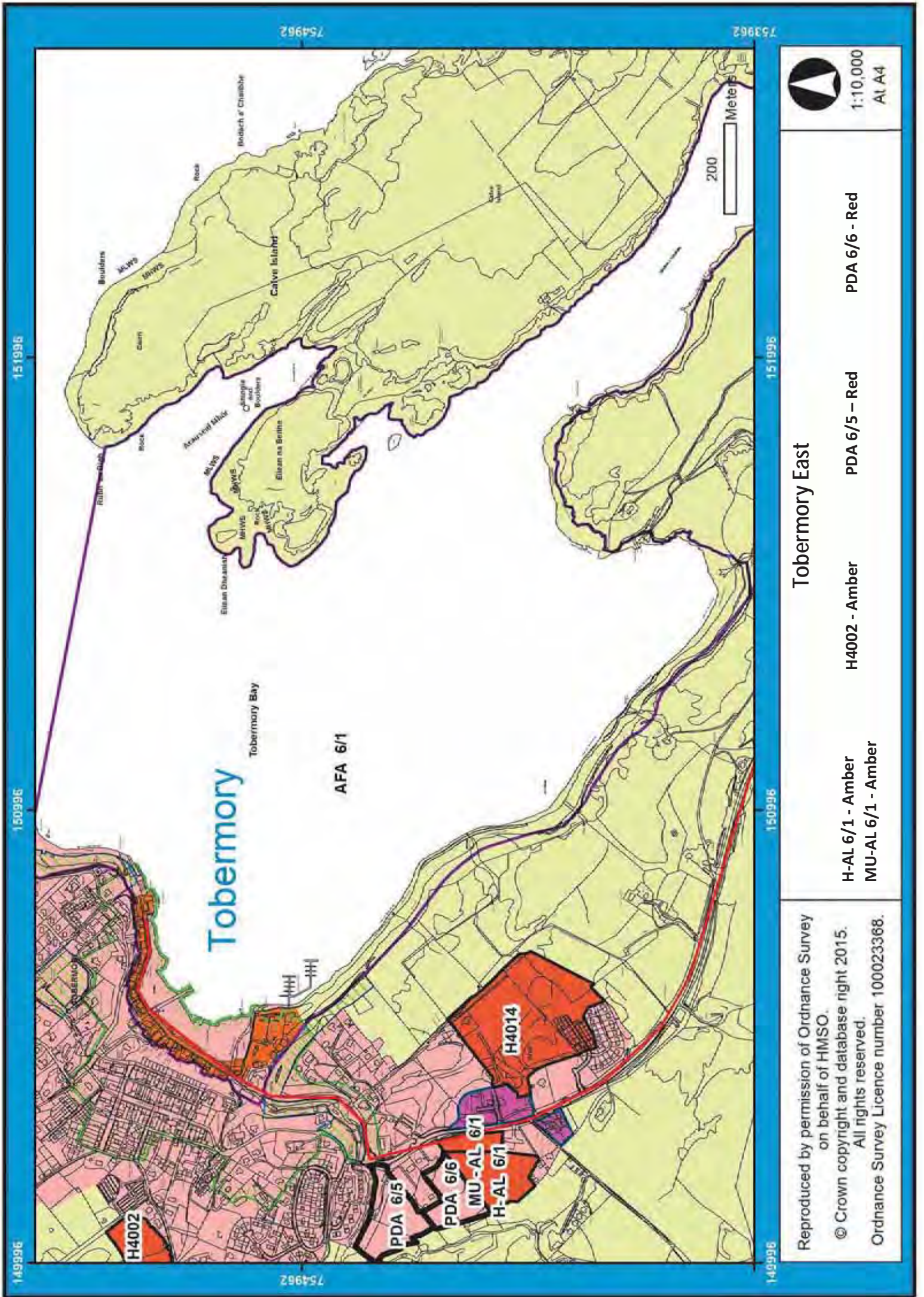
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Scalasaig

PDA 8/1 - Amber



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 At A4



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A1 A4

Tobermory East

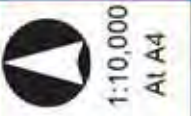
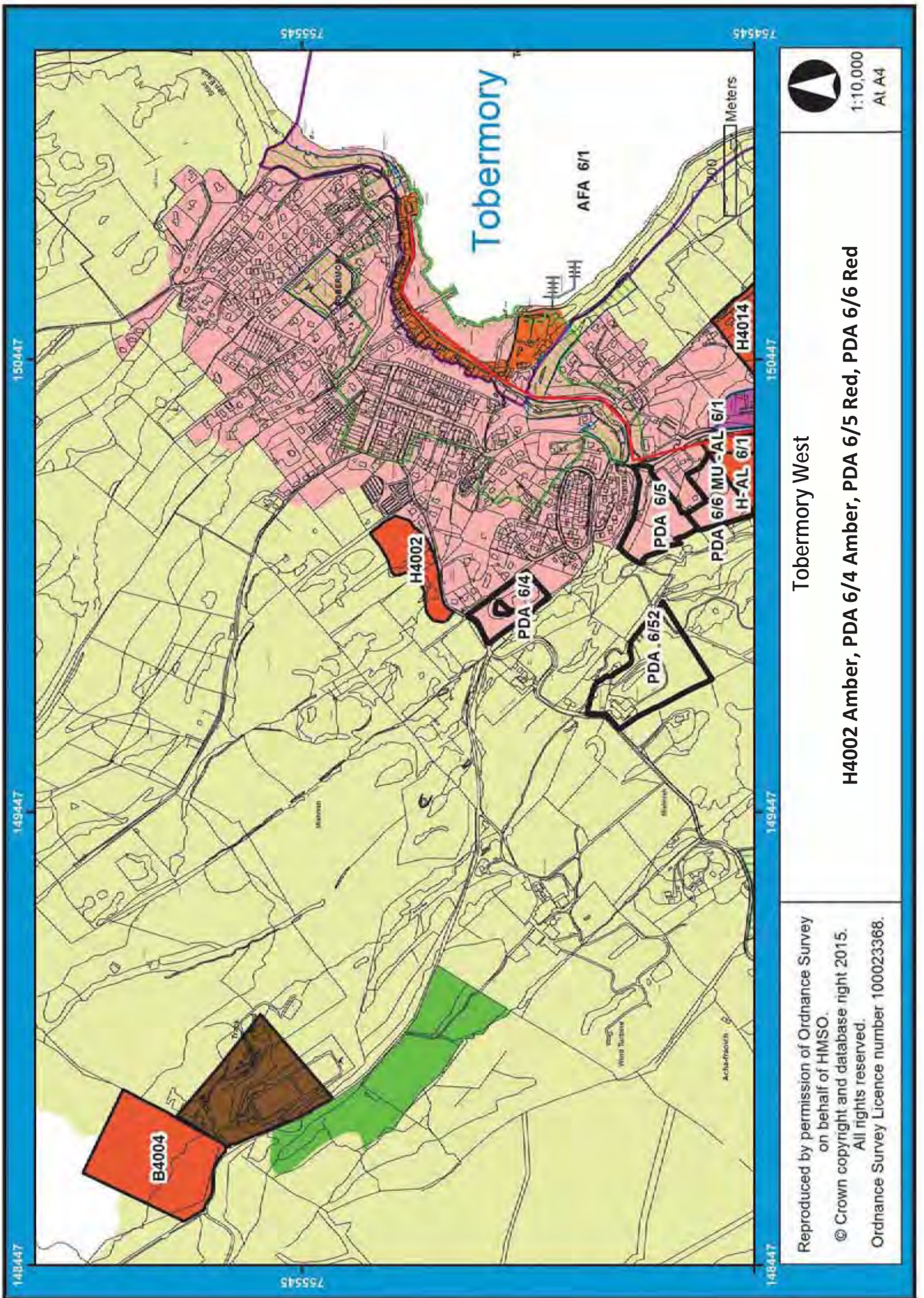
PDA 6/6 - Red

PDA 6/5 - Red

H4002 - Amber

H-AL 6/1 - Amber
MU-AL 6/1 - Amber

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Tobermory West

H4002 Amber, PDA 6/4 Amber, PDA 6/5 Red, PDA 6/6 Red

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Appendix 3

Call for Sites Assessment

We held a “Call for Sites” from the 8th June to the 8th December 2016. This was for landowners and developers to submit potential sites for inclusion in Local Development Plan 2. These sites have had an assessment based on the information supplied and further investigation to see if the sites are effective i.e. that they are suitable for development, there is a need for this development and they are capable of being developed. The sites have been given an initial rating of “Red”, “Amber” or “Green” and are shown below. We would like to know if you agree with this rating. This relates to questions **MIR 3, 3A and 3B**.

Red – Site not preferred for inclusion in LDP2

- The site has a significant issue(s) that means it is unsuitable for development, e.g. environmental such as landscape; policy such as contrary to the proposed spatial strategy; and/or
- there is a sufficient supply of land for this use during the LDP2 plan period and therefore this site is not required; and/or
- The site has a significant issue(s) relating to its development, e.g. roads access; water supply; and/or
- The site is of insufficient scale to be considered as an allocation.

Amber – Site needs to be considered further

- The site may have potential for inclusion in LDP2 but further assessment is required
- The site has an identified issue(s) that need to be fully investigated.

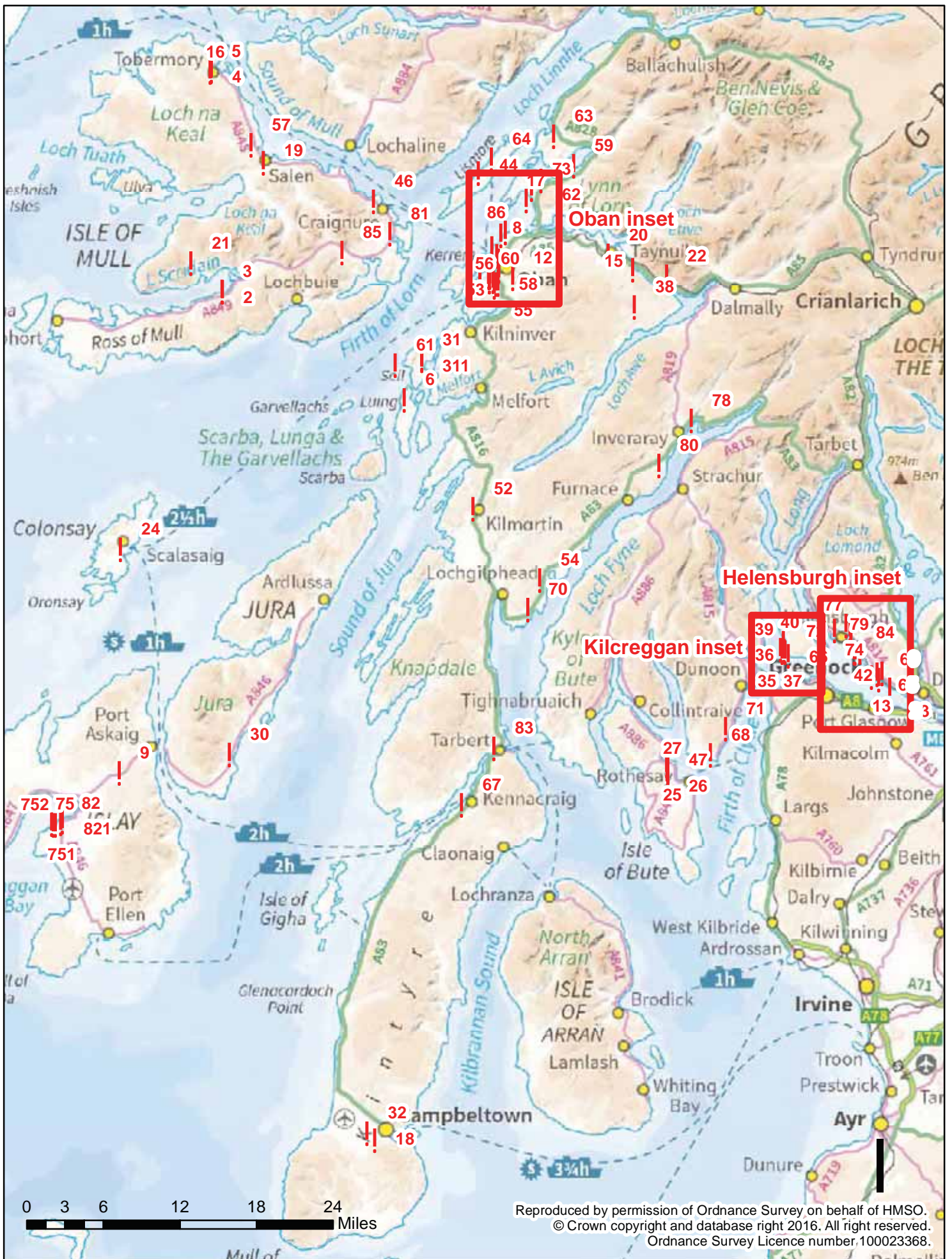
Green – Site preferred for inclusion in LDP2

- The site would support the delivery of the proposed spatial strategy for LDP2

Open Space Protection Areas

- We received some suggestions through the “Call for Ideas” for new areas to be included as Open Space Protection Areas in the LDP2. These general areas are shown in Appendix 3 with the Council’s preferred option. We also received some suggestions for OSPAs that could be removed from the plan, these are shown in the Monitoring Statement.

Site Ref No	Site address	
2	Land south of Pennyghael Hotel, Pennyghael, Isle of Mull, PA70 6HB	55 Land East of Soroba Road, South Oban.
3	Land south of Pennyghael Hotel, Pennyghael, Isle of Mull, PA70 6HB	56 Land South of Cattle Market, Soroba Road, Oban
4	Land north-east of Struan Crescent, Shillinghill, Tobermory, Isle of Mull, PA75 6AD	57 Land East of Aros Cottage, Aros, Isle of Mull
5	Land south-east of Struan Crescent, Shillinghill, Tobermory, Isle of Mull, PA75 6AD	58 Land South East of the Cattle Market, Soroba Road, South Oban
6	Land to the South of Cuan Ferry in Torsa Bay, Island of Luing, Argyll	59 Land by the Marine Resource Centre, Barcaldine, by Oban, Argyll, PA37 1SE
8	Ganavan, By Oban PA34 5TU	60 Land south of Glenshallach House, South Oban
9	Land immediately south of Gartness, between the village and the church	61 Rush n Gush, Easdale Harbour, Easdale Island, by Oban PA34 4TB
12	Ballygowan Farm, Kilmore, By Oban, Argyll, PA34 4QE	62 Ferlochan, nr Benderloch, Argyll, PA37 1SE
13	Land at Gellston , Cardross	63 Land east of Tynesibbie House, Appin, Argyll PA38 4DB
14	Dunollie Beg Farm South East Oban PA34 5TX	64 Land south of Clachan, Isle of Lismore
15	Garden Centre Bridge of Awe Taynuilt PA35 1HT	65 Land to the east of Barrs Road/north of Kilmahew Avenue, Cardross (Kirkton Farm Phase 2)
16	Land south-east of Struan Crescent, Shillinghill, Tobermory, Isle of Mull, PA75 6AD	66 Land off Argyll Rd Kilcreggan
17	Land adjacent to Dun na mara, Benderloch, Oban PA37 1RT	67 Redhouse Quarry, Whitehouse, By Tarbert, PA29 6XR
18	Land North and South West of Crosshill Farm, Campbeltown, PA28 6PE	68 Land East of A15, Toward, North of Toward Parish Church
19	Land situated to the west of the B8035 (south of Glen Maree), Aros, Salen, Isle of Mull	69 Cardross Golf Club, Main Road, Cardross, G82 5LB
20	Taynuilt (East of Primary School) - PDA4004	70 Field Land South of Port Ann, Achnaba – At existing junction PA31 8SE
21	Tiroran Community Forest, Tiroran, Isle of Mull PA69 6ET	71 Land off North Campbell Road, Innellan, PA23 7TL
22	Cruachan Power Station, Dalmally, PA33 1AN	72 Land to the north of MacLeod Drive, Helensburgh
23	Land between A814 and the railway in Ardoch, by Cardross	73 Culcharron Quarry, nr Benderloch, PA37 1RZ.
24	Land to the west of Hazel Cottage, Scalasaig, Isle of Colonsay	74 Land to the north of Gareloch Road, Helensburgh
25	Land South of Gortans Road, Port Bannatyne, Isle of Bute	75 Land adjacent to the Shoreline Project Master Plan site, Bowmore South, Islay (Expansion Area 1)
26	Land South of Armory House Hotel, Port Bannatyne, Isle of Bute	77 Land to north and south of Luss Road (A818) at Helensburgh Reservoirs, Helensburgh
27	Land at Ardbeg Farm, Port Bannatyne, Isle of Bute	78 Land North West of Garron Bridge, Inveraray PA32 8XF
28	Dalintart Farm, Oban.	79 Land north of Lomond Grove, Helensburgh
29	Vacant land adjacent to Colgrain Steading, Cardross G82 5JL	80 Former Brickworks Site Land South of Argyll Caravan Site Inveraray PA32 8XT
30	Land off Keils Road, Craighouse, Isle of Jura, PA60 7XG.	81 Land to the North of Burnside, Gorton Road Lochdon mull PA64 6AP
31	Land at Oban Seil (South), Isle of Seil, Oban	82 Land at Gorton Vogie Road, Bowmore, Islay (West)
32	Land at The Moy, Campbeltown, Argyll PA28 6PF	83 Land to the rear of Lady Ileene Road, Tarbert.
33	Land at Iona Stables, Lower Colgrain Farm, Cardross Road, Helensburgh, G82 5HG.	84 Land at of Iona Stables, Lower Colgrain Farm, Cardross Road, Helensburgh G82 5HG
34	Land on School Road (wee field), Kilcreggan.	85 Land at Ardura Forest, Mull
35	Land behind Kilcreggan bowling green	86 Land at European Science Park, Dunstaanaige, Oban
36	Land next to Craigrownie Gardens, School Road, Kilcreggan	311 Land at Oban Seil (North), Isle of Seil, Oban
37	Land above Barbour road & School road, Kilcreggan.	751 Land adjacent to the Shoreline Project Master Plan site, Bowmore South, Islay (Expansion Area 2)
38	Ballimore Farm Estate, Kilchrenan, Taynuilt, Argyll, PA35 1HD	752 Land adjacent to the Shoreline Project Master Plan site, Bowmore South, Islay (Expansion Area 3)
39	Land of Old Army Camp at South Ailey Farm, Kilchrenan	771 Land to north and south of Luss Road (A818) at Helensburgh Reservoirs, Helensburgh
40	Lands of North Ailey Hill, Cove	821 Land at Gorton Vogie Road, Bowmore, Islay (East)
42	Kilmahew/St Peter's Seminary, off Carman Road, Cardross, G82 5EY UK	
43	Land at Polvinister Road, and bounded by Lonsdale Road and Glencruitten Road, Oban.	
44	Land South West of Killeen Cottage, an T-sraid, Lismore PA345UG	
46	Field next to Progressive Care Centre, Craignure, Isle of Mull, PA65 6BE	
47	Former Upper Academy Site, Westland Road, Rothesay, PA20 0JP	
48	Land off Balvicar Road, Oban. Existing LDP Allocation - H-AL 5/6, Glengallon 3	
49	Land west of Soroba House. Existing LDP allocation CFR- AL 5/5.	
50	Land South of Glengallan Road, Oban	
51	Dunbeg, Oban, PA37 1OJ	
52	Field Land, North of Barrmor View, Kilmartin PA31 8UN	
53	Land west of Soroba Road, Oban	
54	Land at East of Knock, Lochgair – Adjacent to Allocation H-AL 12/16 (planning ref 10/01847/PP)	



Call for Sites - Location map



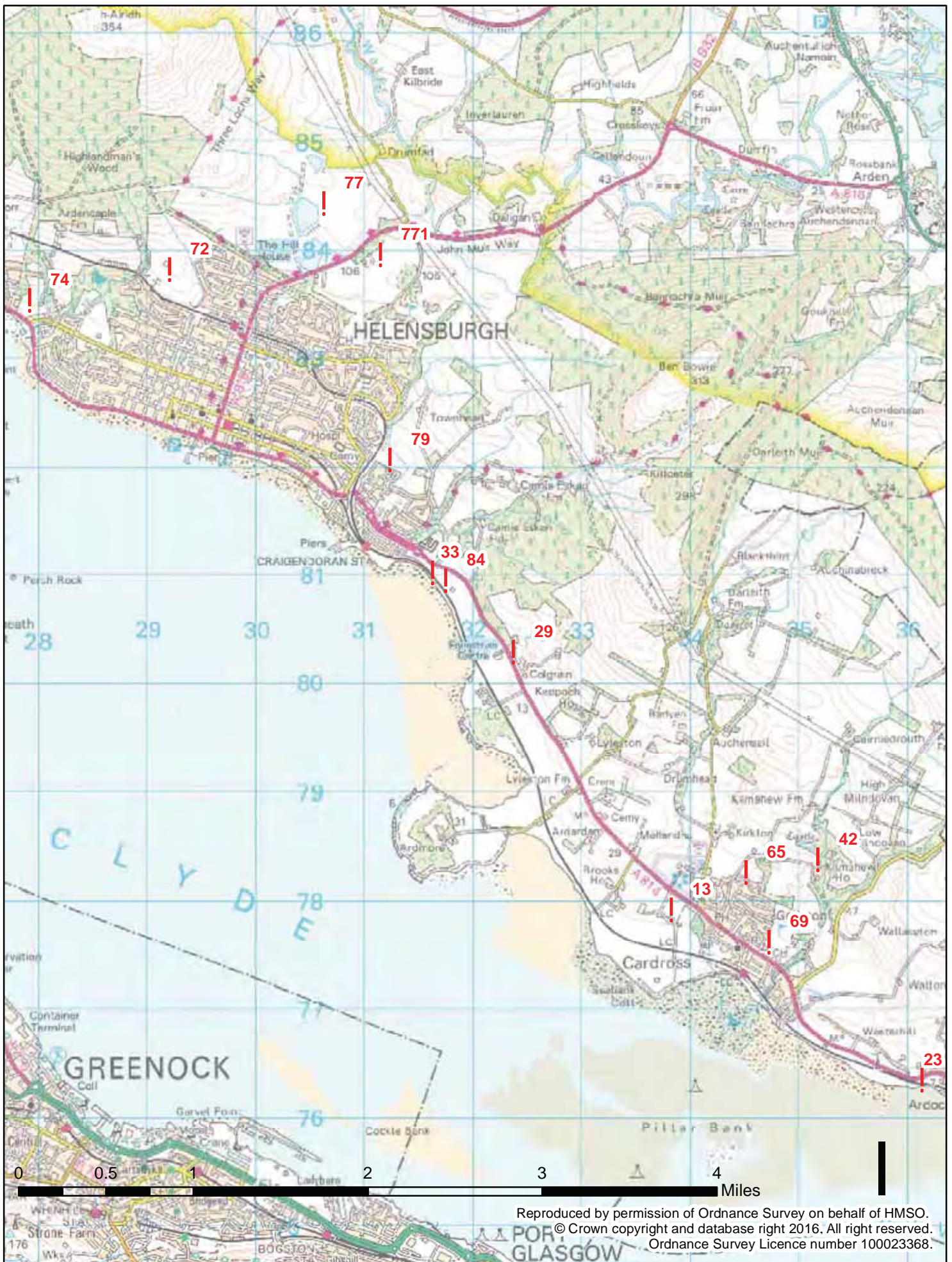
Oban inset



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Kilcraggan inset

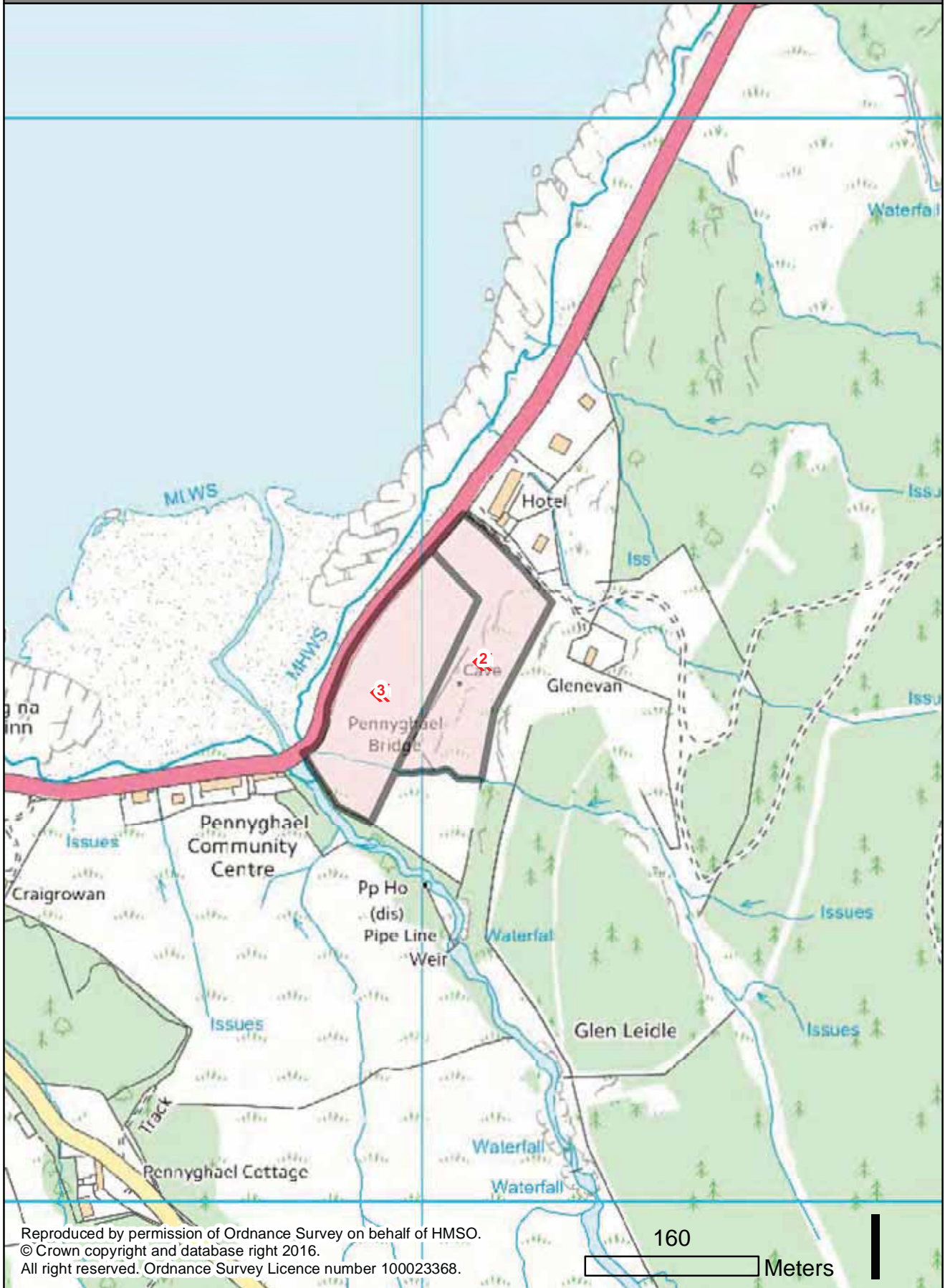


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Helensburgh and Cardross inset

Land south of Pennyghael Hotel, Pennyghael, Isle of Mull



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160

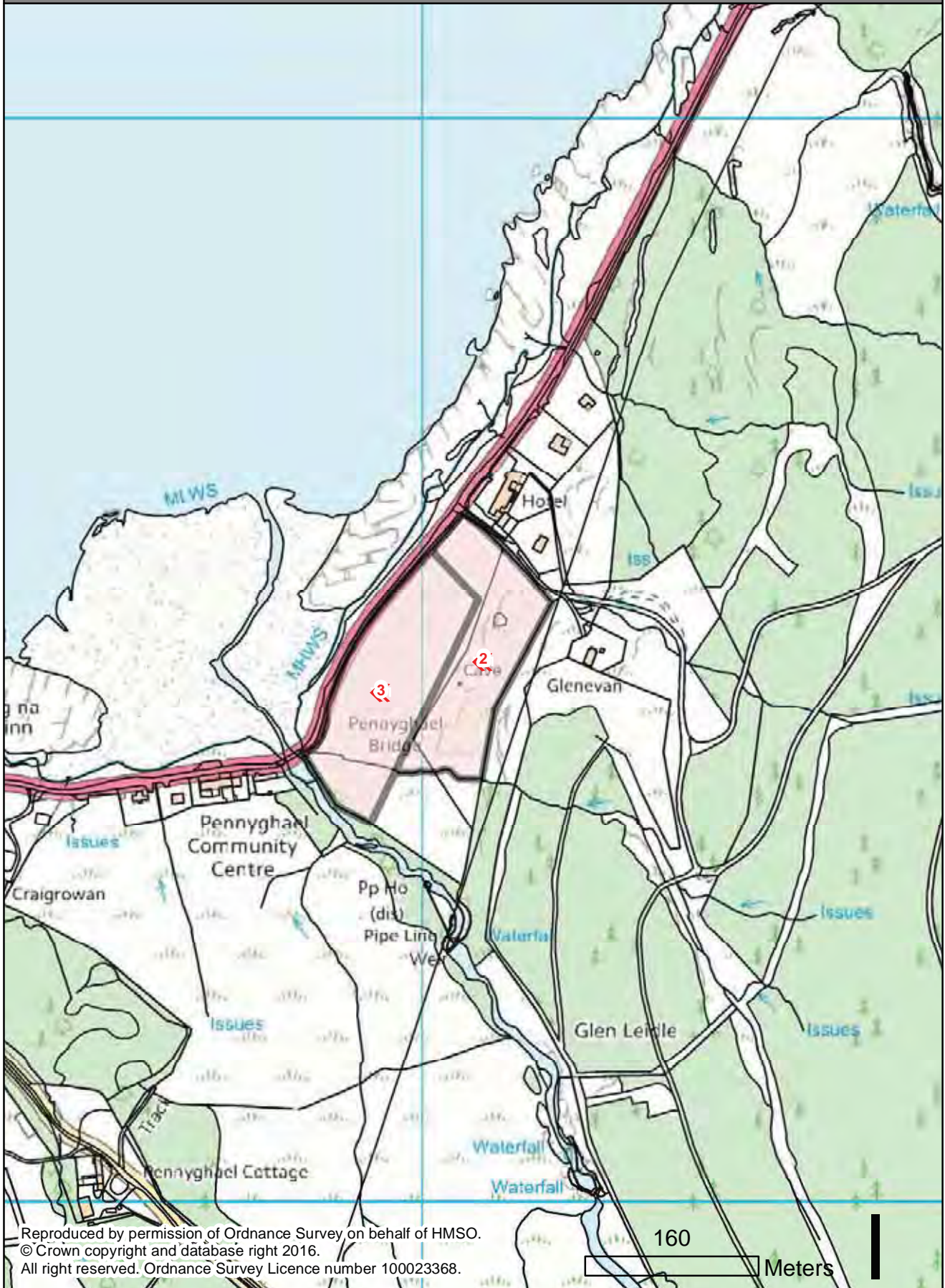
Meters

Site ref no: 2

Proposed use: Residential

Initial rating: Amber

Land south of Pennyghael Hotel, Pennyghael, Isle of Mull



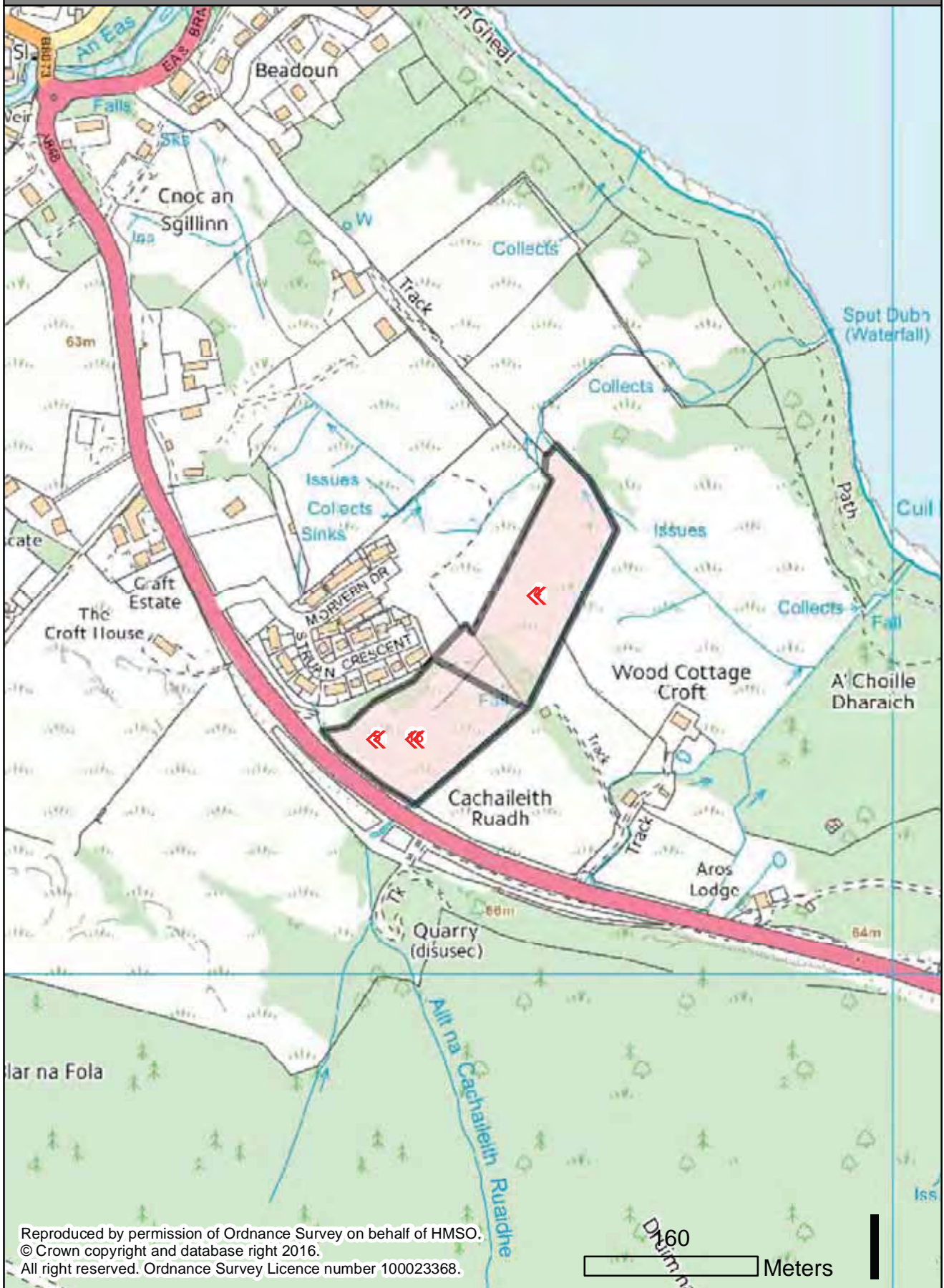
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Site ref no: 3

Proposed use: Tourism - campsite

Initial rating: Amber

Tobermory South

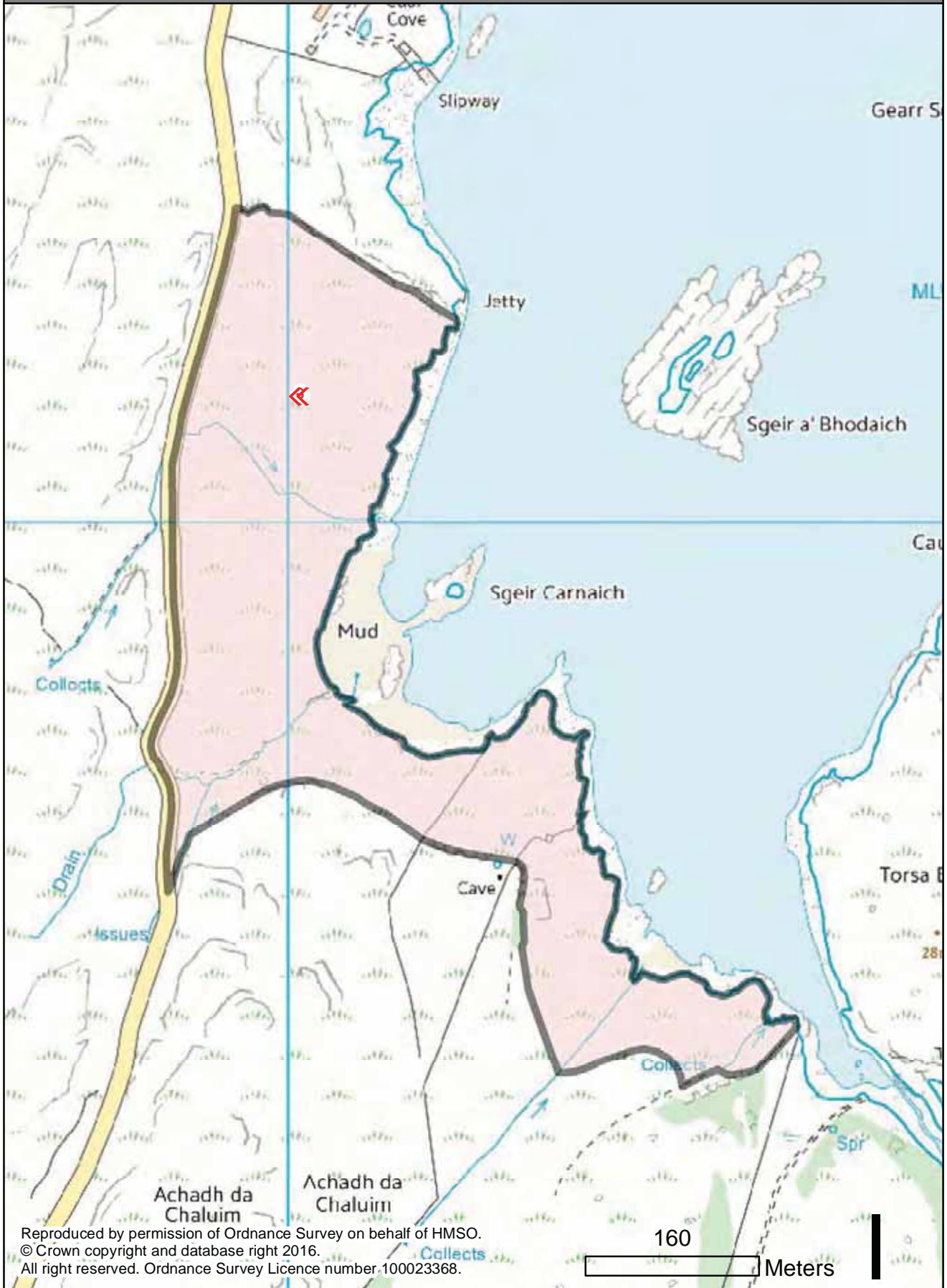


Site ref no: 5

Proposed use: Tourism - campsite or hotel

Initial rating: Amber

Land to the South of Cuan Ferry in Torsa Bay, Island of Luing, Argyll

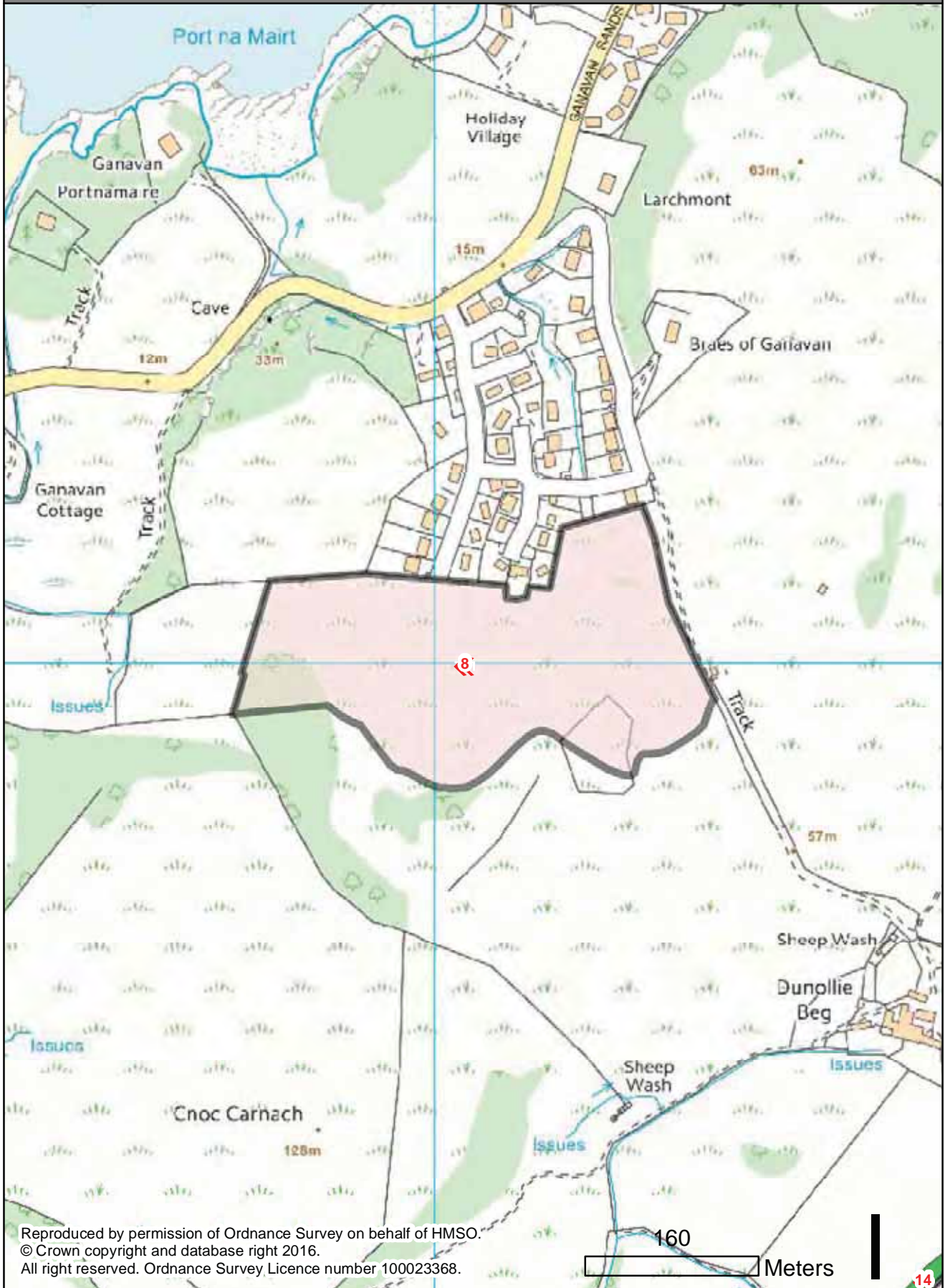


Site ref no: 6

Proposed use: Moorings, marine recreation related developments, accommodation.

