



Access to Argyll and Bute (A83)
Strategic Environmental Assessment Scoping Report

Appendix C: Plans, Policies and Strategies Review

December 2020

Transport Scotland

Access to Argyll and Bute (A83)

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Executive Summary

Following recent landslide events in August 2020, Jacobs was commissioned by Transport Scotland to undertake a Strategic Environmental Appraisal (SEA) to identify a preferred corridor for access to Argyll and Bute. This appendix reviews the Policies, Plans and Strategies (PPS) relevant to the study area, providing an overview of key documents and their contents. The review covered PPS from the five regions within the study area and also considered the Strategic Development Plan (SDP) for the Glasgow and Clyde Valley City Region.

This review examined national and regional PPS in order to determine the key environmental requirements and objectives, which are relevant to the SEA topics. These are detailed in Table C0.1.

Table C0.1: PPS Key Environmental Requirements and Objectives

SEA Theme	Key Environmental Requirements / Objectives
Air Quality / Climatic Factors	<ul style="list-style-type: none"> ▪ Promote sustainable and active travel; ▪ Reduce greenhouse gas emissions to align with net zero targets and national/international climate commitments; and ▪ Enhance wellbeing, health, environment, placemaking and sustainable economic growth through improved air quality.
Population & Human Health	<ul style="list-style-type: none"> ▪ Promote sustainable and active travel; ▪ Improve the quality and connection of transport options to reduce inequality and promote inclusivity; ▪ Improve safety through fewer accidents and casualties; and ▪ Protect citizens from the harmful effects of air pollution.
Biodiversity	<ul style="list-style-type: none"> ▪ Protect and enhance the natural environment, wildlife, its habitats and other natural features, including internationally and nationally designated sites.
Soil	<ul style="list-style-type: none"> ▪ Safeguard and maximise the multiple benefits and functions of carbon rich soils and peat.
Water	<ul style="list-style-type: none"> ▪ Minimise flooding as a result of development; ▪ Protect and enhance the water environment through minimising and mitigating impacts upon physical, chemical and biological quality; and ▪ Safeguard access to ports and harbours and encourage their sustainable growth to maximise their potential to facilitate cargo movement, passenger movement and to support other sectors.
Cultural Heritage	<ul style="list-style-type: none"> ▪ Minimise detrimental impact upon and support the preservation of the historic environment.
Landscape & Visual Amenity	<ul style="list-style-type: none"> ▪ Protect and enhance the landscape (including the Green Belt and Countryside) due to its multitude of benefits; ▪ Ensure that visual amenity and important views are safeguarded; and ▪ Encourage green infrastructure.
Material Assets	<ul style="list-style-type: none"> ▪ Promote sustainable design and innovation to reduce material consumption; ▪ Minimise waste generation through recycling and reusing materials; and ▪ Maintain and enhance transport infrastructure.

1. Introduction

This report provides a review of national and regional Plans, Policies and Strategies (PPS) of relevance to the Access to Argyll and Bute (A83) Strategic Environmental Assessment (SEA). As the 2km study area is comprised of a number of different regions, the documents have been divided and listed by their region/strategic area. The regions relevant to the study are:

- Argyll and Bute,
- North Ayrshire;
- Inverclyde;
- Stirling; and
- Loch Lomond and the Trossachs National Park Planning Authority Area.

The Clydeplan Strategic Planning Authority has also been considered as the Inverclyde region falls within its remit.

A list of overall key environmental requirements and objectives for each SEA topic, at a regional level, have been identified from the findings of reviewed PPS and are outlined in Table C1.1.

Some additional Scottish Government plans from late 2020 have been identified that will be reviewed as part of the PPS Review for the SEA Environmental Report. Members of the Environmental Steering Group (ESG) also identified further plans and policies in addition to those in Table C1.1 during consultation. These plans are as follows:

- Scottish Government: Fourth National Planning Framework: Position Statement (2020);
- Scottish Government: Indicative Regional Spatial Strategies – Summary of Emerging Work (2020);
- Scottish Government: Climate Change Plan 2018 -2032 Update (2020);
- Scottish Government: Scotland’s Third Land Use Strategy: Consultation (2020);
- NatureScot: Delivering Scotland’s Ambition to Secure Positive Effects for Biodiversity (2020);
- Loch Lomond and Trossachs National Park: Trees and Woodland Strategy (LLTNPA 2019);
- Loch Lomond and Trossachs National Park: Partnership Plan (2018);
- Loch Lomond and Trossachs National Park: Core Paths Plan (2019); and
- Loch Lomond and Trossachs National Park: Outdoor Recreation Plan: Consultation Document (2019).

Table C1.1 Summary of Plans, Policies and Strategies against SEA Topics

Plan/Strategy	SEA Topics							
	Air Quality / Climatic Factors	Population & Human Health	Biodiversity, Flora and Fauna	Soils	Water Environment	Cultural Heritage	Landscape & Visual Amenity	Material Assets
National								
National Transport Strategy 2 (NTS2)	✓	✓			✓	✓	✓	✓
National Planning Framework 3 (NPF3)	✓	✓	✓	✓	✓	✓	✓	✓
Scottish Planning Policy (SPP)	✓	✓	✓	✓	✓	✓	✓	✓
Protecting Scotland, Renewing Scotland: The Scottish Government Programme for Scotland 2020-2021	✓	✓	✓		✓			✓
Climate Change Plan – Third Report on Proposals and Policies 2018-2032	✓	✓	✓	✓				
A National Mission with Local Impact – Draft Infrastructure Investment Plan for Scotland 2021-22 to 2025-26	✓	✓	✓					✓
Scotland’s National Marine Plan	✓	✓	✓		✓	✓	✓	✓
Scotland’s Biodiversity – It’s In Your Hands	✓		✓	✓	✓		✓	

Plan/Strategy	SEA Topics							
	Air Quality / Climatic Factors	Population & Human Health	Biodiversity, Flora and Fauna	Soils	Water Environment	Cultural Heritage	Landscape & Visual Amenity	Material Assets
2020 Challenge for Scotland's Biodiversity	✓		✓	✓	✓		✓	✓
Argyll and Bute								
Argyll & Bute Local Development Plan (2015)	✓	✓	✓	✓	✓		✓	✓
Argyll & Bute Outcome Improvement Plan (2013)	✓	✓	✓				✓	
Argyll & Bute LDP2 (Proposed)	✓	✓	✓	✓	✓	✓	✓	✓
Argyll & Bute Regional Economic Strategy (2019)	✓	✓						
Rural Growth Deal (Proposed)	✓	✓						
National Transport Strategy Review		✓						
The Single Investment Plan		✓						
Argyll and Bute Council Woodland and Forestry Strategy	✓		✓	✓	✓	✓	✓	✓
Loch Lomond and the Trossachs National Park								
Loch Lomond and the Trossachs National Park Local Development Plan 2017-2021	✓	✓	✓	✓	✓	✓	✓	✓

Plan/Strategy	SEA Topics							
	Air Quality / Climatic Factors	Population & Human Health	Biodiversity, Flora and Fauna	Soils	Water Environment	Cultural Heritage	Landscape & Visual Amenity	Material Assets
Wild Park: Our Biodiversity Action Plan			✓	✓	✓			
North Ayrshire								
North Ayrshire Local Development Plan 2 (2019)	✓	✓	✓	✓	✓	✓	✓	✓
North Ayrshire Community Planning Partnership Local Outcomes Improvement Plan 2017-2022		✓						
Economic Development & Regeneration Strategy Refresh North Ayrshire 2016-2025	✓	✓						
North Ayrshire Local Transport Strategy	✓	✓	✓	✓	✓			
Inverclyde								
Inverclyde Council Local Development Plan	✓		✓	✓	✓	✓	✓	
Local Biodiversity Action Plan for East Renfrewshire, Renfrewshire & Inverclyde			✓				✓	

Plan/Strategy	SEA Topics							
	Air Quality / Climatic Factors	Population & Human Health	Biodiversity, Flora and Fauna	Soils	Water Environment	Cultural Heritage	Landscape & Visual Amenity	Material Assets
Inverclyde Climate Change Plan	✓							
Stirling								
Stirling Council Local Development Plan	✓	✓	✓	✓	✓	✓	✓	✓
Stirling's Local Transport Strategy	✓	✓						
Stirling Councils Sustainable Development Framework	✓	✓						✓
Glasgow and Clyde Valley Strategic Development Planning Authority								
Clydeplan Strategic Development Plan	✓	✓	✓			✓	✓	
Key Environmental Requirements/ Objectives	<ul style="list-style-type: none"> Promote sustainable and active travel; Reduce greenhouse gas emissions to align with net zero targets and national/international climate 	<ul style="list-style-type: none"> Promote sustainable and active travel; Improve the quality of transport and connection of transport options to reduce inequality and promote inclusivity; 	<ul style="list-style-type: none"> Protect and enhance the natural environment, wildlife, its habitats and other natural features, including internationally and nationally designated sites. 	<ul style="list-style-type: none"> Safeguard and maximise the multiple benefits and functions of carbon rich soils and peat. 	<ul style="list-style-type: none"> Minimise flooding as a result of development Protect and enhance the water environment through minimising and mitigating impacts upon physical, chemical and 	<ul style="list-style-type: none"> Minimise detrimental impact upon and support the preservation of the historic environment. 	<ul style="list-style-type: none"> Protect and enhance the landscape (including the Green Belt and Countryside) due to its multitude of benefits; Ensure that visual amenity and important views are 	<ul style="list-style-type: none"> Promote sustainable design and innovation to reduce material consumption; Minimise waste generation through recycling and reusing

Plan/Strategy	SEA Topics							
	Air Quality / Climatic Factors	Population & Human Health	Biodiversity, Flora and Fauna	Soils	Water Environment	Cultural Heritage	Landscape & Visual Amenity	Material Assets
	commitments; and <ul style="list-style-type: none"> Enhance wellbeing, health, environment, placemaking and sustainable economic growth through improved air quality. 	<ul style="list-style-type: none"> Improve safety through fewer accidents and casualties; and Protect citizens from the harmful effects of air pollution. 			biological quality; and <ul style="list-style-type: none"> Safeguard access to ports and harbours and encourage their sustainable growth to maximise their potential to facilitate cargo movement, passenger movement and to support other sectors. 		safeguarded; and <ul style="list-style-type: none"> Encourage green infrastructure. 	materials; and <ul style="list-style-type: none"> Maintain and enhance transport infrastructure.

2. National

2.1 National Transport Strategy 2 (NTS2) (Transport Scotland 2020)

2.1.1 Status: Adopted

2.1.2 Lifespan: 20 years

2.1.3 Document Overview

The National Transport Strategy 2 (NTS2) sets out the Scottish Government's priorities and vision for transport for the next 20 years and will inform future transport decisions.

2.1.4 Vision / Aims / Objectives

NTS2 provides a vision that Scotland:

'will have a sustainable, inclusive, safe and accessible transport system, helping deliver a fairer and more prosperous Scotland for communities, visitors and businesses' (p.4).

This vision is underpinned by four priorities:

- Reduces inequalities –
 - Will provide fair access to services we need;
 - Will be easy to use for all; and
 - Will be affordable for all.
- Takes climate action –
 - Will help deliver our net zero target;
 - Will adapt to the effects of climate change; and
 - Will promote greener, cleaner choices.
- Helps deliver inclusive economic growth –
 - Will get people and goods where they need to get to;
 - Will be reliable, efficient and high quality; and
 - Will use beneficial innovation.
- Improves our health and wellbeing –
 - Will be safe and secure for all;
 - Will enable us to make healthy travel choices; and
 - Will help make our communities great places to live.

2.1.5 Policy / Strategy / Topics

NTS2 outlines policies in order to achieve each of the priorities and outcomes, as detailed in Table C2.1.

Table C2.1: NTS2 Policies

Outcome	Policies
Reduces Inequalities	<ul style="list-style-type: none"> ▪ Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services; ▪ Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland’s Accessible Travel Framework; ▪ Remove barriers to public transport connectivity and accessibility within Scotland; ▪ Improve sustainable access to healthcare facilities for staff, patients and visitors; and ▪ Ensure sustainable public and active travel access to employment, education and training locations.
Takes climate action	<ul style="list-style-type: none"> ▪ Reduces emissions generated by the transport system to mitigate climate change; ▪ Reduce emissions generated by the transport system to improve air quality; ▪ Ensure the transport system adapts to the projected climate change impacts; ▪ Support management of demand to encourage more sustainable transport choices; ▪ Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods; and ▪ Improve the quality and availability of information to enable all to make more sustainable transport choices.
Helps deliver inclusive economic growth	<ul style="list-style-type: none"> ▪ Increase resilience of Scotland’s transport system from disruption and promote a culture of shared responsibility; ▪ Increase the use of asset management across the transport system; ▪ Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally; ▪ Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland ▪ Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations; ▪ Meet the changing employment and skills demands of the transport industry and upskill workers; and ▪ Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits.
Improves our health and wellbeing	<ul style="list-style-type: none"> ▪ Increase safety of the transport system and meet casualty reduction targets; ▪ Implement measures that will improve perceived and actual security of Scotland’s transport system; Ensure that transport assets and services adopt the Place Principle; ▪ Reduce the negative impacts which transport has on the safety, health and wellbeing of people; Provide a transport system that promotes and facilitates active travel choices which help to improve people’s health and wellbeing across mainland Scotland and the Islands; and ▪ Embed the implications for transport in spatial planning and land use decision making.

2.2 National Planning Framework 3 (NPF3) (Scottish Government 2014a)

2.2.1 Status: Adopted

2.2.2 Lifespan: 20 – 30 years

2.2.3 Document Overview

The National Planning Framework 3 (NPF3) sets out the long-term vision for the spatial development of Scotland and is the spatial expression of the Government Economic Strategy.

NPF3 identifies 14 major transport, energy and environmental infrastructure projects that are of national significance to Scotland and which are considered to be essential to the delivery of the spatial strategy set out in NPF3.

Of relevance to the Access to Argyll and Bute (A83) SEA, the trunking of the A83 is identified, which is sought to improve access from the Central Belt to Campbeltown. Additionally, NPF3 aims to '*reduce the disadvantage of distance for our* (Scotland's) coastal and island communities, specifically mentioning the commissioned improvements to the A82, close work with Argyll and Bute Council to finalise the trunking of the A83 between Kennacraig and Campbeltown as well as long term improvements to the A85 (p.59).

The National Planning Framework 4 (NPF4) is being prepared and will replace NPF3 and Scottish Planning Policy (SPP), which will aim to provide closer alignment with wider programmes and strategies for the next 20-30 years.

2.2.4 Vision / Aims / Objectives

NPF3 supports the Scottish Government's central purpose to:

'create a more successful country, with priorities for all of Scotland to flourish, through increasing sustainable economic growth' (p.1, paragraph 1)

Aligning with this vision, NPF3 focuses on the following four outcomes for Scotland:

- a successful and sustainable place;
- a low carbon place;
- a natural, resilient place; and
- a connected place.

2.3 Scottish Planning Policy (SPP) (Scottish Government 2014b)

2.3.1 **Status:** Adopted

2.3.2 **Lifespan:** N/A

2.3.3 **Document Overview**

Scottish Planning Policy (SPP) describes the relationship between PPS, from national to local level and illustrates how these are related to the Scottish Government’s vision (refer to 2.3.4).

2.3.4 Vision / Aims / Objectives

SPP and NPF3 share a vision for the planning system in Scotland:

‘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.’ (p.6)

In achieving this vision, SPP sets the following outcomes:

- Outcome 1: A successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places;
- Outcome 2: A low carbon place – reducing our carbon emissions and adapting to climate change;
- Outcome 3: A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use; and
- Outcome 4: A more connected place – supporting better transport and digital connectivity.