Initial rating: Amber

Ganavan, By Oban



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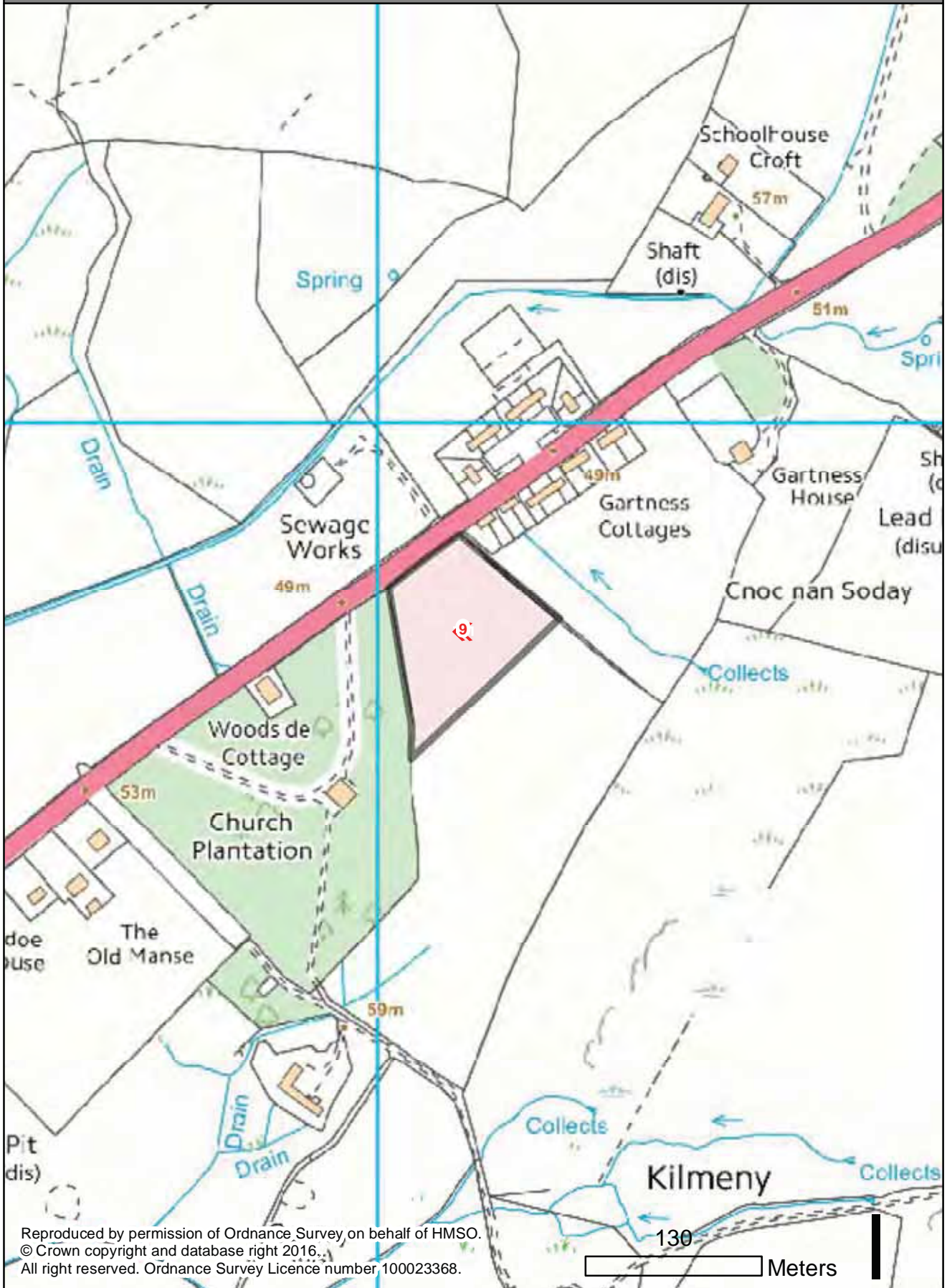
14

Site ref no: 8

Proposed use: Residential

Initial rating: Amber

Land immediately south of Gartness , between the village and the church

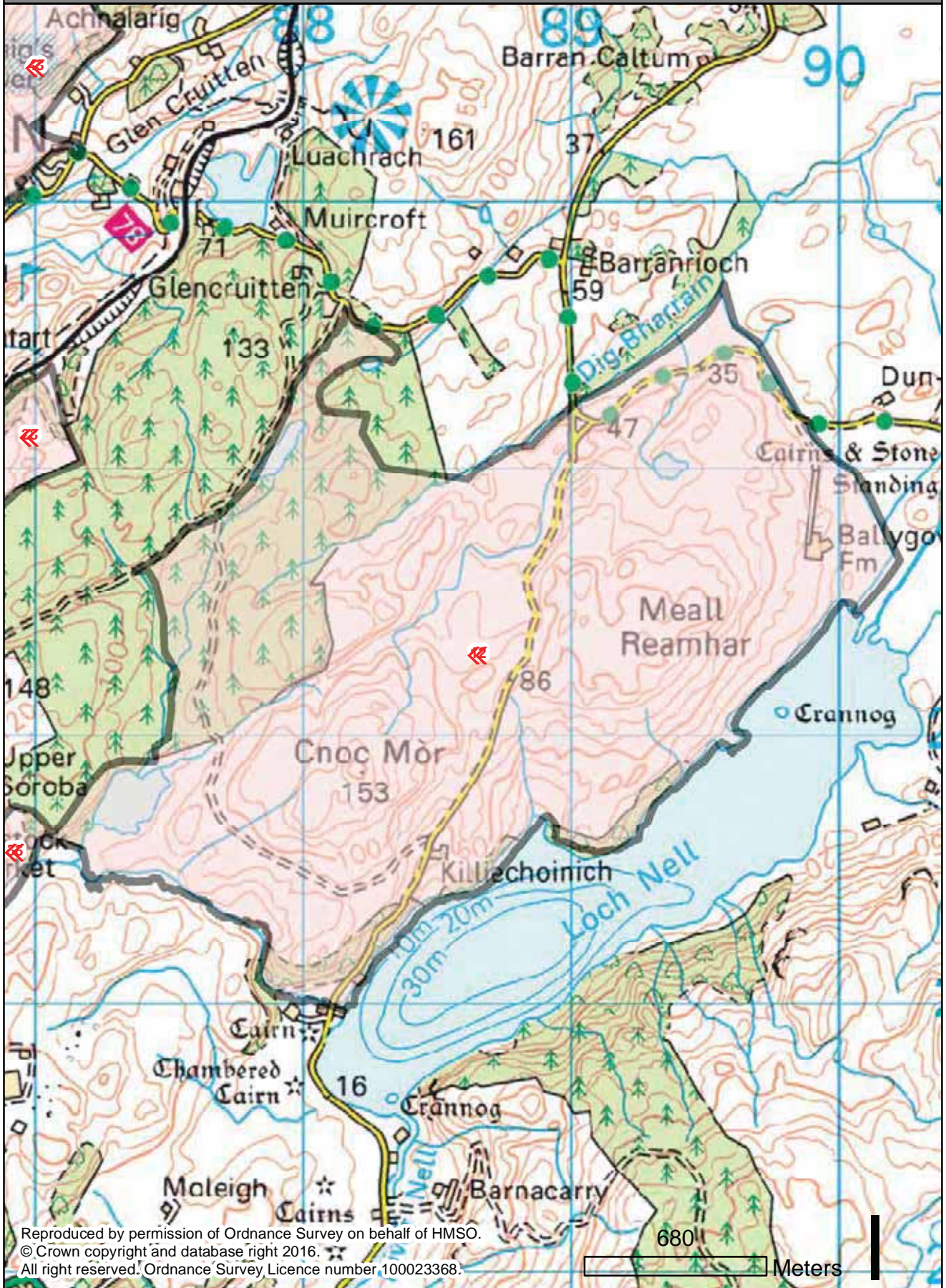


Site ref no: 9

Proposed use: Residential

Initial rating: Amber

Ballygowan Farm, Kilmore, by Oban



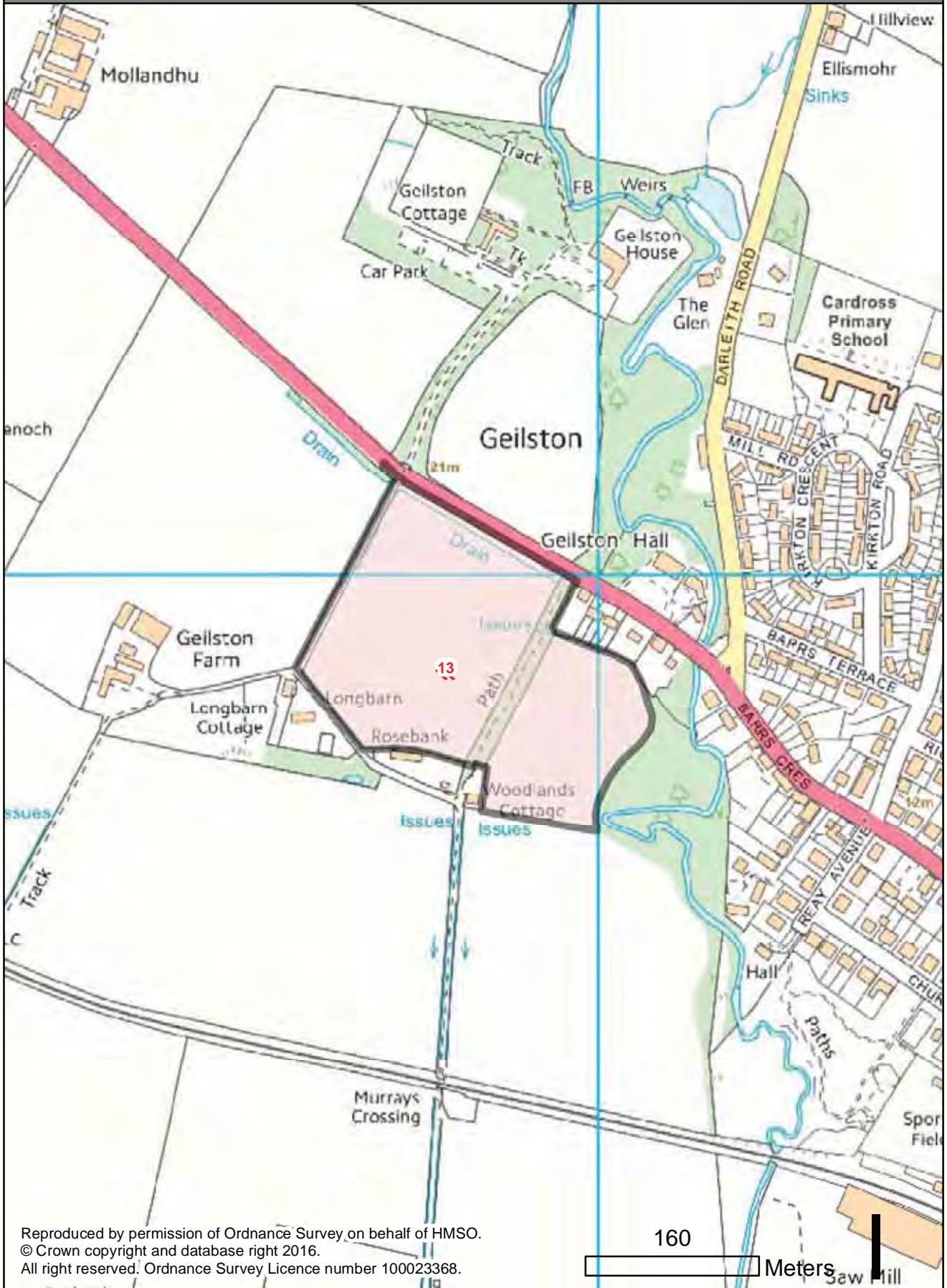
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Site ref no: 12

Proposed use: Tourism - incl.
 Accommodation, recreation & leisure

Initial rating: Amber

Land at Geilston, Cardross



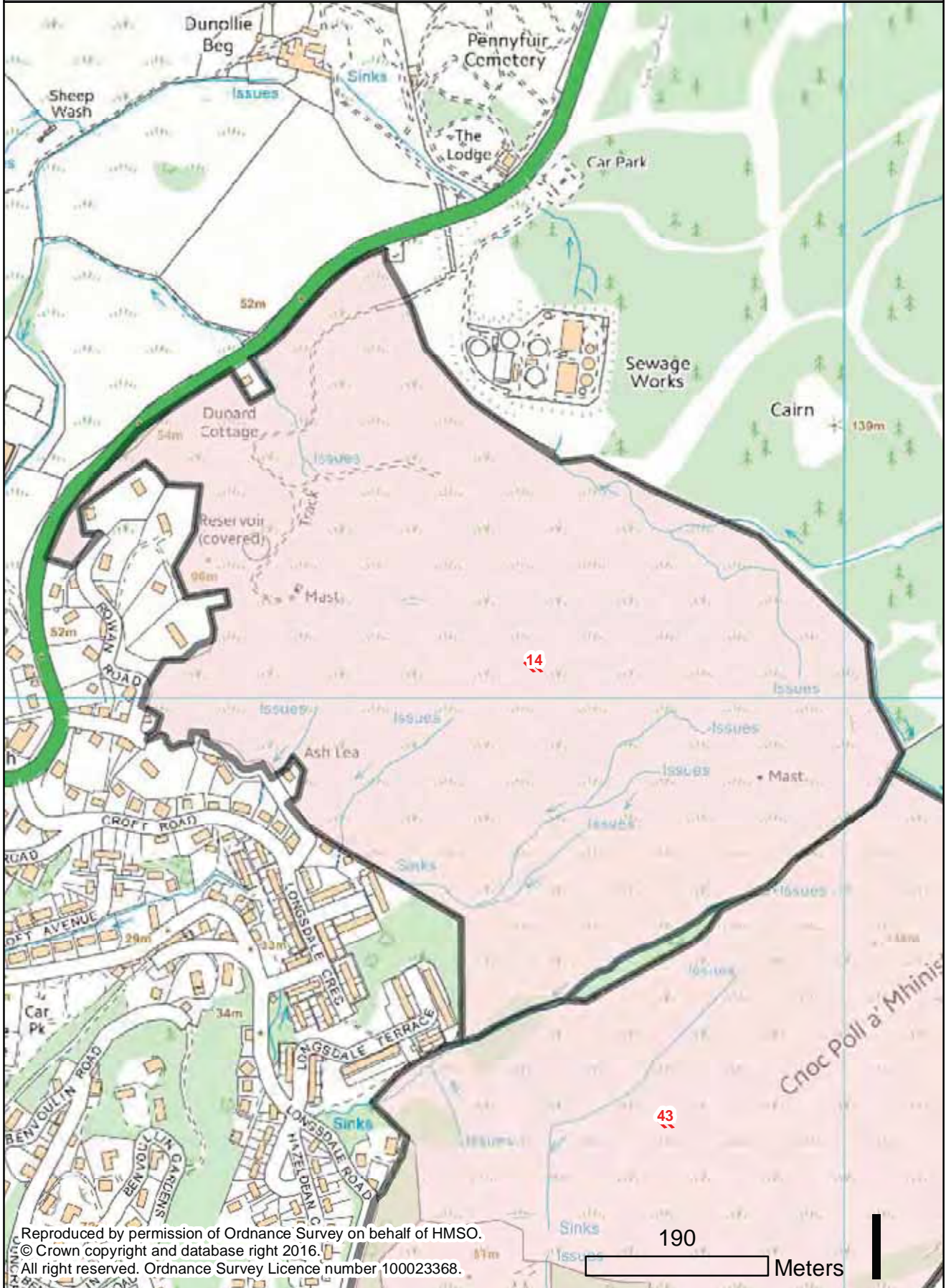
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Site ref no: 13

Proposed use: Residential

Initial rating: Amber

Dunollie Beg Farm South East

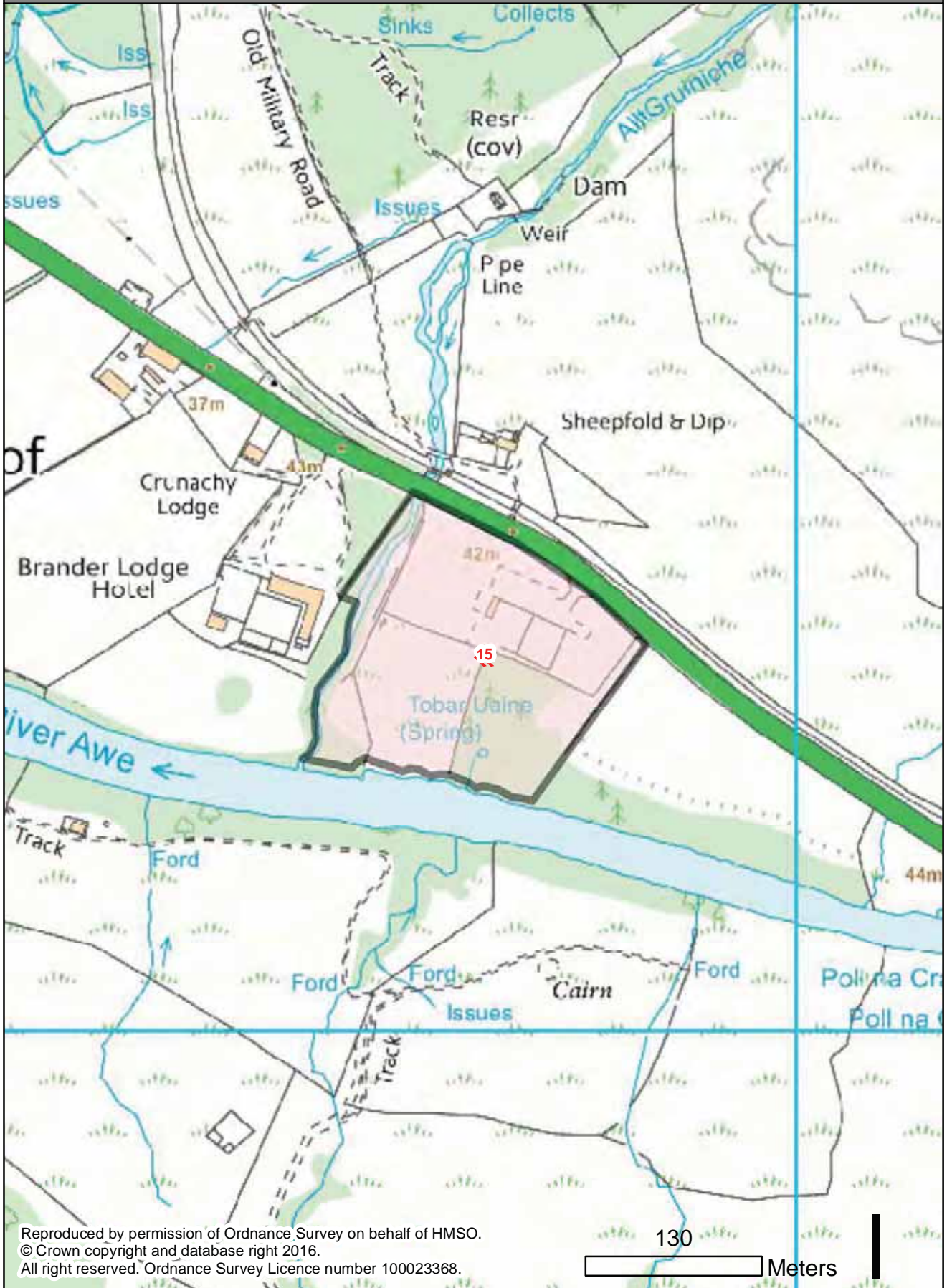


Site ref no: 14

Proposed use: Residential

Initial rating: Red

Garden Centre, Bridge of Awe, Taynuilt



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130

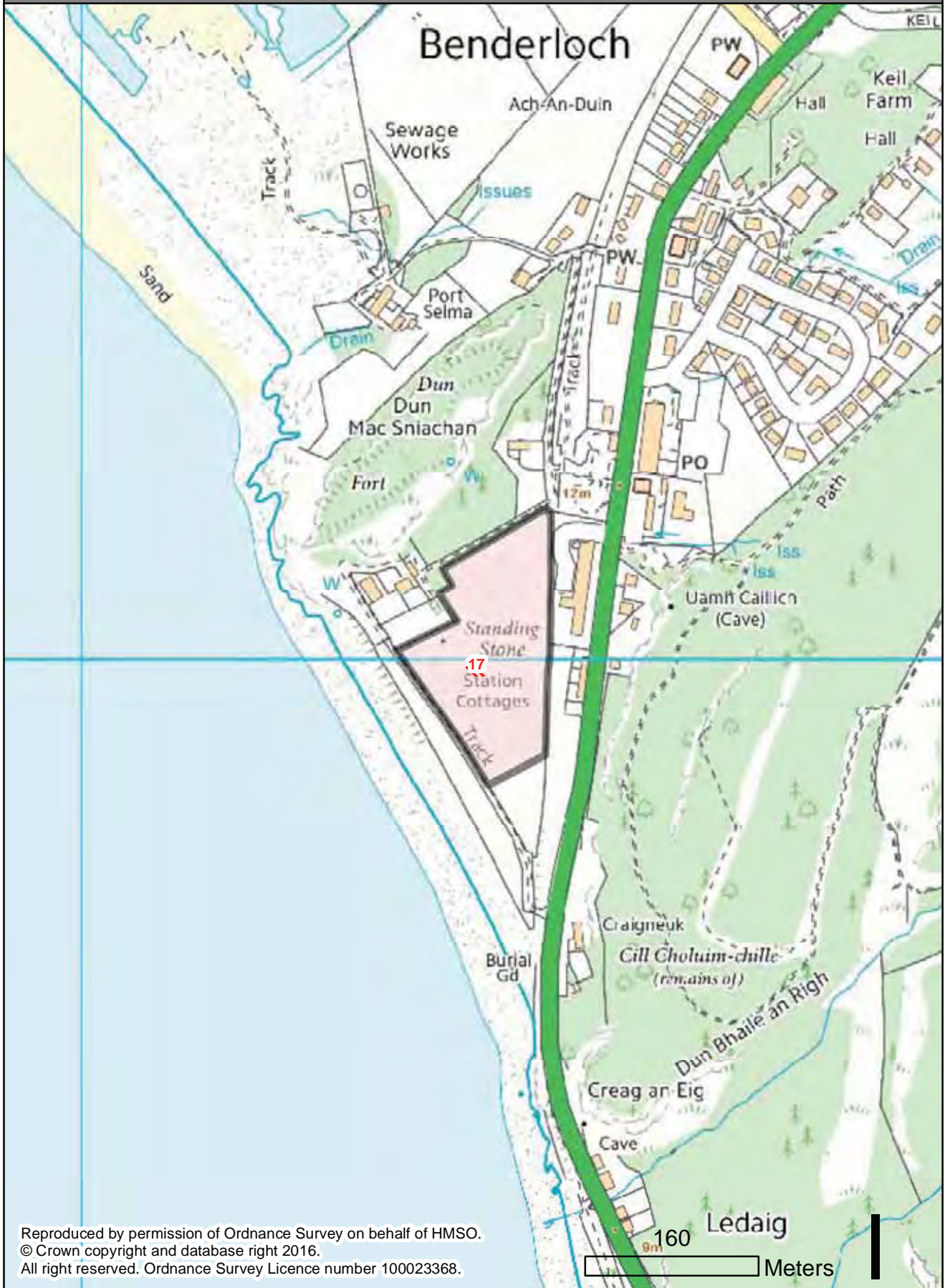
Meters

Site ref no: 15

Proposed use: Residential

Initial rating: Amber

Land adjacent to Dun Na Mara, Benderloch, Oban



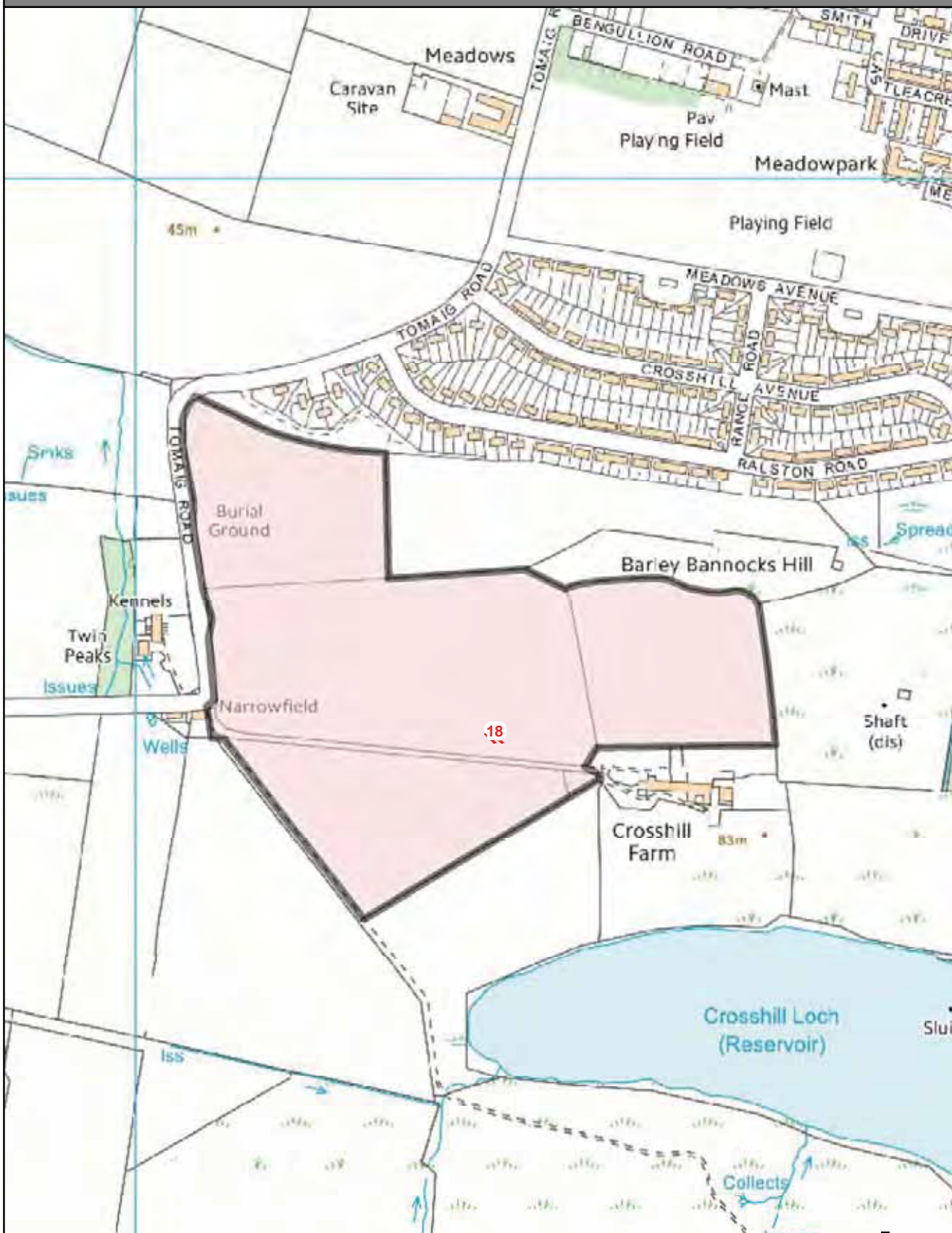
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Site ref no: 17

Proposed use: Residential

Initial rating: Red

Land North and South West of Crosshill Farm, Campbeltown

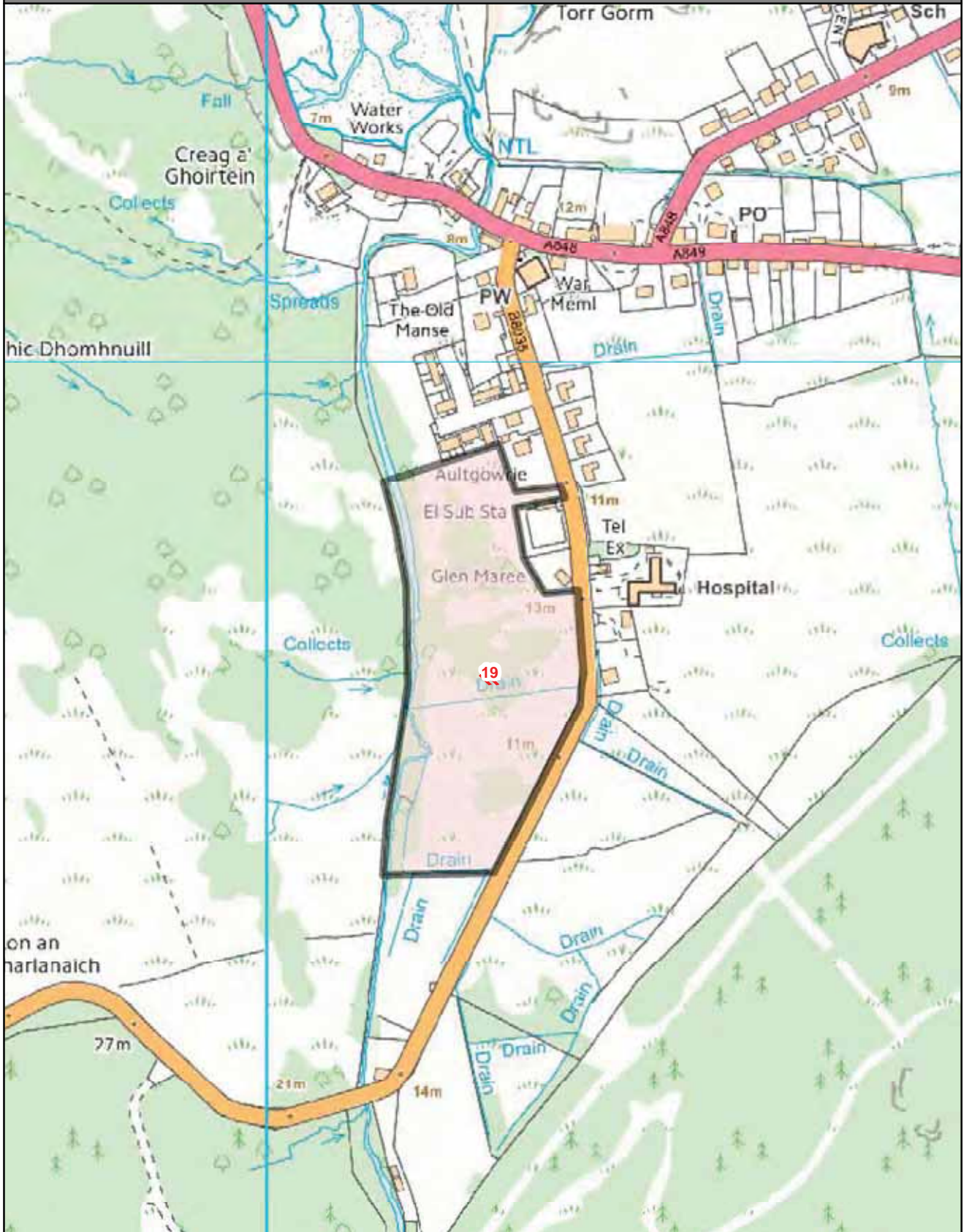


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Site ref no: 18	Proposed use: Residential	Initial rating: Red
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Land situated to the west of the B8035 (south of Glen Maree), Aros, Salen, Isle of Mull



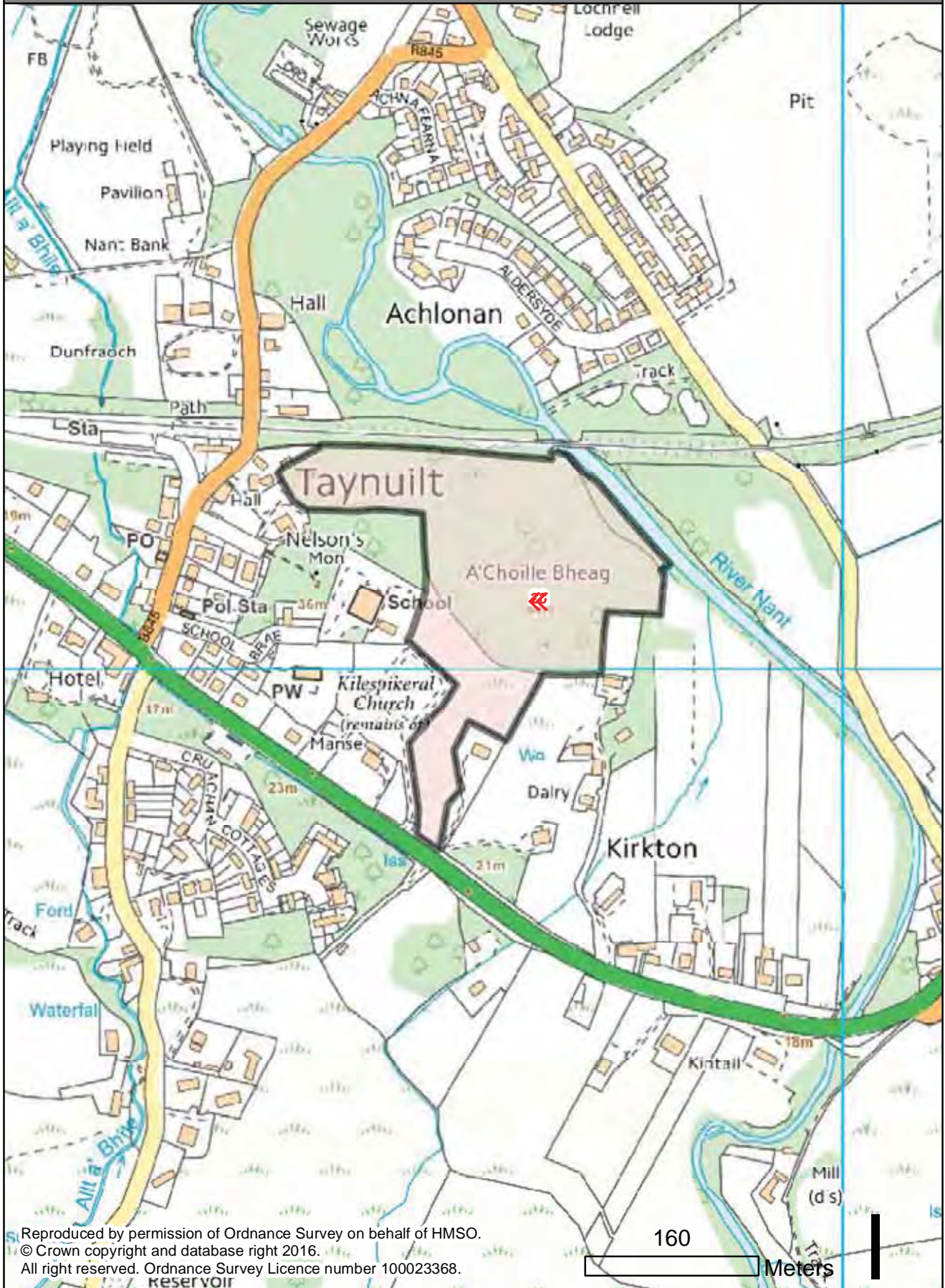
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160
Isle of Mull
Meters

Site ref no: 19

Proposed use: Residential

Initial rating: Amber



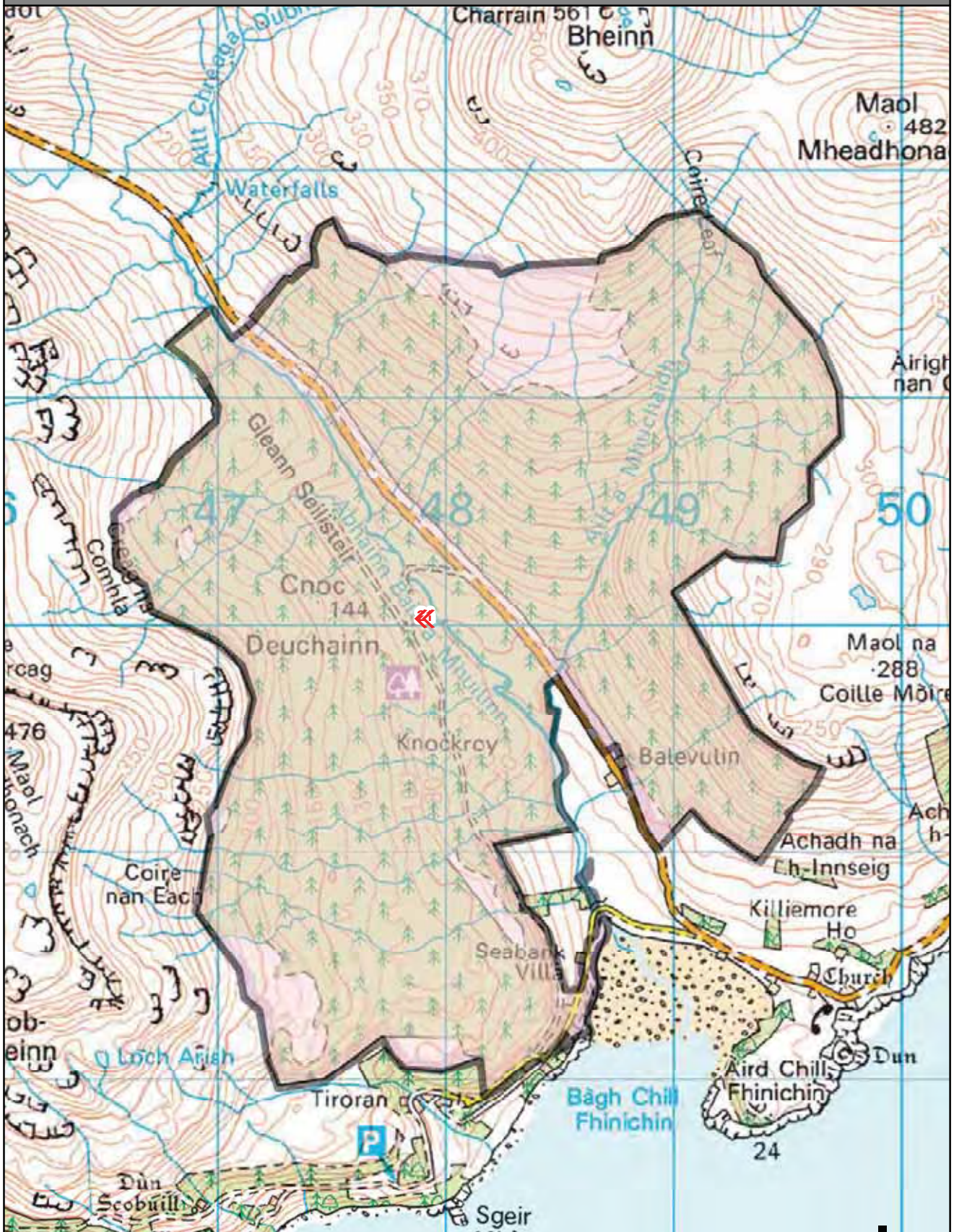
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Site ref no: 20

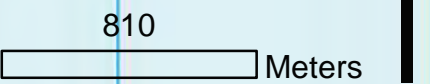
Proposed use: Residential

Initial rating: Amber

Tiroran Community Forest, Tiroran, Isle of Mull



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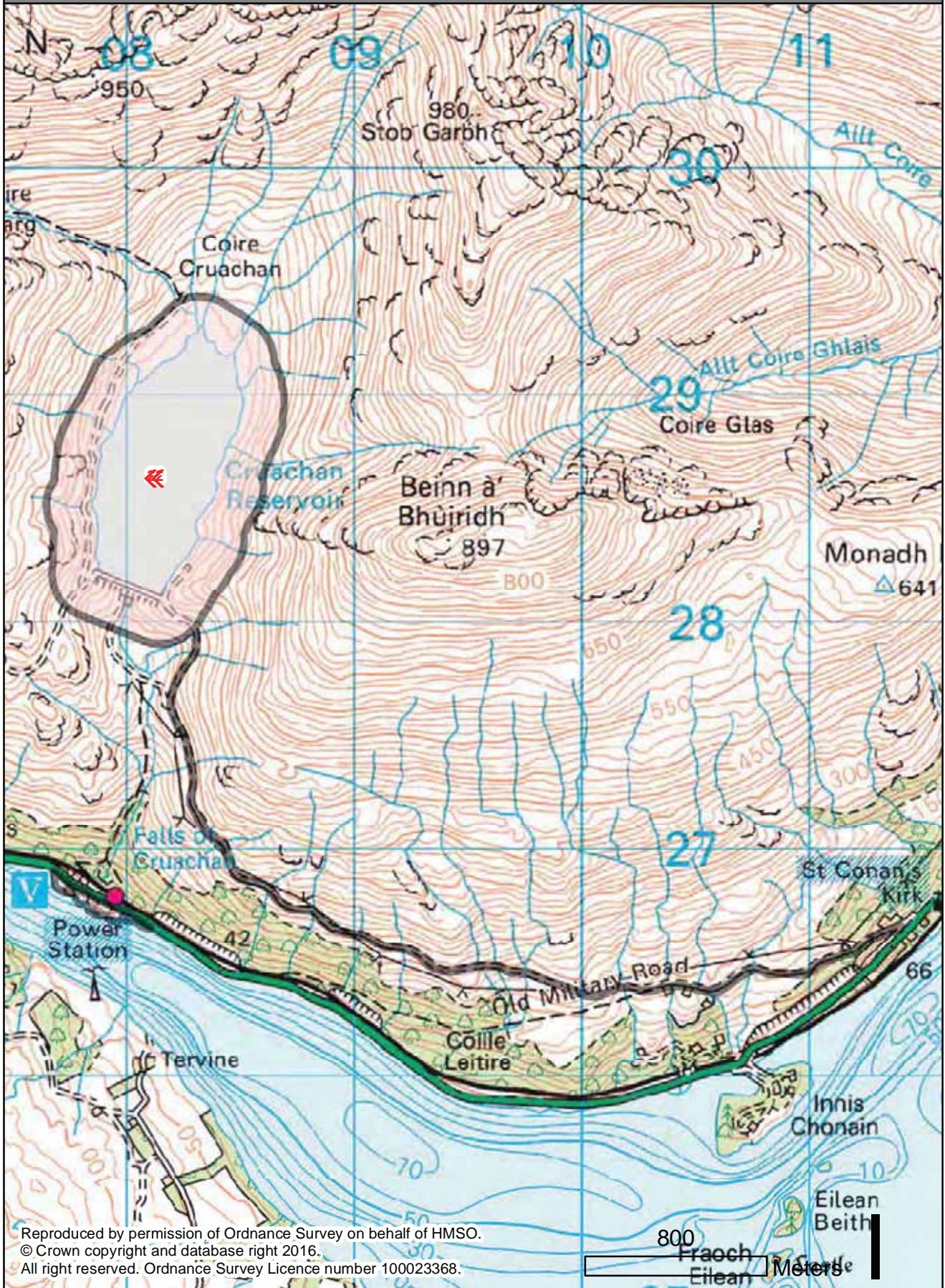


Site ref no: 21

Proposed use: Community Woodland - mixed uses incl. tourism facilities/accommodation, leisure, business/industry units, residential, burial site.

Initial rating: Amber

Cruachan Power Station, Dalmally

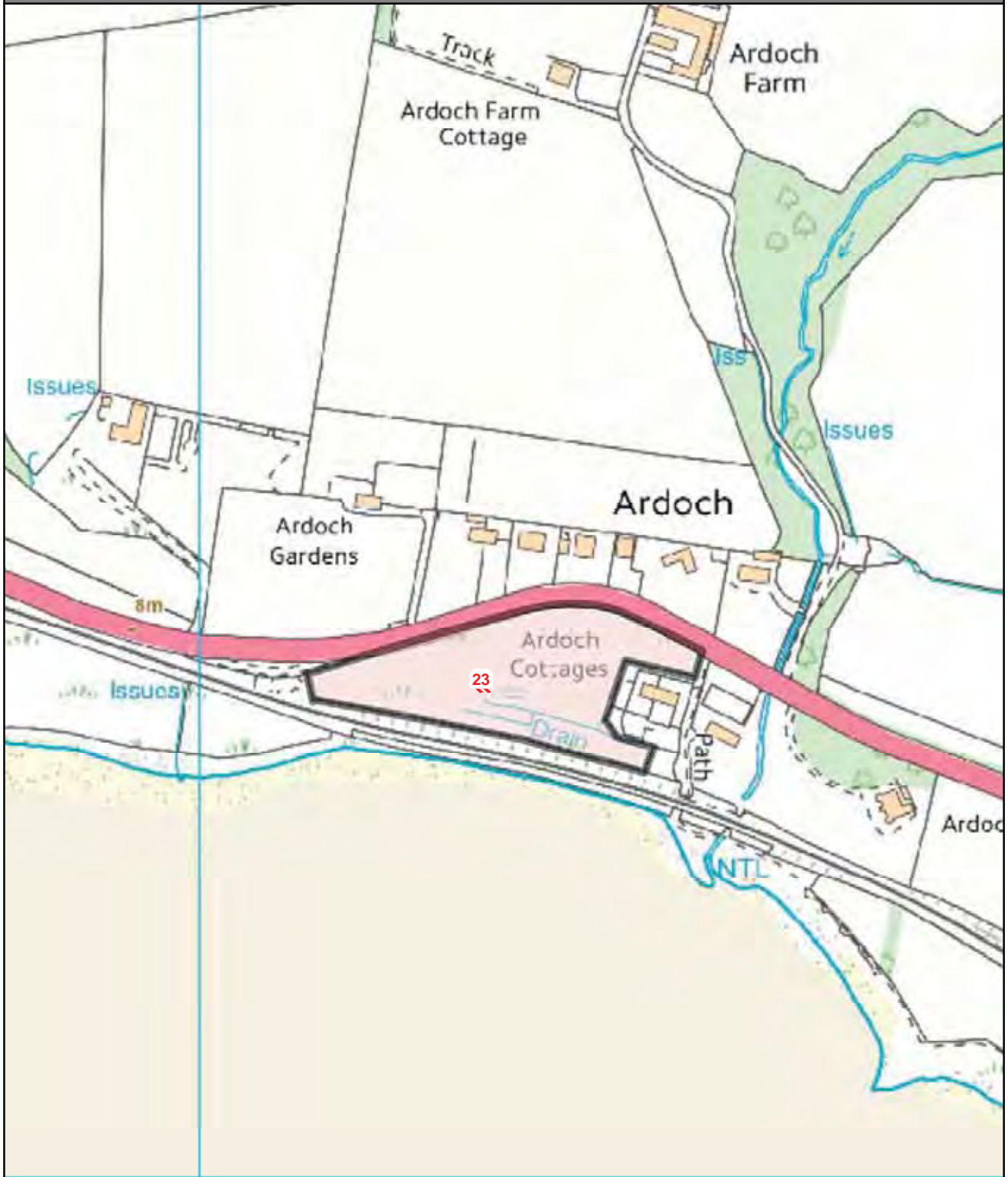


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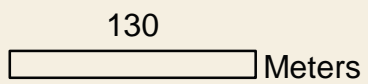
Proposed use: Expanded pump storage system - Cruachan Dam.

Initial rating: Green

Land between A814 and the railway in Ardoch



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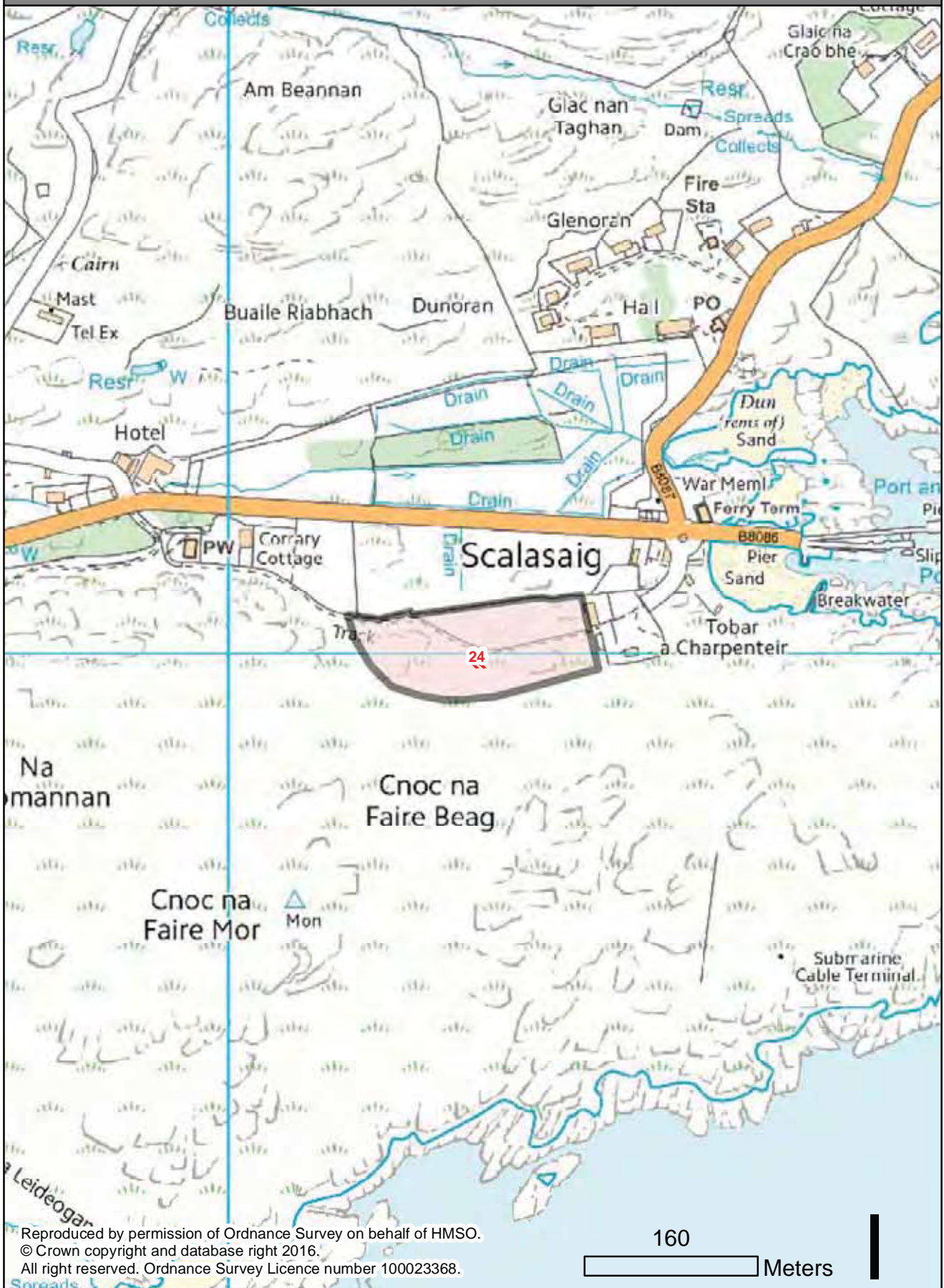


Site ref no: 23

Proposed use: Residential

Initial rating: Red

Land to the west of Hazel Cottage, Scalasaig



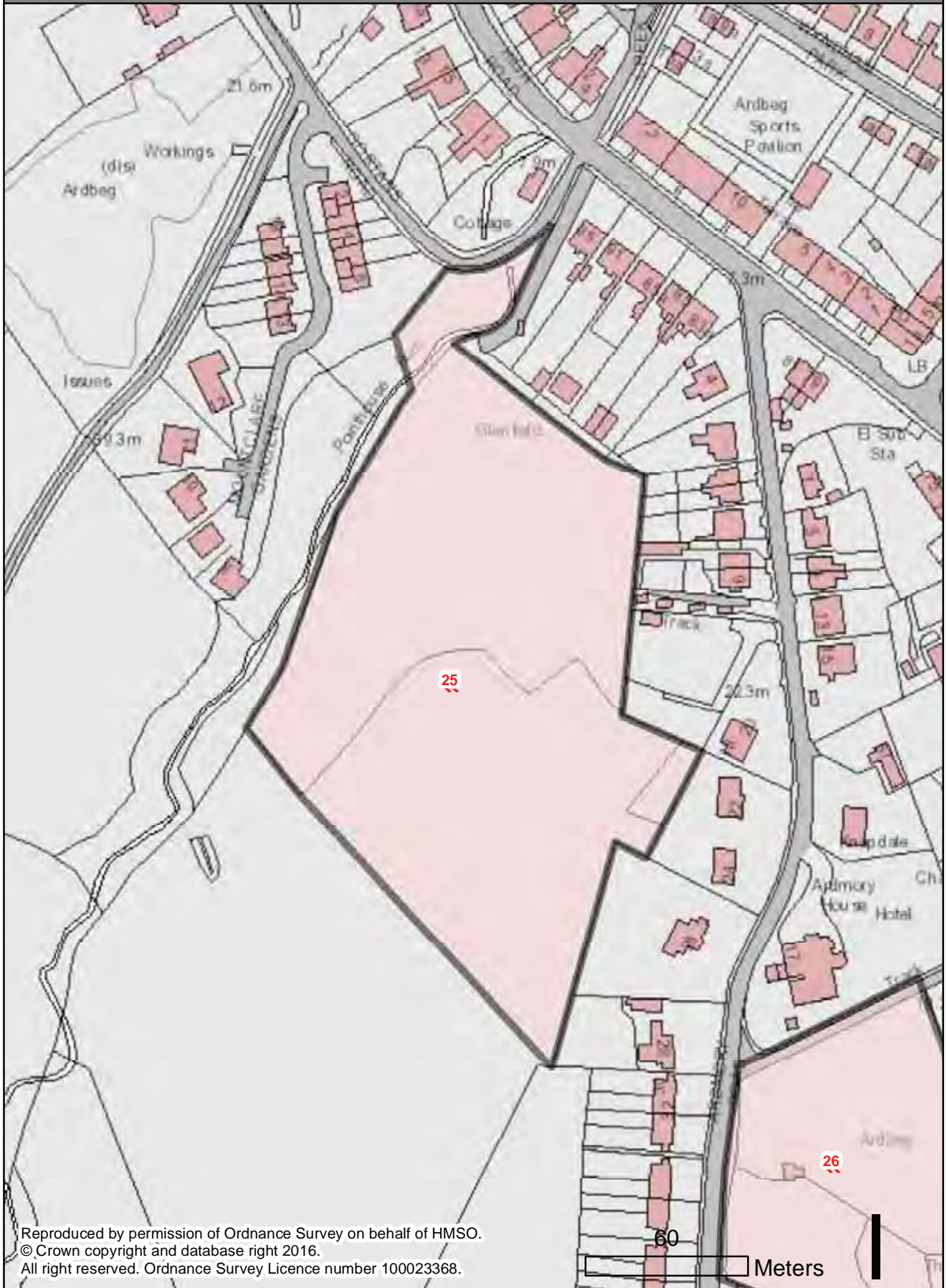
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Site ref no: 24

Proposed use: Residential,
 workshop/storage.

Initial rating: Green

Land South of Gortans Road, Port Bannatyne

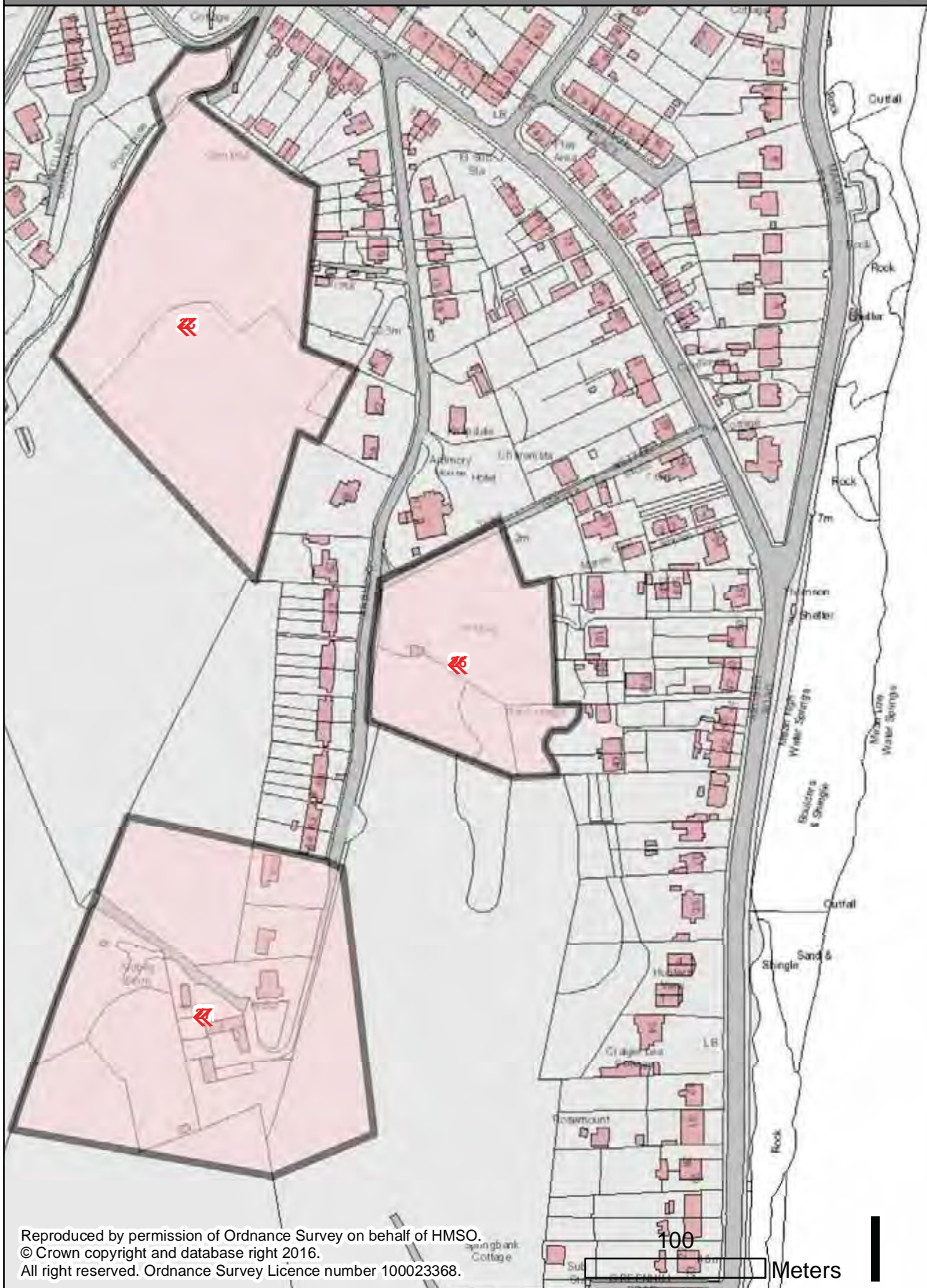


Site ref no: 25

Proposed use: Residential

Initial rating: Red

Land South of Ardmore House Hotel, Port Bannatyne

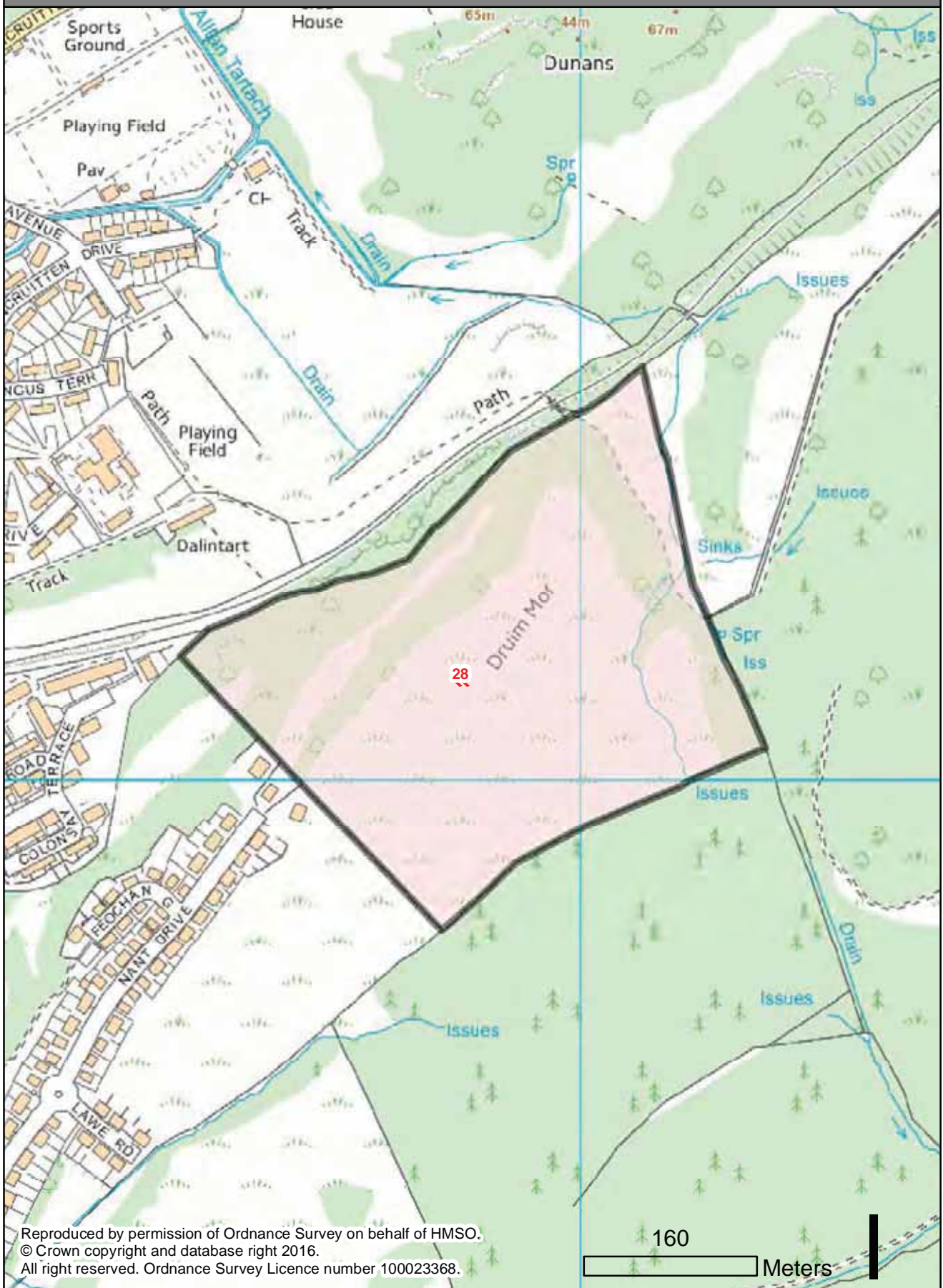


Site ref no: 26

Proposed use: Residential

Initial rating: Red

Dalintart Farm, Oban



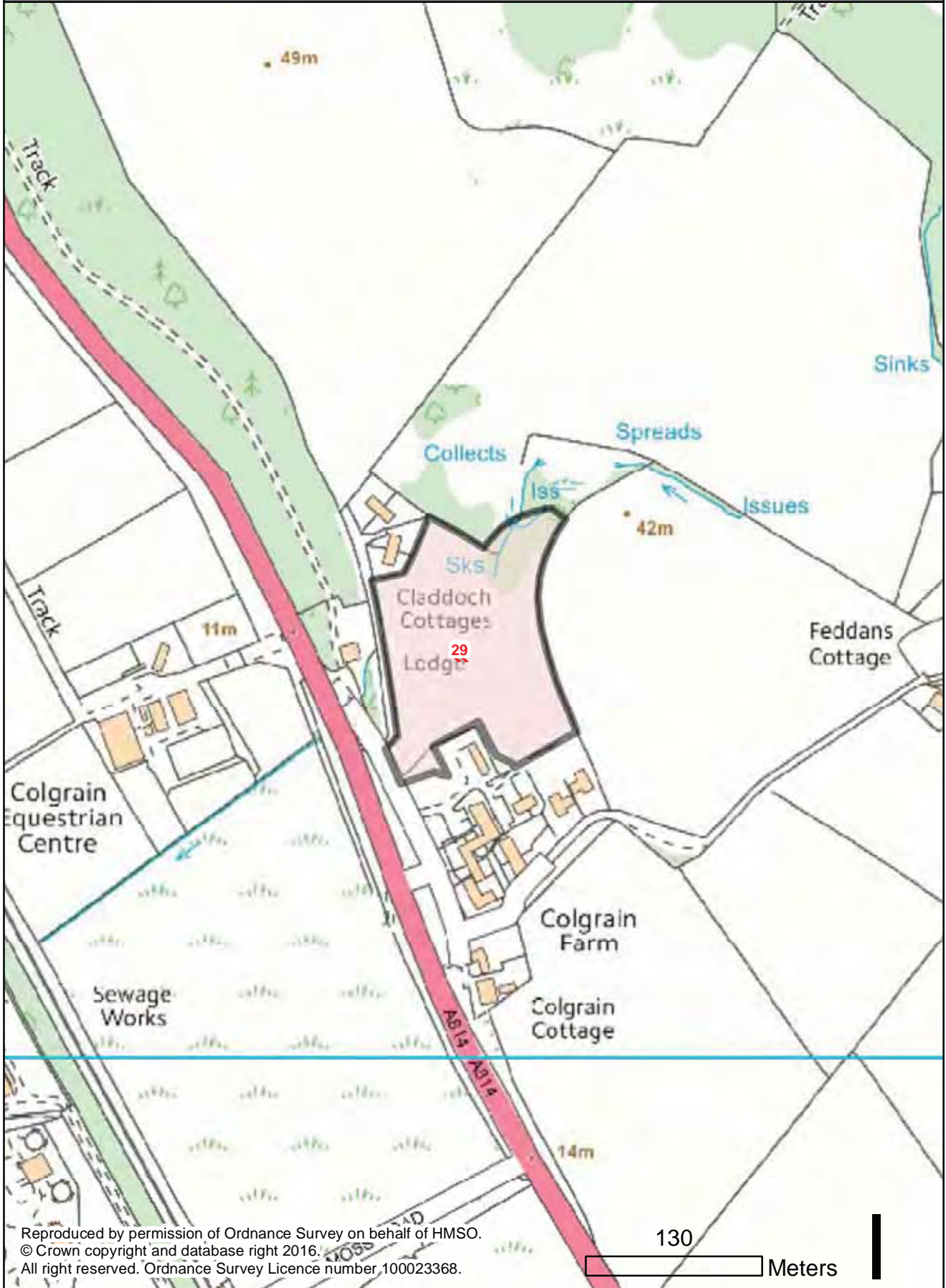
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Site ref no: 28

Proposed use: Residential

Initial rating: Red

Vacant land adjacent to Colgrain Steading, Cardross



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Site ref no: 29

Proposed use: Residential

Initial rating: Red

Land off Keils Road, Craighouse, Isle of Jura



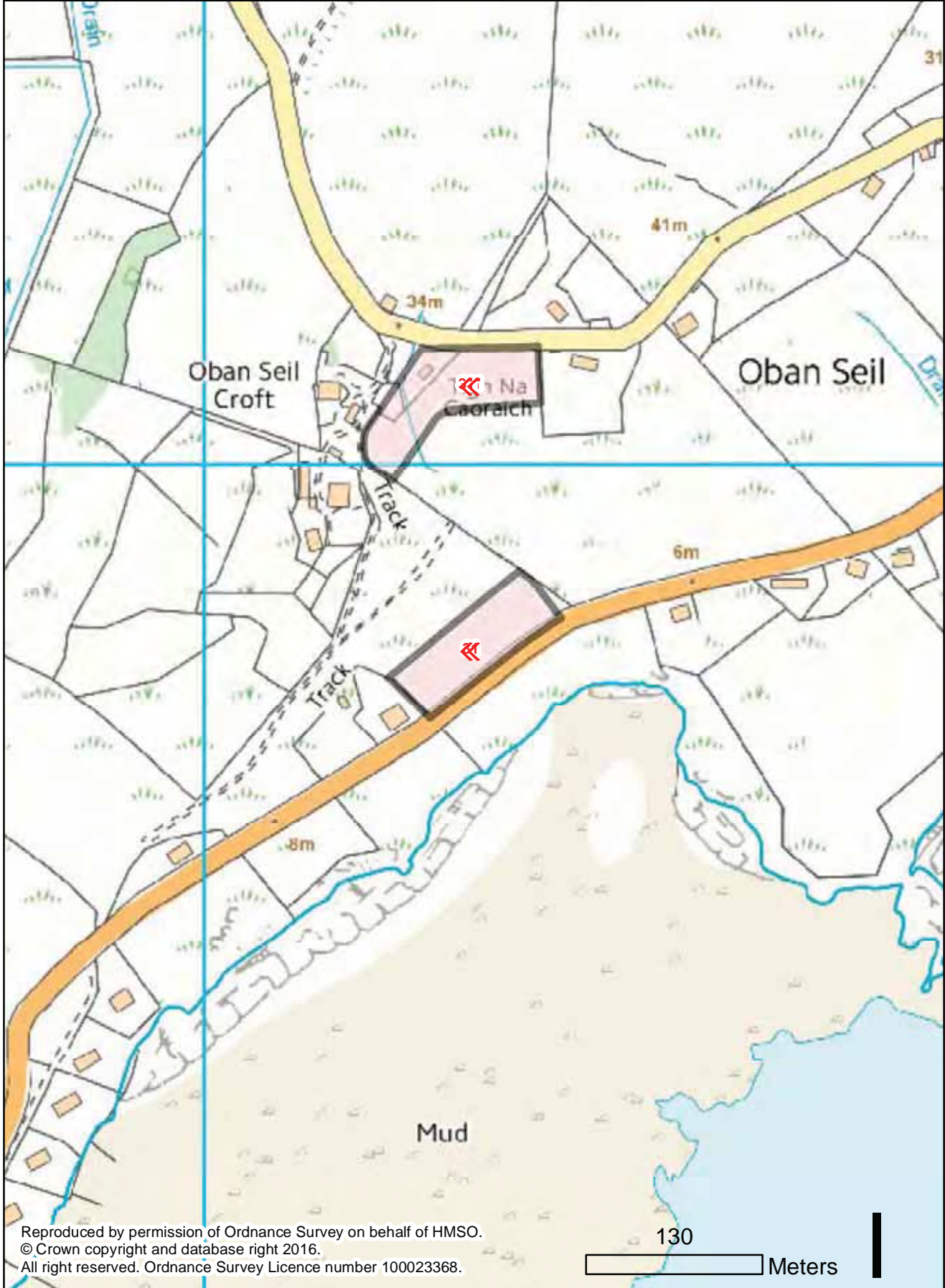
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Site ref no: 30

Proposed use: Residential

Initial rating: Red

Land at Oban Seil, Isle of Seil, Oban



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130
Meters

Site ref no: 31

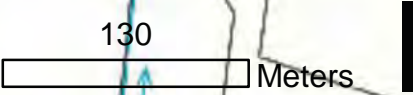
Proposed use: Residential

Initial rating: Red

Land at The Moy, Campbeltown, Argyll



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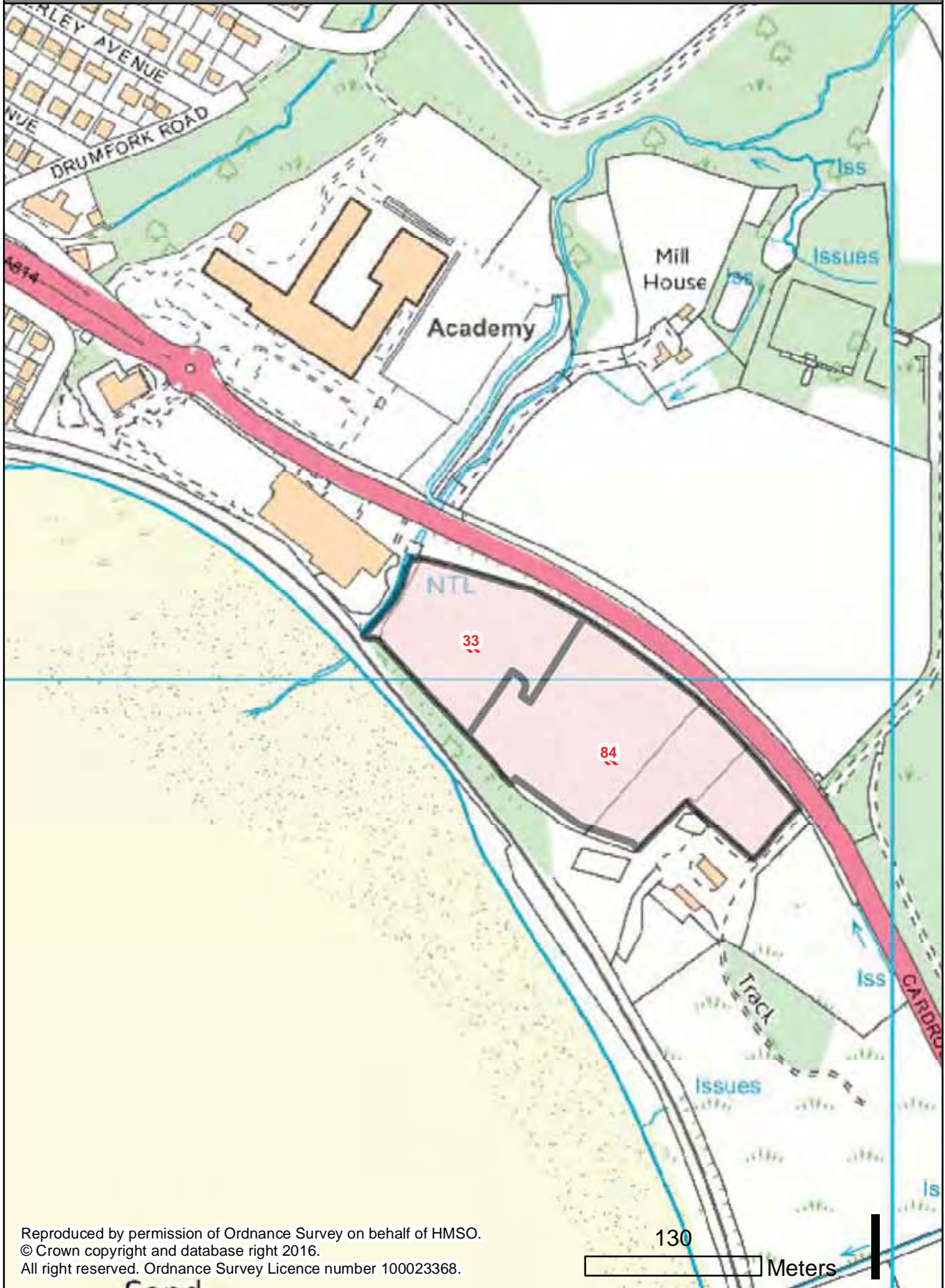


Site ref no: 32

Proposed use: Residential

Initial rating: Red

Land to north and west of Iona Stables, Lower Colgrain Farm, Cardross Road, Helensburgh



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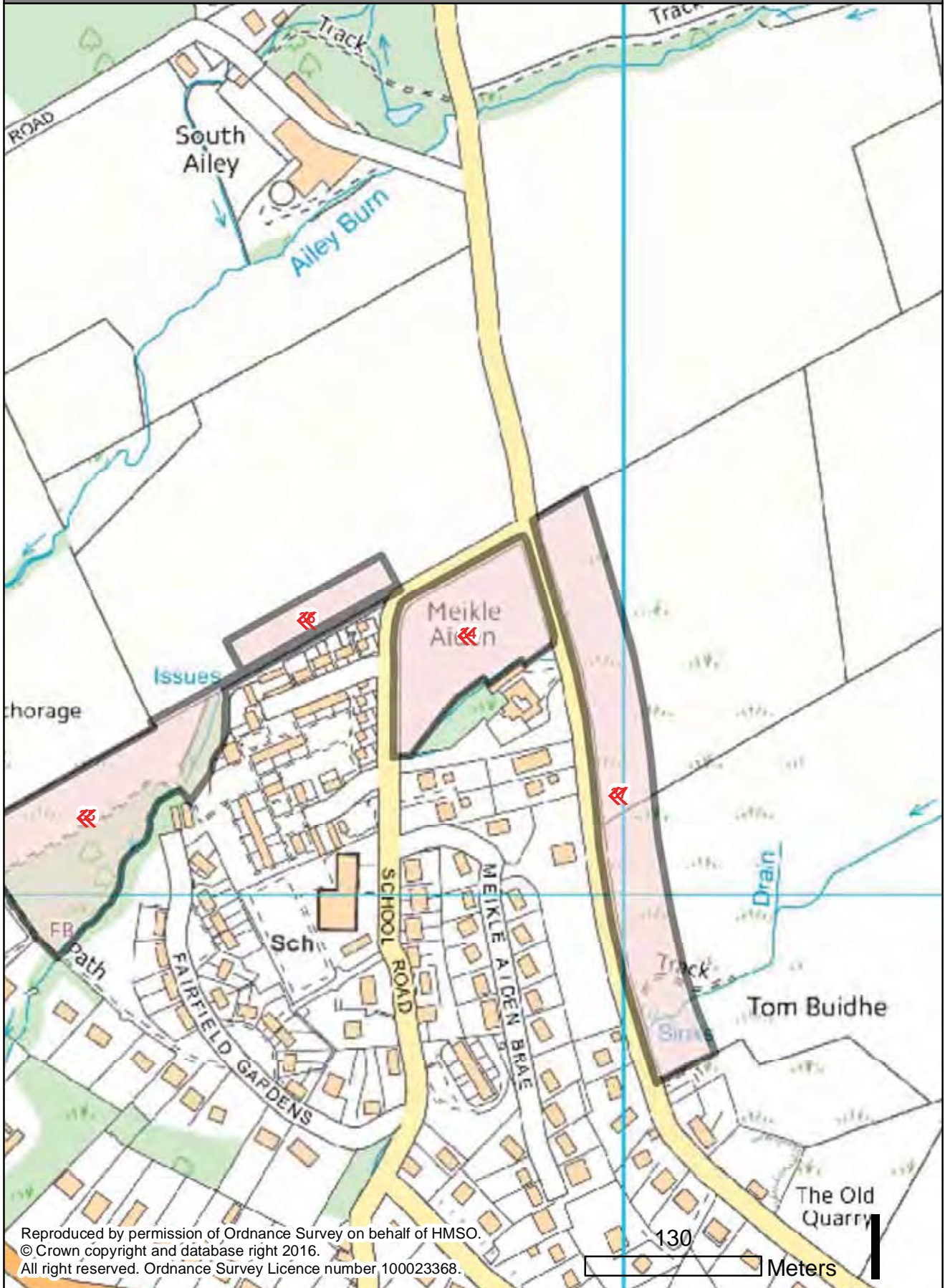
Meters

Site ref no: 33

Proposed use: Offices, hotel,
 public house, residential.