2.3.5 Policy / Strategy / Topics

SPP contains a range of subject-based planning policies which are of relevance to the Argyll and Bute (A83) SEA. There are two principles which underpin all of the subject-based policies and are of relevance to this review: Sustainability and Placemaking. Both principles set policies that development should align with:

Table C2.2: Scottish Planning Policy, Policy principles

SPP Principle	Policy
Sustainability	This SPP introduces a presumption in favour of development that contributes to sustainable development.
Placemaking	<ul style="list-style-type: none"> ▪ Planning should take every opportunity to create high quality places by taking a design-led approach; ▪ Planning should direct the right development to the right place; and ▪ Planning should support development that is designed to a high-quality, which demonstrates the six qualities of successful place: <ul style="list-style-type: none"> ○ Distinctive; ○ Safe and Pleasant; ○ Welcoming; ○ Adaptable;

SPP Principle	Policy
	<ul style="list-style-type: none">○ Resource Efficient;○ Easy to Move around.

2.4 Protecting Scotland, Renewing Scotland: The Scottish Government Programme for Scotland 2020-2021 (Scottish Government 2020b)

2.4.1 Status: Adopted

2.4.2 Lifespan: 2020-2021

2.4.3 Document Overview

The Scottish Government's Programme for Scotland 2020-2021 was published in September 2020 and sets out policy actions the Scottish Government seek to take during this period. The programme has a clear priority of dealing with economic, health and social impacts as a result of Covid-19 and identifies this as an opportunity 'to make significant advances to deliver the fairer, greener, more prosperous Scotland' (p.3).

2.4.4 Vision / Aims / Objectives

The Programme continues from the previous Programme for Scotland (2019-2020) in seeking to achieve a net zero emission society by 2045, with importance placed on the economic recovery from Covid-19 being a green recovery. It is stated that the Infrastructure Investment Plan, will reflect the Scottish Government's commitment to tackling climate change, as well as targeting economic growth and building sustainable places through a strategic framework of projects and programmes worth £32 billion over the next five years.

In addition, the programme also seeks to improve roads safety, stating that *Scotland's Road Safety Framework to 2020* will be published following consultation and will aim to achieve zero fatalities or series injuries on Scotland's roads by 2050 and an interim target of halving fatalities and injuries by 2030.

The A83 is also identified within the programme with work being accelerated to consider possible permanent options to address the challenges faced on the A83 at the Rest and Be Thankful.

2.4.5 Policy / Strategy / Topics

The Programme for Government sets out a number of policy actions which the Scottish Government aims to carry forward over the next year. Of relevance to the Access to Argyll and Bute (A83) SEA, is the policy theme *Promoting Equality and Helping Our Young People Grasp their Potential*. Specifically, this policy action aims to deliver 'A Scotland where we live in vibrant, healthy and safe places and communities', and recognises that this can often be delivered through infrastructure projects. One of the policy actions that will be pursued by the Scottish Government is the consideration of a range of possible permanent options to address the challenges faced on the A83 at the Rest and Be Thankful, with the document noting that a project team has now been established to progress with the environmental and engineering assessment as well as stakeholder engagement (this SEA and the Preliminary Engineering Services).

2.5 Climate Change Plan – Third Report on Proposals and Policies 2018-2032 (Scottish Government 2018)

2.5.1 Status: Adopted

2.5.2 Lifespan: 2018 - 2032

2.5.3 Document Overview

The Climate Change Plan (CCP) provides an update on previous targets and sets out ambitious carbonisation plans up to 2032. The CCP sets out how Scotland will meet the emissions reduction targets under the current legislation.

The plan sets out how Scotland can deliver its target of 66% emissions reductions for the period 2018-2032. Part one sets out the context for the Scottish Government's climate change proposals and policies. The Scottish Government's statutory duties are covered in Part Two, alongside annual emissions targets to 2032. Part three provides detailed information on the emissions envelopes and emissions reduction trajectories for each sector.

Section 35 of the Climate Change (Scotland) Act 2009 requires Scottish Ministers to lay a report in parliament setting out their proposals and policies for meeting annual emissions reduction targets. However, the introduction of The Climate Change (Emissions Reductions Targets) (Scotland) Act 2019 requires a climate change plan to be laid before the Scottish Parliament every five years and should contain policies and proposals for meeting the emissions reduction targets.

2.5.4 Vision / Aims / Objectives

The overall vision for Scotland's Climate Change Plan 2018-2032 is that *'by 2032, Scotland will have reduced its emissions by 66%, relative to the baseline, while growing the economy, increasing the wellbeing of the people of Scotland and protecting and enhancing our natural environment'* (p.4).

As part of the vision, the Plan states three main outcomes which should be achieved by 2032. These are:

- A healthier society;
- An enhanced and protected natural environment; and
- A diversified, resilient and sustainable economy.

More specifically, the Plan sets out a number of more detailed objectives which are listed below:

- Scotland's electricity system, already largely decarbonised, will be increasingly important as a power source for heat and transport;
- Scotland's buildings will be insulated to an appropriate level and will increasingly be heated and cooled by low carbon technologies;
- Scotland will have phased out the need to buy petrol and diesel engine cars and vans, implemented low emission zones in Scotland's largest cities and made significant progress in reducing emissions from buses, HGVs and ferries;
- Our industrial sector will be more energy efficient, more productive, and increasingly use more innovative technologies, presenting significant economic and competitive opportunities.
- Landfilling of biodegradable municipal waste will have ended, we will have reduced food waste, more of Scotland's waste will be recycled and a more circular economy will present significant economic opportunities;
- Scotland's woodland cover will have increased, and more of our peatlands will be restored to good condition, benefiting people, biodiversity and ecosystems; and

- The Scottish agriculture sector will be among the lowest carbon and most efficient food production systems in the world.

2.5.5 Policy / Strategy / Topics

Table C2.3: Climate Change Plan Policies

Policy Outcomes	Delivery
Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards.	Negotiate stretching emission standards for new cars and vans beyond 2021; and vehicle excise duty differentials between ultralow emission vehicles (ULEVs) and diesel and petrol vehicles to support and encourage uptake of ULEVs
Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach 100% by 2032.	Investigate the potential for biofuels to be used sustainably in the decarbonisation of the whole transport sector
Average emissions per tonne kilometre of road freight to fall by 28% by 2032	Investigate the potential for biofuels to be used sustainably in the decarbonisation of the whole transport sector
Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.	Encourage uptake of ULEVs by providing interest free loans to consumers, businesses, taxi and the private hire sector
By 2032 low emission solutions have been widely adopted at Scottish ports and airports.	Support the public sector in leading the way in transitioning to ULEVs, in particular local authorities in delivering low carbon public transport
We will have electrified 35% of the Scottish rail network by 2032.	Support an increase in active travel by doubling funding from £40 million to £80 million from 2018-2019 and supporting programmes to encourage travel behaviour change
Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.	

2.6 A National Mission with Local Impact – Draft Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 (Scottish Government 2020a)

2.6.1 Status: Draft

2.6.2 Lifespan: 2021-22 to 2025-26

2.6.3 Document Overview

The Draft Infrastructure Investment Plan (IIP) sets out the Scottish Government's long-term vision for infrastructure with a five year programme covering 2021 to 2025-26.

2.6.4 Vision / Aims / Objectives

The vision for the plan seeks to promote infrastructure which '*supports Scotland's resilience and enables inclusive, net zero and sustainable growth*' (p.6). The vision is underpinned by three core strategic themes, which are linked to Scotland's National Performance Framework, and will guide future investment decisions, these include:

- Enabling the transition to net zero emissions and environmental sustainability;
- Driving inclusive economic growth; and
- Building resilient and sustainable places.

Theme 2, Driving Inclusive Economic Growth, seeks to enhance Scotland's infrastructure, improve safety and resilience of the strategic transport network, in addition to contributing to the net zero target and inclusive economic growth. The Plan aligns with the National Transport Strategy 2 (NTS2) in the need to deliver the Scottish Government's ambitious net zero targets. In addition, it is highlighted that the future transport investment decisions through the second Strategic Transport Projects Review (STPR2) will embed NTS priorities and outcomes and the Sustainable Investment Hierarchy.

The Plan also places importance on Investing in Scotland's Natural Capital through woodland creation and peatland restoration, in addition to proposing a change in the definition of infrastructure to incorporate natural infrastructure and align with the approach to Natural Capital.

2.6.5 Policy / Strategy / Themes

As aforementioned, the IIP theme of relevance to the Access to Argyll and Bute (A83) SEA, is Driving Inclusive Economic Growth. While no policy actions are explicitly stated within the IIP, it aligns with NTS2 and notes that future transport investment decisions are delivered through STPR2

2.7 Scotland's Biodiversity: It's In Your Hands (Scottish Executive 2004)

2.7.1 **Status:** Adopted

2.7.2 **Lifespan:** 2030

2.7.3 **Document Overview**

Scotland's Biodiversity is a 25-year strategy to conserve and enhance biodiversity in Scotland. Alongside implementation plans it seeks to address biodiversity themes such as: cross cutting issues; interpretation, communication and education; urban biodiversity; rural biodiversity; marine biodiversity and local delivery.

2.7.4 **Vision / Aims / Objectives**

The vision for the Strategy is:

'It's 2030: Scotland is recognised as a world leader in biodiversity conservation. Everyone is involved; everyone benefits. The nation is enriched' (p.11)

Aligning with this vision, the following aim is set within the Strategy:

'To conserve biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future' (p.25)

Actions to meet this aim are grouped under the following five major strategic objectives:

- **Species & Habitats:** To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats;
- **People:** To increase awareness, understanding and enjoyment of biodiversity, and engage many more people in conservation and enhancement;
- **Landscapes & Ecosystems:** To restore and enhance biodiversity in all our urban, rural and marine environments through better planning, design and practice;
- **Integration & Co-ordination:** To develop an effective management framework that ensures biodiversity is taken into account in all decision making; and
- **Knowledge:** To ensure that the best new and existing knowledge on biodiversity is available to all policy makers and practitioners.

2.8 2020 Challenge for Scotland's Biodiversity (Scottish Government 2013)

2.8.1 Status: Adopted

2.8.2 Document Overview

The 2020 Challenge is supplementary to the 'Scotland's Biodiversity: It's in Your Hands' strategy (refer to Section 2.7) and focuses on how the Scottish Government, its public agencies, Scottish businesses and others can contribute to the Strategies aims as well as supporting economic growth through protecting biodiversity and harnessing nature.

2.8.3 Vision / Aims / Objectives

Scotland's 2020 Challenge aims to:

- Protect and restore biodiversity on land and in our seas, and to support healthier ecosystems;
- Connect people with the natural world, for their health and wellbeing and to involve them more in decisions about their environment; and
- Maximise the benefits for Scotland of a diverse natural environment and the services it provides, contributing to sustainable economic growth.

2.8.4 Policy / Strategy / Themes

The Strategy outlines outcomes and key steps in order to achieve these aims:

C2.4: Strategy outcomes and key steps

Themes	Outcome	Key Steps
1. Healthy ecosystems	Scotland's ecosystems are restored to good ecological health so that they provide robust ecosystem services and build our natural capital.	<ul style="list-style-type: none"> ▪ Encourage and support ecosystem restoration and management, especially in catchments that have experienced the greatest degradation. ▪ Use assessments of ecosystem health at a catchment level to determine what needs to be done. ▪ Government and public bodies, including SNH, SEPA and FCS, will work together towards a shared agenda for action to restore ecosystem health at a catchment-scale across Scotland. ▪ Establish plans and decisions about land use based on an understanding of ecosystems. Take full account of land use impacts on the ecosystems services that underpin social, economic and environmental health.

Themes	Outcome	Key Steps
2. Natural Capital	Natural resources contribute to stronger sustainable economic growth in Scotland, and we increase our natural capital to pass on to the next generation.	<ul style="list-style-type: none"> ▪ Encourage wide acceptance and use of the Natural Capital Asset Index (2012), including a comparable measure for the marine environment. ▪ Use this index to influence decision-making and market-based approaches, so that the wider monetary and non-monetary values for ecosystem services are recognised and accounted for. ▪ Undertake a major programme of peatland conservation, management and restoration
3. Biodiversity, health and quality of life	Improved health and quality of life for the people of Scotland, through investment in the care of green space, nature and landscapes.	<ul style="list-style-type: none"> ▪ Provide opportunities for everyone to experience and enjoy nature regularly, with a particular focus on disadvantaged groups. ▪ Support local authorities and communities to improve local environments and enhance biodiversity using green space and green networks, allowing nature to flourish and so enhancing the quality of life for people who live there. ▪ Build on good practice being developed by the National Health Service (NHS) and others to help encourage greenspace, green exercise and social prescribing initiatives that will improve health and wellbeing through connecting people with nature. ▪ Increase access to nature within and close to schools, and support teachers in developing the role of outdoor learning across the Curriculum for Excellence. ▪ Encourage public organisations and businesses to review their responsibilities and action for biodiversity, and recognise that increasing their positive contribution to nature and landscapes can help meet their

Themes	Outcome	Key Steps
4. Wildlife, habitats and protected places	The special value and international importance of Scotland's nature and geodiversity is assured, wildlife is faring well, and we have a highly effective network of protected places.	<p>corporate priorities and performance.</p> <ul style="list-style-type: none"> ▪ Ensure that the management of protected places for nature also provides wider public benefits. ▪ Align habitat restoration on protected areas with national goals for improving ecosystem health, with local priorities determined at the catchment or landscape scales. ▪ Integrate protected areas policy with action for wider habitats to combat fragmentation and restore key habitats. ▪ Develop a wildlife management framework to address the key priorities for sustainable species management, conservation and conflict issues, including reintroductions and invasive non-native species. ▪ Involve many more people than at present in this work and improve our understanding of the poorly known elements of nature.
5. Land and Freshwater Management	Nature is faring well, and ecosystems are resilient as a result of sustainable land and water management	<ul style="list-style-type: none"> ▪ Promote an ecosystem approach to land management that fosters sustainable use of natural resources and puts biodiversity at the heart of land-use planning and decision making. ▪ Ensure that measures taken forward under the Common Agricultural Policy encourage land managers to develop and retain the diversity of wildlife habitats and landscape features. ▪ Support 'High Nature Value' farming and forestry. ▪ Put in place the management necessary to bring Scotland's protected areas into favourable condition and improve the ecological status of water bodies.

Themes	Outcome	Key Steps
		<ul style="list-style-type: none"> ▪ Ensure that biodiversity and ecosystem objectives are fully integrated into flood risk management plans, and restore wetland habitats and woodlands to provide sustainable flood management. ▪ Restore and extend natural habitats as a means of building reserves of carbon and to help mitigate climate change. ▪ Provide clear advice to land and water managers on best practice.
6. Marine and Coastal	Scotland's marine and coastal environments are clean, healthy, safe, productive and biologically diverse, meeting the long-term needs of people and nature.	<ul style="list-style-type: none"> ▪ Adopt a Scottish Marine Plan and develop regional marine plans to aid balanced decision-making in the marine environment. ▪ Establish a coherent network of Marine Protected Areas, promoting sustainable use and conservation. ▪ Collate information on the location and sensitivity of priority marine features, and make this information available to support their protection. ▪ Achieve good environmental status for Scottish seas. ▪ Bring Common Fisheries Policy fish stocks to levels consistent with Maximum Sustainable Yield wherever possible, and take account of biodiversity in managing inshore fisheries. ▪ Implement a rapid-response framework to prevent colonisation of new invasive species in Scotland's seas and islands. ▪ Improve the monitoring of the marine environment to identify changes and guide progress towards the above outcomes. ▪ Improve understanding of how coastal ecosystems are likely to adapt to climate change and develop appropriate strategies for coastal zone management.