Initial rating: Amber

Land on School Road (wee field), Kilcreggan.



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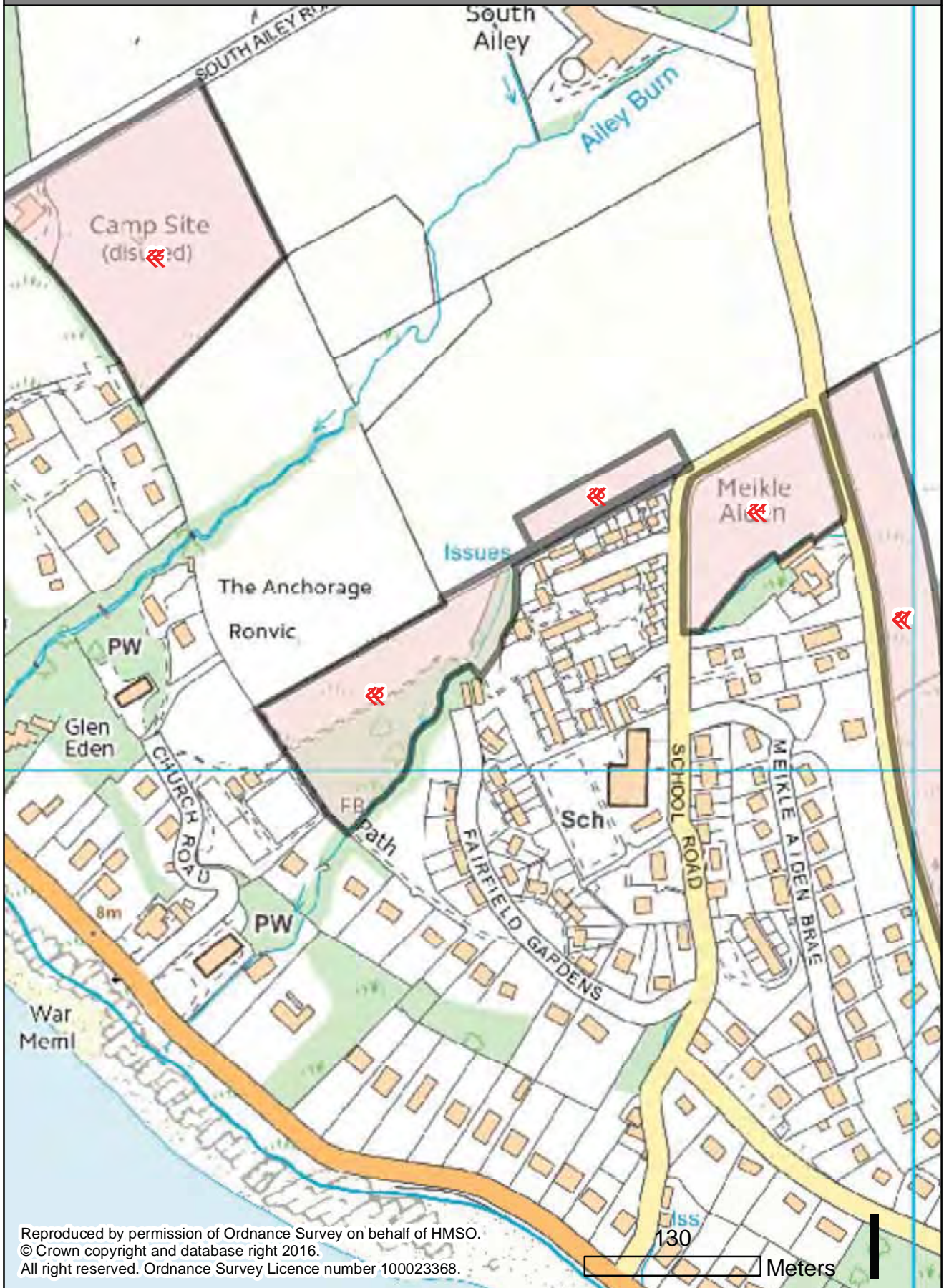
Meters

Site ref no: 34

Proposed use: Residential

Initial rating: Green

Land behind Kilcreggan bowling green

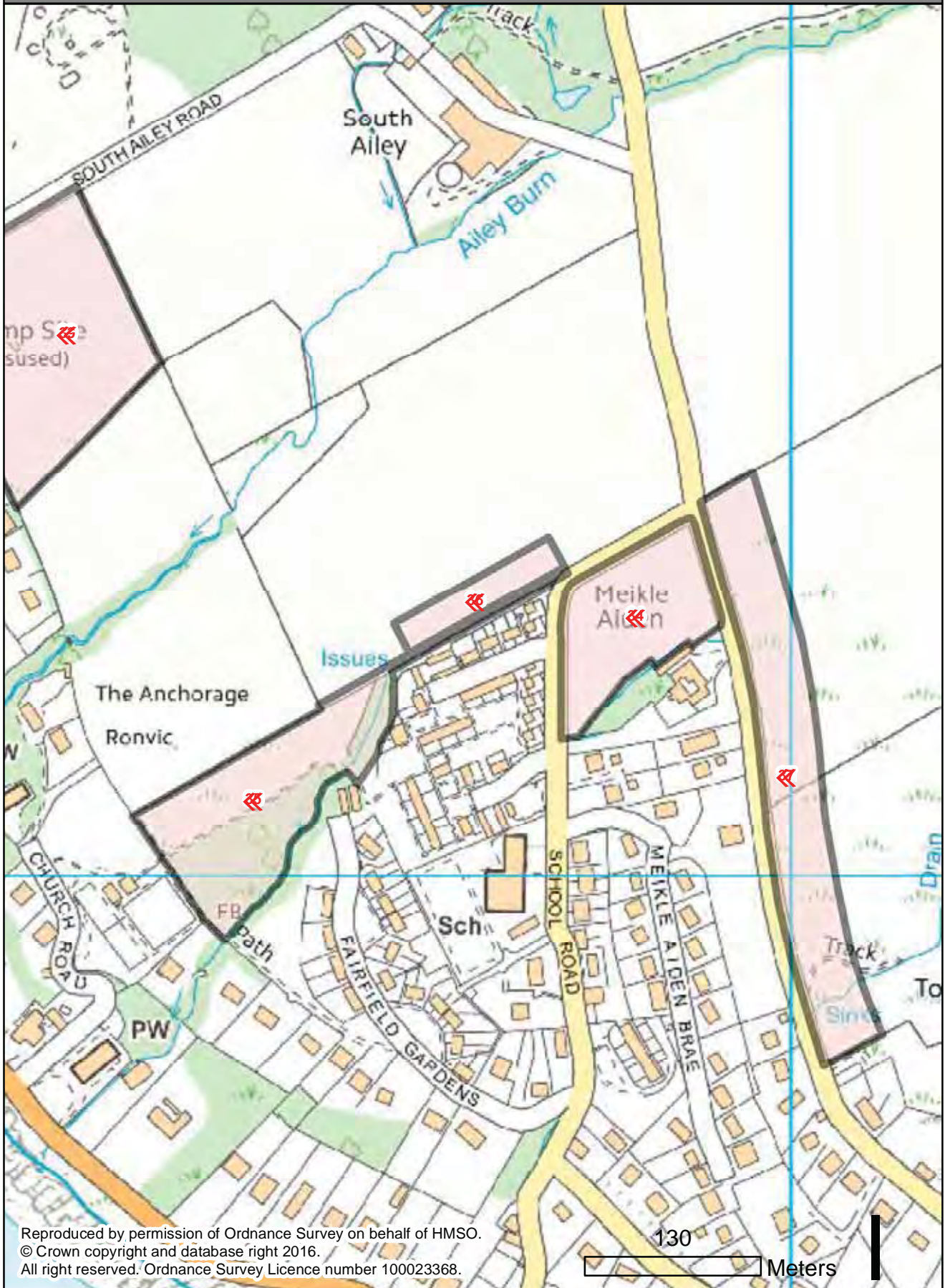


Site ref no: 35

Proposed use: Residential

Initial rating: Red

Land next to Craigrownie Gardens, School Road, Kilcreggan



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Site ref no: 36

Proposed use: Residential

Initial rating: Red

Land above Barbour road & School road, Kilcreggan



Site ref no: 37

Proposed use: Residential

Initial rating: Red

Ballimore Farm Estate, Kilchrenan, Taynuilt



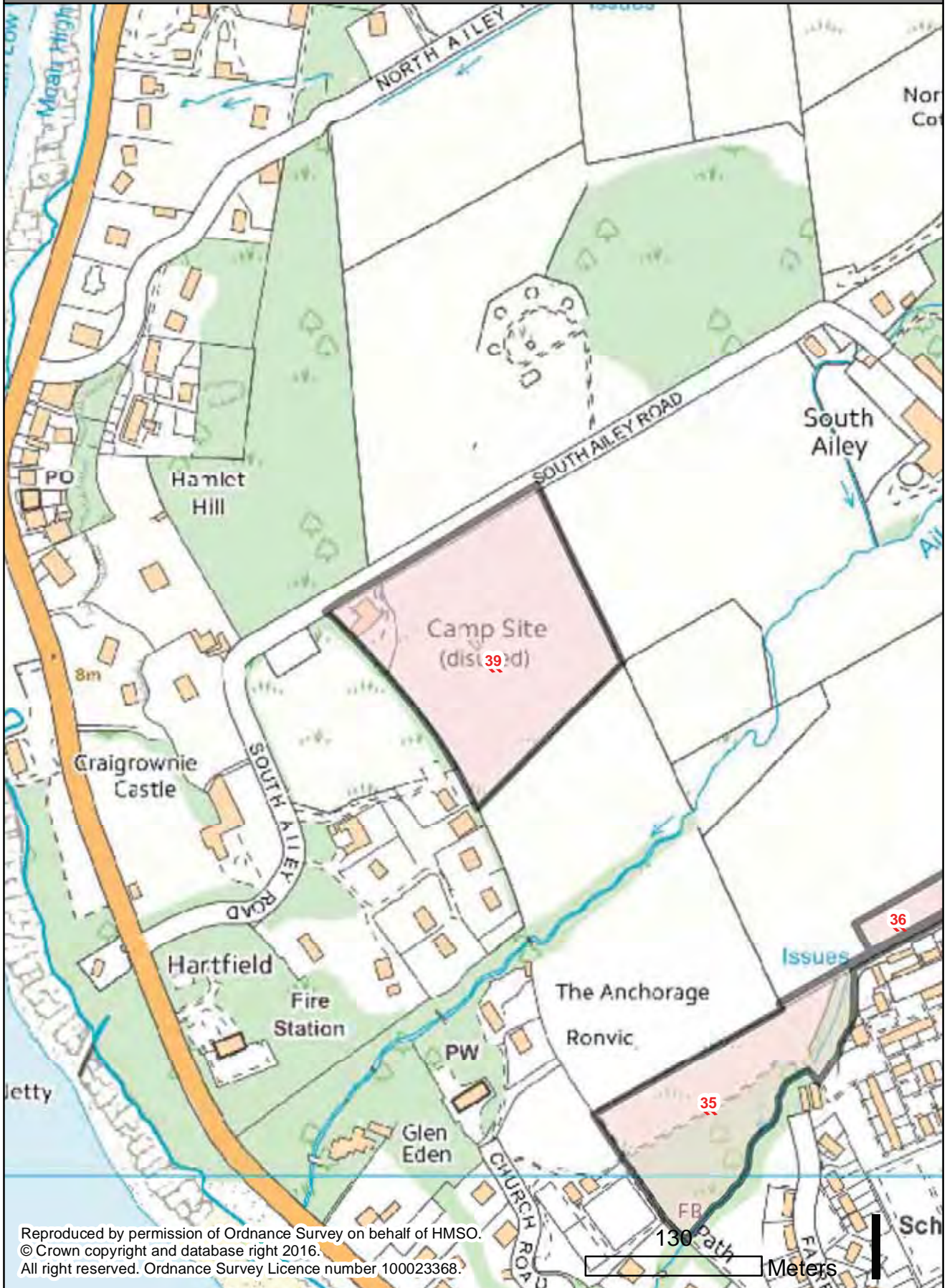
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Site ref no: 38

Proposed use: Residential

Initial rating: Red

Land off Old Army Camp at South Ailey Farm



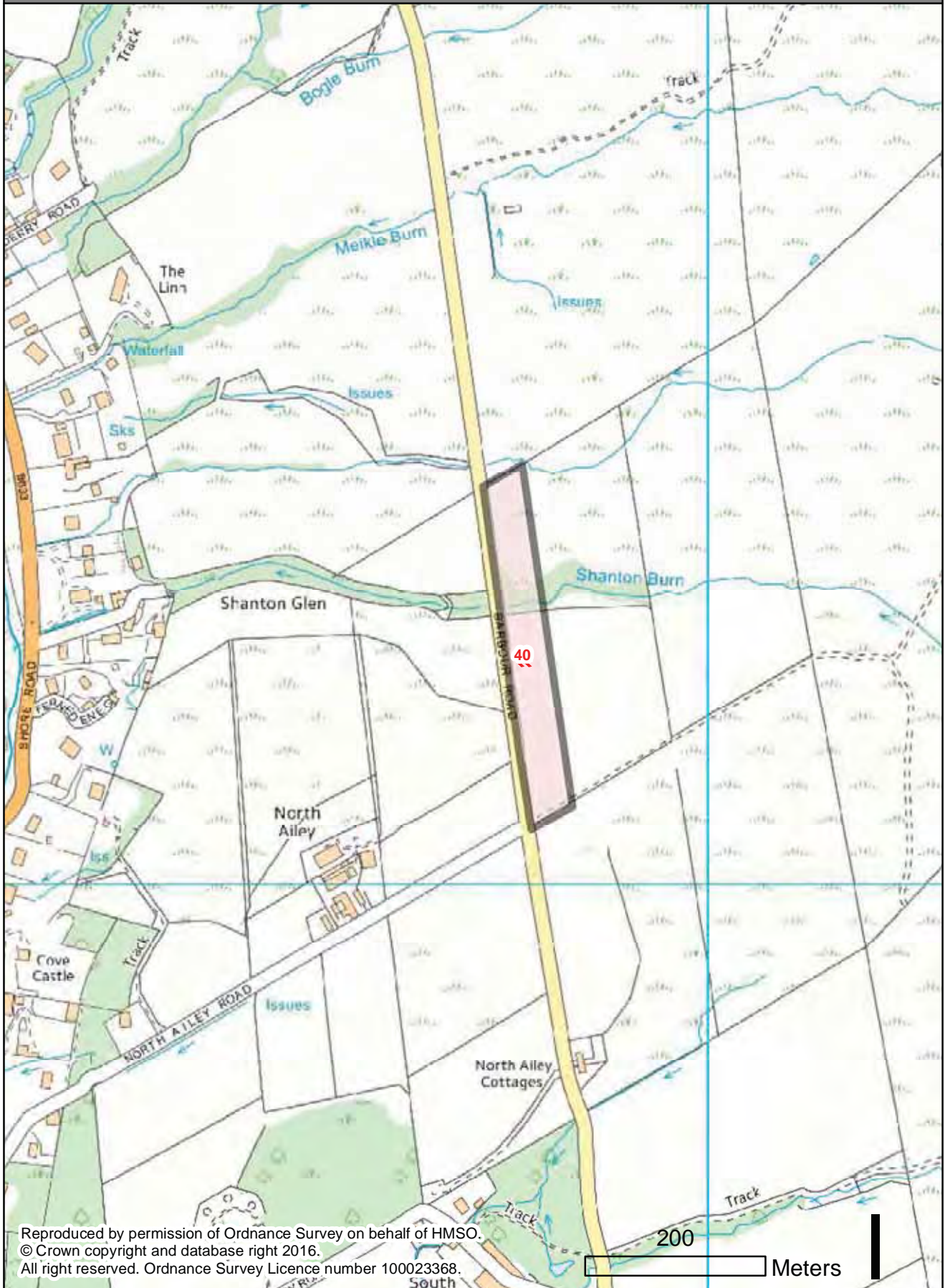
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Site ref no: 39

Proposed use: Residential

Initial rating: Amber

Lands of North Ailey Hill, Cove



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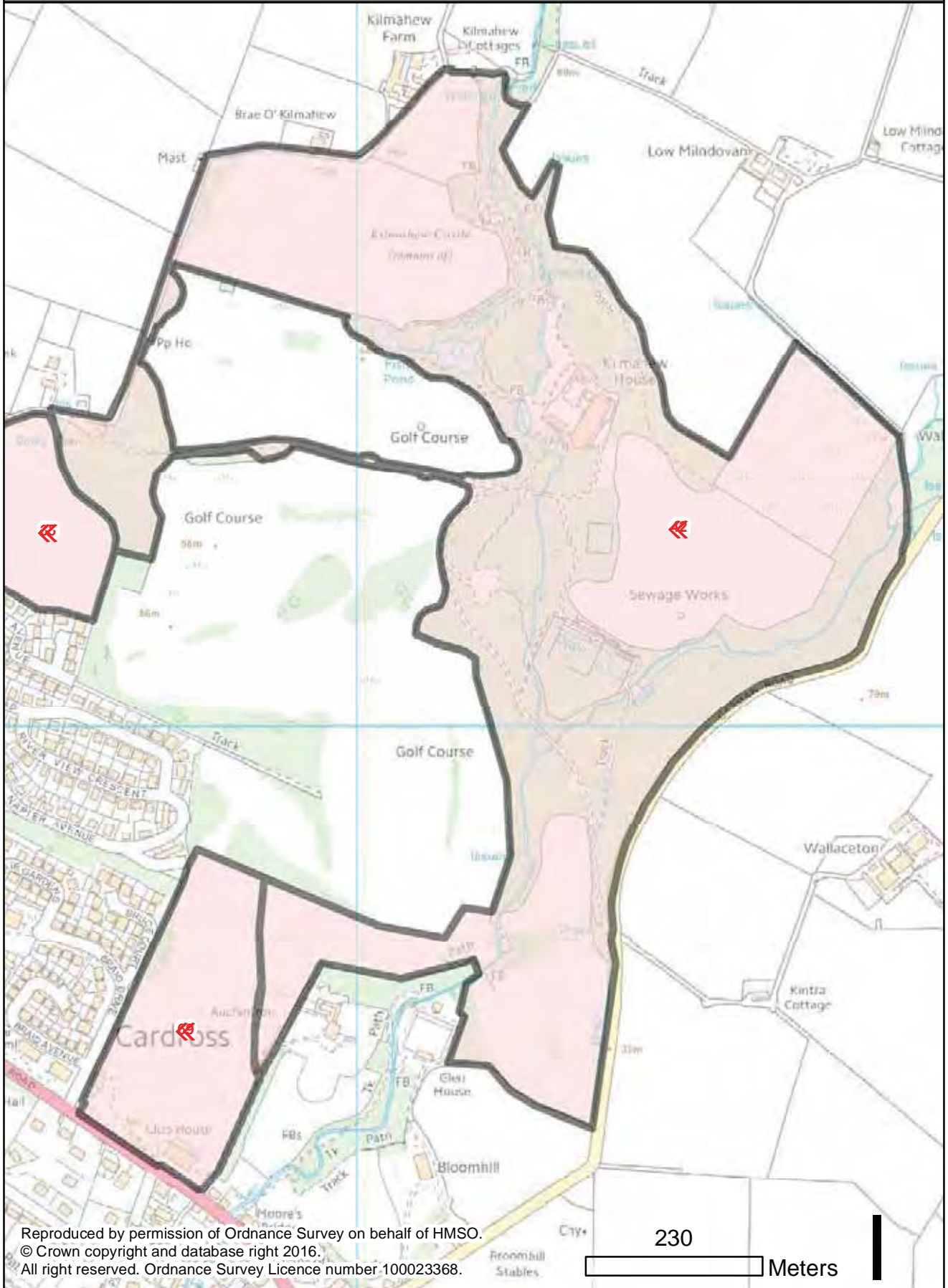
200 Meters

Site ref no: 40

Proposed use: Residential

Initial rating: Red

Kilmahew/St Peter's Seminary, Off Carman Road, Cardross



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230

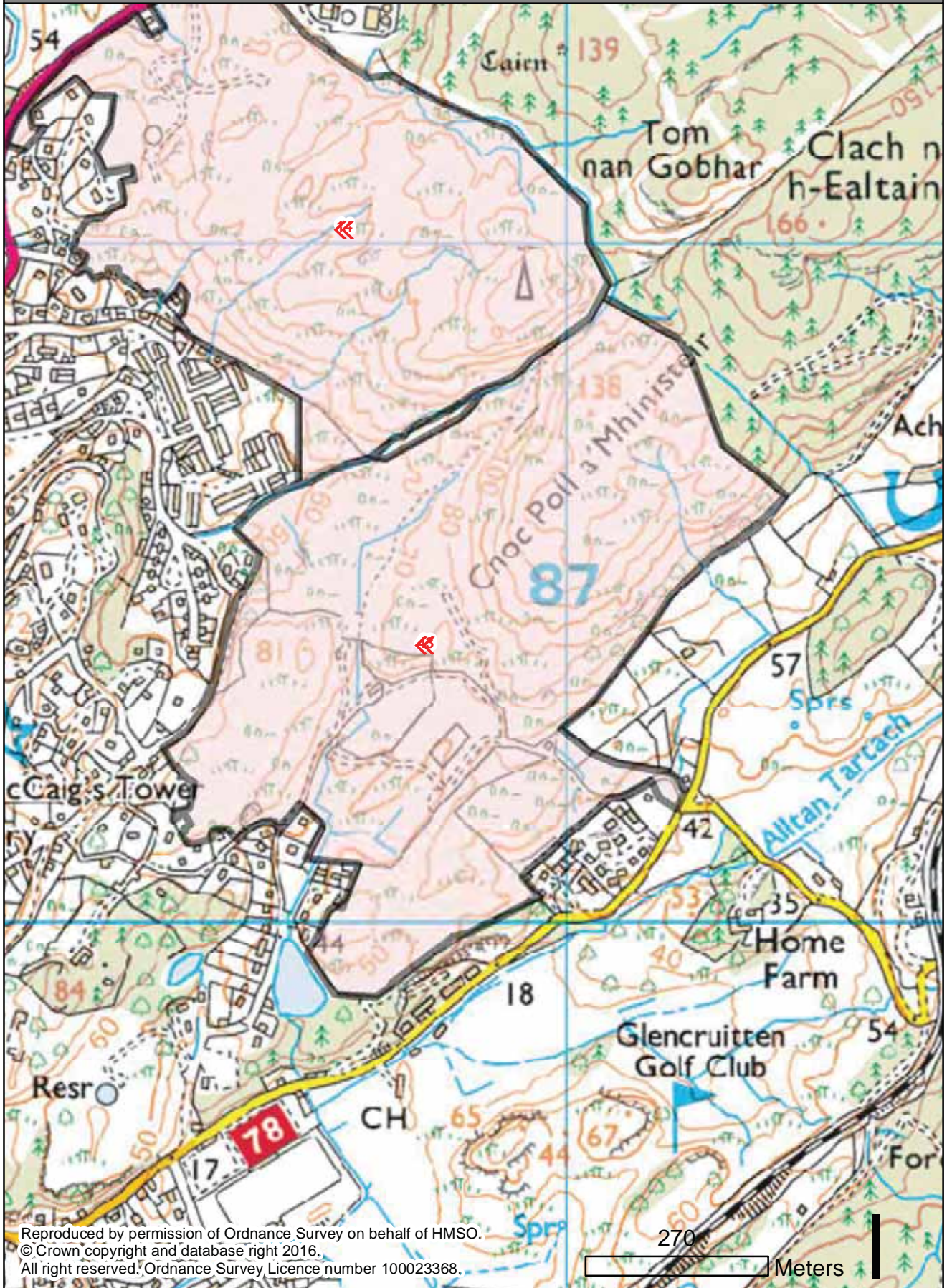
Meters

Site ref no: 42

Proposed use: Arts/visitor centre,
 visitor and residential accommodation.

Initial rating: Amber

Land north of Polvinister Road, and bounded by Lonsdale Road and Glencruitten Road, Oban.

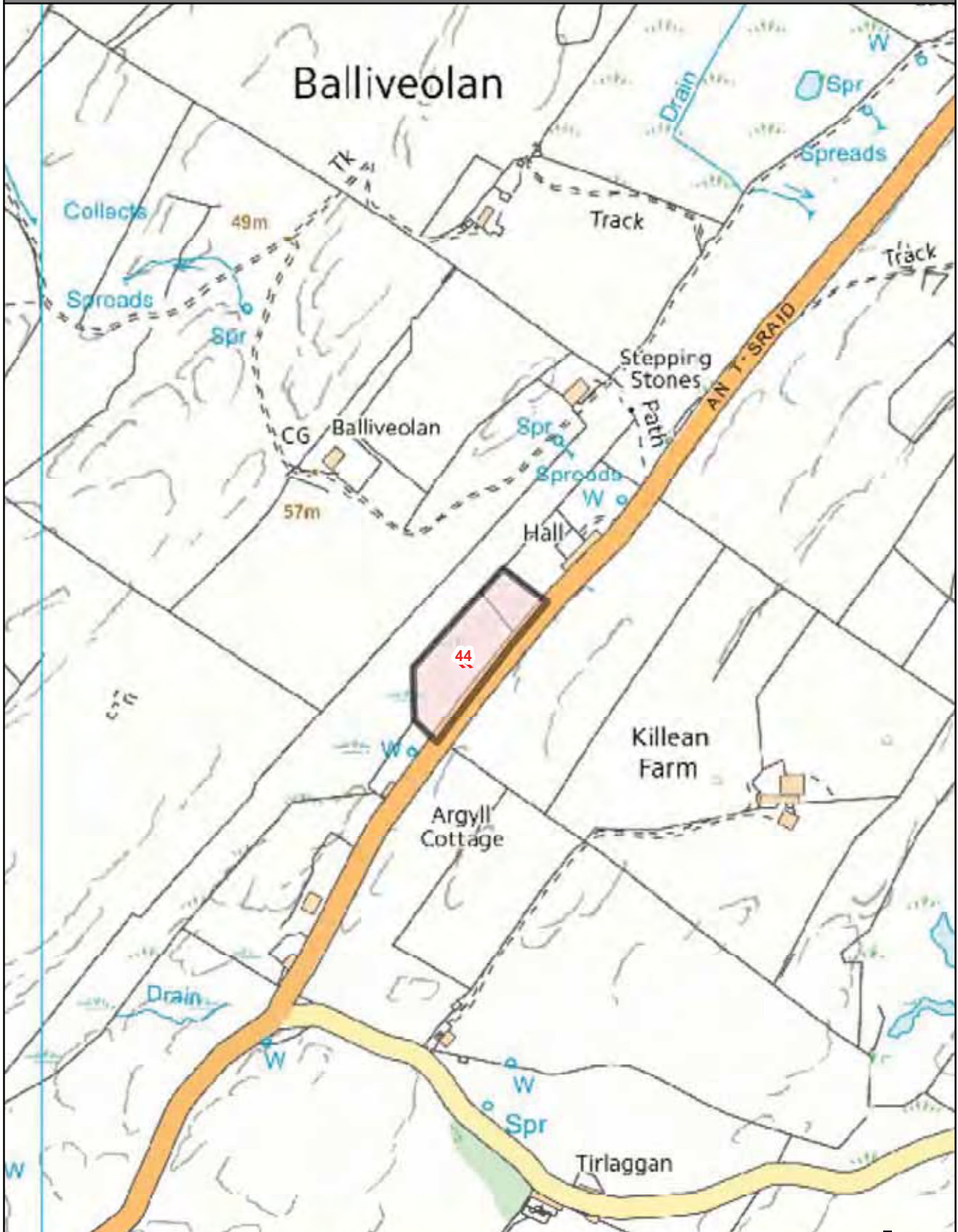


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Site ref no: 43

Proposed use: Residential

Initial rating: Red



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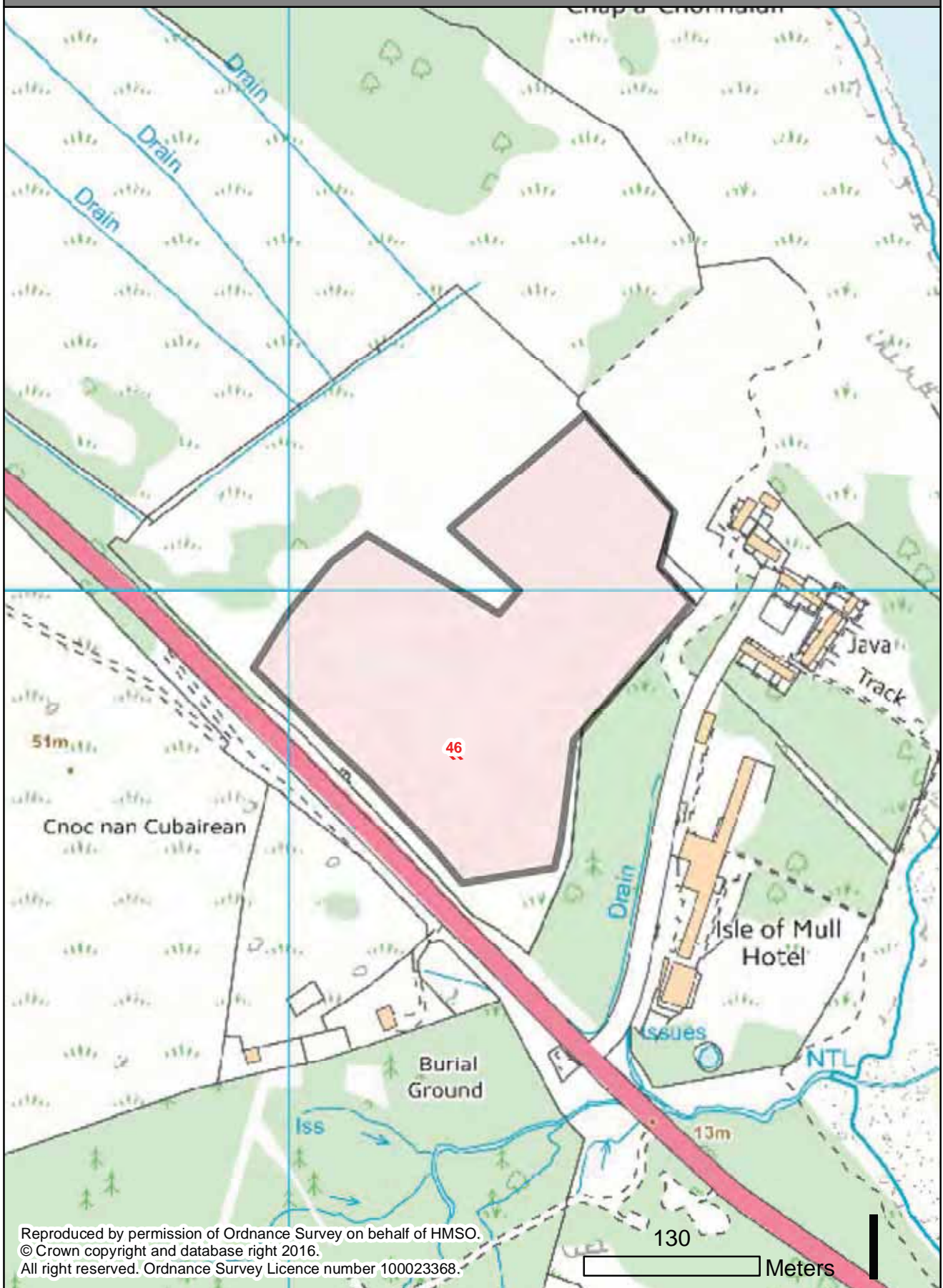
Meters

Site ref no: 44

Proposed use: Residential

Initial rating: Amber

Field next to Progressive Care Centre, Craignure, Isle of Mull



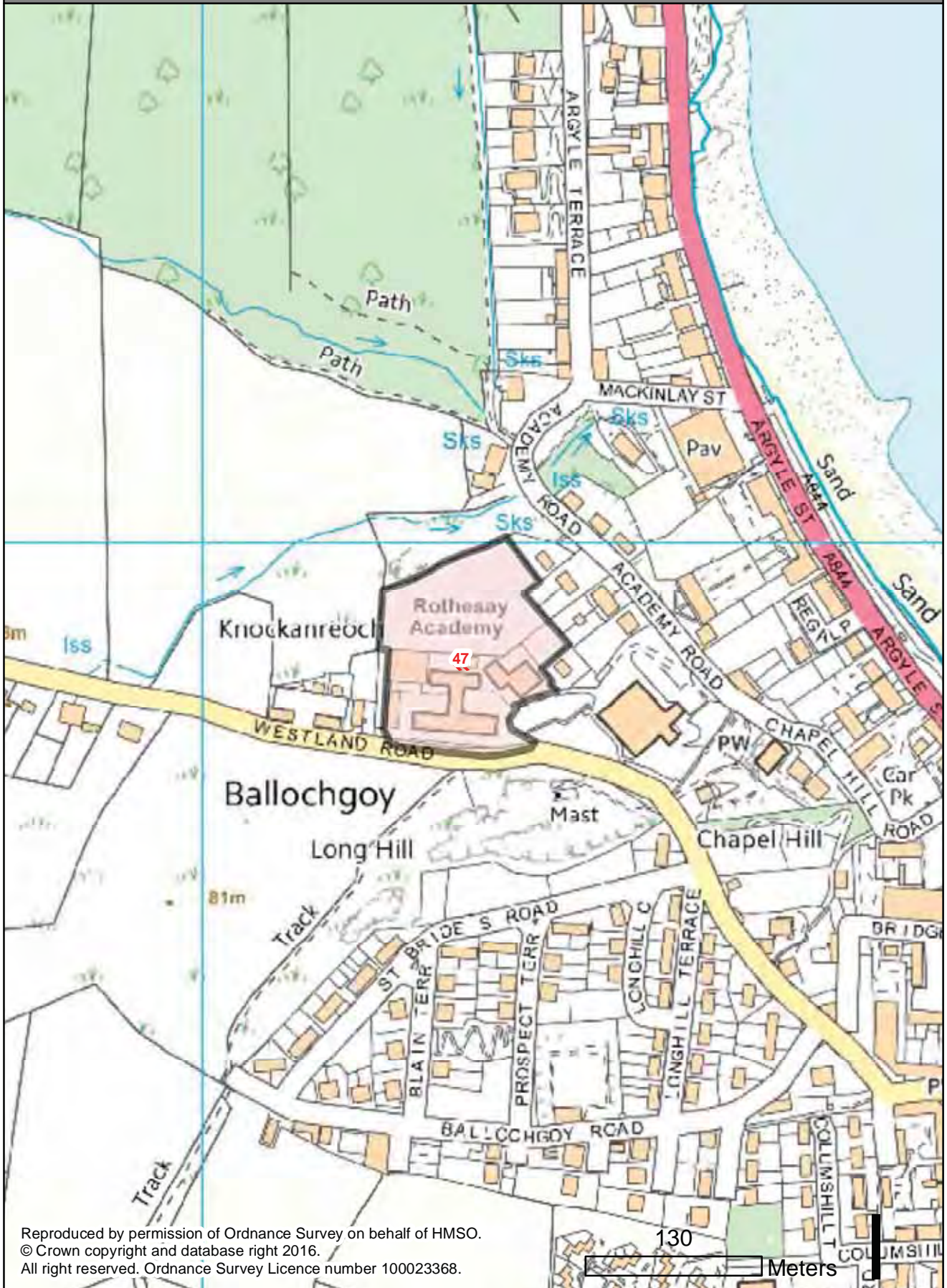
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Site ref no: 46

Proposed use: Residential

Initial rating: Amber

Former Upper Academy Site, Westland Road, Rothesay

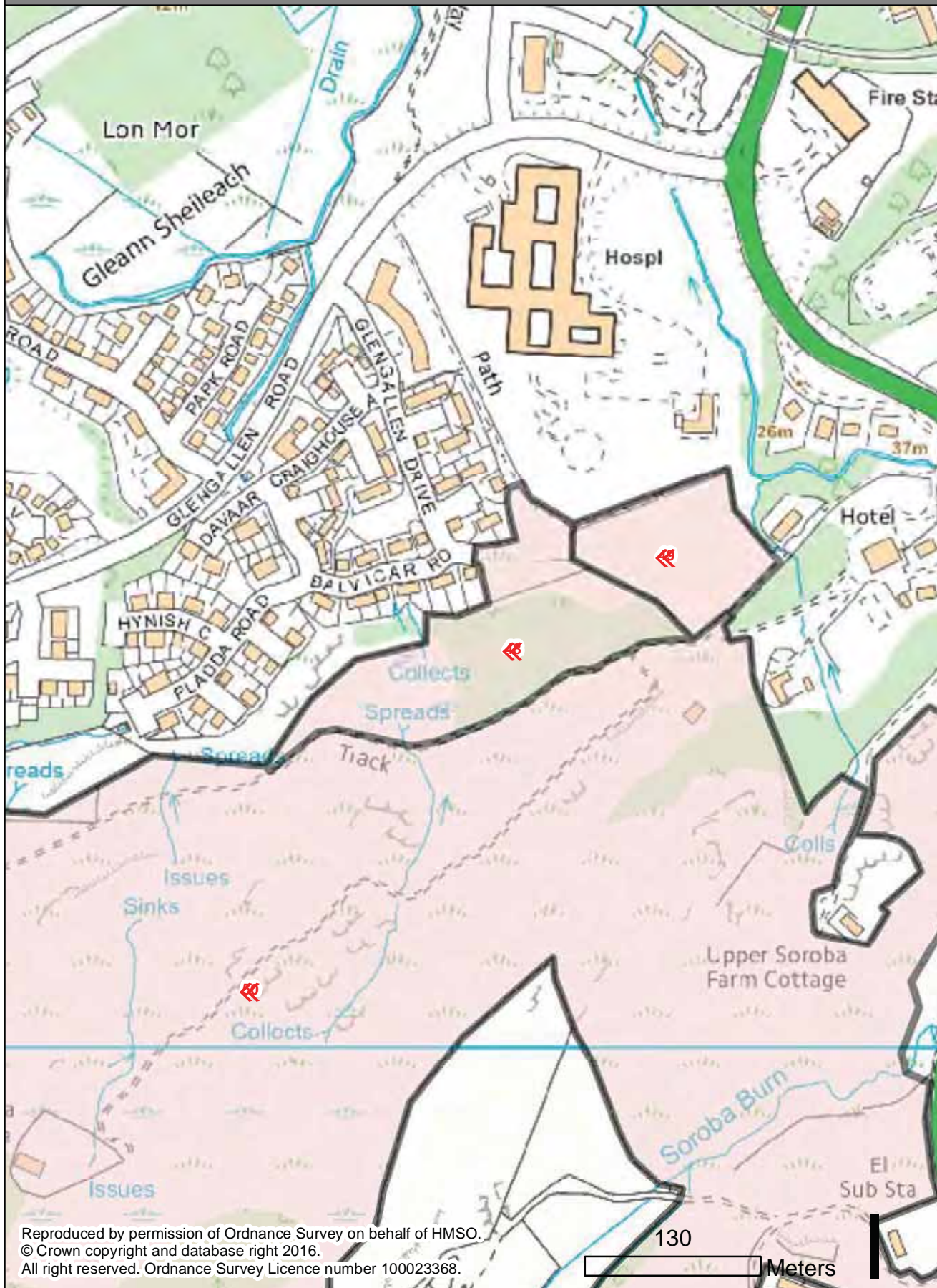


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Site ref no: 47

Proposed use: Residential

Initial rating: Green

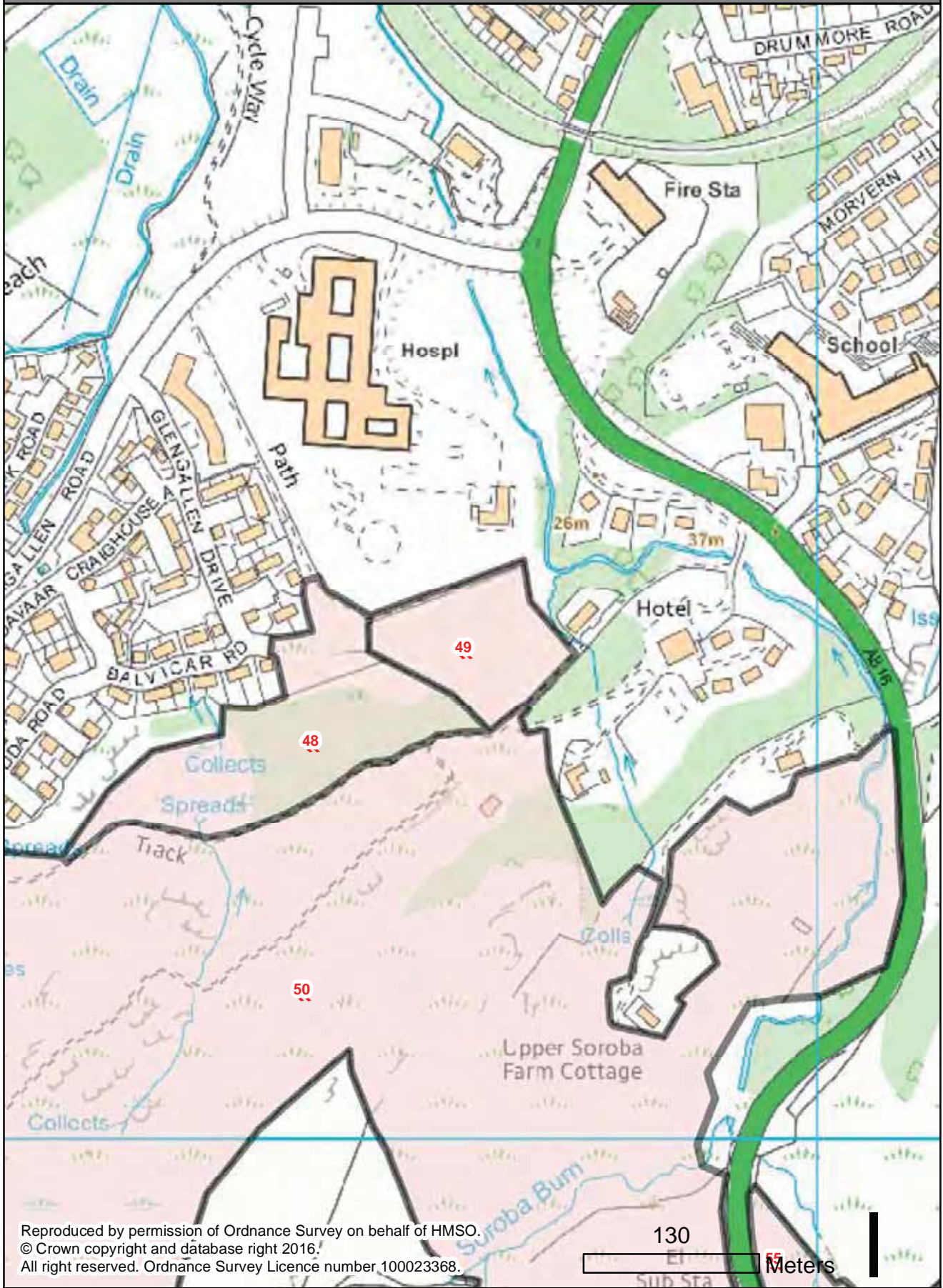


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Site ref no: 48

Proposed use: Residential

Initial rating: Red



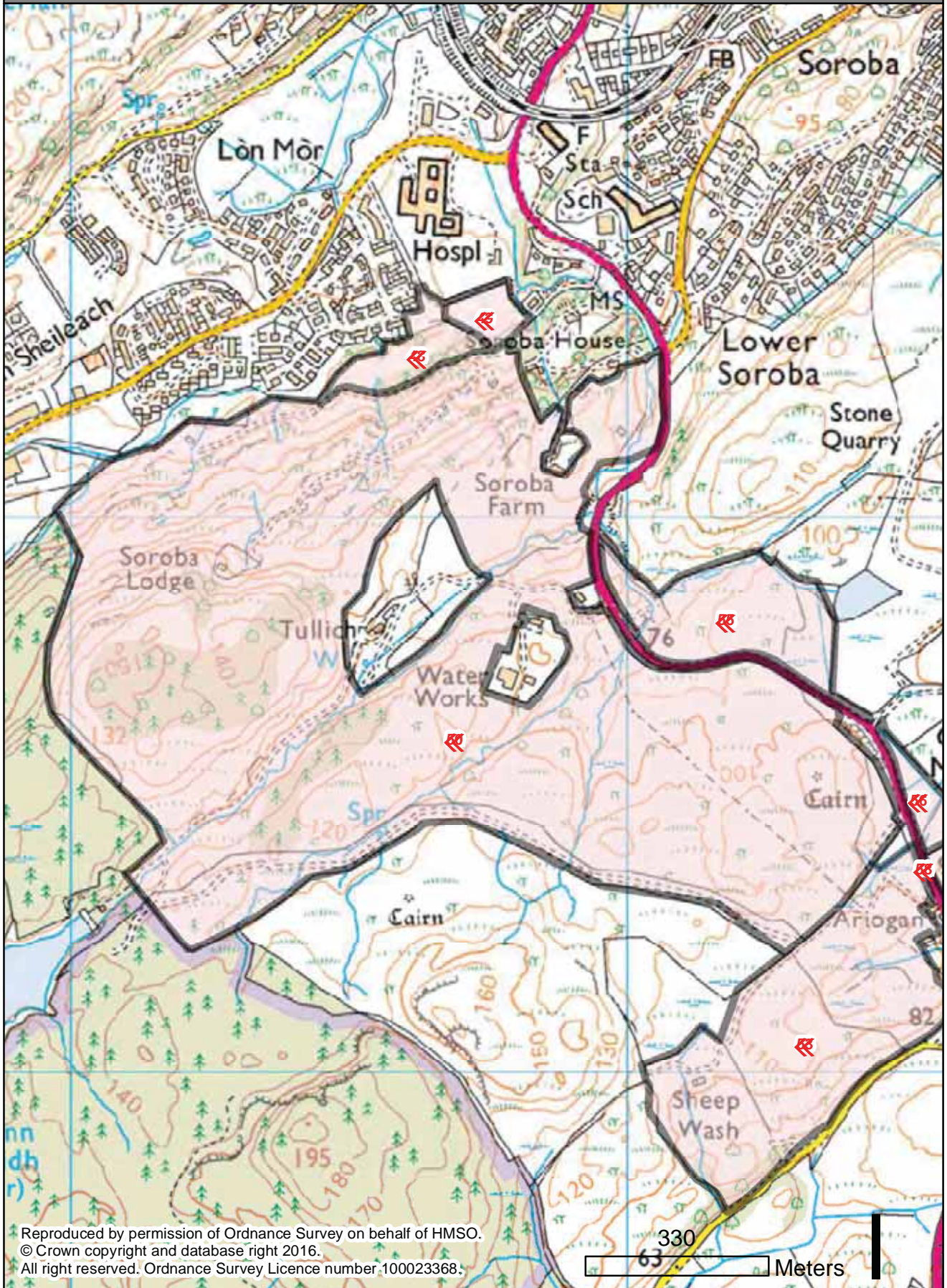
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Site ref no: 49

Proposed use: Health care facilities

Initial rating: Amber

Land South of Glengallan Road, Oban

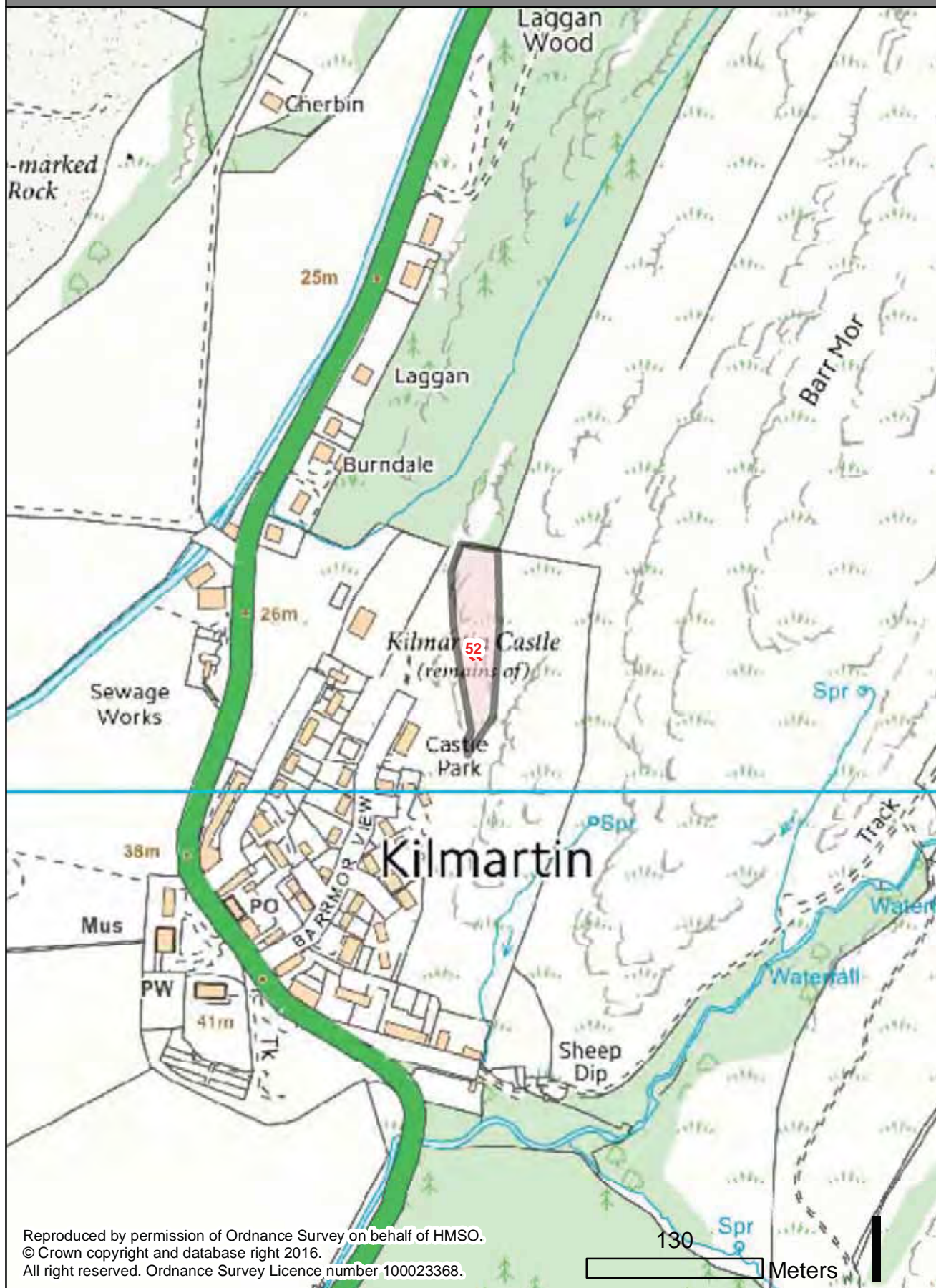


Site ref no: 50

Proposed use: Residential

Initial rating: Red

Field Land, North of Barrmor View, Kilmartin

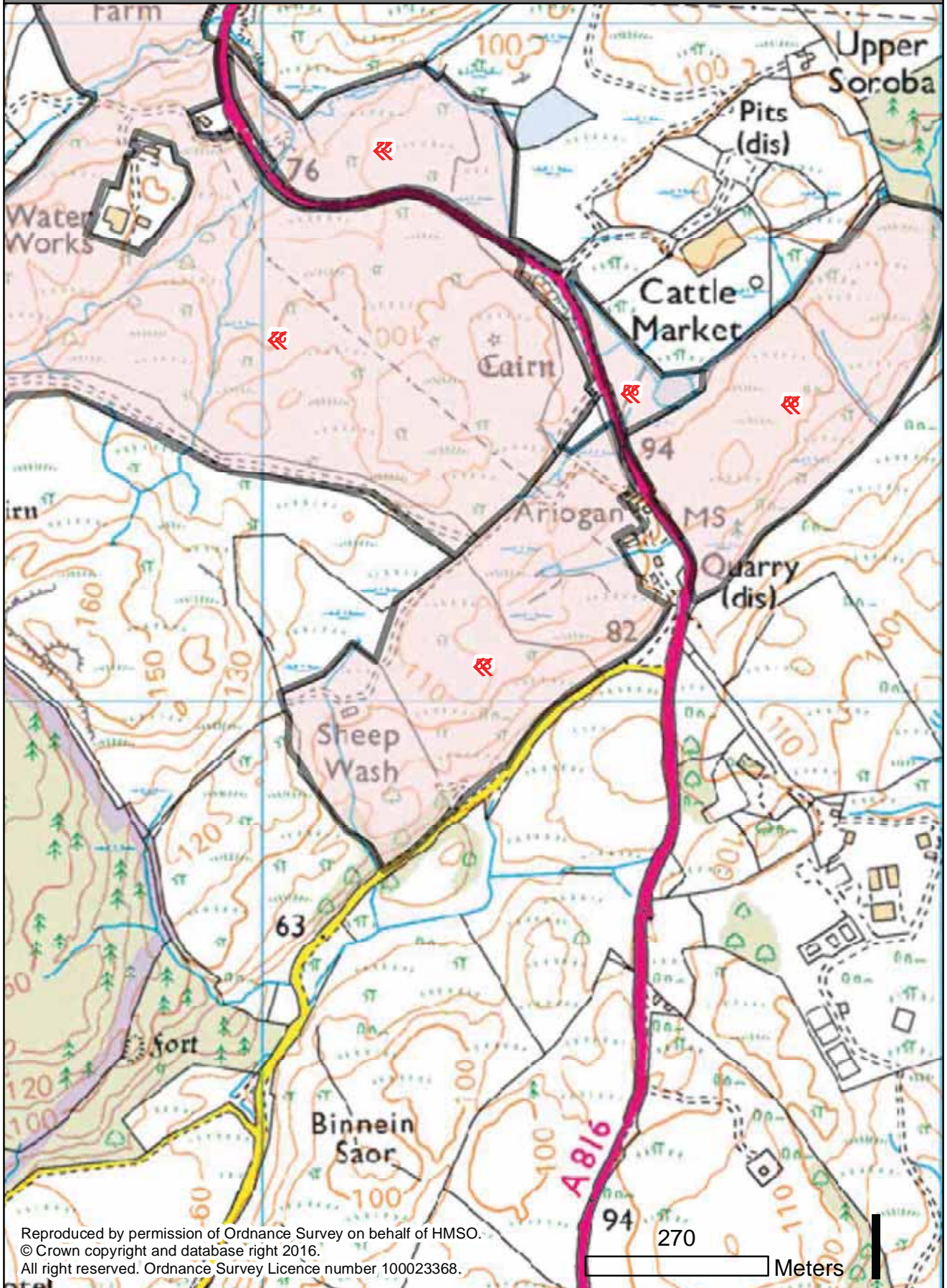


Site ref no: 52

Proposed use: Residential

Initial rating: Red

Land west of Soroba Road, Oban



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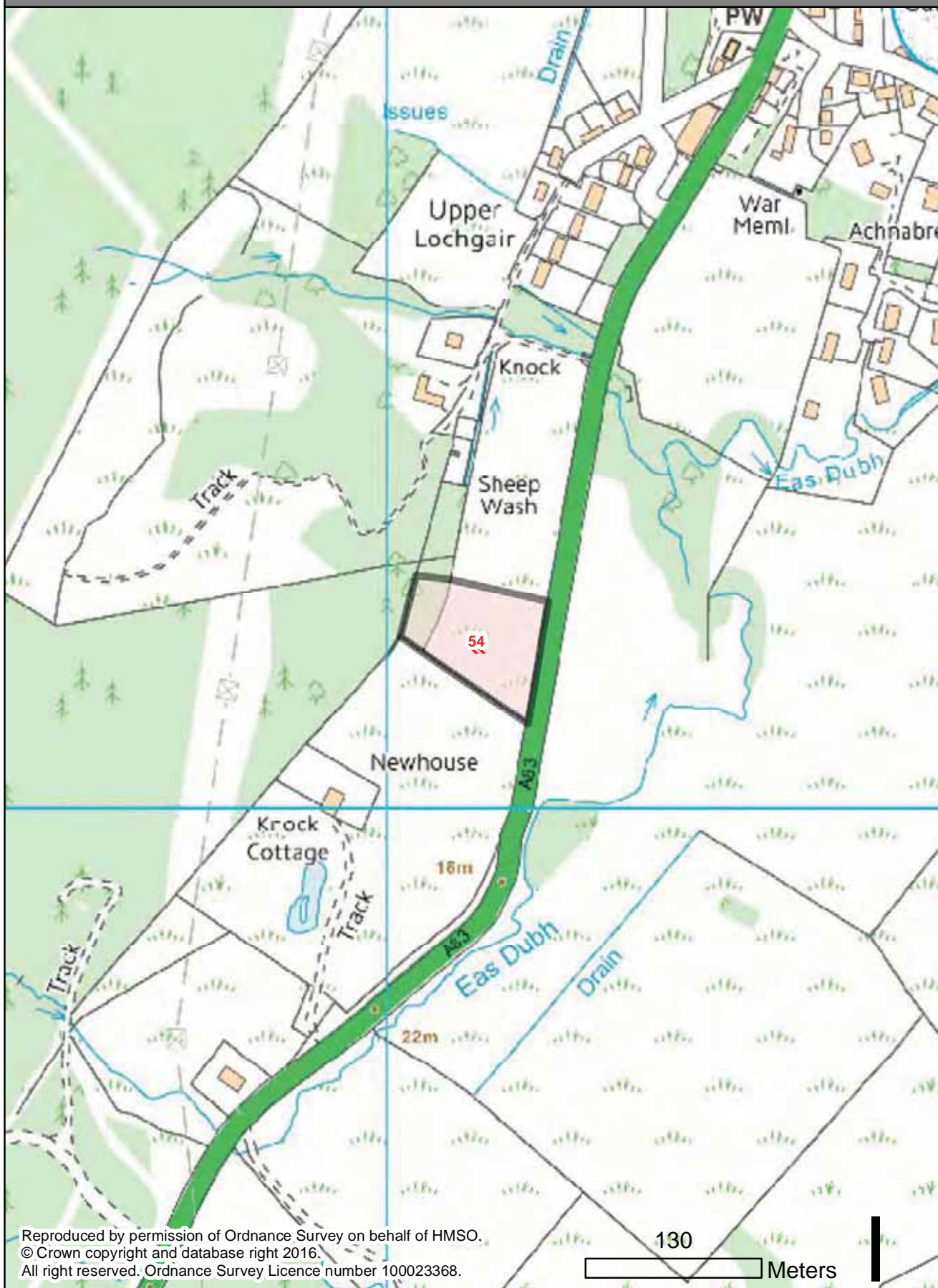
270 Meters

Site ref no: 53

Proposed use: Residential

Initial rating: Red

Field land, East of Knock, Lochgair

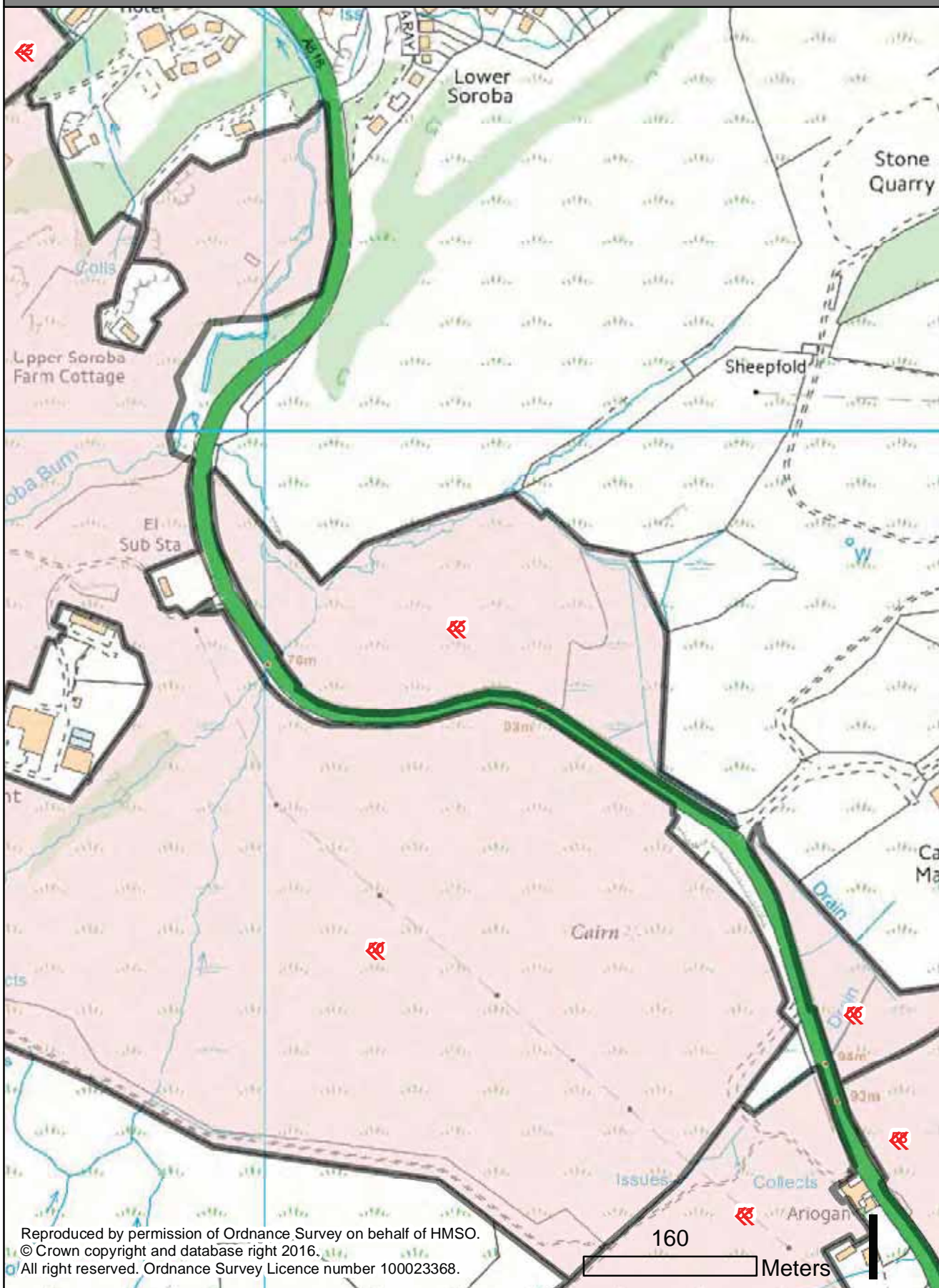


Site ref no: 54

Proposed use: Residential

Initial rating: Green

Land East of Soroba Road, South Oban

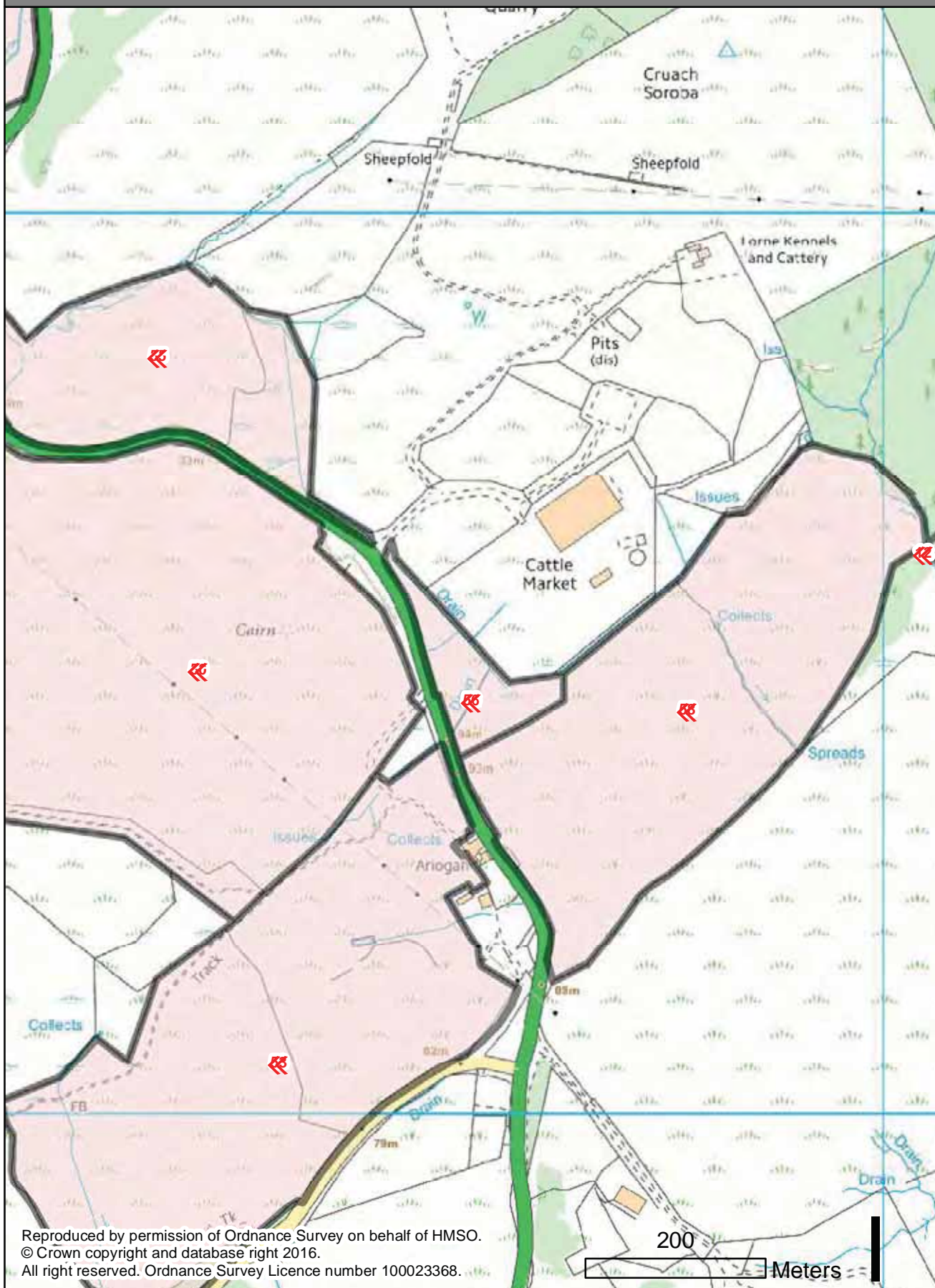


Site ref no: 55

Proposed use: Employment land

Initial rating: Amber

Land South of Cattle Market, Soroba Road, Oban

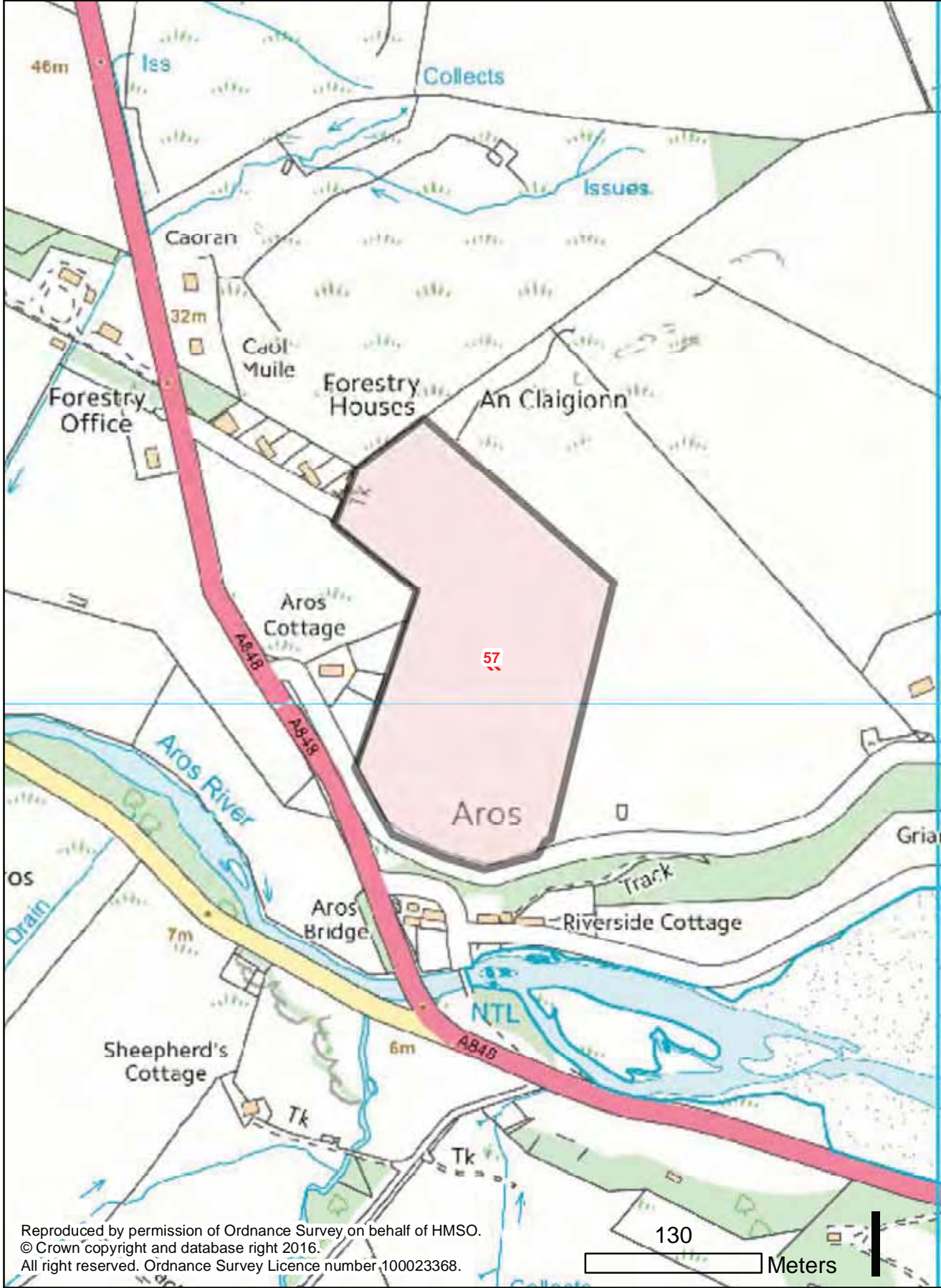


Site ref no: 56

Proposed use: Unspecified

Initial rating: Red

Land East of Aros Cottage, Aros, Isle of Mull



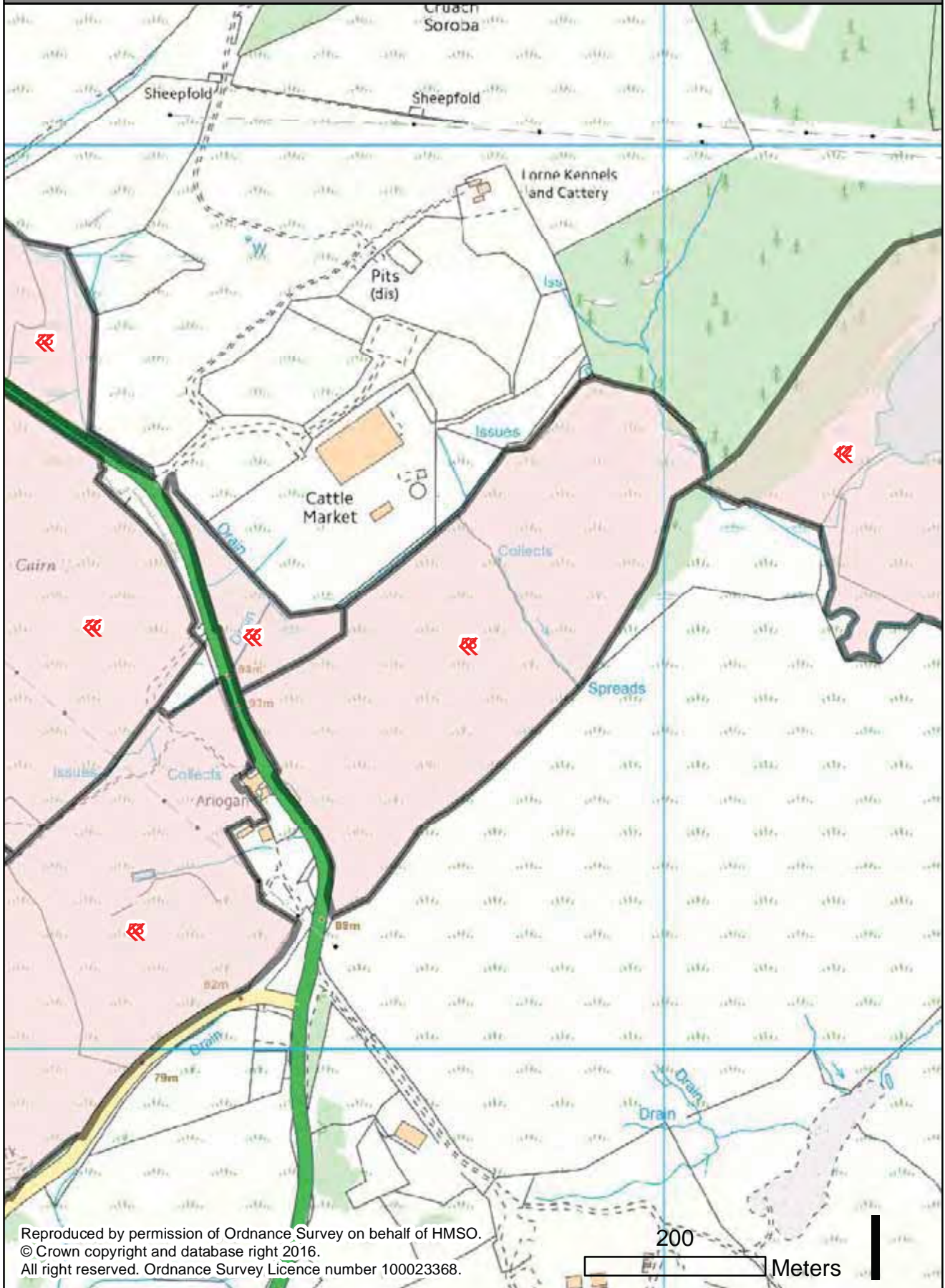
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Site ref no: 57

Proposed use: Residential

Initial rating: Red

Land south east of the Cattle Market, Soroba Road, South Oban



Site ref no: 58

Proposed use: Unspecified

Initial rating: Red

Land by the Marine Resouse Centre, Barcaldine, by Oban

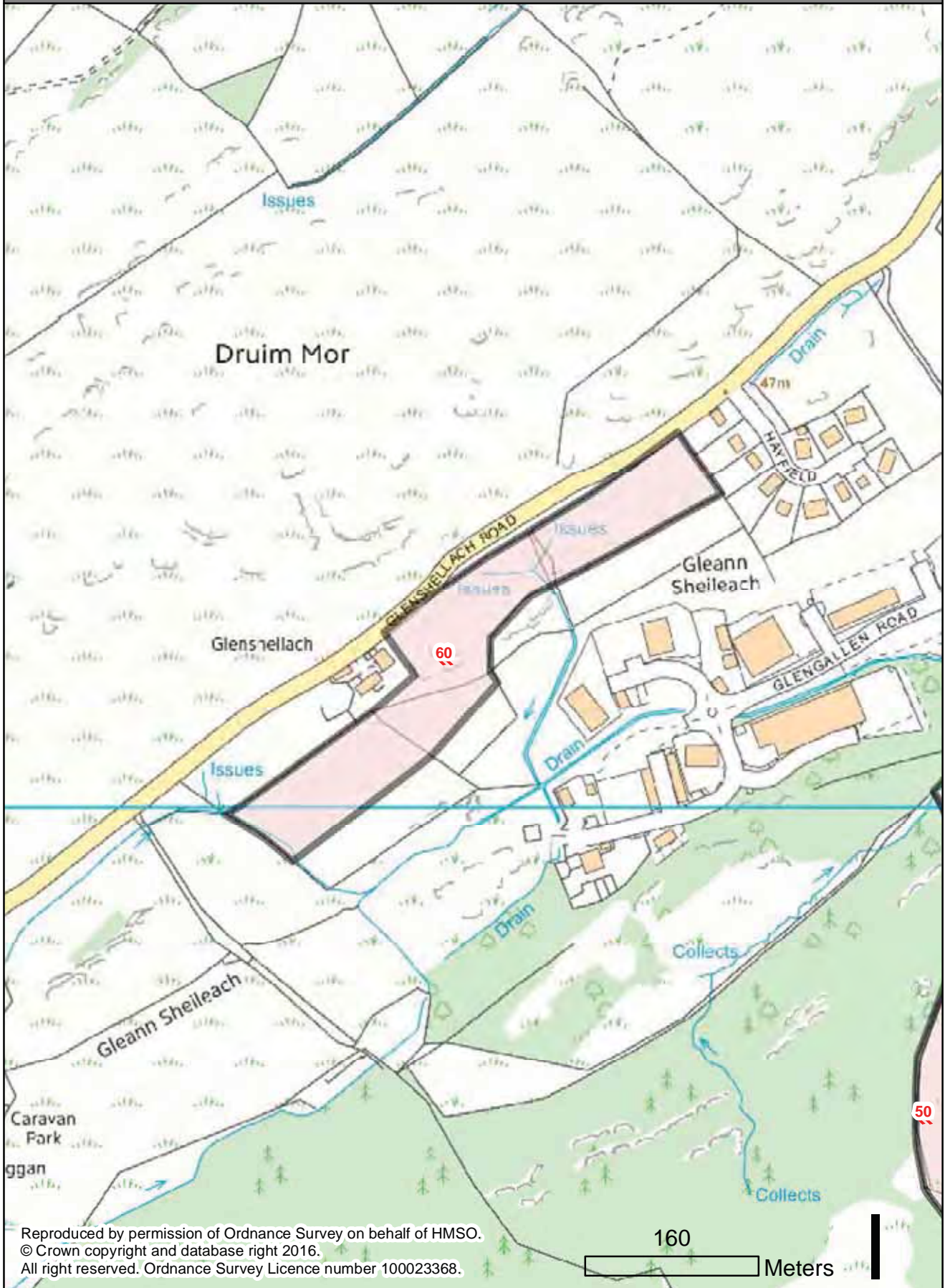


Site ref no: 59

Proposed use: Industrial - marine related

Initial rating: Amber

Land south of Glenshallach House, South Oban



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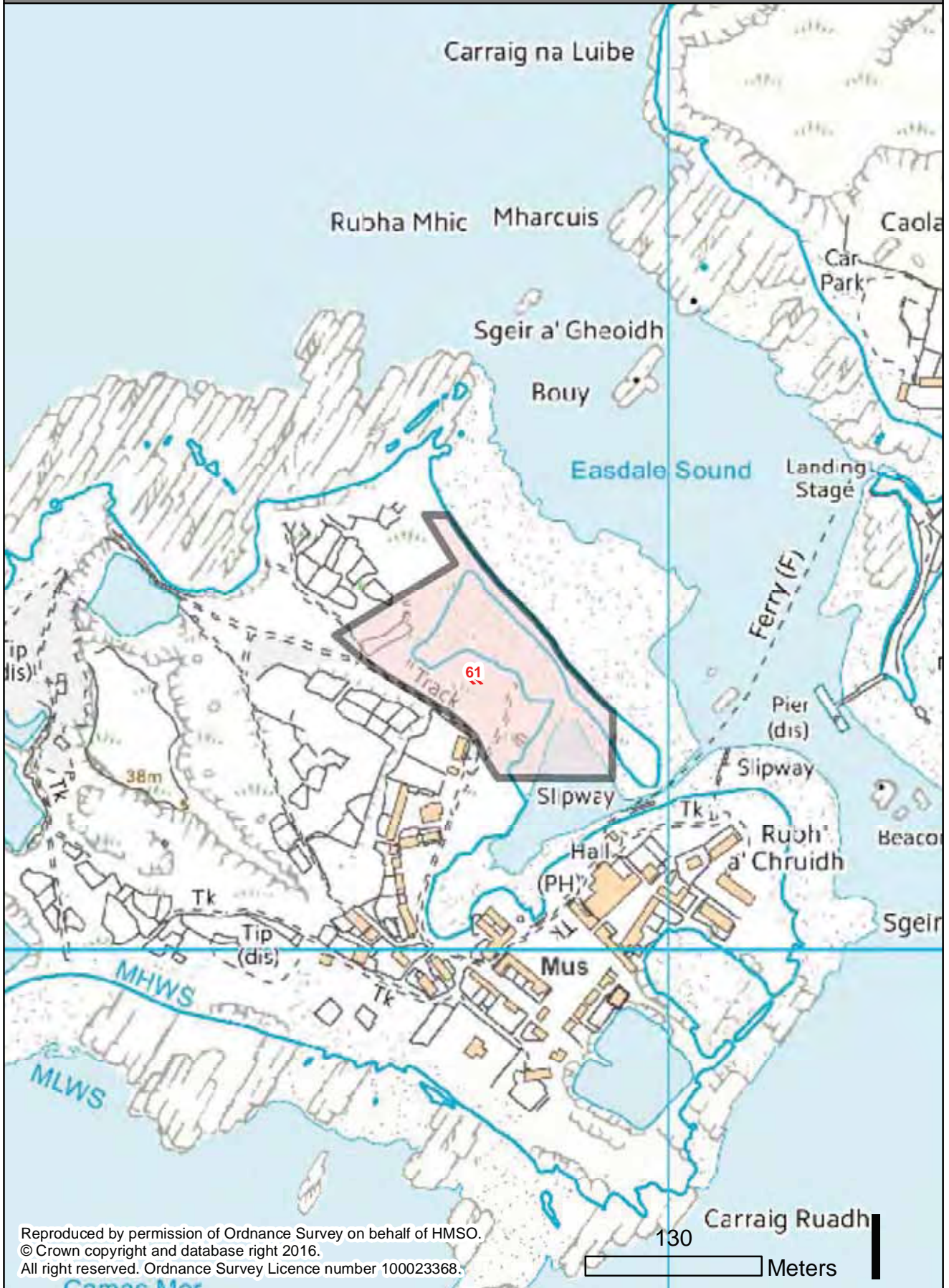
160