Themes	Outcome	Key Steps
7. Measuring Progress	A framework of indicators that we can use to track progress.	<ul style="list-style-type: none"> ▪ Put in place a programme of work to measure progress towards the 2020 outcomes, so that we can track progress and deal with problems. ▪ Work more closely with the growing number of volunteers to develop our understanding of the changing state of nature. ▪ Develop and support the Scottish Biodiversity Information Forum to bolster the collection and wider use of biodiversity data in Scotland. ▪ Publish a terrestrial habitat map for Scotland.

2.9 Scotland’s National Marine Plan (Marine Scotland 2015)

2.9.1 Status: Adopted

2.9.2 Document Overview

The Scottish National Marine Plan (SNMP) sets out sustainable development policies concerning development in Scottish Seas and also identifies General Planning Principles (GEN). The preparation of this plan is in accordance with The Marine (Scotland) Act 2010 which requires the preparation and adoption of a national marine plan for the Scottish Marine area.

2.9.3 Vision / Aims / Objectives

The vision for the marine environment in Scotland, as outlined in the Strategy, is:

‘Clean, healthy, safe, productive and diverse seas; managed to meet the long term needs of nature and people’
(p.11)

This vision is underpinned by strategic objectives which apply to both inshore and offshore waters:

- Achieving a sustainable marine economy;
- Ensuring a strong, healthy and just society;
- Living within environmental limits;
- Promoting good governance; and
- Using sound science responsibly.

2.9.4 Policy / Strategy / Themes

The Plan outlines a set of General Policies which apply to all existing and future development and use of the marine environment. They are presented under five guiding principles of sustainable development with an aim of balancing social, economic and environmental sustainability.

C2.5: National Marine Plan General Policies

Sustainable Development Theme	General Planning Principle
General Planning Principle	GEN 1 General planning principle: There is a presumption in favour of sustainable development and use of the marine environment when consistent with the policies and objectives of this Plan.
Achieving a Sustainable Economy	GEN 2 Economic benefit: Sustainable development and use which provides economic benefit to Scottish communities is encouraged when consistent with the objectives and policies of this Plan.
	GEN 3 Social benefit: Sustainable development and use which provides social benefits is encouraged when consistent with the objectives and policies of this Plan.
	GEN 4 Co-existence: Proposals which enable coexistence with other development sectors and activities within the Scottish marine area are encouraged in planning and decision making processes, when consistent with policies and objectives of this Plan.

Sustainable Development Theme	General Planning Principle
Ensuring a Strong, Healthy and Just Society	GEN 5 Climate change: Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change.
	GEN 6 Historic environment: Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance.
	GEN 7 Landscape/seascape: Marine planners and decision makers should ensure that development and use of the marine environment take seascape, landscape and visual impacts into account.
	GEN 8 Coastal process and flooding: Developments and activities in the marine environment should be resilient to coastal change and flooding, and not have unacceptable adverse impact on coastal processes or contribute to coastal flooding.
Living Within Environmental Limits	GEN 9 Natural heritage: Development and use of the marine environment must: (a) Comply with legal requirements for protected areas and protected species. (b) Not result in significant impact on the national status of Priority Marine Features. (c) Protect and, where appropriate, enhance the health of the marine area.
	GEN 10 Invasive non-native species: Opportunities to reduce the introduction of invasive non-native species to a minimum or proactively improve the practice of existing activity should be taken when decisions are being made.
	GEN 11 Marine litter: Developers, users and those accessing the marine environment must take measures to address marine litter where appropriate. Reduction of litter must be taken into account by decision makers.
	GEN 12 Water quality and resource: Developments and activities should not result in a deterioration of the quality of waters to which the Water Framework Directive, Marine Strategy Framework Directive or other related Directives apply.
	GEN 13 Noise: Development and use in the marine environment should avoid significant adverse effects of man-made noise and vibration, especially on species sensitive to such effects.
	GEN 14 Air quality: Development and use of the marine environment should not result in the deterioration of air quality and should not breach any statutory air quality limits.
Promoting Good Governance	GEN 15 Planning alignment A: Marine and terrestrial plans should align to support marine and land-based components required by development and seek to facilitate appropriate access to the shore and sea.
	GEN 16 Planning alignment B: Marine plans should align and comply where possible with other statutory plans and should consider

Sustainable Development Theme	General Planning Principle
	objectives and policies of relevant non-statutory plans where appropriate to do so.
	GEN 17 Fairness: All marine interests will be treated with fairness and in a transparent manner when decisions are being made in the marine environment.
	GEN 18 Engagement: Early and effective engagement should be undertaken with the general public and all interested stakeholders to facilitate planning and consenting processes.
Using Sound Science Responsibly	GEN 19 Sound evidence: Decision making in the marine environment will be based on sound scientific and socio-economic evidence.
	GEN 20 Adaptive management: Adaptive management practices should take account of new data and information in decision making, informing future decisions and future iterations of policy.
	GEN 21 Cumulative impacts: Cumulative impacts affecting the ecosystem of the marine plan area should be addressed in decision making and plan implementation.

3. Regional (Argyll and Bute)

3.1 Argyll and Bute Local Development Plan Written Statement (Argyll and Bute Council 2015)

3.1.1 Status: Adopted

3.1.2 Document Overview

The Argyll and Bute Local Development Plan (LDP) outlines a settlement strategy and spatial framework for development in the Argyll and Bute area. The plan excludes the area of Argyll and Bute covered by the Loch Lomond and the Trossachs National Park Local Development Plan (as detailed in Section 4.1 of this appendix).

The LDP Written Statement sets out the vision and key objectives of the Plan, which inform the content of key policy, the development management policies, and the spatial strategies for each of the Council's four administrative areas. The Written Statement also contains a series of schedules that identify development land supply proposals in the form of Allocations, Potential Development Areas (PDAs), Areas For Action (AFAs) and sites subject to a masterplan approach.

3.1.3 Vision/ Aims/ Objectives

The overall vision set out in the LDP for Argyll and Bute is:

'one of an economically successful, outward looking and highly adaptable area, which enjoys an outstanding natural and historic environment, where all people, working together, are able to meet their full potential and essential needs, locally as far as practicable, without prejudicing the quality of life of future generations.' (p.5).

The vision also includes a number of objectives to achieve the vision and challenges identified as set out in Table C3.1.

Table C3.1: Argyll and Bute LDP Objectives

Challenge	Objectives
The Key Challenge Argyll and Bute faces is that there is an urgent need to reverse static or falling populations in some of the Main Towns and Key Settlements by making them better places to live, particularly for economically active families.	To make Argyll and Bute's Main Towns and Key Settlements increasingly attractive places where people want to live, work and invest.
	To secure the economic and social regeneration of our smaller rural communities.
That we can adequately respond to the very different and changing needs of our communities throughout Argyll and Bute.	To work in partnership with local communities in a way that recognises their particular needs to deliver successful and sustainable local regeneration.
That we can create the best possible environment for competitive business, entrepreneurship and innovation to thrive without undermining our future potential in delivering economic growth.	To support the continued diversification and sustainable growth of Argyll and Bute's economy with a particular focus on our sustainable assets in terms of renewables, tourism, forestry, food and drink, including agriculture, fishing, aquaculture and whisky production.
That we can successfully accommodate sustainable economic growth without harming our outstanding environment.	To ensure the outstanding quality of the natural, historic and cultural environment is protected, conserved and enhanced.

Challenge	Objectives
That we can deliver all our housing needs in places where people want to live.	To meet our future housing needs, including affordable, throughout Argyll and Bute.
That our transport infrastructure is made easier and more appealing to use and we, at the same time, embrace the use of new technologies to reduce the need to travel.	To continue to improve Argyll and Bute’s connectivity, transport infrastructure, integration between land use, transportation and associated networks.
That the cost of resources will continue to rise and that the provision of infrastructure in challenging economic conditions will be increasingly difficult to deliver.	To optimise the use of our scarce resources, including our existing infrastructure, vacant and derelict land and reduce consumption.
That we can mitigate and adapt to the growing impacts of climate change in an affordable way at a local level.	To address the impacts of climate change in everything we do and reduce our carbon footprint.

3.1.4 Policy/ Strategy/ Themes

The policies set out in Table C3.2 are outlined in the LDP and are of relevance to the Access to Argyll and Bute (A83) SEA:

Table C3.2: Argyll and Bute LDP Planning Policies

Relevant Planning Policy	Summary of Policy
Policy LDP 3 – Supporting the Protection, Conservation and Enhancement of our Environment	<p>In all development management zones, Argyll and Bute Council will assess applications for planning permission with the aim of protecting conserving and where possible enhancing the built, human and natural environment.</p> <p>A development proposal will not be supported when it:</p> <ul style="list-style-type: none"> a) Does not protect, conserve or where possible enhance biodiversity, geodiversity, soils and peat, woodland, green networks, wild land, water environment and the marine environment. b) Does not protect, conserve or where possible enhance; <ul style="list-style-type: none"> (i) the established character and local distinctiveness of the landscape and seascape in terms of its location, scale, form and design; and (ii) the “Dark Skies” status of the Isle of Coll. c) Does not protect, conserve or where possible enhance the established character of the built environment in terms of its location, scale, form and design. d) Has not been ascertained that it will avoid adverse effects, including cumulative effects, on the integrity or special qualities of international or nationally designated natural and built environment sites. Further information and detail on matters relating to the natural environment, landscape, and the historic environment will be provided in Supplementary Guidance. e) Has significant adverse effects, including cumulative effects, on the special qualities or integrity of locally designated natural and built environment sites. Where there is significant uncertainty concerning the potential impact of a proposed development on the built, human or natural environment, consideration will be given to the appropriate application of the

Relevant Planning Policy	Summary of Policy
	<p>precautionary principle, consistent with Scottish Planning Policy. Development proposals are also expected to be consistent with all other LDP policies and SG where relevant.</p>
<p>Policy LDP5 – Supporting the Sustainable Growth of Our Economy</p>	<p>Argyll and Bute Council will support the development of new industry and business which helps deliver sustainable economic growth throughout the area by:</p> <ul style="list-style-type: none"> ▪ Taking full account of the economic benefits of any proposed development; ▪ Ensuring that the different spatial needs and locational requirements of the various sectors and scale of business are able to be met within the context of the settlement and spatial strategy; and ▪ Focusing regeneration activity and promoting environmental enhancement; and by safeguarding existing industrial and business areas for employment uses.
<p>Policy LDP 11 – Improving our Connectivity and Infrastructure</p>	<p>Argyll and Bute Council will support all development proposals that seek to maintain and improve our internal and external connectivity and make best use of our existing infrastructure by ensuring that:</p> <ul style="list-style-type: none"> ▪ Rights of way and public access are safeguarded; ▪ Public access within the development is delivered, as appropriate, ensuring that any special mobility and safety requirements are addressed; ▪ Consideration is given to the promotion of access to adjoining areas, in particular to the foreshore, core path network and green network; ▪ Integration of the development with existing and potential public transport is taken fully into account; ▪ The proposed development is accessible by a range of modes of transport, including walking, cycling, public transport and car; ▪ An appropriate standard of access is delivered to serve new developments, including off-site highway improvements where appropriate; ▪ Maximum and minimum car parking standards are applied; ▪ The location and design of new infrastructure is appropriate; ▪ Standards for drainage, sewage, waste water and water supply are applied; and ▪ New telecommunication proposals are encouraged where they comply with the criteria established in SG LDP TEL 1. <p>Further information and details will be provided in Supplementary Guidance in relation to the following matters: transport, including core paths; telecommunications; and infrastructure.</p>
<p>Policy LDP STRAT 1 – Sustainable Development</p>	<p>In preparing new development proposals, developers should seek to demonstrate the following sustainable development principles, which the planning authority will also use in deciding whether or not to grant planning permission:</p> <ol style="list-style-type: none"> a) Maximise the opportunity for local community benefit; b) Make efficient use of vacant and/or derelict land including appropriate buildings; c) Support existing communities and maximise the use of existing infrastructure and services;

Relevant Planning Policy	Summary of Policy
	<ul style="list-style-type: none"> d) Maximise the opportunities for sustainable forms of design including minimising waste, reducing our carbon footprint and increasing energy efficiency; e) Avoid the use of locally important good quality agricultural land; f) Utilise public transport corridors and active travel networks; g) Avoid the loss of important recreational and amenity open space; h) Conserve and enhance the natural and built environment and avoid significant adverse impacts on biodiversity, natural and built heritage resources; i) Respect the landscape character of an area and the setting and character of settlements; j) Avoid places with significant risk of flooding, tidal inundation, coastal erosion or ground instability; and k) Avoid having significant adverse impacts on land, air and water environment.

3.2 Argyll and Bute Local Development Plan 2-Written Statement (Argyll and Bute Council 2019a)

3.2.1 Status: Proposed

3.2.2 Lifespan: 2020-2030

3.2.3 Document Overview

The Argyll and Bute Local Development Plan 2 (LDP2) is a statutory planning document, which sets out the spatial strategy for the area. It provides guidance for built development to residents, developers and investors, setting out where development can and cannot take place as well as being used in the determination of planning applications. The LDP2 excludes the area of Argyll and Bute covered by the Loch Lomond and the Trossachs National Park, which has its own plan (see Section 4.1). The LDP2, once adopted, replaces the former Argyll and Bute LDP.

3.2.4 Vision/ Aims/ Objectives

Vision

The LDP2 outlines a long-term vision for Argyll and Bute by 2030 and sets out a spatial strategy that supports the delivery of Argyll and Bute Outcome Improvement Plan (ABOIP). The LDP2 extends the ABOIP vision beyond 2023 to 2030 and reflects the locally identified challenges and outcomes as well as the national planning outcomes and principal policies identified in Scottish Planning Policy. The vision for the LDP2 is:

'Argyll and Bute is an economically diverse and successful area based on sustainable and low carbon development. It has a growing population with high quality, well connected places where people are able to meet their full potential without prejudicing the quality of life of future generations. It benefits both economically and socially from its outstanding natural, historic and built environment whilst protecting those very same special qualities that make Argyll and Bute a place that people choose to be.' (p.5)

Objectives

- **High Quality Places** - The LDP2 policies and design guidance will promote the creation of safe, inclusive and high quality places where people want to live, work, invest and visit and where they are encouraged to lead active lifestyles.
- **Diverse and Sustainable Economy** - The LDP2 will support the diverse and sustainable growth of Argyll and Bute's economy through the identification and promotion of a range of Strategic Economic Investment Locations, business and industry allocations and a flexible policy framework that supports a diverse range of sustainable economic growth across the whole of Argyll and Bute.
- **Connected Places** - The LDP2 spatial strategy and policies will direct development to suitable and sustainable locations that utilise existing infrastructure and support its future provision therefore helping to maximise opportunities to make Argyll and Bute a low carbon and cleaner place.
- **Sustainable Communities** - The LDP2 will identify a range of allocations for community facilities and provide a flexible policy framework to bring forward appropriate community developments.
- **Homes for People** - The LDP2 will support the provision of a range of homes that meets the existing and future needs of all our communities through the identification and promotion of allocations for housing together with a flexible policy framework that encourages new homes in suitable, deliverable and sustainable locations.
- **High Quality Environment** - The LDP2 through its policies and design guidance will protect, conserve and enhance the qualities of the natural, historic and built environment, helping to make Argyll and Bute a place that people want to live, learn, work, invest and visit.