Meters

Site ref no: 60

Proposed use: Residential

Initial rating: Red



Site ref no: 61

Proposed use: Business/Industry - workshops

Initial rating: Amber

Ferlochan, near Benderloch,

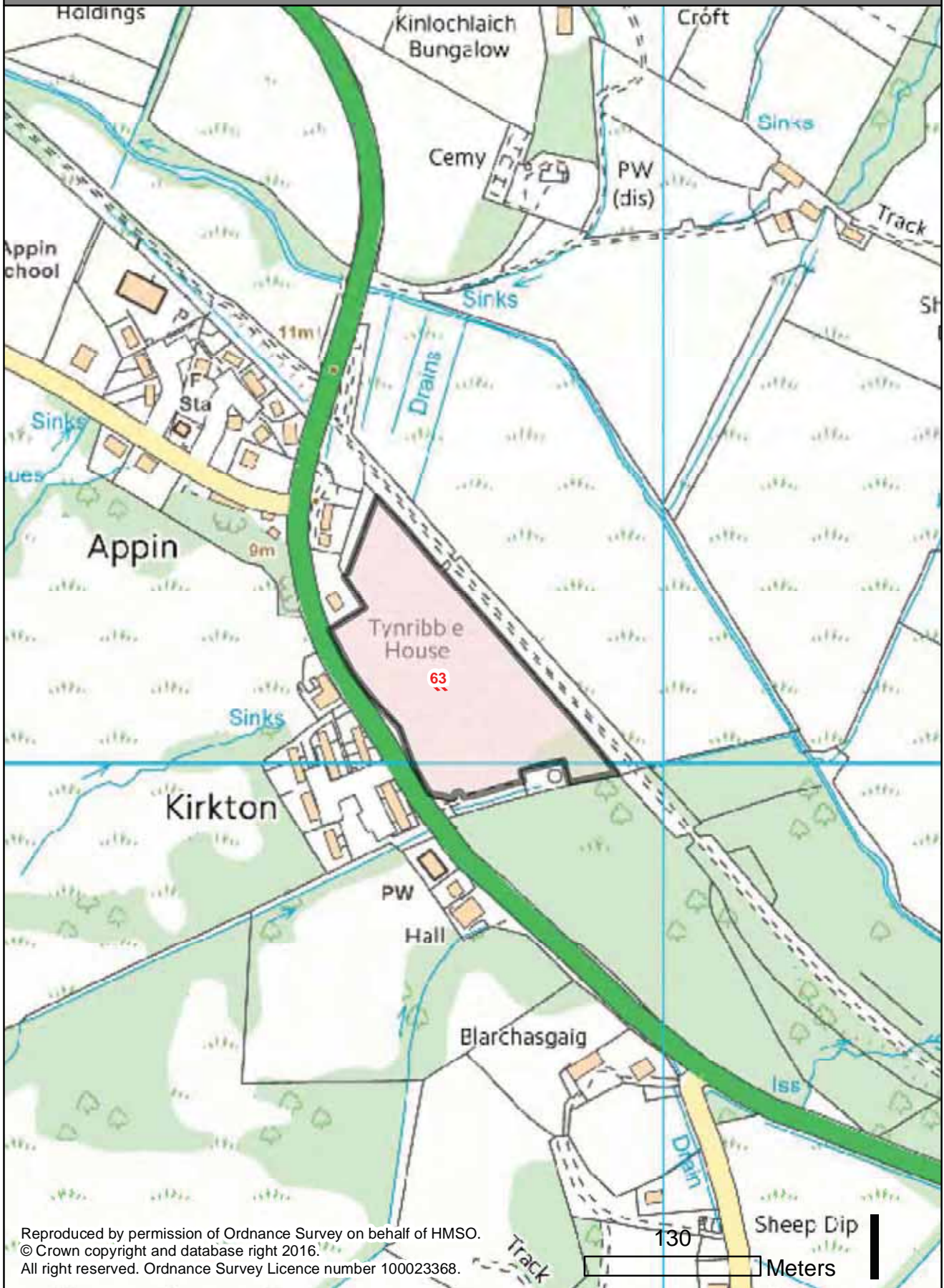


Site ref no: 62

Proposed use: Industrial - marine related.

Initial rating: Amber

Land east of Tynribbie House, Appin



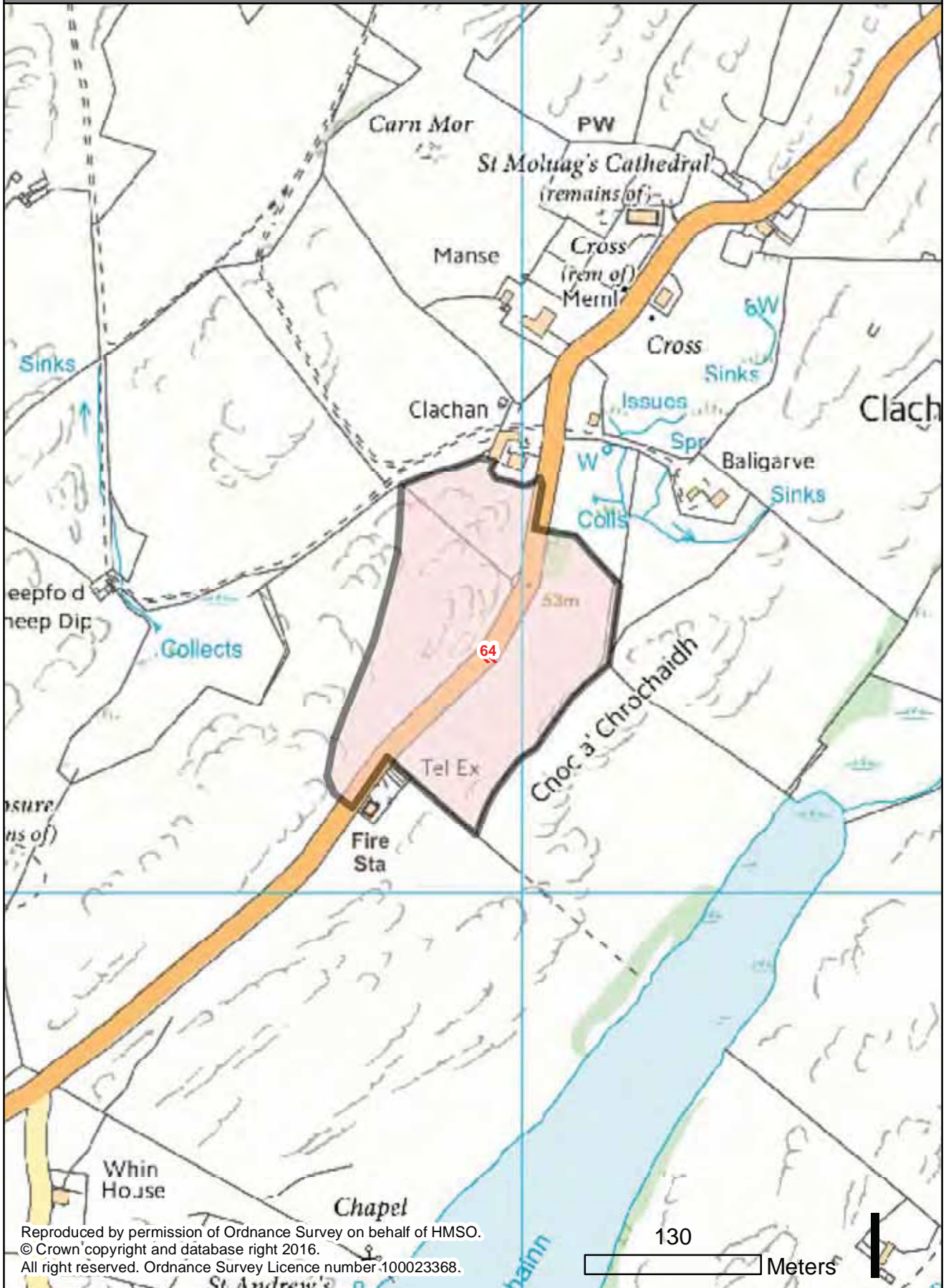
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Site ref no: 63

Proposed use: Residential

Initial rating: Amber

Land south of Clachan, Isle of Lismore

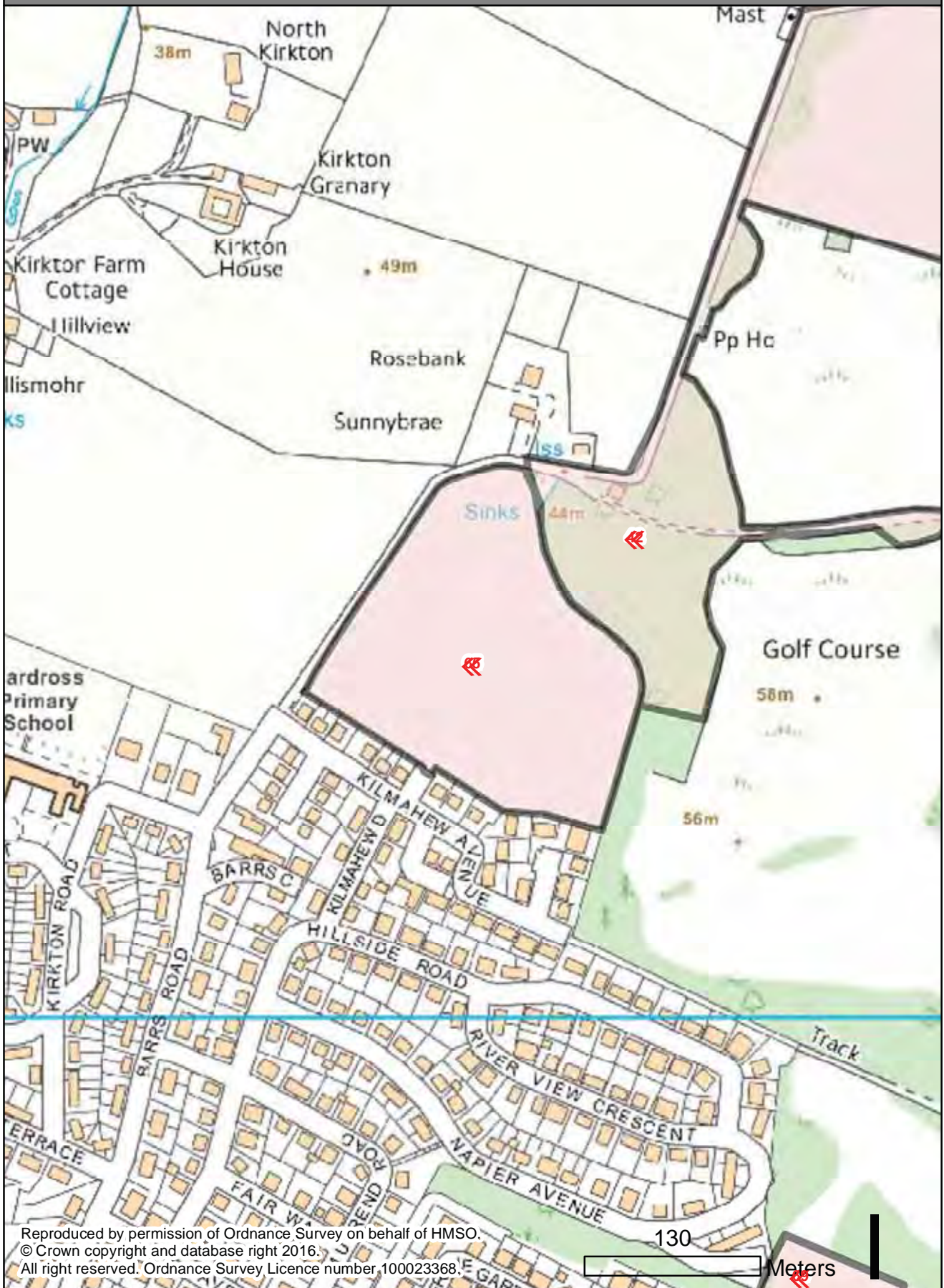


Site ref no: 64

Proposed use: Residential

Initial rating: Amber

Land to the East of Barrs Road/North of Kilmahew Avenue, Cardross (Kirkton Farm Phase 2)



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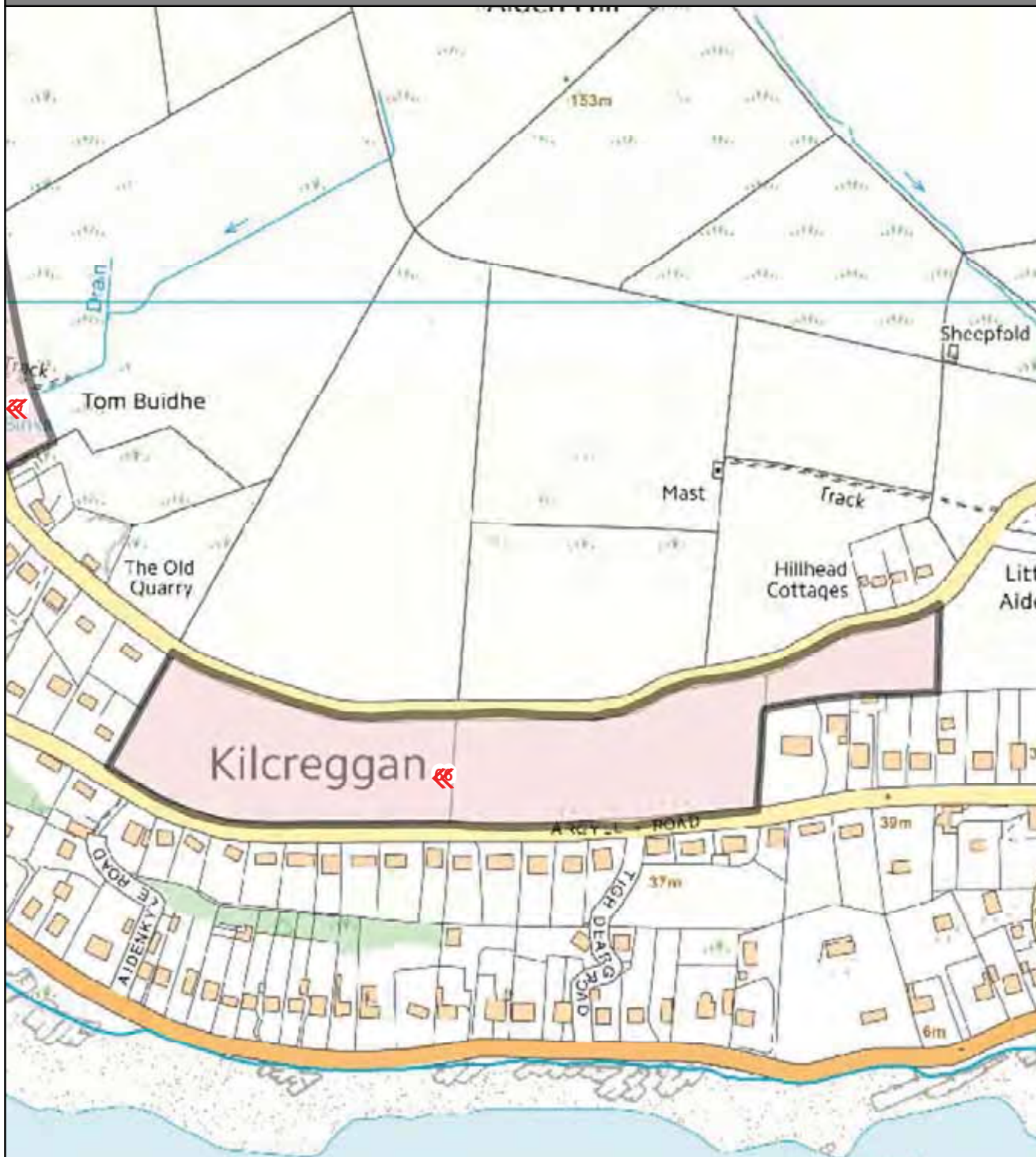
Meters

Site ref no: 65

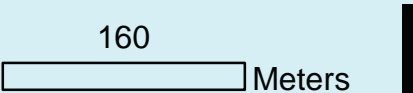
Proposed use: Residential

Initial rating: Red

Land Off Argyll Road, Kilcreggan



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Site ref no: 66

Proposed use: Residential

Initial rating: Amber

Redhouse Quarry, Whitehouse, By Tarbert



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Site ref no: 67

Proposed use: Quarry (hard rock)

Initial rating: Red

Land East of A15, Toward, North of Toward Parish Church



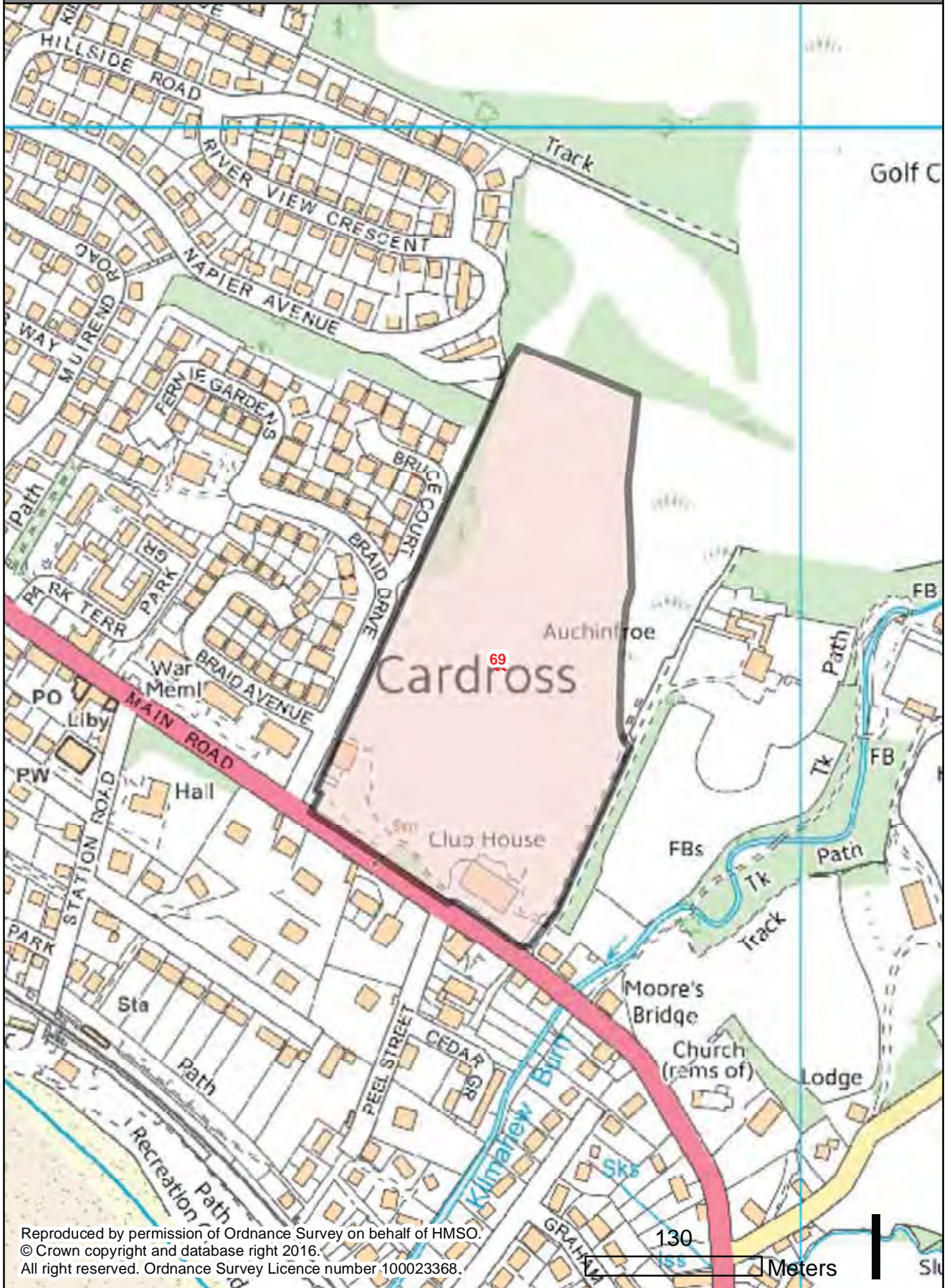
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Site ref no: 68

Proposed use: Residential, market garden, farm shop, retail, tourist accommodation.

Initial rating: Red

Cardross Golf Club, Main Road, Cardross



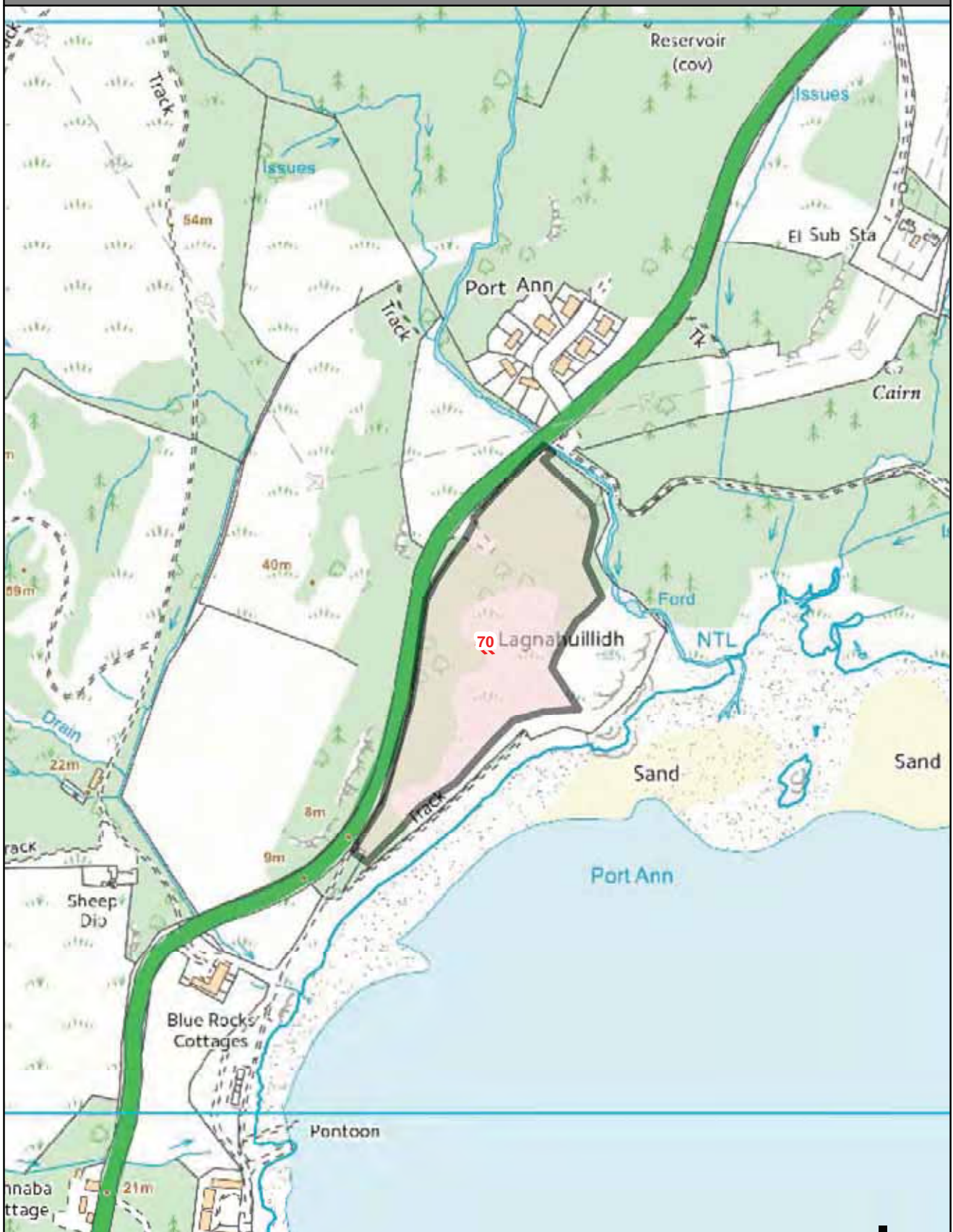
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Site ref no: 69

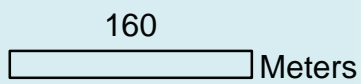
Proposed use: Residential

Initial rating: Amber

Feild land South of Port Ann at existing junction Achnaba



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Site ref no: 70

Proposed use: Residential

Initial rating: Red

Land Off North Campbell Road, Innellan



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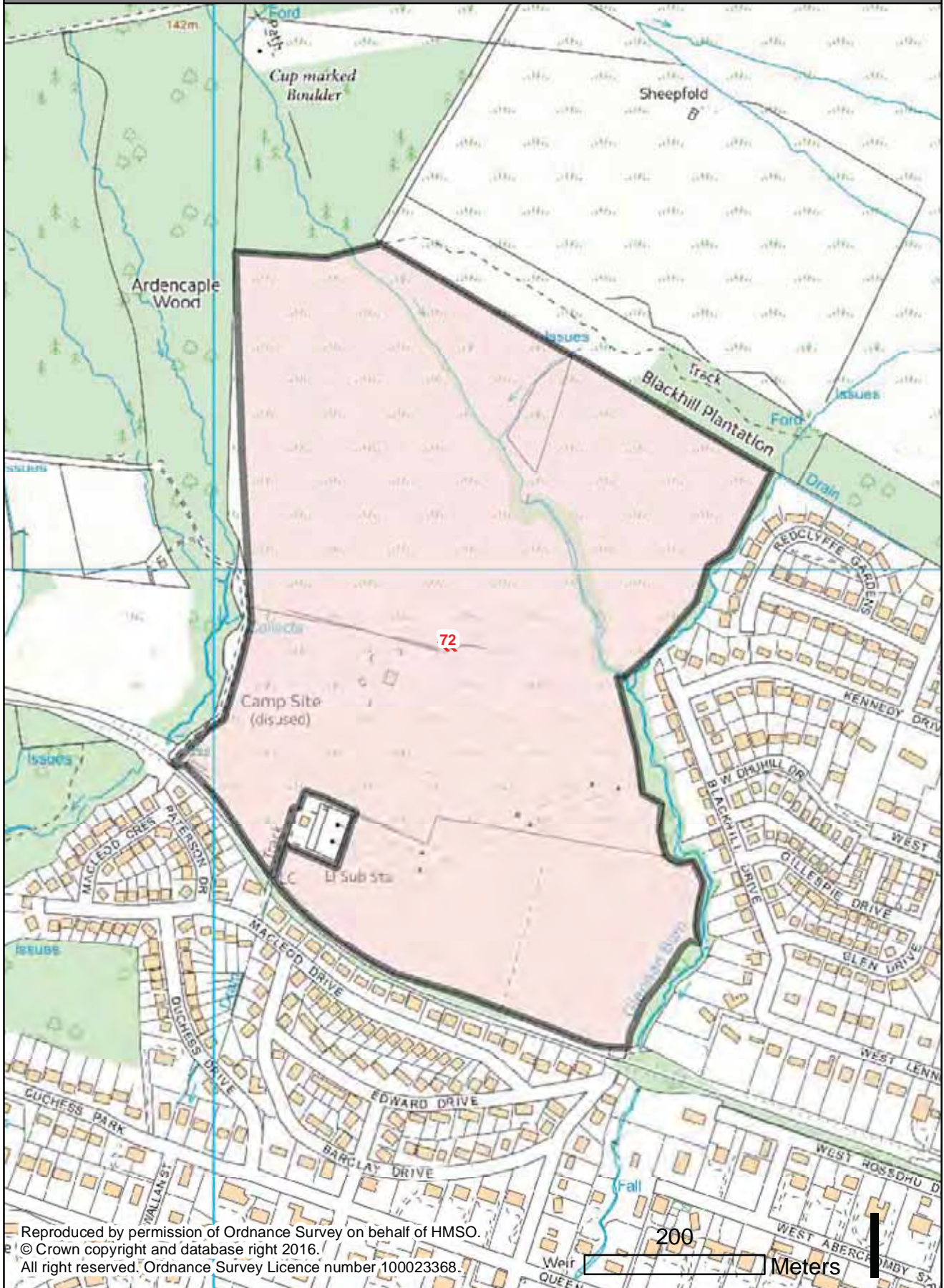
Meters

Site ref no: 71

Proposed use: Residential

Initial rating: Red

Land to the North of MacLeod Drive, Helensburgh



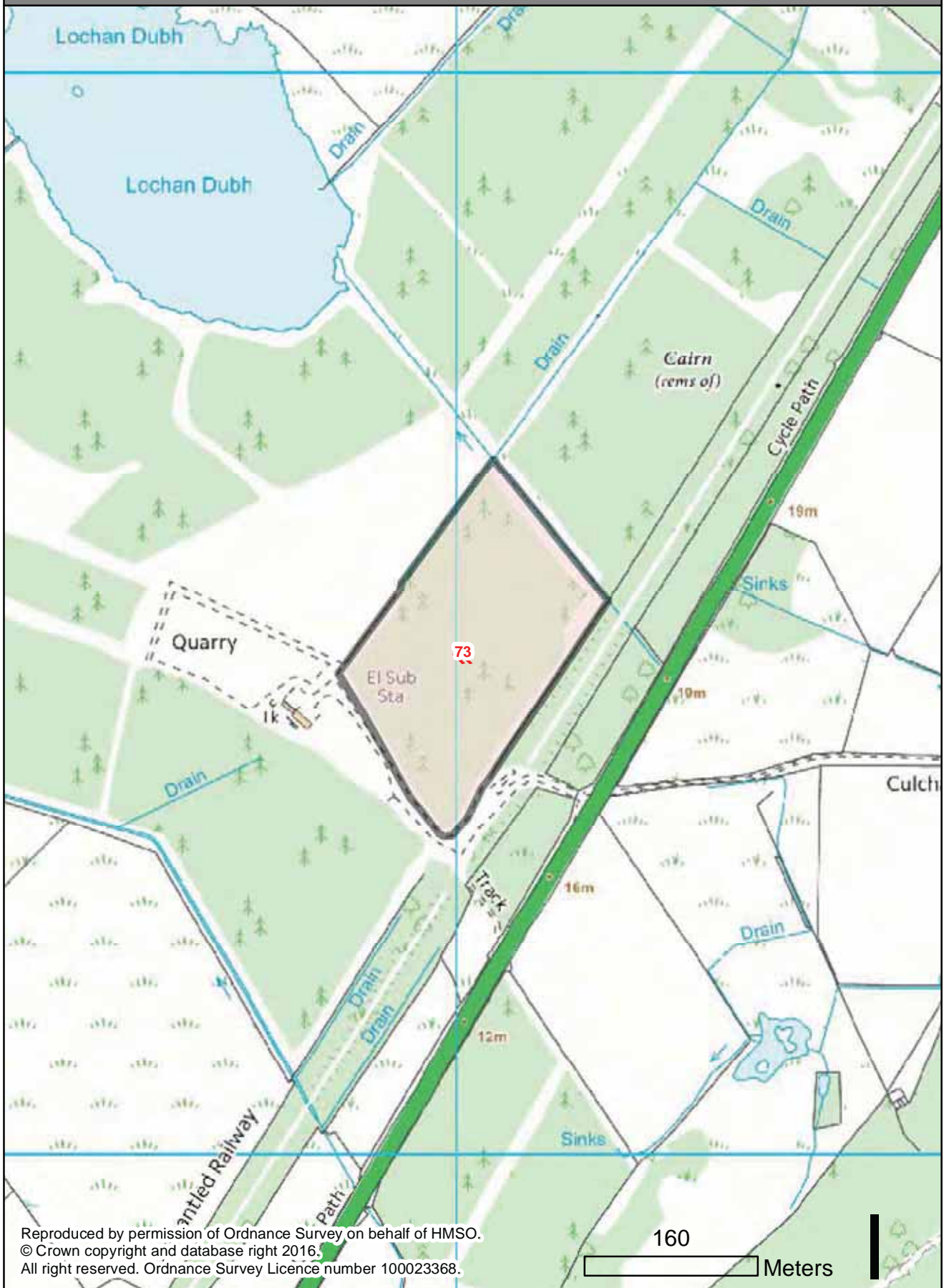
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Site ref no: 72

Proposed use: Residential

Initial rating: Red

Culcharron Quarry, nr Benderloch.