3.2.5 Policy / Strategy / Themes

The policies outlined in the LDP and are of relevance to the Access to Argyll and Bute (A83) SEA, as shown in Table C3.3:

Table C3.3: Argyll and Bute LDP2 Planning Policies

Relevant Planning Policy	Summary of Policy
Policy 06 – Green Infrastructure	<p>Where appropriate new non householder developments shall adequately demonstrate how green infrastructure has been integrated into the design of the proposals from the outset. In particular, proposals should demonstrate:</p> <ul style="list-style-type: none"> ▪ How the development contributes to existing green networks – the linkage of the proposed green infrastructure for the development to the existing wider green infrastructure; ▪ How the development promotes active travel – how priority for movement in, out and around the development is given to walking and other non-motorised forms of transport and how it links to wider active travel networks; ▪ Climate change – how the proposed green infrastructure provision contributes to climate change mitigation and adaptation; and ▪ That the proposal would not have a negative impact upon existing green infrastructure or would result in the fragmentation or loss of integrity of existing Green Networks.
Policy 10- Design: All Development	<p>The design of any development must:</p> <ul style="list-style-type: none"> ▪ Demonstrate an understanding of and appropriate response to the proposed development site and wider context including consideration of character and, where applicable, urban grain; ▪ Acknowledge the scale, mass and spirit of nearby buildings but steer clear of mimicry and pastiche; ▪ Incorporate existing and enhancing features where applicable; and ▪ Avoid falsification of period details; ▪ Use materials that are harmonious with the context but embody honesty and legibility of contemporary design; and ▪ Consider the embodied energy and durability of proposed materials.
Policy 15 – Supporting the Protection, Conservation and Enhancement of Our Historic Built Environment	<p>Development proposals will not be acceptable where they fail to:</p> <ul style="list-style-type: none"> ▪ Protect, preserve, conserve or enhance the established character of the historic built environment in terms of its location, scale, form, design or proposed use; or ▪ Avoid any cumulative effect upon the integrity or special qualities of designated built environment sites.
Policy 32 – Active Travel	<p>Argyll and Bute Council require active travel and recreation to be integrated in developments from the start of the wider design process. Proposals for development should ensure that:</p> <ul style="list-style-type: none"> ▪ Existing active travel networks and rights of way are safeguarded and integrated with the development;

Relevant Planning Policy	Summary of Policy
	<ul style="list-style-type: none"> ▪ Active travel routes within development are delivered, as appropriate, ensuring that any special mobility and safety requirements are also addressed; and ▪ In all cases consideration requires to be given to the integration of active travel routes to adjoining areas, in particular to the Core Path network, Public Rights of Way, safe routes to school network, green infrastructure and to link to the foreshore and to public transport facilities.
Policy 33 – Public Transport	Argyll and Bute Council require development to follow a sequential approach, supporting patterns of development which utilise existing or potential public transport corridors as the preferred option.
Policy 35 – Design of New and Existing, Public Roads and Private Access Regimes	Street design for all new developments must consider place before movement and take into account the principles regarding development setting, layout and design.
Policy 42 – Safeguarding Piers, Ports and Harbours	<p>a) Development within established commercial harbour, port and pier areas will be supported where:</p> <ul style="list-style-type: none"> ▪ It has been clearly demonstrated that the proposal requires a pier, port or harbourside location or is ancillary to activities taking place within that particular facility; and ▪ It has been clearly demonstrated that the proposal would not adversely affect the commercial viability or efficient operation of the facility for marine related uses.

3.3 Argyll and Bute Outcome Improvement Plan (2013)

3.3.1 Status: Adopted

3.3.2 Policy Lifespan: 10 years (2013-2023)

3.3.3 Document Overview

The Argyll and Bute Outcome Improvement Plan sets out the Community Planning Partnership's (CPP) vision for achieving long term outcomes for communities in Argyll and Bute.

3.3.4 Vision / Aims / Objectives

What success will be like in 10 years

Long term strategic infrastructure planning undertaken in partnership with the Scottish Government and the private sector has improved Argyll and Bute's road, rail, ferry, air and wider transportation infrastructure to support the growth of the economy and the sustainability of the communities.

The development of the electrical transmission and distribution grid has been strengthened to support the continued development of renewable technology and to provide additional community resilience. The water utility infrastructure continues to be developed in both town and rural areas to support economic development and housing.

In ten years, Argyll and Bute will have world class digital and mobile infrastructure that promotes sustainable economic development, community resilience and service delivery and makes Argyll and Bute a more compelling place to live and work.

Investment in housing and community facilities support sustainable economic growth and along with regeneration of town centres and built environment enhance the competitiveness of Argyll and Bute.

3.3.5 Policy / Strategy / Themes

Expected progress in 3 years

When the plan was adopted in 2013, the following improvements were expected to be made within 3 years:

- Programme of A83 improvements completed by Transport Scotland.;
- A82 improvements at Pulpit Rock & Crianlarich completed and further improvements between Tarbet and Crianlarich identified within a funded programme;
- Council progresses its policy objective of ongoing improvement to road condition through its commitment to its Roads Asset Management & Maintenance Strategy;
- Establishment of a high quality and reliable town centre to town centre vehicular ferry service between Dunoon & Gourock and upgrade of supporting shore side and public transportation infrastructure and services;
- Timetable for the Campbeltown - Ardrossan ferry service finalised;
- Future of the Council's ferry services determined;
- Future of the Kerrera ferry service determined;
- Improved rail connectivity from Oban, Bute & Cowal and Helensburgh and Lomond to Glasgow and Edinburgh with the six Glasgow-Oban services and continued sleeper connectivity;
- Introduction of new Park and Ride opportunities in Helensburgh and Dunoon; particularly those providing commuter links to Glasgow;

- Over 80% of the Argyll and Bute communities within the Next Generation Broadband area will have access to the improved service, as will 100% in the Helensburgh area through the Rest of Scotland programme;
- Improved connectivity between Argyll and Bute's island and mainland airports with Glasgow Airport and with the Western Isles; and
- Completion of the construction of the Carradale - Hunterston undersea grid link. Delivery of the Strategic Housing Investment Plan 2013-18.

3.3.6 Problems / Opportunities

The key challenges Argyll and Bute face, as identified by the Plan, relate to:

- **Geography** – A highly rural area with many small communities, often separated by water. Access to the area and to key services are perennial challenges;
- **Reducing population** – The projected decline in total population is a real threat to the viability of the area with a potential to adversely impact on the economy/wealth creation, workforce availability and efficient service delivery;
- **Changing population** – With more extremes than most of Scotland, Argyll and Bute face increasing costs and challenges to deliver services to older people and we need to encourage younger people to move to the area so that the economy can grow;
- **Economy** – Unlocking the opportunities offered by its significant, sustainable economic assets for the benefit of its communities and the competitiveness and security of the Scottish and EU economies;
- **Employment** – Developing education, skills and training to maximise opportunities for all and create a workforce to support economic growth;
- **Infrastructure** – Improving and making better use of infrastructure in order to promote the conditions for economic growth including enhancing the built environment and town centres;
- **Sustainability** – Ensuring a sustainable future by protecting the natural environment and mitigating climate change;
- **Health** – Improving health and wellbeing and reducing health inequalities;
- **Deprivation** – Inequalities exist in Argyll and Bute, so it is needed to improve how the Council identify and implement action to address them; and
- **People on the fringe** – Many of communities are very isolated and risk collapsing as population changes take effect alongside urban communities where deprivation can create real hardships.

3.4 Regional Economic Strategy (Argyll and Bute Council 2019b)

3.4.1 **Status:** Adopted

3.4.2 **Policy Lifespan:** 4 years (2019-2023)

3.4.3 Document Overview

The Regional Economic Strategy aims to deliver the vision outlined in the Argyll and Bute Outcome Improvement Plan 2013 – 2023. The Strategy outlines a number of key and fundamental challenges that still remain for the economy in terms of infrastructure needs, addressing demographic challenges, low productivity, and addressing levels of underemployment and lower wages than the national average.

3.4.4 Vision / Aims / Objectives

The overarching vision of the Regional Economic Strategy correlates with that of the Argyll and Bute Outcome Improvement Plan 2013-2023.

To achieve this vision the strategy sets out 3 key themes, each of which have specific objectives which will assist in the delivery of the vision:

- **Critical Economic Infrastructure:** Connecting to National & International Markets;
- **Place & People:** Attracting Skills, Residents, Visitors, & Businesses; and
- **Smart Growth:** Growing – Doing More That Works.

Of relevance to the Access to Argyll and Bute (A83) SEA, the Critical Economic Infrastructure theme focuses on improving transport connectivity for Argyll and Bute to improve quality of life as a place to live, to learn, to visit and to do businesses. Benefits associated with this improvement include:

- Improved connectivity for residents/visitors;
- Improved reliability and access for goods/services e.g. Whiskey/Aquaculture products;
- Improved safety and resilience on the strategic routes; and
- Improved reliability and access for employment.

3.4.5 Policy/ Strategy / Themes

The following actions for the Critical Economic Infrastructure theme are of relevance to the Access to Argyll and Bute (A83) SEA, as shown in Table C3.4:

Table C3.4: Argyll and Bute Regional Economic Strategy Themes

Key Outcome	Action	Delivery Partner(s)	Date of Delivery
Securing routes to market for residents, businesses and visitors	Inform and influence the review of the National Transport Strategy 2	Scottish Government; Transport Scotland; Roads & Amenity Services; SPT; Hitrans; Abellio; Scotrail	Summer 2019
	Secure Transport Connectivity Investment through our Rural Growth Deal that supports the growth of our economy	UK & Scottish Government; Transport Scotland; SPT; Hitrans; Abellio; Scotrail.	2019

Key Outcome	Action	Delivery Partner(s)	Date of Delivery
	Inform our Regional Transport Strategies for Argyll and Bute that meets the needs of our economy	Transport Scotland; Roads & Amenity Services; SPT; Hitrans; Planning and Regulatory Services	Autumn 2020

3.5 Rural Growth Deal (Argyll and Bute Council, 2018)

3.5.1 Status: Proposed

3.5.2 Document Overview

The Rural Growth Deal was submitted in November 2018 and aims to bring significant funding to the area to provide opportunities for sustainable economic growth that would benefit life in Argyll and Bute and Scotland.

3.5.3 Policy/ Strategy / Themes

The proposals are designed to deliver success across Argyll and Bute, based on three key drivers:

- **Growing:** doing more of what works; making more of natural and built resource.
- **Attracting:** additional skills, training and learning opportunities; new residents, visitors and businesses.
- **Connecting:** high value business sectors with national and international business markets; local economic successes with national strategic priorities.

3.5.4 Interventions / Delivery Plans / Proposals

Of relevance to the Access to Argyll and Bute (A83) SEA, as part of the *Connecting* key driver, Proposal 10 seeks to '*Develop our (Argyll and Bute's) key transport to achieve business expansion across high value, international markets*'. The purpose of this is to develop the local, Scottish and UK economies by developing key routes to market of Argyll and Bute's high value produce (whiskey, salmon, timber etc), in addition to facilitating the movement of people and tourists. Of relevance to the Access to Argyll and Bute (A83) SEA, the Rural Growth deal investment would include improving journey times by installing climbing/safe overtaking lanes and other similar enhancements on the A83 network. It is stated that estimated costs for the feasibility studies for these improvements will be circa £0.5m.

3.6 National Transport Strategy Review (Argyll & Bute Council 2018)

3.6.1 Document Overview

Argyll and Bute Council conducted a review of the National Transport Strategy (NTS) and provided recommendations to be used to support economic growth and social inclusion.

3.6.2 Problems / Opportunities

Table C3.5 shows the transport priorities for Argyll and Bute to support economic growth and social inclusion. It was intended that the priorities would be used to lobby and pursue support from the Scottish Government and feed these priorities into the National Transport Strategy consultation and subsequent Strategic Transport Projects Review. While the Review by Argyll and Bute Council lists priorities for all forms of transport, this review has only included road transport priorities due to relevance.

Table C3.5: Argyll and Bute Council NTS Review Priorities

Top Transport Priorities Argyll and Bute to support economic growth and social inclusion	Issue	Action
Roads		
A82 Trunk Road - Road Upgrade	The A82 is a key economic driver for the West Highlands. There is a need to upgrade the Loch Lomond section of road Tarbet to Inverarnan section.	Ensure that the programme of improvement works identified by the Scottish Government is implemented as soon as possible.
A83 Trunk Road – Road Upgrade	The A83 is the primary transport corridor into much of Argyll from the central belt. There is a need for a comprehensive programme of investment to improve road resilience, safety and journey times.	Produce a clear timetable of actions to deliver identified problem areas including. <ul style="list-style-type: none"> ▪ Strone point (Underway) ▪ Erines ▪ Dunderave ▪ Balmore Rd. Tarbert - need for an enhanced substantial capital/maintenance programme to tackle roads vulnerability to accident, flood and frost damage.
A83 Trunk Road Upgrade – Rest and Be Thankful (R&BT)	Need for permanent solution for R&BT	Action to determine the best “once and for all solution” to address landslip risk public perceptions.
A85 Trunk Road Upgrade - Oban to Tyndrum/Oban Development Road	Road is subject to frequent congestion particularly at peak periods. Regarded as a high priority for businesses and other stakeholders to improve with additional problems relating to lack of resilience and the ability to maximize the potential of the Oban economy.	To identify the range of improvements to reduce journey times and build local road resilience by tackling pinch points and accident blackspots. To re-examine the need for the Oban Development Road including potentially re-routing A85 Trunk Road to open up the development potential of the Oban and improve the capacity of the ferry terminal to cope with increased demand.

Top Transport Priorities Argyll and Bute to support economic growth and social inclusion	Issue	Action
Pennygael Bridge Mull - structural repair/replacement required A848	Lifeline road link that incorporates an essential road bridge serving the Iona community requiring significant investment avoid critical failure	Need to identify funding to repair/replace the bridge.
A816 Oban to Lochgilphead Road Upgrade	Key link between Oban and Lochgilphead that suffers from a long journey time due to poor quality road with poor carriageway width and alignment.	Identify key aspects of the road that need action to remove pinch points, improve road alignment and excessive bends.
Dunoon – Colintrave – Portavadie Road Upgrade (B836/A8003/B8000)	Key route linking communities across Cowal, Bute and Kintyre (Mid Argyll) with Dunoon also a key timber haulage route.	To look at the feasibility of upgraded road to A road status incorporating physical upgrades to modern carriageway standards i.e. min. 6m wide carriageway with improved alignment to make it a safer and more reliable route.
A848 Salen –Tobermory Upgrade	Key lifeline route connecting main settlement on Mull with ferry terminal in need of widening to enable removal of passing places. Added pressure in summer from the success of RET.	Identify funding to enable works to proceed to final design and implementation stage.
Local road network	Our local road network is a key economic and social driver for our area impacting all of our communities. Grant Aided Experience (GAE) levels are insufficient to meet expanding road maintenance needs.	To lobby for a revision of the GAE distribution criteria to ensure that areas of sparse population are better financed to maintain their high mileages of rural road networks.

3.7 Single Investment Plan (Argyll and Bute Council 2017)

3.7.1 Status: Adopted

3.7.2 Document Overview

The Single Investment Plan (SIP) for Argyll and Bute has been developed in order to align future infrastructure investment with strategic economic priorities to help drive a step change in economic activity in the area.

Argyll and Bute Community Planning Partners have developed a series of strategic plans which set out visions, priorities and objectives for the region and the SIP is a distillation of these which aims to highlight and advocate the important opportunities and challenges within Argyll and Bute and where goals are likely to be achieved by currently planned or identified infrastructure projects. It is also intended that the SIP will form the foundation for an economic case for additional funding being directed towards Argyll and Bute to accelerate the delivery of priority infrastructure projects.

The SIP identifies a range of priorities including traditional infrastructure such as transport facilities and digital networks to social and soft infrastructure such as education and promotional activities that increase the profile of Argyll and Bute to potential investors, visitors, residents and workers. Based on the key barriers and the evidence gathered from research of existing plans the following five Key Infrastructure Goals have emerged for the SIP:

- High Quality Mobile and Broadband;
- Wide Range of Housing and Business Accommodation;
- Improved Transport Links;
- Market and Promote Argyll and Bute; and
- Skills and Staff Required to Grow Local Economy.

The SIP highlights the potential opportunities to build upon the significant investment already secured in the Argyll and Bute region. There are significant opportunities to build upon the estimated £635 million already secured through private investment in the last five years and estimated £200 million of public committed investment.

3.7.3 Interventions / Delivery Plans / Proposals

Strategic Infrastructure Projects – National Level

A83 Trunk Road Investment is identified in the plan as a key goal to improve transport links in Argyll and Bute. Specifically, Argyll and Bute Council seek to *'lobby Transport Scotland for improvements to the local trunk road network including continued investment on the A82 corridor a permanent solution at the A83 Rest and Be Thankful and upgrading sub-standard sections of the network (e.g. A83 Tarbert to Lochgilphead corridor)'* (p.15).

3.8 Argyll and Bute Woodland and Forestry Strategy (Argyll and Bute Council 2011)

3.8.1 Status: Adopted

3.8.2 Lifespan: 20 years

3.8.3 Document Overview

The Woodland and Forestry Strategy presents the vision of how forestry in Argyll and Bute can contribute to the economy, communities and the environment. The Strategy has been developed as supplementary guidance to the Argyll and Bute Local Development Plan (refer to Section 3.1). It also aligns with the Scottish Government's woodland target of 25% woodland cover in Scotland by 2050.

3.8.4 Vision / Aims / Objectives

The vision outlined by the strategy seeks to set out the aspiration for woodland and forestry in Argyll and Bute, which states:

'The woodlands of Argyll and Bute will make a significant contribution to climate change mitigation and adaptation, have significant levels of economic value retained locally, enhance biodiversity and environmental quality and support the further development of recreation opportunities, for the benefit and well-being of local people and visitors alike. Sustainable and responsible stewardship of the resource will enable communities to play an active role in the ownership and management of woodlands in their area, developing business opportunities and helping to maintain the viability of rural living' (p.21)

3.8.5 Policy / Strategy / Themes

The Strategy outlines Strategic Priorities, which align with the Scottish Forestry Strategy themes, in order to achieve the vision:

Table C3.6: Strategy Strategic Priorities

Scottish Forestry Strategy Themes	Strategic Priorities
Climate Change	<ul style="list-style-type: none"> ▪ CC1 - Encourage the net expansion of woodland cover in Argyll and Bute in order to further contribute to national targets for carbon sequestration. ▪ CC2 - Support development of biomass sector as a locally available, low carbon and cost-effective source of heat and power. ▪ CC3 - Support the use of locally produced timber building products particularly where this reduces the requirement for energy intensive materials which need to be imported into Argyll and Bute. ▪ CC4 - Support ongoing efforts to reduce the sector's dependence on fossil fuels ▪ CC5 - Encourage robust protection of peat soils to maintain their value as carbon stores ▪ CC6 - Ensure that woodland and forest expansion and management takes account of the need to adapt to a changing climate. ▪ CC7 - Support the role of woodland in contributing to climate change adaptation strategies.

Scottish Forestry Strategy Themes	Strategic Priorities
Timber	<ul style="list-style-type: none"> ▪ T1 - Encourage the net expansion of woodland cover in Argyll and Bute in order to further contribute to national targets for woodland cover. ▪ T2 - Ensure woodland expansion/restocking for timber production occurs in areas where appropriate timber transport solutions can be secured. ▪ T3 - Encourage greater use of locally produced timber and wood products in Argyll and Bute. ▪ T4 - Address the major timber transport challenges facing Argyll and Bute through continued public/private sector partnership in the forestry sector through the Timber Transport group and through delivery of the Woodland and Forestry Strategy.
Business Development	<ul style="list-style-type: none"> ▪ BD1 - Work with timber producers and local businesses to add and retain value to the timber product within Argyll and Bute. ▪ BD2 - Work with land managers to expand woodland cover in agricultural areas where appropriate, thereby contributing to diversification of the rural economy. ▪ BD3 - Further develop woodlands' contribution to tourism and recreation in Argyll and Bute. ▪ BD4 - Development of a skilled workforce in Argyll and Bute, geared to future forest management and processing requirements, but also reflecting the development of biomass sector and specialist niche activities. ▪ BD5 - Continue to support the development of local timber and biomass markets and supply chains through positive planning measures, encouraging the specification of locally sourced materials and woodfuel. ▪ BD6 - Support and promote the development and use of technologies that can add value to Argyll and Bute's economy and contribute to development objectives.
Community Development	<ul style="list-style-type: none"> ▪ CD1 - Support further community involvement in the ownership and management of woodlands, and in the creation of woodland based educational and social enterprises. ▪ CD2 - Support schools and tertiary education providers, and the community development and voluntary sectors, in making greater use of woodlands as a resource for inspiration, learning, enjoyment and a rewarding career. ▪ CD3 - Continue to support meaningful community and stakeholder engagement in woodland planning and management processes.
Access and Health	<ul style="list-style-type: none"> ▪ AH1 - Further develop the role of woodlands and forests in contributing to outdoor access and recreation. ▪ AH2 - Promote the health, educational social benefits that woodland and forests can bring for both local people and visitors to Argyll and Bute.
Environmental Quality	<ul style="list-style-type: none"> ▪ EQ1 - Manage forests and woodlands to conserve and enhance water and soils and contribute to river basin planning objectives of improving to, or maintaining at, good ecological status

Scottish Forestry Strategy Themes	Strategic Priorities
	<ul style="list-style-type: none"> ▪ EQ2 - Manage woodlands to conserve and enhance Argyll and Bute’s landscape and cultural heritage and people’s appreciation and enjoyment of them.
Biodiversity	<ul style="list-style-type: none"> ▪ BIO1 - Support the improvement in condition of Argyll and Bute’s woodland SSSIs to at least ‘recovering’ status. ▪ BIO2 - Support the management and restoration of semi-natural woodland habitats. ▪ BIO3 - Support the identification, safeguarding and gradual restoration of Plantations on Ancient Woodland Sites (PAWS), in line with UKFS and FCS policy. ▪ BIO4 - Support the control of invasive species where these threaten seminatural woodland habitats and wider woodland biodiversity. ▪ BIO5 - Support the agricultural community in maintaining and enhancing the biodiversity value of the woodland habitats in their care. ▪ BIO6 - Support the delivery of woodland-related Species Action Framework programme. ▪ BIO7 - Support land managers and SNH in implementing local deer management objectives to maintain a healthy population, reduce adverse impacts on woodland habitats and mitigate the effects of fencing on sensitive species, while maximising the value of the resource. ▪ BIO8 - Ensure that woodland expansion and management make a positive contribution to Argyll’s biodiversity and people’s understanding and appreciation of it. ▪ BIO9 - Ensure that woodland expansion and management protect and enhance internationally, nationally and locally important habitats and species.

4. Regional (Loch Lomond and the Trossachs National Park)

4.1 Loch Lomond and The Trossachs National Park Local Development Plan (Loch Lomond and The Trossachs National Park Authority 2016)

4.1.1 **Status:** Adopted

4.1.2 **Policy Lifespan:** 2017-2021

4.1.3 **Document Overview**

The LDP sets out a vision for the National Park over a 20 year period, providing a strategy needed to deliver the physical developments. It notes how development can help the National Park to be a great place to live, invest, vest and experience, providing planning policies which can be used to determine planning applications.

4.1.4 **Vision / Aims / Objectives**

The plan shows how development can significantly contribute to achieving the National Park Partnership's Plan Outcomes, which form the Vision for this Plan.

- **Conservation:** An international renowned landscape where the natural beauty, ecology and the cultural heritage are positively managed and enhanced for future generations;
- **Visitor Experience:** A high quality, authentic experience for visitors, with many opportunities to appreciate and enjoy the natural and cultural heritage within an internally renowned landscape that compares to the best on offer around the world; and
- **Rural Development:** In the National Park businesses and communities thrive and people live and work sustainably in a high quality environment.

4.1.5 **Policy / Strategy / Themes**

The policies contained within Table C4.1, are from Loch Lomond and the Trossachs National Park LDP and are of relevance to the Access to Argyll and Bute (A83) SEA topics:

Table C4.1: Loch Lomond and the Trossachs National Park LDP Planning Policies

Relevant Planning Policy	Summary of Policy
Overarching Policy 1 – Strategic Principles	<p>All development should contribute to the National Park being:</p> <p>A successful, sustainable place by:</p> <ul style="list-style-type: none"> ▪ Contributing to the collective achievement of the 4 aims of the National Parks (Scotland) Act. and giving greater weight to the first aim of the National Park if it appears to be in conflict with the other National Park aims, ▪ Contributing to sustainable development, ▪ Supporting the implementation of the National Park Partnership Plan; its Outcomes, Policies and Priorities, ▪ Ensuring areas of open space are of high quality, appropriate to the needs of the local community, integrated to the development and provide links to the wider green network; and ▪ Being Distinctive, Safe and Pleasant, Easy to move around, Welcoming, Adaptable, and Resource efficient. <p>A low carbon place by:</p> <ul style="list-style-type: none"> ▪ Reusing brownfield land or vacant property where possible,

Relevant Planning Policy	Summary of Policy
	<ul style="list-style-type: none"> ▪ Reducing greenhouse gas emissions through sustainable design; use of energy efficient materials, passive solar design, landscaping and micro renewables, connecting or creating opportunities to a shared heating scheme; ▪ Supporting the provision of waste reduction and waste hierarchy principles including prevention, reuse (e.g. composting) or recycling; and ▪ Connecting well to public transport and safe pedestrian/cycle access where possible. <p>A natural, resilient place by:</p> <ul style="list-style-type: none"> ▪ Minimising adverse impacts on water, air and soil quality, ▪ Addressing the impacts of climate change, ▪ Avoiding significant flood risk, ▪ Relating well to the landscape context and setting, be sympathetic to local built forms and materials including historic street pattern, scale, massing and design, ▪ Respect the important physical/historical/landscape/cultural features of the site and surrounding area; and ▪ Incorporating appropriate soft and hard landscaping, a planting scheme, and measures to protect existing trees and other landscape features. <p>A more connected place by:</p> <ul style="list-style-type: none"> ▪ Increasing and improving connections to nearby places, paths, piers, streets, bus stops, train stations and open space; ▪ Designing streets to consider place – how it looks and feels – before movement; and ▪ Encouraging developers to explore opportunities for the provision of digital infrastructure to new homes and business premises as an integral part of development.
<p>Overarching Policy 2 – Development Requirements</p>	<p>Development proposals should not conflict with nearby land uses and where relevant, must address the following requirements:</p> <ul style="list-style-type: none"> ▪ Landscape & Visual Amenity: safeguard visual amenity and important views, protect and/or enhance rich landscape character, and features and areas specifically designated for their landscape values at any level; ▪ Amenity and Environmental Effects: avoid any significant adverse impacts of flooding, noise/vibration, air emissions/odour/fumes/dust, light pollution, loss of privacy/sunlight/daylight; ▪ Historic Environment: protect and/or enhance the character, appearance and setting of the historic environment; ▪ Natural Environment: protect and/or enhance the biodiversity, geodiversity, water environment, sites and species designated at any level (international, national or local) including ancient and semi-natural woodland, green infrastructure and habitat networks; ▪ Sustainable Travel: support Active Travel choices where possible (prioritise walking, cycling and public transport use over car use) and transport infrastructure; ▪ Safe Access and Parking: provide safe road access and appropriate parking provision;

Relevant Planning Policy	Summary of Policy
	<ul style="list-style-type: none"> ▪ Visitor and Recreational Experience: promote understanding and enjoyment (including recreation) of the special qualities of the area by the public including safeguarding access rights; ▪ Design & Placemaking: achieve a high-quality design and layout, provide a quality design and layout, provide a positive sense of place, and compliment local distinctiveness; ▪ Social Wellbeing and Economic Vitality: adaptable for the changing needs of future users, designing for extreme weather, fulfil disabled requirements, support new businesses, training/jobs for local people and a mix of uses/tenures, and ▪ Climate Friendly Design: demonstrate how proposed buildings will meet a reduction in greenhouse gas emissions through; <ul style="list-style-type: none"> ○ Minimising overall energy requirements through conservation measures, and ○ Incorporating on-site low and zero carbon generating technologies to meet 10% of the overall energy requirements of the building rising to 20% by December 2021.
Transport Policy 1: Safeguarding Sites to Improve the Transport Network	Land will be safeguarded for, and support will be given to, the transport infrastructure proposals identified within Town or Village proposals maps.
Transport Policy 2: Promoting Sustainable Travel and Improved Active Travel Options	<p>All development proposals will make a positive contribution towards encouraging safe, sustainable travel and improving active travel options throughout the Park by enabling opportunities for:</p> <ul style="list-style-type: none"> ▪ Sustainable transport modes based on a hierarchy of walking, cycling, public transport and motorised transport: for freight, a shift from road to rail and water-based transport where possible; ▪ Access and opportunities for water transport on the sea lochs and on some inland lochs; ▪ Modal change from private car to more sustainable transport modes within settlements including the provision of integrated new or improved transport infrastructure; and ▪ New and improved links to existing and proposed walking and cycling routes, as described in the Core Path Plan and included in the National Walking and Cycling Network (NWCN). Former railway lines should be safeguarded to providing walking, cycling and bridleway opportunities.
Natural Environment Policy 1: National Park Landscapes, Seascape and Visual Impact	Development will protect the special landscape qualities of the National Park in accordance with The Special Landscape Qualities of Loch Lomond & The Trossachs National Park (SNH 2010). Development proposals will be required to be sympathetic to their setting and minimise visual impact, including areas of wild land character and wild land areas.

4.2 Wild Park: Our Biodiversity Action Plan (Loch Lomond & The Trossachs National Park, 2018)

4.2.1 Status: Adopted

4.2.2 Lifespan: 2018-2023

4.2.3 Document Overview

Wild Park is the National Park’s Biodiversity Action Programme for the period 2018-2023. First produced in 2014, the original plan, Wild Park 2020 set out a vision and a series of outcomes associated with protecting and enhancing biodiversity, along with five ‘Wild Challenges’, which were focuses for awareness raising and action.

The updated Wild Park has been reviewed to update its strategic and operational position, as well as having refreshed a number of the Key Environmental Threats which affect the National Park’s biodiversity and natural environment.

4.2.4 Vision / Aims / Objectives

The main objective of Wild Park is to set out how the National Park will tackle ‘Key Environmental Threats’, which are detailed in Table C4.2.