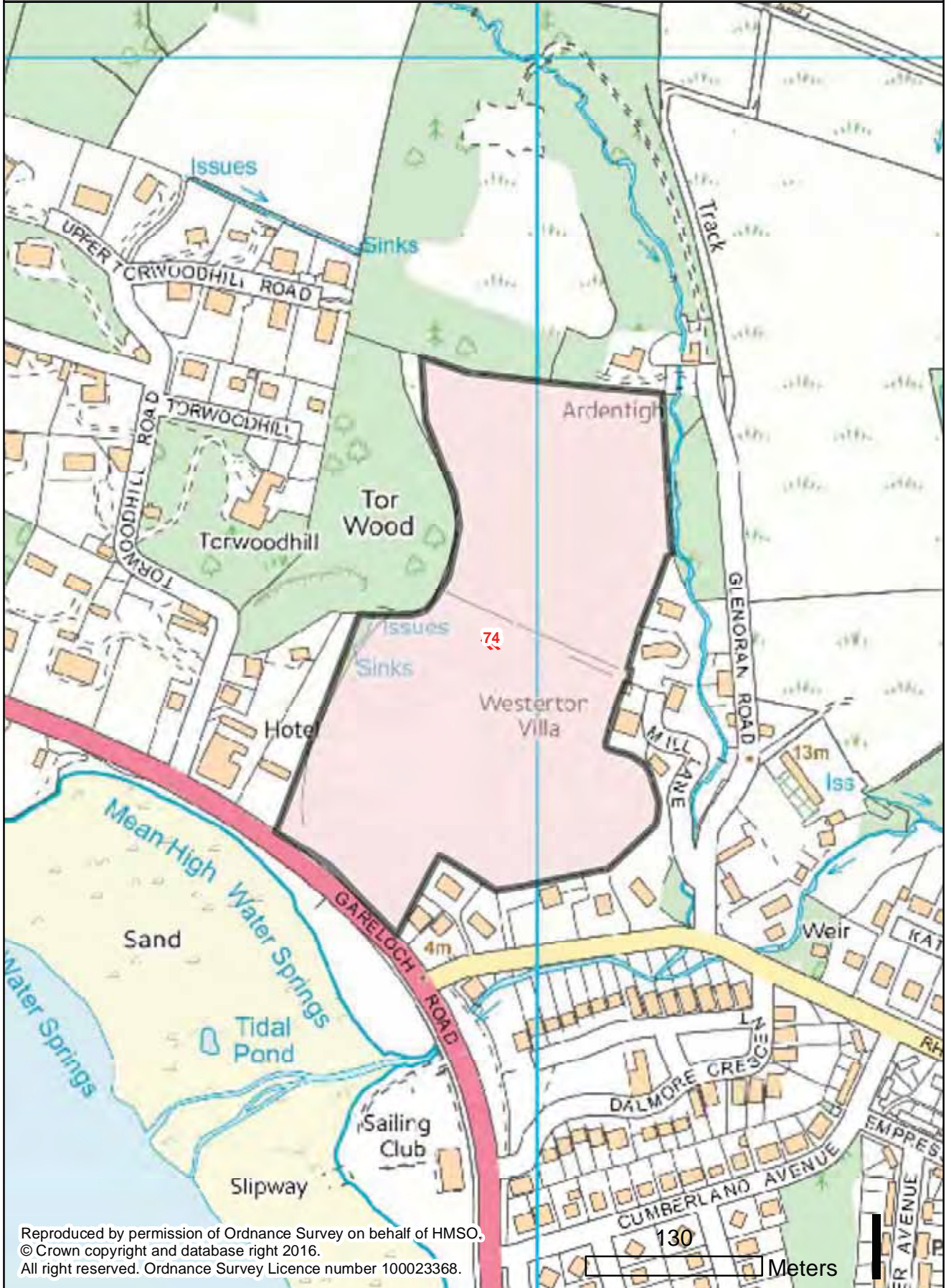


Site ref no: 73

Proposed use: Industrial, storage and distribution

Initial rating: Amber

Land to the North of Gareloch Road, Helensburgh



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Site ref no: 74

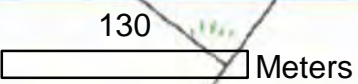
Proposed use: Residential

Initial rating: Red

Land adjacent to the Shoreline Project Master Plan site, Bowmore South, Islay (Expansion Area 1)

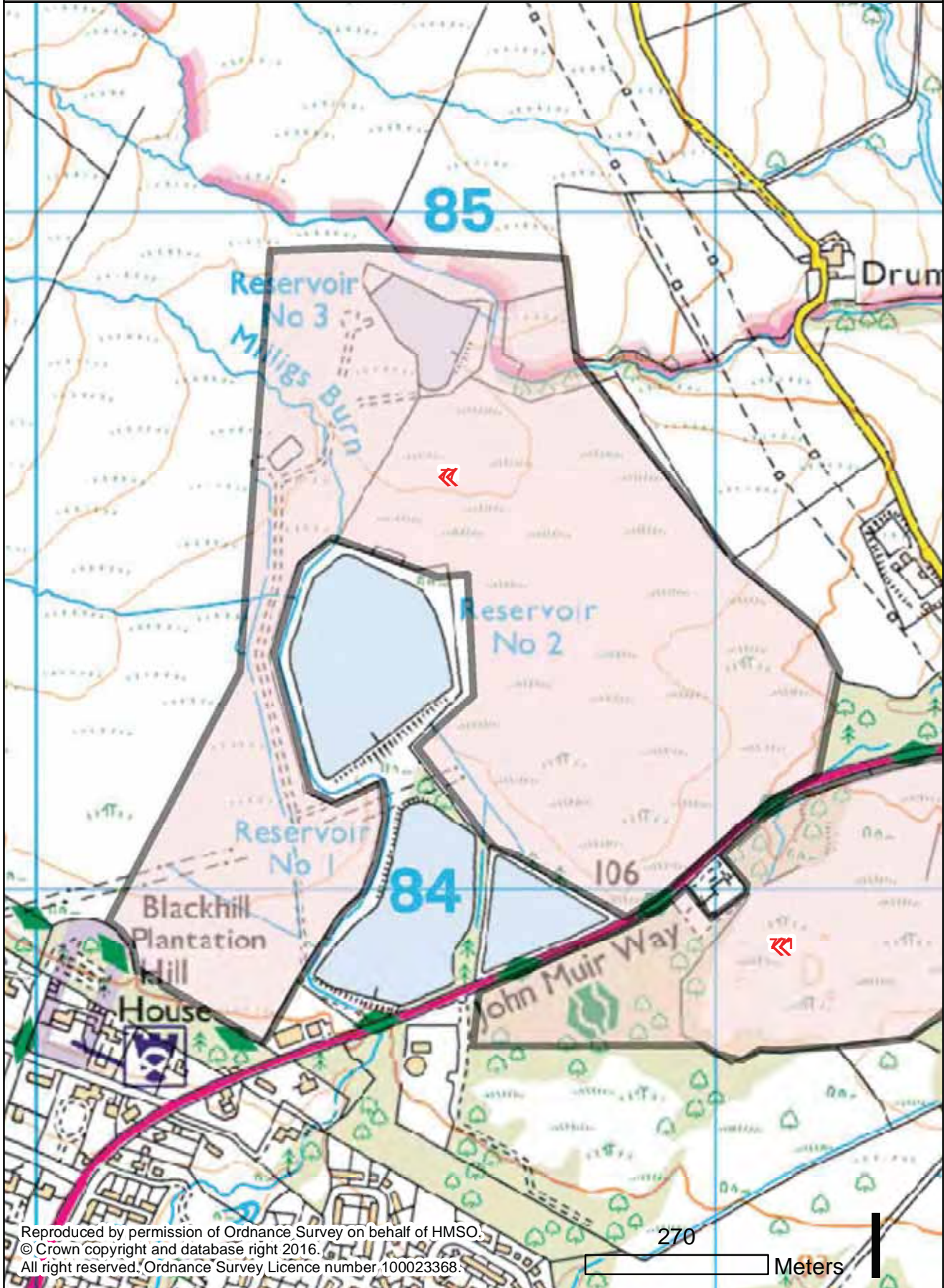


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Site ref no: 75	Proposed use: Mixed Uses incl. residential, business, tourism, community uses, retail, open space.	Initial rating: Amber
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Land to North and South of Luss Road (A818) at Helensburgh Reservoirs, Helensburgh



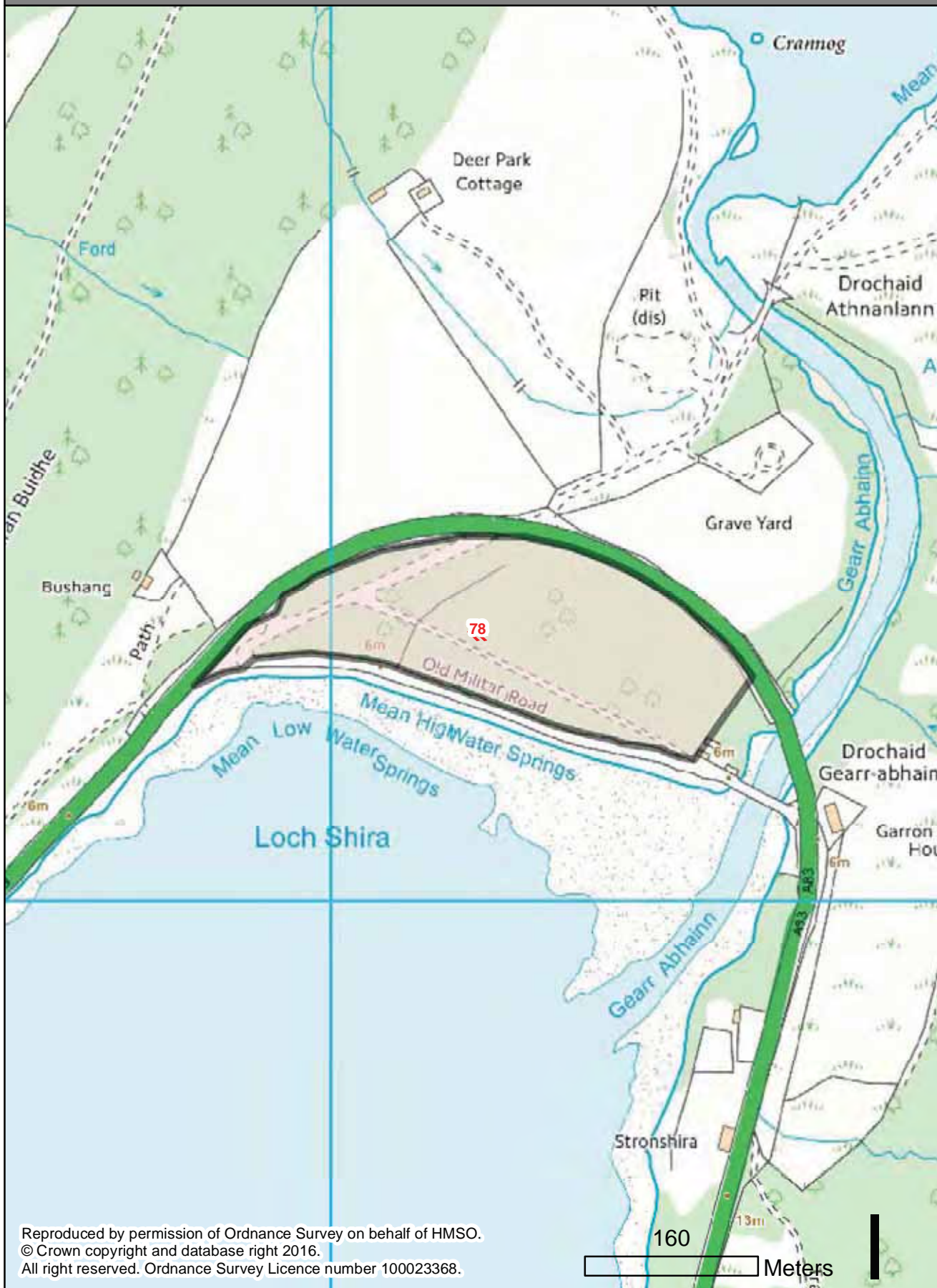
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Site ref no: 77

Proposed use: Hotel/tourist accommodation, leisure and retail, business and industry.

Initial rating: Amber

Land North West of Garron Bridge, Inveraray

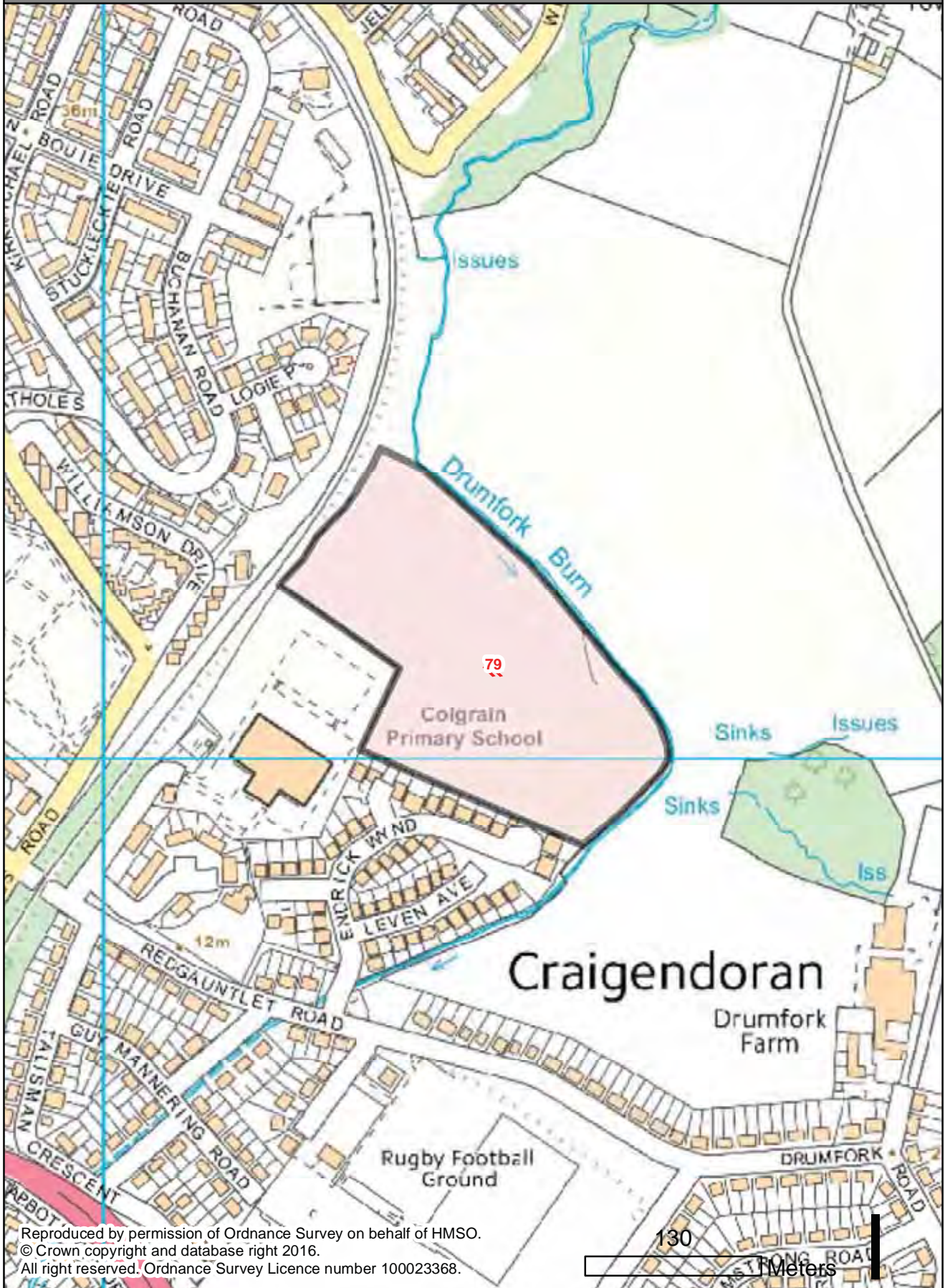


Site ref no: 78

Proposed use: Residential

Initial rating: Red

Land North of Lomond Grove, Helensburgh



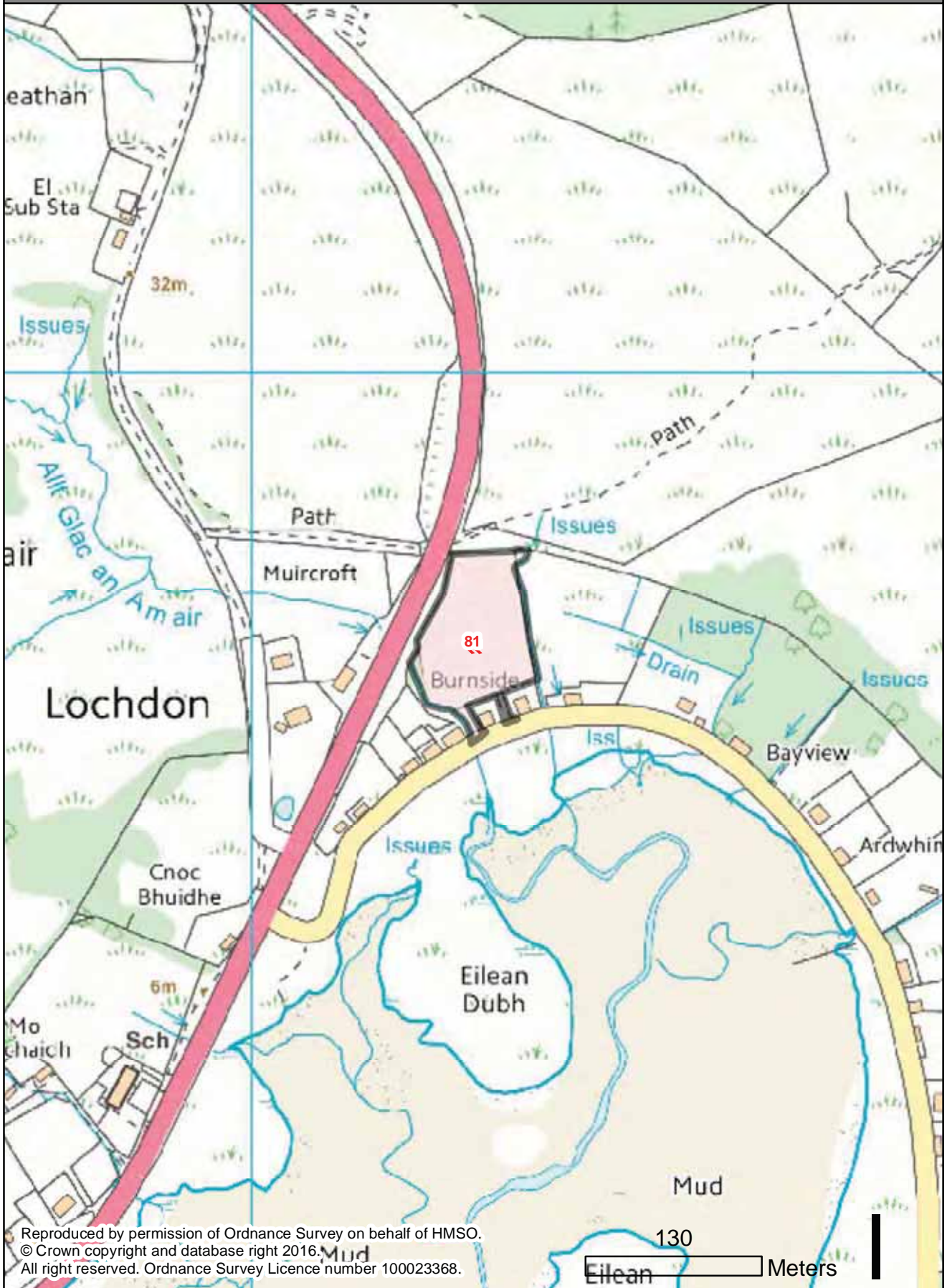
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Site ref no: 79

Proposed use: Residential

Initial rating: Amber

Land to the North of Burnside, Gorton Road, Lochdon, Isle of Mull

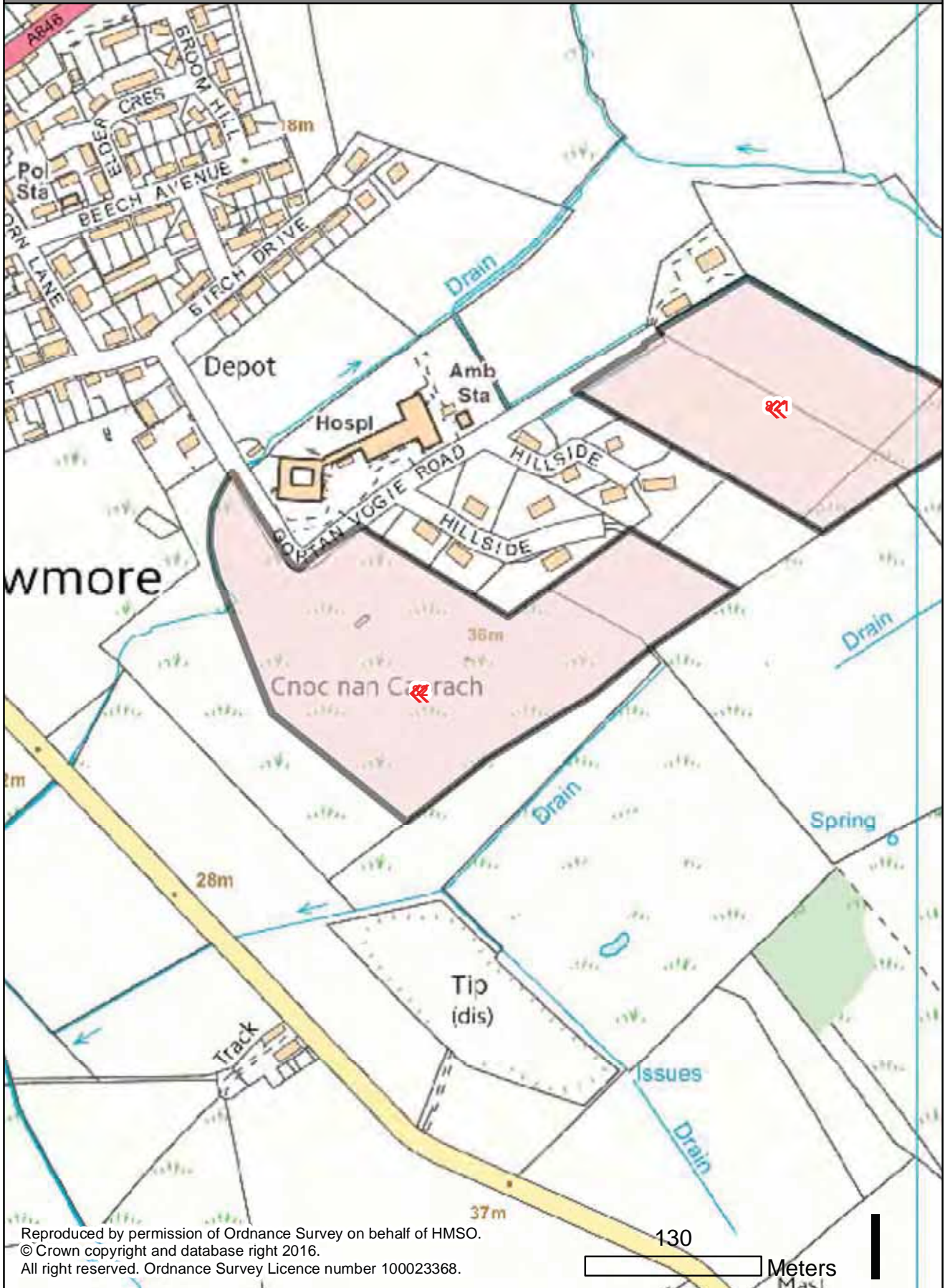


Site ref no: 81

Proposed use: Residential

Initial rating: Red

Land at Gorton Vogie Road, Bowmore, Islay (West)

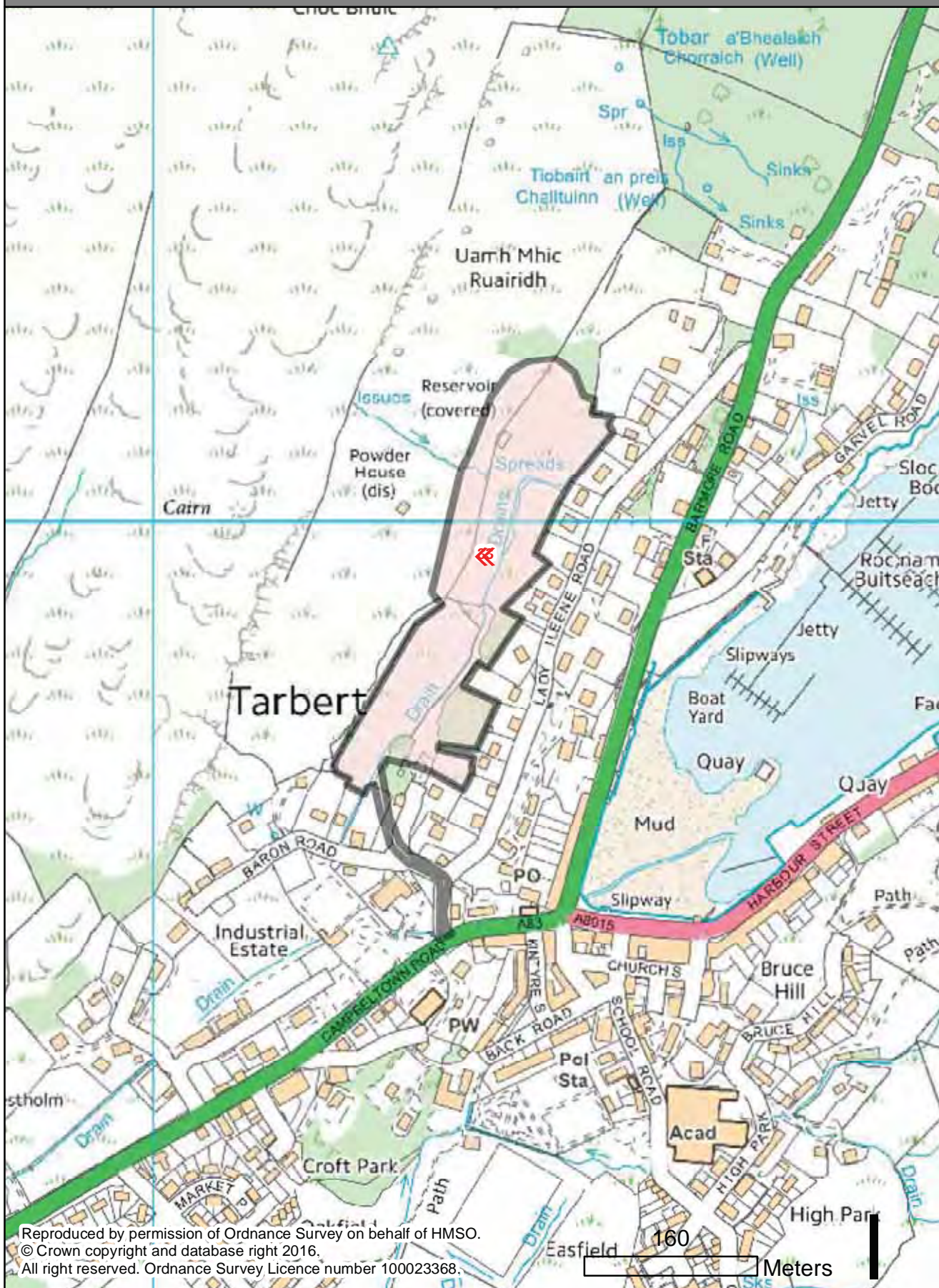


Site ref no: 82

Proposed use: Residential

Initial rating: Red

Land to the rear of Lady Ileene Road, Tarbert



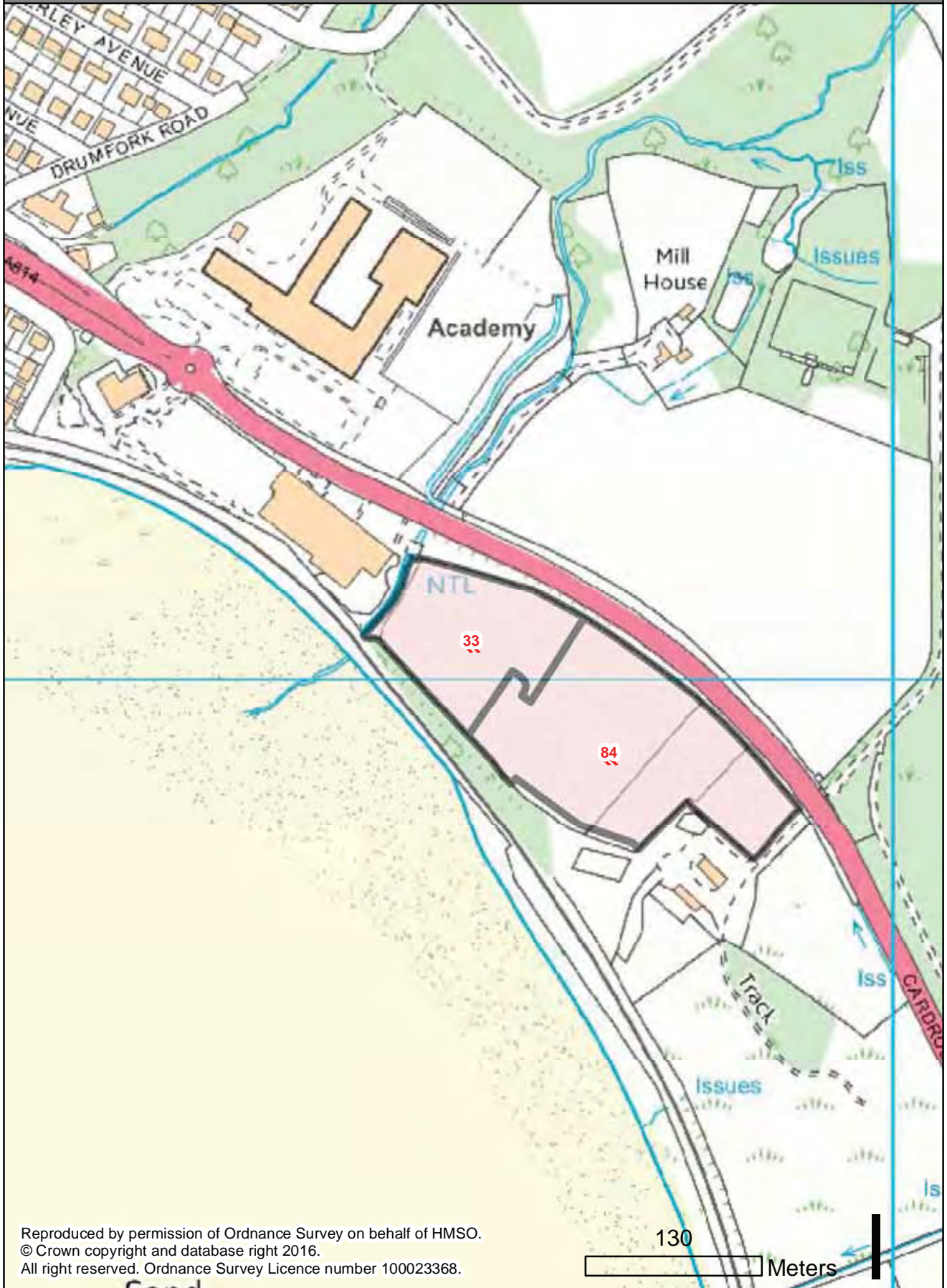
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Site ref no: 83

Proposed use: Residential

Initial rating: Amber

Land to north and west of Iona Stables, Lower Colgrain Farm, Cardross Road, Helensburgh



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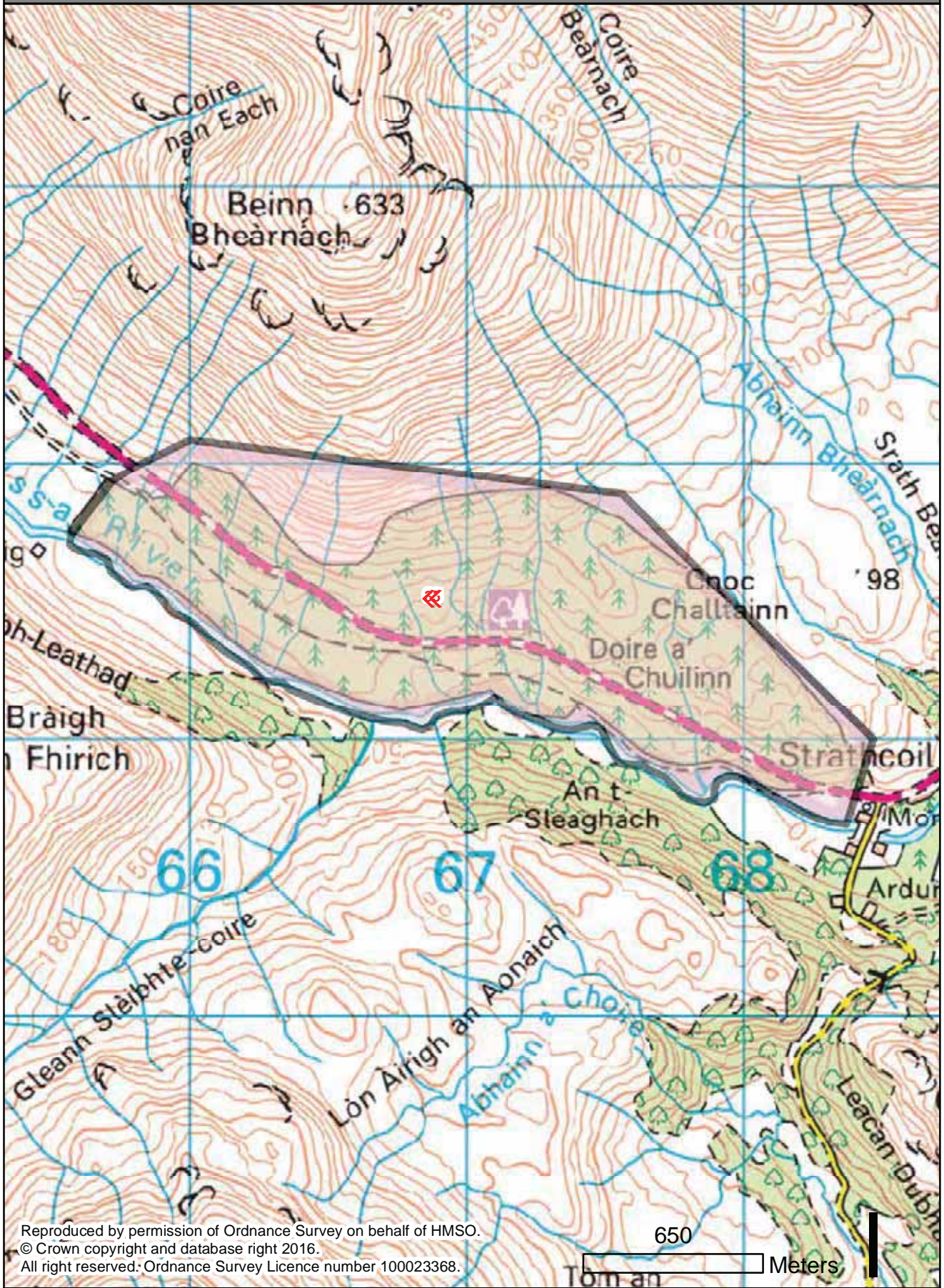
Meters

Site ref no: 84

Proposed use: Residential

Initial rating: Amber

Ardura Forest, Mull

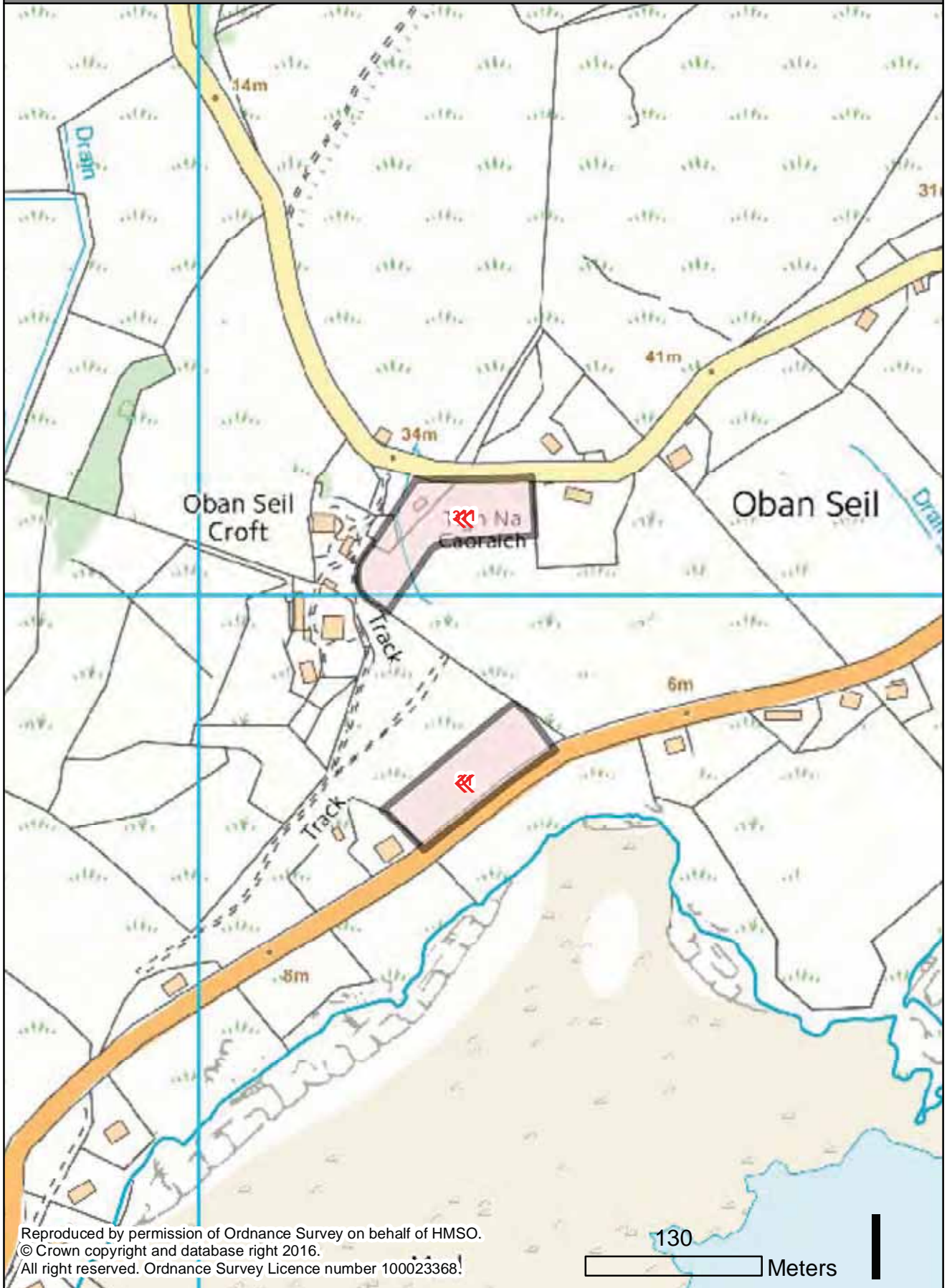


Site ref no: 85

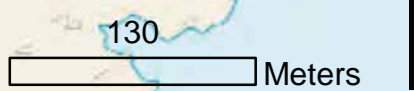
Proposed use: Community Woodland -
 Mixed uses inc. Leisure, Education, Camping

Initial rating: Amber

Land at Oban Seil (North), Isle of Seil, Oban



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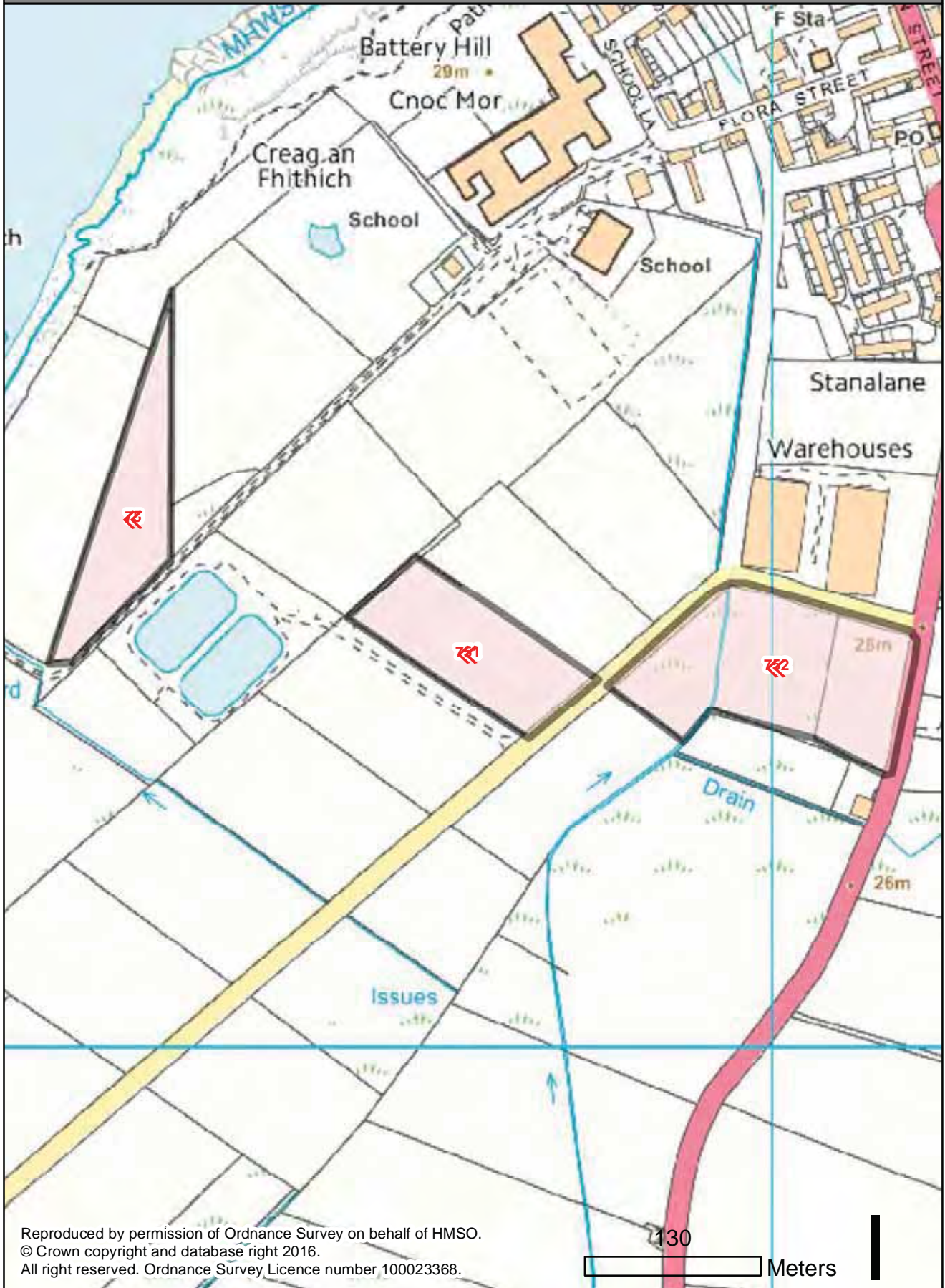


Site ref no: 311

Proposed use: Residential

Initial rating: Amber

Land adjacent to the Shoreline Project Master Plan site, Bowmore South, Islay (Expansion site 1)