Table C4.2: Wild Park Key Environmental Threats

Key Environmental Threat	Description
Poor quality of some lochs and rivers	Negative impacts on freshwater and marine water bodies from problems such as pollution from surrounding land uses.
Unsustainable levels of grazing	Unsustainable levels of wild and domesticated grazing and browsing animals in some upland and woodland areas, leading to reduced tree cover and the erosion of soils, which are important carbon stores.
Invasive non-native species	The spread of invasive non-native species, which displace our rich native wildlife.
Climate Change Pressures	The impacts of climate change leading to warmer, wetter weather patterns and a subsequent increase in flood events, major landslides and rapid shifts in natural ecosystems.

Wild Park notes that tackling the Key Environmental Threats must be a collective priority, within a vision of achieving an improved ecosystem, in order to create a more sustainable long-term future for both people and nature.

4.2.5 Policy / Strategy / Themes

The Biodiversity Action Plan does not state any explicitly policy actions and instead focuses on the 5 Key Environmental Threats which are noted in Table C4.2.

5. Regional (North Ayrshire)

5.1 North Ayrshire Local Development Plan 2 (LDP2) (North Ayrshire Council 2019)

5.1.1 **Status:** Adopted

5.1.2 **Lifespan:** 2019-2024

5.1.3 Document Overview

North Ayrshire LDP2 sets out the Council's ambition for the area over the next 20 years and provides guidance for development and investment within the area. The plan sets out the various challenges facing the area and highlights the potential opportunities, specifically noting that the area is well connected by road, rail, sea and air and is well positioned to compete for new inward investment.

The LDP2 sets out the council's intended spatial strategy for the region, directing development towards the established towns, villages and coastline. It also provides a detailed list of planning policies which will be used to determine planning applications and development within the region.

5.1.4 Vision / Aims / Objectives

The vision looks forward 20 years and shows how development can help North Ayrshire become Healthier, Working, Thriving and Safer. The LDP2's vision aligns with that of the Local Outcomes Improvement Plan 2017-2022 (LOIP) and sets out the land use strategy which supports its delivery. The plan sets a number of objectives to help achieve this vision:

- **Towns and Villages Objective** - Our towns and villages are where most of our homes, jobs, community facilities, shops and services are located. We want to continue to support our communities, businesses and protect our natural environment by directing new development to our towns and villages as shown in the Spatial Strategy.
- **The Countryside Objective** - We recognise that our countryside areas play an important role in providing homes, employment and leisure opportunities for our rural communities. We need to protect our valuable environmental assets in the countryside while promoting sustainable development which can result in positive social and economic outcomes. We want to encourage opportunities for our existing rural communities and businesses to grow, particularly on Arran and Cumbrae, and to support these areas so that they flourish.
- **The Coast Objective** - We recognise the North Ayrshire coast is one of Ayrshire's primary economic and environmental assets. We want the LDP to support the development of marine activities and infrastructure, tourism and business.
- **Supporting Development Objective:** We want to ensure that there is adequate capacity in our infrastructure and services for us to deliver new development and achieve our Vision. While we expect the majority of development to be directed towards sites that have infrastructure or services in place there will be a number of developments that will require further infrastructure provision and we will require contributions to address any identified capacity issues that arise as a result of the development.

5.1.5 Policy / Strategy / Themes

The policies contained within Table C5.1 are outlined in the LDP and are of relevance to the Access to Argyll and Bute (A83) SEA:

Table C5.1: North Ayrshire LDP2 Planning Policies

Relevant Planning Policy	Summary of Policy
Policy 14: Green and Blue Infrastructure	<p>All proposals should seek to protect, create, enhance and/or enlarge our natural features and habitats which make up our green and blue infrastructure (including open space), ensuring no unacceptable adverse environmental impacts occur. Green and blue infrastructure should be multi-functional, accessible and integral to its local circumstances. For example, Sustainable Urban Drainage Systems (SuDS) have the potential to play a key role in the delivery of meaningful blue and green infrastructure, providing amenity and improving biodiversity as well as providing a sustainable flood risk solution. We will require details of the proposed arrangements for the long-term management and maintenance of green infrastructure, and associated water features, to form a key part of any proposal.</p>
Policy 15: Landscape and Seascape	<p>We will support development that protects and/ or enhances our landscape/seascape character, avoiding unacceptable adverse impacts on our designated and non-designated landscape areas and features. In particular, we will consider the following:</p> <ul style="list-style-type: none"> a) National Scenic Areas Development that affects the North Arran National Scenic Area including the need to protect existing sport and recreation interests, will only be supported where: <ul style="list-style-type: none"> i) the objectives of the designation and the overall integrity of the area will not be compromised; or ii) any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance. b) Special Landscape Areas We will only support development which affects Special Landscape Areas where it would not have an unacceptable impact on their special character, qualities and setting. c) Wild Land We will only support development within Wild Land areas where any significant effects on the qualities of these areas can be substantially overcome by siting, design or other mitigation. d) Local Landscape Features Where appropriate, development should take into consideration its individual and cumulative impacts on landscape features, including: <ul style="list-style-type: none"> i) patterns of woodlands, fields, hedgerows and trees; ii) lochs, ponds, watercourses, wetlands, the coast and wider seascape; iii) settlement setting, including approaches to settlements; iv) the setting of green network corridors, such as important transport routes and the cycle and footpath network; and v) historic, natural and recreational features of interest, skylines and hill features, including important views to, from and within them.
Policy 16: Protection of our Designated Sites	<p>Development will be supported which would not have an unacceptable adverse effect on the valuable natural environment as defined by the following legislative and planning designations:</p> <ul style="list-style-type: none"> a) Nature Conservation Sites of International Importance; b) Nature Conservation Sites of National Importance;

Relevant Planning Policy	Summary of Policy
	<p>c) Nature Conservation Sites of Local Importance;</p> <p>d) Marine Protected Areas;</p> <p>e) Biodiversity Action Plan Habitats and Species; and</p> <p>f) Protected Species.</p>
<p>Policy 17: Clyde Murshiel Regional Park</p>	<p>Proposals that affect Clyde Muirshiel Regional Park must have regard to the Park's statutory purpose of providing recreational access to the countryside.</p>
<p>Policy 18: Forestry, Woodland, Trees and Hedgerows</p>	<p>Development proposals will only be supported when it would not result in the loss or deterioration of an ancient or long established plantation or semi-natural woodland unless there are overriding public benefits from the development that outweigh the loss of the woodland habitat.</p> <p>Where development includes the removal of woodland, the Scottish Government's Control of Woodland Policy and the current Ayrshire and Arran Woodland Strategy including relevant compensatory planting requirements will be taken into account. Where the loss of trees, hedgerows or woodlands of merit is unavoidable and compensatory planting is required, replacement trees should be of a similar scale and massing to the loss or if smaller there should be additional tree planting committed to ensure a net gain is achieved. We will also expect developers to engage with Forestry Commission Scotland.</p>
<p>Policy 24: Alignment with Marine Planning</p>	<p>We will, in principle, support developments with a marine component or implication (such as marinas, ports, harbours, marine tourism and recreation, fish farming, and land based development associated with offshore energy projects and defence establishments) where they are within a recognised developed coastal location and provided they are consistent with Scotland's National Marine Plan and the emerging Regional Marine Plan for Clyde Marine Region. All marine proposals should identify environmental impacts and mitigate against these to ensure there are not any unacceptable adverse impacts. Developments on coastal areas with significant constraints will be supported, in principle, only where they would also contribute to the economic regeneration or well-being of communities whose livelihood is dependent on marine or coastal activities.</p>
<p>Policy 27: Sustainable and Active Travel</p>	<p>Development will be supported if it:</p> <ul style="list-style-type: none"> ▪ Contributes to an integrated transport network that supports long term sustainability; ▪ Reduces inequality by improving the accessibility and connectivity of employment opportunities and local amenities; ▪ Provides safe and convenient sustainable transport options and supports modal shift to sustainable transport and active travel; ▪ Reduces the need to travel or appropriately mitigates adverse impacts of significant traffic generation, road safety and air quality, including taking into account the cumulative impact; ▪ Takes a design-led, collaborative approach to street design to provide safe and convenient opportunities for integrated sustainable travel in the following order of priority: pedestrians, people on cycles, people using collective transport (buses, trains etc.) and people using private transport;

Relevant Planning Policy	Summary of Policy
	<ul style="list-style-type: none"> ▪ Considers the potential requirements of other infrastructure providers, including designing for the potential development of district heat networks; ▪ Enables the integration of transport modes and facilitates movement of freight by rail or water (in preference to road); and ▪ Considers the impacts on, and seeks to reduce risk to level crossings.
<p>Policy 28: Transport as an Economic Driver</p>	<p>The transport network should deliver economic growth by:</p> <ul style="list-style-type: none"> ▪ Strengthening North Ayrshire’s connectivity to Glasgow and the rest of Scotland; ▪ Improving and promoting sustainable transport and active travel links; ▪ Supporting the improvement and supplementation of our rail freight interchange and port facilities to support the increased movement of freight by rail as well as from road to rail or water; ▪ Safeguarding opportunities for rail access to our ports ensuring that there are appropriate transportation options to ferry terminals for all modes of transport, and support the provision of bus and train interchange facilities; ▪ Safeguarding roadside facilities and provision for lorry parking; ▪ Considering new junctions on trunk roads (in collaboration with Transport Scotland) where significant economic growth or regeneration benefits can be demonstrated such as through the Irvine Bay Transport Model Protocol. New junctions will only be considered where they are designed in accordance with DMRB and where there would be no adverse impact on road safety or operational performance; ▪ Supporting proposals for the enhancement of transport infrastructure, including improved park and ride provision; and ▪ Continuing engagement with Transport Scotland and implementing the interventions identified in the Irvine Bay Transport Model Protocol at the appropriate time.

5.2 North Ayrshire Community Planning Partnership Local Outcomes Improvement Plan 2017-2022 (North Ayrshire Community Planning Partnership 2017)

5.2.1 **Status:** Adopted

5.2.2 **Lifespan:** 2017-2022

5.2.3 Document Overview

The North Ayrshire Local Outcomes Improvement Plan (LOIP) is a shared commitment by range of organisations within North Ayrshire, to help deliver a number of key priorities for the region. The LOIP provides context of the region through statistics including population, health and employment data. This is used to inform the priorities for North Ayrshire which are detailed in Section 5.2.3.

5.2.4 Vision / Aims / Objectives

The overall priority of the LOIP is to ensure that life is "Fair for All" in North Ayrshire. The key pledge within Fair for All is 'North Ayrshire CPP pledges to tackle the root causes of child poverty and mitigate its impact to create a better life for all' (p.7).

Underpinning the main priority are four key priority areas, as detailed in Table C5.2:

Table C5.2: North Ayrshire Community Planning Partnership LOIP Priorities

Priority	The Ambition
A working North Ayrshire	To have created the most improved economy in Scotland by 2026.
A Healthier North Ayrshire	All people who live in North Ayrshire are able to have a safe, healthy and active life
A Safer North Ayrshire	North Ayrshire is a safer place to live, residents feel safer and communities are empowered.
A Thriving North Ayrshire	We want you to have the best start in life and for North Ayrshire to be the best place in Scotland to grow up.

Two cross cutting themes influence the approach to these priorities:

- 1) **Building Stronger Communities** – This means enabling communities to increase control over their lives, being supported to do things for themselves and having their voices heard in the planning and delivery of services.
- 2) **Prevention** – This refers to tackling issues early to stop things from happening in the first place or from getting worse.

5.3 Economic Development & Regeneration Strategy Refresh North Ayrshire 2016-2025 (North Ayrshire Council 2016)

5.3.1 Status: Adopted

5.3.2 Lifespan: 2016-2025

5.3.3 Document Overview

The Refreshed Strategy sets out the economic development & regeneration strategy for North Ayrshire for a period of ten years. The Strategy provides background to the economic conditions within the region, emphasising that the impact of the recession is still felt within the region. It then notes the key challenges which impact the region's economic wellbeing, before noting the strengths, successes and opportunities for the region.

5.3.4 Vision / Aims / Objectives

The overall mission of the Strategy is to have created the most improved economy in Scotland by 2025. In order to achieve this, North Ayrshire Council has set six key strategic objectives.

- Provide the best conditions for business, creating a diverse and inclusive economy;
- Develop our transport and digital connectivity to support business growth and link people and opportunity;
- Maximise the economic and social potential of our islands and towns;
- Build the capacity of our communities to promote inclusive growth;
- Improve the productivity of our people and workforce through top class education and skill services; and
- Reduce significantly long term unemployment and low incomes in working households.

In order to deliver these strategic outcomes, the Council established two-year actions plans which are live documents and are reviewed on a regular basis. Progress against these action plans is assessed bi-annually, with the key performance measures being; unemployment, employment rates, start-up businesses, Gross Value Added, Qualification levels, deprivation and wage levels.

The above strategic objectives should result in four strategic outcomes which are aligned with the Scottish Government's Economic Strategy focusing on the 4 I's (Investment, Innovation, Internationalism and Inclusive Growth).

5.4 North Ayrshire Local Transport Strategy (North Ayrshire Council 2015)

5.4.1 Status: Adopted

5.4.2 Lifespan: 2015-2020

5.4.3 Document Overview

North Ayrshire Local Transport Strategy sets out the key priorities for transport in North Ayrshire. The Strategy sets out the need for a transport strategy within the region and notes how the strategy was developed in partnership with a number of stakeholders including local businesses and communities. It also provides statistics relating to transport within the region including car ownership and employment figures. The strategy also provides the details of the current transport connections. Specifically, the strategy notes that there are two major trunk roads, the A78 and A737, and around 750 million vehicle-kilometre are travelled on North Ayrshire's roads every year, with one in ten drivers delayed due to traffic. While these trunk roads have been getting busier, casualties and accidents have decreased.

The Strategy goes on to provide the transport baseline, as well as discussing the outcomes of the previous transport strategy (2008-2013), before discussing the key challenges and opportunities in North Ayrshire. Specifically, the Strategy notes that the road hierarchical structure in North Ayrshire requires development, with a poor overall road hierarchy facilitating the use of local, non-strategic routes for the purpose of strategic trips. The A737(T) is a single lane carriageway and poor horizontal alignment in places means the route is considered as not fit for purpose. As such, an overall improved road hierarchy with strategic routes upgraded is required.

5.4.4 Vision / Aims / Objectives

The overall vision for the region is:

'To provide an integrated transport network for North Ayrshire that supports long term, sustainable, economic growth in the area, and reduces inequality through improving the accessibility and connectivity of communities to employment opportunities and local amenities.' (p.1)

To ensure this vision can be achieved, North Ayrshire Council has identified a number of key objectives tackling the key challenges and opportunities, outlined in Table C5.3. These objectives relate to Economy, Accessibility, and Social Inclusion, Safety, Environment and Integration. These five objective areas relate directly to those outlined in the Scottish Transport Appraisals Guide.

Table C5.3: North Ayrshire Local Transport Strategy Objectives

North Ayrshire Local Transport Strategy Objectives				
Economy	Accessibility and social inclusion	Safety	Environment	Integration
Strengthen North Ayrshire's links to Glasgow ensuring improved journey time reliability by all travel modes	Improve public transport connections between communities and facilities and services	Reduce accidents on North Ayrshire's roads	Reduce transport emissions by: <ul style="list-style-type: none"> ▪ Promoting and providing for active travel and travel behavioural change; ▪ Providing good quality connected and well-maintained active 	Improve transport integration, ticketing and inform provision.
Understand and provide for the	Improve accessibility by			

North Ayrshire Local Transport Strategy Objectives				
Economy	Accessibility and social inclusion	Safety	Environment	Integration
needs of freight movements including creating opportunities for freight transfer from road to air, rail and sea	all travel modes for all users		travel infrastructure and signage; <ul style="list-style-type: none"> ▪ Working with businesses to develop travel plans; ▪ Educational initiatives in schools; ▪ Promoting the health benefits of active travel; and ▪ Minimise the impacts of transport infrastructure and operations on the environment. 	
Ensure connections to key business areas to allow quality staff to access jobs easily by a range of alternative travel modes				
Encourage tourism through increased accessibility to North Ayrshire's islands and coastline and through island road improvement works				

6. Regional (Inverclyde)

6.1 Inverclyde Council Local Development Plan (Inverclyde Council 2019)

6.1.1 Status: Adopted 2019

6.1.2 Lifespan: 2019 -2024 and Beyond

6.1.3 Document Overview

The Inverclyde LDP sets out the Council's strategy, policies and proposals for the use of land and buildings within the Inverclyde area. It is used as a material consideration in shaping development proposals and used to determine planning applications. The LDP also aligns with Clydeplan (Section 6.1), the statutory development plan for Inverclyde.

6.1.4 Vision / Aims / Objectives

The overall aim of the plan is:

'to contribute towards Inverclyde being an attractive and inclusive place to live, work, study, visit and invest, now and in the future, particularly through encouraging investment and new development, which is sustainably designed and located and contributes to the creation of successful places, and by protecting and enhancing the natural environment of Inverclyde.' (p.1).

The plan is split into 2 components, the Sustainable Development Strategy and Spatial Development Strategy. The Sustainable Development Strategy has the following aims:

- Creating successful places – to support development that contributes to creating successful places and making places better;
- Tackling climate change – to reduce greenhouse gases through support for the sustainable production and distribution of energy and management of waste, and to be prepared for the impacts of climate change by managing flood risk; and
- Connecting people and places – to support sustainable and active travel by directing new development to sustainable locations, manage the impact of development on the transport network, and support digital connectivity.

The Spatial Development Strategy is split into the following aims:

- **Our towns, villages and countryside** – to support urban regeneration and the protection of the rural areas by directing most new development to existing town and villages and limiting development in the Green Belt and Countryside;
- **Our town and local centres** – to support our town and local centres by directing town centre investment to the right locations;
- **Our jobs and businesses** – to support the Inverclyde economy by identifying land for business and industrial development, protecting existing business and industrial areas, and supporting tourism development;
- **Our historic buildings and places** – to support the preservation of, and development sympathetic to, our historic environment, including Conservation Areas, Listed Buildings, Scheduled Monuments, archaeological sites, and Gardens and Designed Landscapes; and
- **Our Natural and Open Spaces** – to support protection and enhancement to our important habitats and species, wider biodiversity, landscape, trees and woodland, open spaces and playing fields, the path network, Clyde Muirshiel Regional Park, and the water environment.

6.1.5 Policy / Strategy / Themes

The policies outlined in Table C6.1 are policies from the LDP that are of relevance to the Access to Argyll and Bute (A83) SEA:

Table C6.1: Inverclyde LDP Planning Policies

Relevant Planning Policies	Summary of Policy
Policy 1 – Creating Successful Places	Inverclyde Council requires all development to have regard to the six qualities of successful places: <ul style="list-style-type: none"> ▪ Distinctive; ▪ Adaptable; ▪ Resource Efficient; ▪ Easy to move around; ▪ Safe and pleasant; and ▪ Welcoming.
Policy 8 – Managing Flood Risk	Development proposals will be assessed against the Flood Risk Framework set out in Scottish Planning Policy. Proposals must demonstrate that they will not: <ol style="list-style-type: none"> a) be at significant risk of flooding (i.e. within the 1 in 200-year design envelope); b) increase the level of flood risk elsewhere; and c) reduce the water conveyance and storage capacity of a functional flood plain.
Policy 9 – Surface and Waste Water Drainage	New build development proposals which require surface water to be drained should demonstrate that this will be achieved during construction and once completed through a Sustainable Drainage System (SuDS). The provision of SuDS should be compliant with the principles set out in the SuDS Manual C753 and Sewers for Scotland 3rd edition, or any successor documents.
Policy 10 – Promoting Sustainable and Active Travel	Development proposals, proportionate to their scale and proposed use, are required to provide safe and convenient opportunities for walking and cycling access within the site and, where practicable, include links to the wider walking and cycling network. Inverclyde Council will support the implementation of transport and active travel schemes as set out in Council-approved strategies, subject to adequate mitigation of the impact of the scheme on: development opportunities; the amenity and operations of existing and adjacent uses; the green network; and historic buildings and places.
Policy 12 – Air Quality	Development that could have a detrimental impact on air quality, or would introduce a sensitive receptor to an area with poor air quality, will be required to be accompanied by an Air Quality Assessment, which identifies the likely impacts and sets out how these will be mitigated to an acceptable level.
Policy 14 – Green Belt and Countryside	Development in the Green Belt and Countryside will only be permitted if it is appropriately designed, located, and landscaped, and is associated with infrastructure with a specific locational need.
Policy 15 - Soils	Development on prime agricultural land or affecting carbon rich soils will only be supported if there is a specific locational need for the development.

Relevant Planning Policies	Summary of Policy
	For carbon rich soils, it will also need to be demonstrated that adverse impacts on the soil resource during the construction and operational phases of a development will be minimised and the development will not result in a net increase in CO ₂ emissions over its lifetime.
Policy 28 – Conservation Areas	Proposals for development, within or affecting the setting of a conservation area, are to preserve or enhance the character and appearance of the area.
Policy 29 – Listed Buildings	Proposals for development affecting a listed building, including its setting, are required to protect its special architectural or historical interest. In assessing proposals, due consideration will be given to how the proposals will enable the building to remain in active use.
Policy 31 – Scheduled Monuments and Archaeological Sites	Development that would potentially have an adverse effect on a Scheduled Monument or the integrity of its setting will only be permitted in exceptional circumstances. Development affecting archaeological sites should seek to preserve the archaeological resource in situ.
Policy 32 – Gardens and Designed Landscapes	Development that would affect a Garden and Designed Landscape is required to protect and appropriately enhance its important features.
Policy 33 – Biodiversity and Geodiversity	<p>Natura 2000 Sites Development proposals that are likely to have a significant effect on a Natura 2000 site will be subject to an appropriate assessment of the implications of the proposal on conservation objectives</p> <p>Sites of Special Scientific Interest Development affecting Sites of Special Scientific Interest will only be permitted where the objectives of the designation and the overall integrity of the area will not be compromised, or if any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.</p> <p>Protected Species When proposing any development which may affect a protected species, the applicant should fulfil the following requirements: to establish whether a protected species is present; to identify how the protected species may be affected by the development; to ensure that the development is planned and designed so as to avoid or minimise any such impact, while having regard to the degree of protection which is afforded by legislation, including any separate licensing requirements; and to demonstrate that it is likely that any necessary licence would be granted.</p> <p>Local Nature Conservation Sites Development is required to avoid having a significant adverse impact on Local Nature Conservation Sites. Any adverse impacts are to be minimised. Where adverse impacts are unavoidable, compensatory measures will be required.</p> <p>Local Landscape Areas Development that affects the West Renfrew Hills Local Landscape Area is required to protect and, where possible, enhance its special features as set out in the Statement of Importance. Where there is potential for development to</p>

Relevant Planning Policies	Summary of Policy
	<p>result in a significant adverse landscape and/or visual impact, proposals should be informed by a landscape and visual impact assessment</p> <p>Non-designated sites</p> <p>The siting and design of development should take account of local landscape character. All development should seek to minimise adverse impact on wildlife, especially species and habitats identified in the Local Biodiversity Action Plan. Development should take account of connectivity between habitat areas. Where possible, new development should be designed to conserve and enhance biodiversity.</p>
<p>Policy 34 – Trees, Woodland and Forestry</p>	<p>The Council supports the retention of ancient and semi-natural woodland, trees covered by Tree Preservation Orders and other trees and hedgerows, which have significant amenity, historical, ecological, landscape or shelter value.</p> <p>Development affecting trees will be assessed against Supplementary Guidance to be prepared by the Council. This will also cover the protection of ancient woodlands and the management and protection of existing and new trees during and after the construction phase.</p>
<p>Policy 35 – Open Spaces and Outdoor Sports Facilities</p>	<p>Proposals for new or enhanced open spaces, which are appropriate in terms of location, design and accessibility, will be supported.</p> <p>Development proposals that will result in the loss of open space which is, or has the potential to be, of quality and value, will not be permitted, unless provision of an open space of equal or enhanced quality and value is provided within the development or its vicinity.</p>
<p>Policy 38 – Path Network</p>	<p>Development that would result in the loss of a core path, right of way or other important outdoor access route will not be permitted unless acceptable alternative provision can be made.</p>
<p>Policy 39 – Water Environment</p>	<p>Development proposals affecting the water environment will be required to safeguard and improve water quality and the enjoyment of the water environment by:</p> <ul style="list-style-type: none"> a) supporting the strategies and actions of the national and regional marine plans, and supporting the objectives and actions of the River Basin Management Plan for Scotland and the Clyde Area Management Plan, where applicable; b) minimising adverse impacts on, or improving, water quality, flow rate morphology, riparian habitat and groundwater dependent terrestrial ecosystems; c) the removal of existing culverts. This will be a requirement on development sites, unless it can be clearly demonstrated as not practical or resulting in the development not being viable; d) avoiding the hard engineering and culverting of waterways and the building over of existing culverts in new developments unless clearly demonstrated to be essential. Where culverts are required, they should be designed to maintain existing flow conditions and aquatic life, with long term maintenance arrangements; e) maintaining or improving waterside and water-based habitats; and f) providing appropriately sized buffer strips between development and watercourses, in line with SEPA guidance, and providing access to the water and waterside, where appropriate.

6.2 Local Biodiversity Action Plan for East Renfrewshire, Renfrewshire & Inverclyde (Inverclyde Council et al. 2004)

6.2.1 Status: Adopted

6.2.2 Lifespan: Ongoing

6.2.3 Document Overview

The Local Biodiversity Action Plan (LBAP) is a local partnership that adheres to emerging national and international initiatives. The LBAP area covers the council areas of Inverclyde, Renfrewshire and East Renfrewshire and provides a framework for the three authorities and their partners to protect biodiversity. The principles set out in the LBAP should influence the policy of local authorities and is a key mechanism of ensuring that nature conservation is taken into account in the decision making process of local authorities and partners.

6.2.4 Vision / Aims / Objectives

The LBAP partnership was set up in 1998 with the following main aims which are reflected in the plan:

- protecting, caring for and enhancing local habitats and wildlife; and
- raising public awareness of and encouraging involvement with local biodiversity issues.

6.2.5 Policy / Strategy / Themes

The plan is split into the following themes to promote improvements in each:

- Geology;
- Landscape;
- Habitats and Wildlife;
- Designated Areas;
- Access;
- Community Involvement; and
- Business and Biodiversity.

6.3 Climate Change Plan 2018 (Inverclyde Council 2018)

6.3.1 Status: Adopted

6.3.2 Lifespan: 2017-2022

6.3.3 Document Overview

The Climate Change Plan sets out how the Council will make its contribution to being climate ready for the future, building on the previous Carbon Management Plan. The plan aligns with targets set out in the Climate Change Plan: The Third Report on Proposals and Policies 2018-2032 (Scottish Government 2018).

6.3.4 Vision / Aims / Objectives

The new plan sets a carbon reduction target of 16% by the end of financial year 2021/22, from a baseline of financial year 2007/08. In addition, the Plan places an obligation on the Council to consider the impacts of climate change on its operations and ways it can adapt. The Council's strategic approach to climate mitigation and adaptation incorporates the following:

- Leadership;
- Support from services;
- Buildings;
- Street Lighting;
- Fleet Management;
- Waste;
- Climate change awareness; and
- Continuous improvement.

7. Regional (Stirling)

7.1 Stirling Local Development Plan (2018)

7.1.1 **Status:** Adopted

7.1.2 **Lifespan:** 2018 – 2027

7.1.3 Document Overview

The Stirling LDP sets out the Council’s intentions for development within the area, over the next ten to twenty years aligning with the vision set out (refer to Section 6.1.4). The planning policies included in the plan guide development in the region and require all development to contribute to and enhance Stirling’s vibrancy. In addition, the LDP provides a spatial strategy for the region including the settlement hierarchy and land allocations.

7.1.4 Vision / Aims / Objectives

The vision outlined by Stirling LDP states:

'by 2037 the Plan will have contributed to the delivery of high quality new development in places which support local businesses; help sustain and build local communities; contribute to the health and wellbeing of local residents; and are attractive to visitors' (p.12).

The Stirling LDP Vision Principles are outlined in Table C7.1.

Table C7.1: Stirling LDP Vision Principles

LDP Vision Principles	Description
A place with a highly functional, beautiful and vibrant City Centre at its heart	The City Centre is vibrant, attractive to live in, work and visit, and is the primary location for a mix of uses, including new and better retail space, commercial leisure, office, community and cultural facilities.
A place with high quality environments	There is a high quality urban and built environment. Historic landmarks such as Stirling Castle, the Wallace Monument and Battlefields are protected and enhanced and sit alongside new development giving a unique sense of place.
A place where rural communities are thriving	Within rural communities and the countryside there are thriving places with new houses and businesses which respect built, natural and landscape features.
A connected, green place	There is an established and managed Green Network of open spaces, integrated habitats, recreational and active travel routes connecting places and settlements, reconnecting Stirling with its river, and encouraging more people to move around and between them by walking, cycling and public transport
A place that respects its special landscapes	The special landscape setting and its biodiversity is celebrated and protected and their contribution to the character and setting of settlements, and their position within the wider Scottish landscape recognised.
A place which attracts and supports businesses	There is a strong and diverse economy, where existing and new businesses within key sectors are supported in sustainable locations, and benefit from Stirling’s high quality and historic environment, and location within central Scotland. Stirling will be a place that provides valuable local opportunity, contributes to national productivity and competes internationally.
A key place to visit in Scotland	access to and celebration of historic environment, natural landscapes and biodiversity, new and improved accommodation and attractions have established the area as a key tourist destination within Scotland.

LDP Vision Principles	Description
A place with a range and choice of well-located homes	A range of housing is available in sustainable locations, including a new settlement at Durieshill, with increased opportunities to access local affordable housing, and housing for an ageing population and reduced deprivation in urban and rural locations.
A place of learning and sport	The University of Stirling, Forth Valley College and Stirling Sports Village continue to thrive and other centres of excellence are established, participation in sport and learning has increased alongside the number of related businesses and training opportunities, delivering benefits for health and wellbeing.
A more self-sufficient place	There is increased local/district heat and power generation provided through a variety of technologies, including renewables, opportunities for local food growing and efficient management of waste.