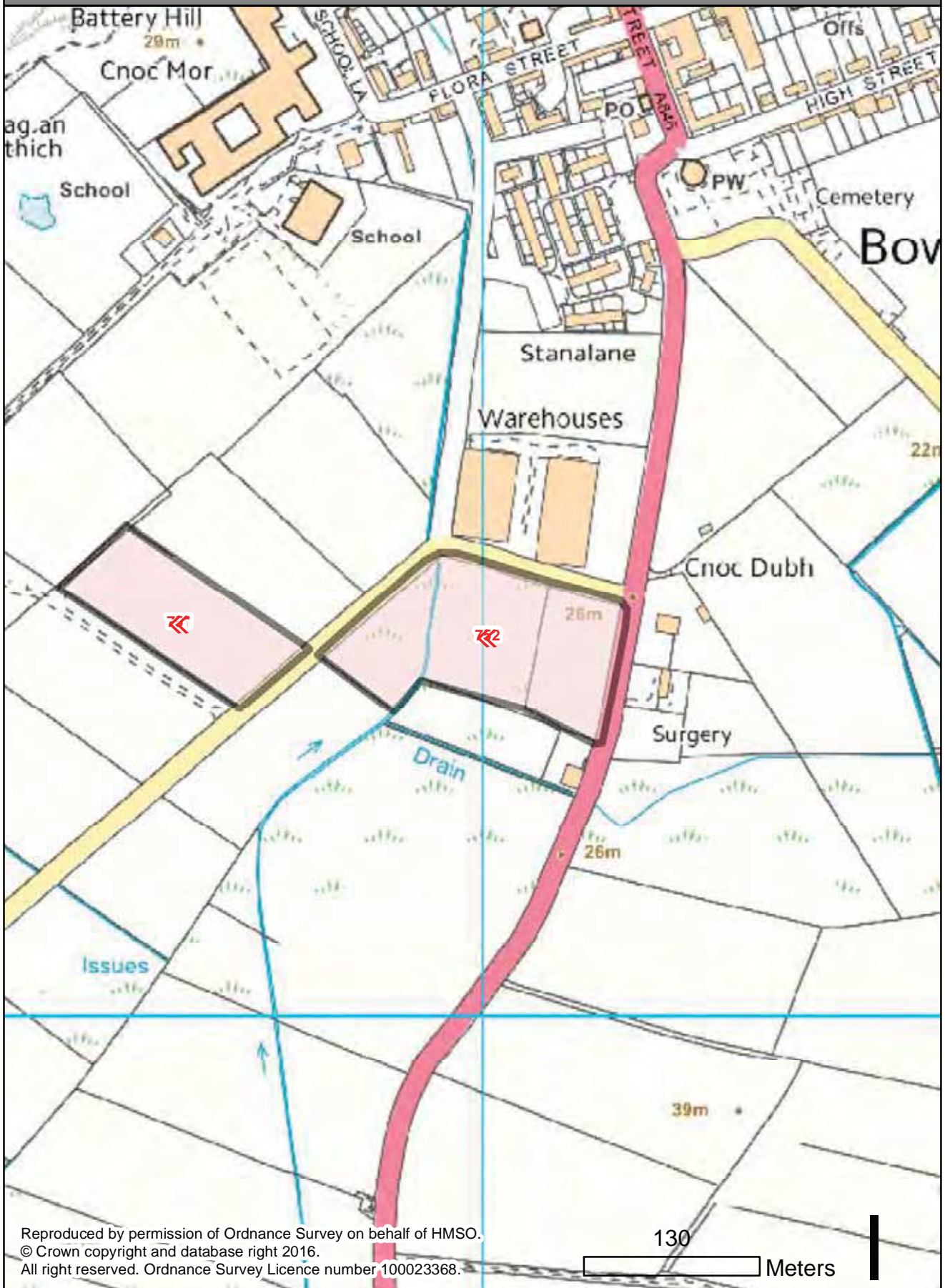
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Site ref no: 751

Proposed use: Mixed Uses inc. residential,
 business, tourism, community uses, retail, open space

Initial rating: Amber

Land adjacent to the Shoreline Project Master Plan site, Bowmore South, Islay (Expansion site 2)



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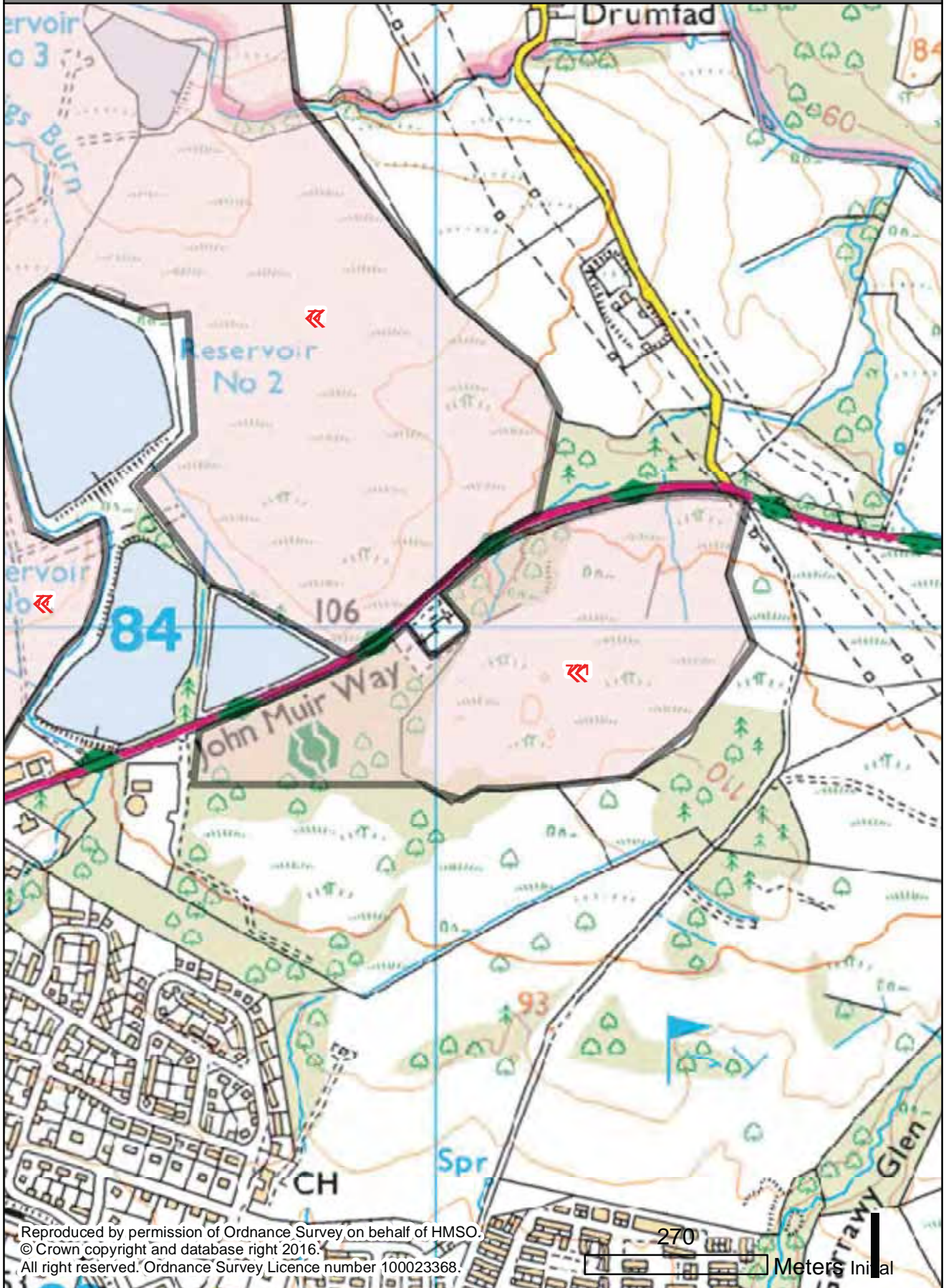
Meters

Site ref no: 752

Proposed use: Mixed Uses inc. residential,
 business, tourism, community uses, retail, open space

Initial rating: Amber

Land to North and South of Luss Road (A818) at Helensburgh Reservoirs, Helensburgh

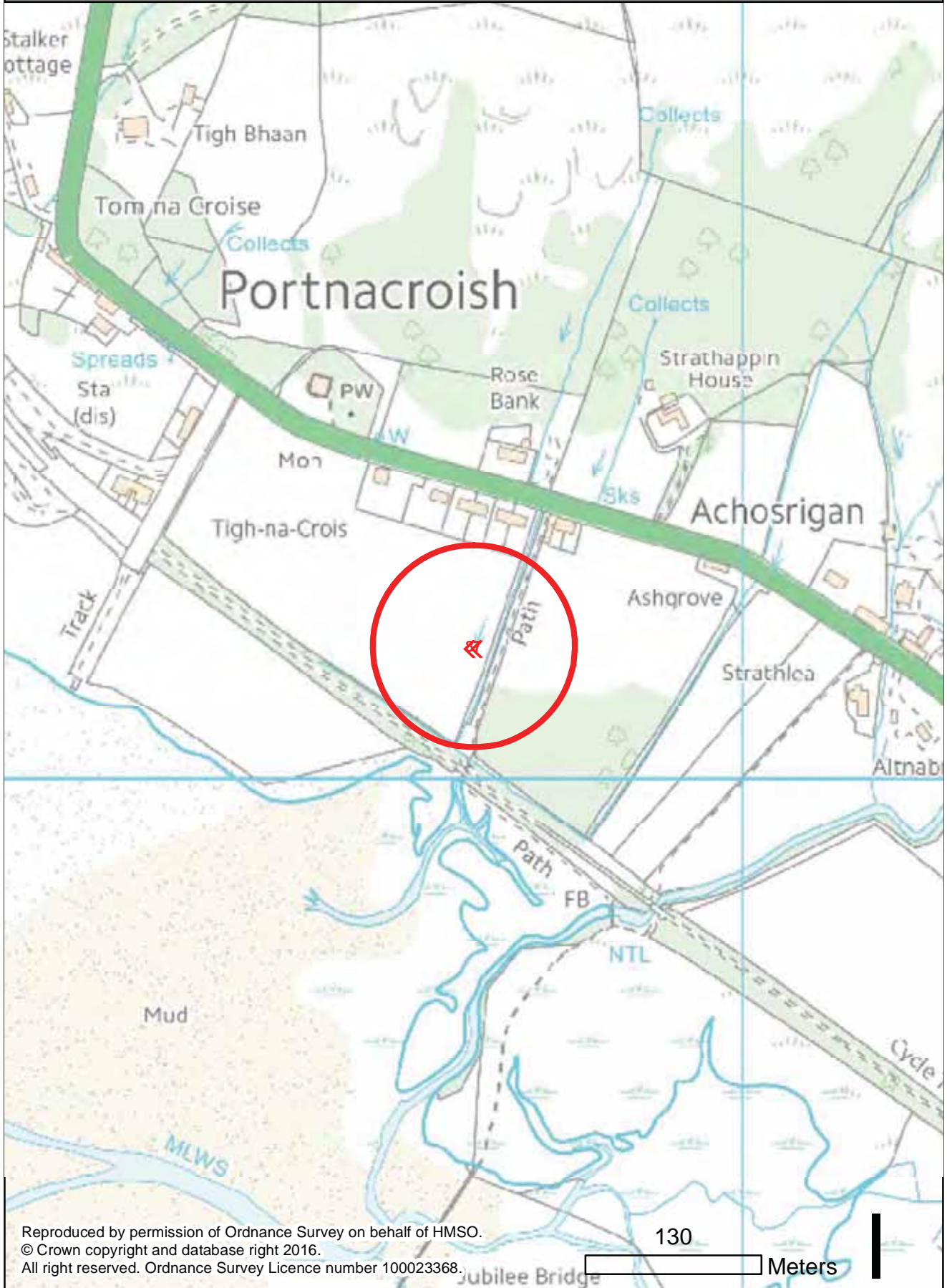


Site ref no: 771

Proposed use: Employment, retail/leisure

rating: Amber

Portnacroish



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Meters

Site ref no: 87

Proposed Open Space Protection Area

Initial rating: Amber

Glenshellach Lon Mor



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Site ref no: 88

Proposed Open Space Protection Area

Initial rating: Amber

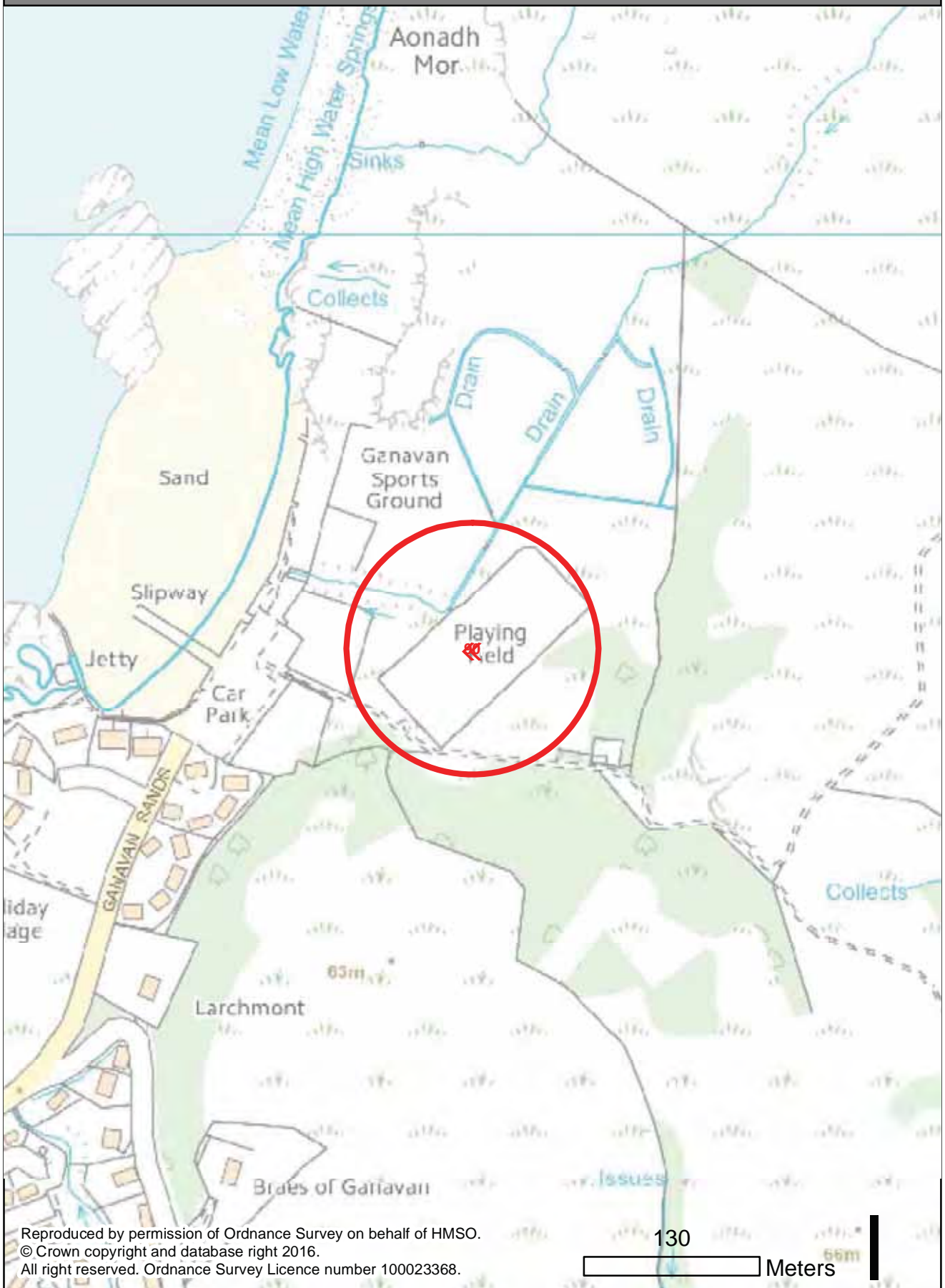


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Site ref no: 89

Proposed Open Space Protection Area

Initial rating: Amber



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Meters

Site ref no: 90

Proposed Open Space Protection Area

Initial rating: Amber



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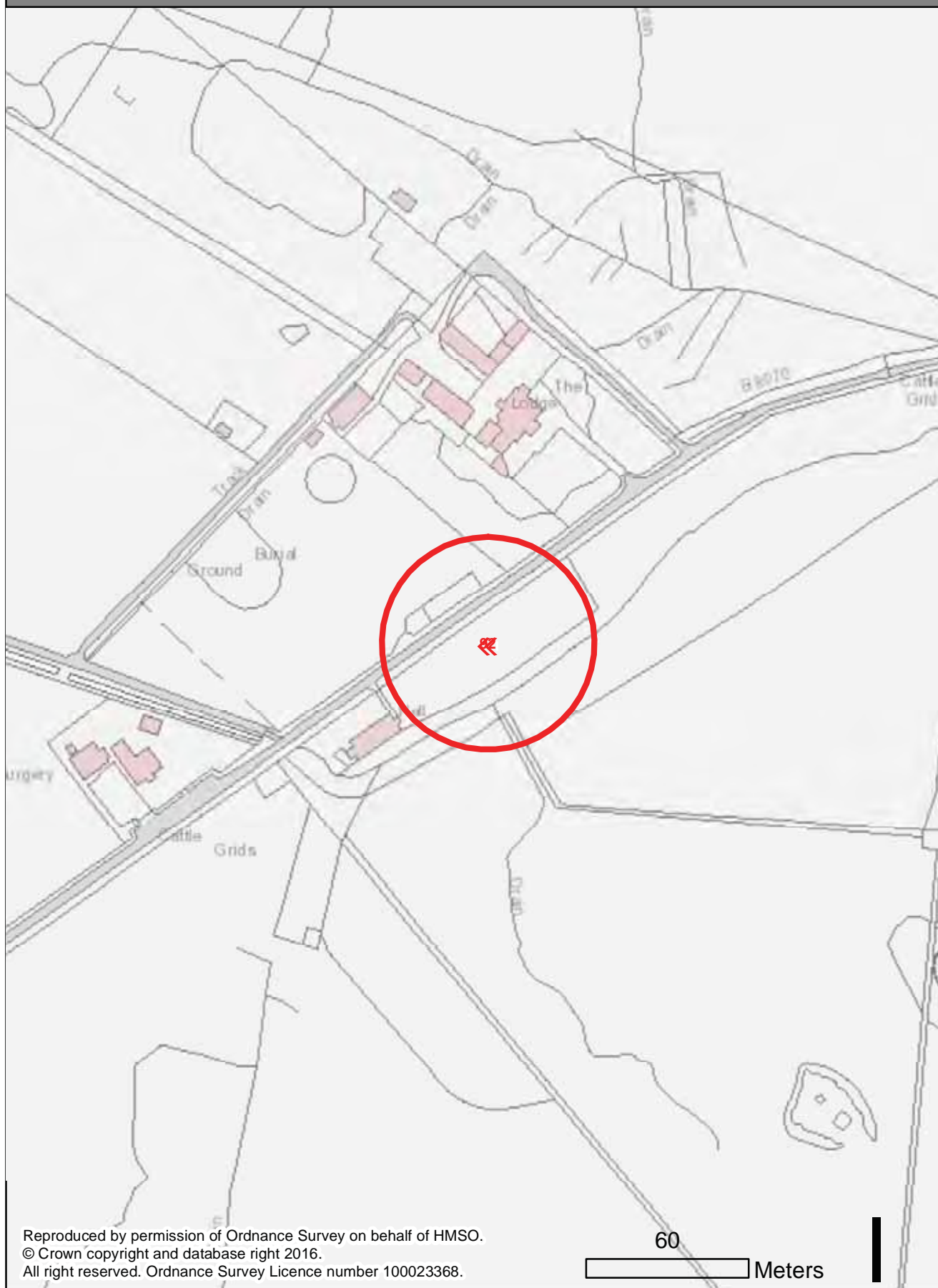
100
Meters

Site ref no: 91

Proposed Open Space Protection Area

Initial rating: Amber

Arinagour 1



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60

Meters

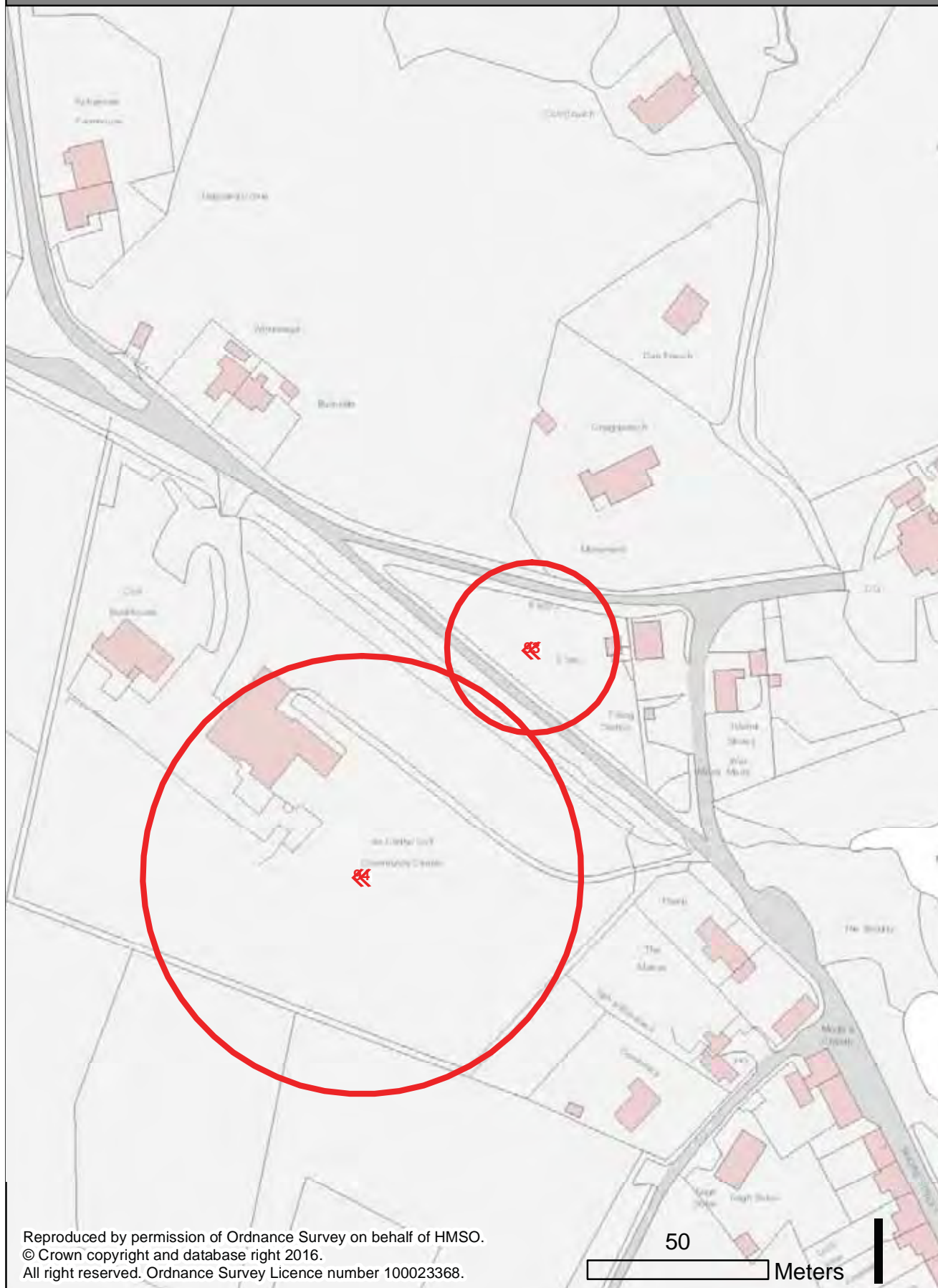


Site ref no: 92

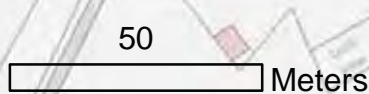
Proposed Open Space Protection Area

Initial rating: Amber

Arinagour 2



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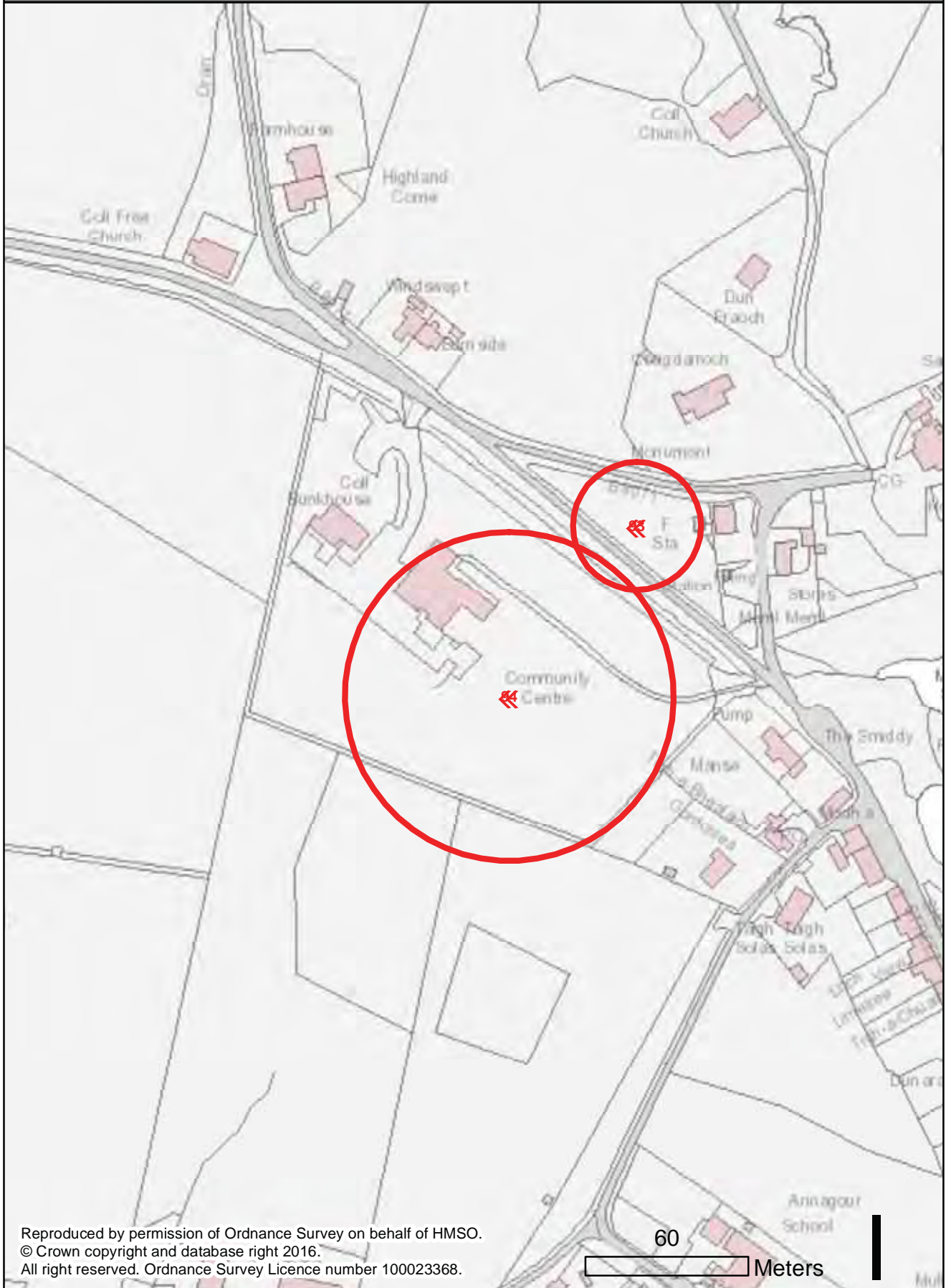


Site ref no: 93

Proposed Open Space Protection Area

Initial rating: Green

Arinagour 3



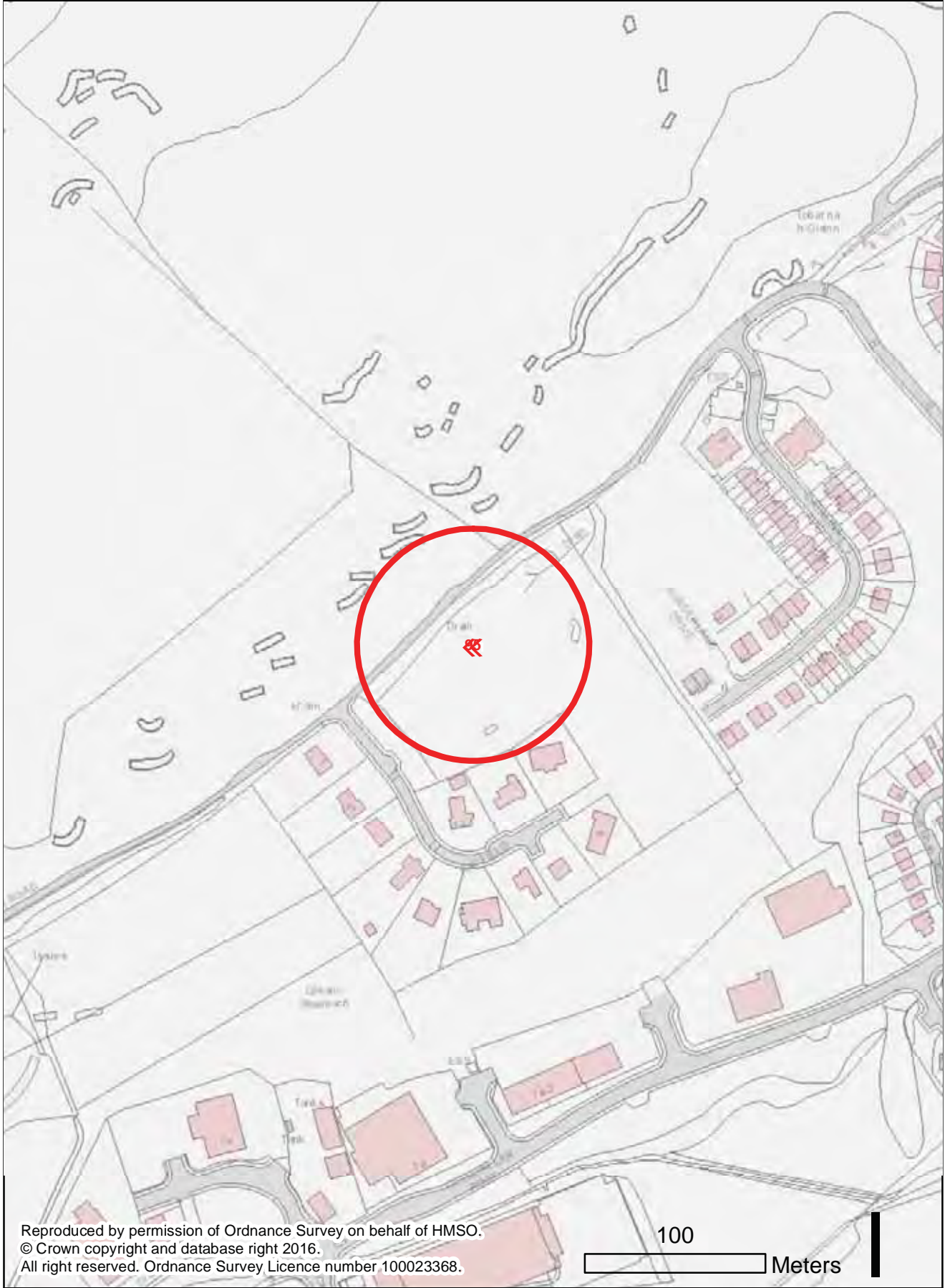
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Site ref no: 94

Proposed Open Space Protection Area

Initial rating: Amber

Glenshellach Hayfield



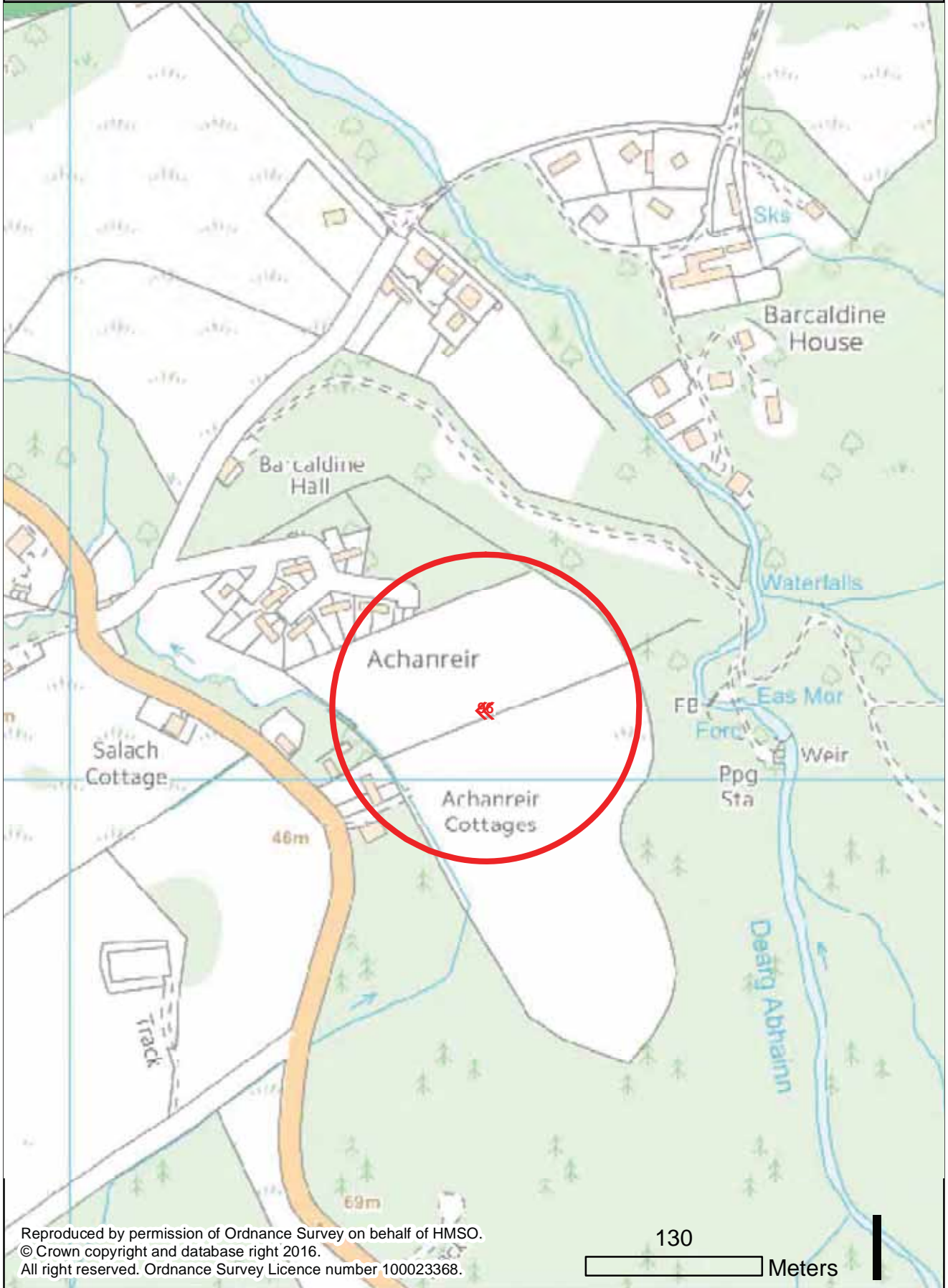
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Site ref no: 95

Proposed Open Space Protection Area

Initial rating: Green

Barcaldine



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130

Meters

Site ref no: 96

Proposed Open Space Protection Area

Initial rating: Amber

Rhu Foreshore



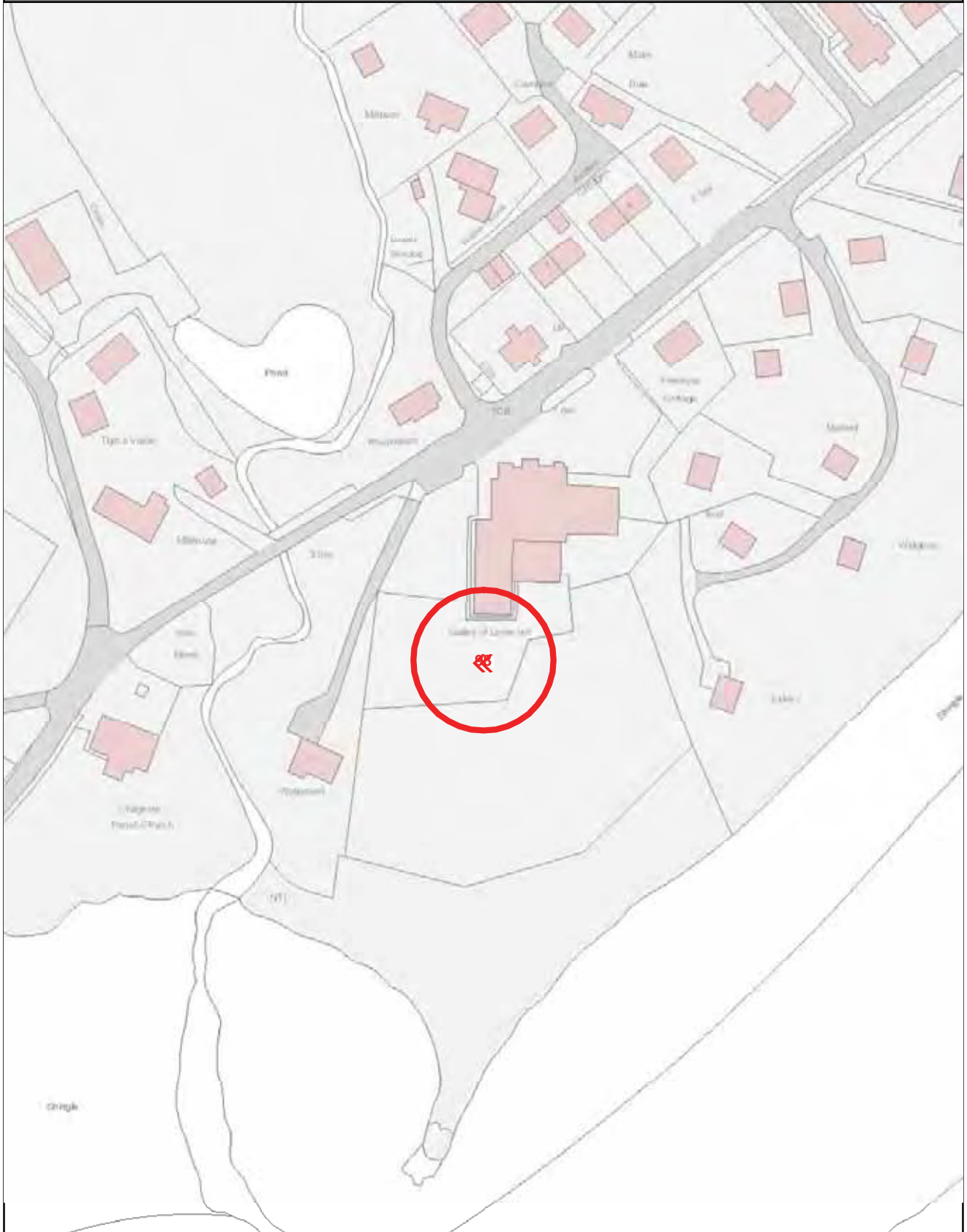
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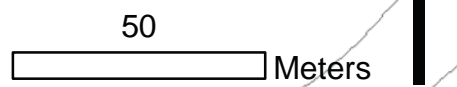
Site ref no: 97

Proposed Open Space Protection Area

Initial rating: Amber



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Site ref no: 98

Proposed Open Space Protection Area

Initial rating: Green

Craobh Haven Areas of Atlantic Rainforest Woodland



Site ref no: 99

Proposed Open Space Protection Area

Initial rating: Amber

Argyll and Bute Council
Development and Infrastructure
Director: Pippa Milne
www.argyll-bute.gov.uk
Chomhairle Earra-Ghàidheal is Bhòid