7.1.5 Policy / Strategy / Themes

The following policies, in Table C7.2, outlined in the LDP are of relevance to the Access to Argyll and Bute (A83) SEA:

Table C7.2: Stirling LDP Planning Policies

LDP Policy	Description
Policy 1.2: Design Process	<p>(a) Preparation of Development Frameworks and/or Masterplans will be required for areas or sites requiring a comprehensive approach to the provision, design, and location of uses, open space and infrastructure. Thereafter, detailed proposals coming forward for all or part of the site will be expected to demonstrate cognisance and compliance with the relevant Development Framework/Masterplan.</p> <p>(b) Planning Briefs will be prepared by the Council for sites where merited by the size, sensitivity, and/or complexity of the site and proposals. Thereafter, detailed proposals coming forward for all or part of the site will be expected to comply with the relevant Planning Brief.</p> <p>(c) Design Statements and Design and Access Statements* will be required in support of Planning Applications in all instances as set out in SG: Placemaking.</p>
Policy 1.3: Green Infrastructure and Open Space	All development proposals will be assessed in terms of their impact on, and potential to contribute to, Central Scotland Green Network principles and local Green Network and Open Space Strategy objectives.
Primary Policy 3: Provision of Infrastructure	<p>(a) Should no further infrastructure be provided, there will be significant infrastructure deficiencies as a result of the scale and location of development within the Plan. Management and enhancement of existing infrastructure, and reducing the demands for new infrastructure will be the preferred approach in supporting the implementation of the Spatial Strategy.</p> <p>(b) Land necessary for the provision of identified and anticipated infrastructure (i.e. for enhancements to the transport network as identified in National, Regional and Local Transport Strategies, and through the LDP DPMTAG Transport Appraisal, new or expanded schools, new and improved healthcare facilities and recycling Bring Sites), will be safeguarded where appropriate as shown in the Settlement Statements.</p>

LDP Policy	Description
	<p>(c) Shared use of facilities in the provision of educational, social, recreational, health and wider community infrastructure will be supported. The loss of services through changes of use/demolition, where they serve an important community and/or employment function (e.g. post offices, pharmacies), will also be resisted.</p> <p>(d) Continuing enhancement of digital communications infrastructure will be encouraged in accordance with the principles set out in SPP. In particular, developers will be required, in consultation with service providers, to install the necessary infrastructure to enable fibre based high-speed broadband in new homes and business premises.</p> <p>(e) Where appropriate, transport infrastructure corridors, sustainable drainage elements, open space and Green Corridor provision etc., should be integrated with the Green Network (see Policy 1.3 and SG: Green Networks and Open Space).</p>
<p>Primary Policy 4: Greenhouse Gas Reduction</p>	<p>In order to contribute to the aims of greenhouse gas reduction, all new development should:</p> <p>(a) Be in sustainable locations (with reference to the proposed main use or mix of uses, and existing or proposed infrastructure capacity).</p> <p>(b) Optimise accessibility to active travel opportunities and public transport. In particular planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:</p> <ul style="list-style-type: none"> ○ direct links to local facilities via walking and cycling networks are not available or cannot be made available; ○ access to local facilities via public transport networks would involve walking more than 400m; or ○ a transport assessment does not identify satisfactory ways of meeting sustainable transport requirements. <p>(c) Employ sustainable construction materials and methods, and provide energy and heat efficient accommodation with design and layout of buildings optimising passive environmental gains (solar, shelter, water use, etc.)</p> <p>(d) Where feasible meet energy and heat requirements by on-site renewable generation and/ or by linking to local area networks.</p> <p>(e) Alterations to existing buildings to achieve better energy performance will be supported subject to satisfying Primary Policy 7 and Policies 7.5 and 7.7 where they relate to Listed Buildings or Conservation Areas.</p>
<p>Policy 4.2: Protection of Carbon-Rich Soils</p>	<p>(a) The role of carbon-rich soils in storing carbon will be maintained by:</p> <ul style="list-style-type: none"> (i) Avoiding the disturbance or excavation of peat and carbon rich soils. (ii) Protecting peat accumulations and high carbon content soils not already designated for habitat conservation reasons (i.e. Natura sites, SSSIs, Local Nature Conservation Sites and Geological Conservation Review Sites) from development or land use change. (iii) Supporting proposals which include re-wetting and / or other restoration measures which provide a demonstrable carbon and / or biodiversity benefit. <p>(c) Where peat and other carbon rich soils are present, applicants should submit a peat management plan to assess the likely effects of development on carbon dioxide (CO₂) emissions. Where peatland is drained or otherwise</p>

LDP Policy	Description
	<p>disturbed, there is liable to be a release of CO₂ to the atmosphere, development should minimise this release. The peat management plan must demonstrate that appropriate mitigation measures are in place to minimise by avoidance impact on peat, including avoidance of development on areas of deep peat.</p>
<p>Primary Policy 6: Resource Use and Waste Management</p>	<p>In seeking to reduce the amount of waste created, and reduce the demand for new resources, new development:</p> <ul style="list-style-type: none"> (a) That reuses vacant, derelict and other brownfield land will be encouraged where appropriate. (b) On land that is contaminated or unstable will require to be preceded by remediation to a standard commensurate with its new use. <ul style="list-style-type: none"> ○ Remediation proposals and objectives for potentially or statutorily identified contaminated land are consistent with the requirements of PAN33, insofar as the development is suitable for use post remediation and that it is not causing unacceptable risk to human health and to the environment, including all aspects of the water environment. Where site conditions are appropriate, consideration should be given to both radioactive and non-radioactive sources of contamination. ○ Any allocations on Part 11A contaminated land sites should include relevant development requirements highlighting the need for appropriate site investigation remediation measures. These should be consistent with PAN33 and agreed with the local authority in advance of redevelopment to ensure the site is suitable for the proposed use. (c) Should minimise waste at source during construction and operational phases and should, wherever possible, reuse materials on site, and include appropriate facilities for composting and for the sorting, storage and collection of waste. (d) Will, where appropriate, require to submit a Site Waste Management Plan proportionate to the scale of development. (e) Of waste management infrastructure on new or existing sites, will require to demonstrate how it conforms to and meets the needs and objectives identified in the Zero Waste Plan.
<p>Primary Policy 7: Historic Environment</p>	<p>The historic environment contributes in a unique way to the character of the Stirling area. It is important in forming the identity of places and providing a cultural, educational, social, and economic resource. The historic environment and, where appropriate, the settings of its component features, will therefore be safeguarded, preserved and enhanced. Developments and other proposals that would have a negative impact on these assets will not normally be supported.</p> <p>Th</p>
<p>Primary Policy 8: Conservation and Enhancement of Biodiversity</p>	<ul style="list-style-type: none"> (a) The protection, conservation and enhancement of wildlife, its habitats and other natural features in international and national designated sites will be supported in line with statutory requirements. International designations comprise of Natura sites, i.e. Special Protection Areas (SPAs) and Special Areas of Conservation (SACs); and national sites comprise of Sites of Special Scientific Interest (SSSIs) and the Flanders Moss National Nature Reserve (NNR). (b) Development proposals brought forward in relation to any policy, proposal or strategy in this Plan, that are likely to have a significant effect on a Natura

LDP Policy	Description
	<p>site, will not be in accordance with the Plan, unless it can be ascertained that, by means of appropriate assessment, that the integrity of the site will not be adversely affected.</p> <p>(c) Development that affects a Site of Special Scientific Interest will only be permitted where the objectives of designation and the overall integrity of the area will not be compromised; or any significant adverse effects in the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of natural importance.</p> <p>(d) Where proposals may affect protected species, developers must carry out species surveys and produce mitigation plans where required. Development that may result in activities that would normally require a species licence will not be permitted unless the applicant can demonstrate (with reference to any relevant “purposes” and “tests”) that such a licence will be likely to be granted. SG: Landscape and Biodiversity provides more detail on the species to which this policy applies.</p> <p>(e) The Planning Authority will:</p> <ul style="list-style-type: none"> ○ Consider the potential of all development proposals to contribute positively to biodiversity conservation and enhancement, and will seek mitigation for any adverse impacts. ○ Identify and protect Local Nature Conservation Sites and Geological Conservation Review Sites (see Policies 8.2 and 8.3). ○ In the context of the Green Network and Integrated Habitat Network, seek to identify, protect and enhance habitat networks and create linking features. <p>(f) Areas not covered by statutory or local designations will have an appropriate level of protection if they are deemed to be important for their contributions to local biodiversity or form an important link within the Integrated Habitat Network.</p>
Policy 8.1: Biodiversity Duty	<p>(a) All development proposals will be assessed for their potential impact upon biodiversity. This may be a specific impact on species or habitats at the proposed site, or cumulative impact if the species or habitats have a restricted distribution.</p> <p>(b) Developments likely to lead to a significant loss of biodiversity (relative to the Stirling Biodiversity Action Plan, the Scottish Biodiversity List and ‘Natural Heritage Futures’) will only be supported if the Planning Authority is satisfied that adequate provision can be made on or off site to maintain species populations and / or create or enhance comparable habitats such that overall biodiversity is maintained.</p>
Policy 9.2: Wild Land Areas	<p>The Council will seek to protect the character of Wild Land Areas as identified on SNH’s map of Wild Land Areas and shown in Figure 15. Any development proposed must be able to demonstrate that any significant effects on the qualities of these areas can be substantially overcome by siting, design or other mitigation.</p>
Policy 9.3: Landscaping and Planting in Association with Development	<p>Development should incorporate new landscape and planting works appropriate to the local context and to the scale and nature of the development. All development proposals should:</p> <p>(a) Identify and safeguard existing landscape or planting features where these make a valuable contribution to local landscape character, biodiversity, cultural heritage or amenity.</p>

LDP Policy	Description
	<p>(b) Include high quality proposals for new landscape and planting works.</p> <p>(c) Demonstrate suitable arrangements for the establishment and long-term maintenance of new landscape and planting</p>
<p>Primary Policy 13: The Water Environment</p>	<p>All development must protect and enhance, by minimising and mitigating any potential impacts, the physical, chemical and biological quality of the water environment (all rivers, lochs, streams, groundwater, estuaries and wetlands). When considering any proposals likely to impact upon the water environment, the Council will ensure proposals accord with the protection and improvement objectives of the Water Framework Directive and assist the delivery of measures in relevant River Basin Management Plans and relevant Flood Risk Management Strategies and Local Plans, the National Marine Plan and appropriate biodiversity and green infrastructure/network considerations. SEPA, Scottish Water and SNH will be consulted as appropriate.</p>
<p>Primary Policy 14: Soil Conservation and Agricultural Land</p>	<p>The Council recognises the principles set out in the Scottish Soils Framework and the benefits of conserving soils. Larger scale developments located on areas of better quality productive soils will only be supported where they conform to the Spatial Strategy of the Plan. All developments should consider means to protect and enhance soils.</p>

7.2 Stirling's Local Transport Strategy 2017-2027

7.2.1 Status: Adopted

7.2.2 Lifespan: 2017-2027

7.2.3 Document Overview

Stirling's Local Transport Strategy (LTS) sets out the Council's plan for how goods and people will move around the region over a 10-year period from 2017 to 2027. The LTS also considers requirements in the following ten years up to 2037. The LTS gives an overview of the transport issues faced by the region, such as the high levels of commuting and accommodating growth, in addition to providing details of local concerns which are primarily focused on safety and journey time.

7.2.4 Vision / Aims / Objectives

The ambition of Stirling's LTS is to allow people and goods to get where they need to be safely and efficiently in ways that improve health, without damaging the environment. As part of this, it is intended that the LTS will help build:

- **A safer Stirling** with fewer accidents and casualties;
- **A connected Stirling** with better journey times and travel options to, within and beyond Stirling;
- **An active and sustainable Stirling** where walking, cycling and public transport trips are encouraged and enabled;
- **An inclusive Stirling** where the transport network enables everyone to access jobs, services and opportunities;
- **A quality place** where the streets enhance the quality of Stirling and add to people's experience of it; and
- **A quality transport network** which is well maintained, managed and integrated.

7.3 Stirling Council's Sustainable Development Strategy Framework

7.3.1 **Status:** Adopted

7.3.2 **Lifespan:** N/A

7.3.3 **Document Overview**

Stirling Council's Sustainable Development Strategy Framework details the over-arching sustainable development aim of the Council which is to enable all people throughout the region to satisfy their basic needs and enjoy a good quality of life without compromising the quality of future generations.

7.4 Vision / Aims / Objectives

The Sustainable Development Framework aims:

'to enable all people throughout the Stirling Council area to satisfy their basic needs and enjoy a good quality of life without compromising the quality of life for future generations. In order to achieve this, Stirling Council has set a number of guiding principles' (p.1).

The guiding principles are outlined in the framework to achieve this vision and are detailed in Table C7.3.

Table C7.3: Guiding principles of the Sustainable Development Strategy Framework

Guiding Principles	Description
GP1 - Ensuring a Strong, Healthy & Just Society	Meeting the diverse needs of all people in existing and future communities, promoting personal well-being, social cohesion and inclusion, and creating equality of opportunity for all.
GP2 - Living Within Environmental Limits:	Working locally to respect the limits of the planet's environment, resources and biodiversity. The aim is to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations.
GP3 - Achieving a Sustainable Economy:	Building a strong, stable and sustainable local economy which provides prosperity for all and in which environmental and social costs are taken into consideration and efficient resource use is encouraged.
GP4 - Promoting Good Governance:	Actively promoting effective, participative systems of governance at all levels of society - engaging people's creativity, energy, and diversity.
GP5 - Evidence-based Policy:	Ensuring policy is developed and implemented on the basis of strong evidence, whilst taking into account scientific uncertainties as well as public attitudes and values. These principles form the basis for sustainable development policy in the Council. For a policy to support sustainability, it should respect all five principles.

In addition, the Priorities for Action are outlined in the framework with objectives to achieve these actions. These are detailed in Table C7.4.

Table C7.4 – Priority for Actions with corresponding objectives

Priority for Action	Description	Objective
PA1 - Climate Change and Energy	The effects of a changing climate can already be seen - temperatures	Objective 1: The Council will work to reduce the cause and effects of

Priority for Action	Description	Objective
	<p>and sea levels are rising while ice and snow cover are declining. Scientific evidence has indicated that the primary cause of these effects is due to the release of greenhouse gases into the atmosphere by human activity. Profound changes in the methods of generation and use of energy are required to reverse or even halt this trend.</p>	<p>climate change in line with national targets.</p>
<p>PA2 - Sustainable Communities</p>	<p>Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all. People also need public open space where they can relax and interact and the ability to have a say on the way their neighbourhood is run. At the same time, we also need to consider the impact of our everyday actions on communities overseas.</p>	<p>Objective 2: The Council will work to create thriving, vibrant, sustainable communities that will improve everyone's quality of life.</p>
<p>PA3 Sustainable Consumption and Procurement</p>	<p>This means endeavouring to achieve more with less negative impacts and entails not only looking at how goods and services are produced and delivered, but also the impacts of products and materials across their whole lifecycle. By reducing the inefficient use of resources, there should be less negative impact on the economy with the intention of reducing the direct link which has been present to date between economic growth and environmental degradation.</p>	<p>Objective 3: The Council will promote sustainable use of resources through procurement, use and disposal.</p>
<p>PA4 - Natural Resource Protection and Environmental Enhancement</p>	<p>Natural resources are vital to our existence and that of communities throughout the world. We need to engender a better understanding of environmental limits, enhancement and recovery (where our activities cause environmental degradation)</p>	<p>Objective 4: The Council will work to conserve and enhance the natural environment.</p>

Priority for Action	Description	Objective
	to ensure a decent environment for everyone.	

Whilst the guiding principles apply to all work carried out by the Council, the priorities for action and associated objectives provide direction for more specific activity in progressing the Council's sustainable development agenda.

8. Strategic (Glasgow and Clyde Valley Strategic Development Planning Authority)

8.1 Clydeplan Strategic Development Plan (Clydeplan 2017)

8.1.1 **Status:** Adopted

8.1.2 **Lifespan:** 2017-2036 (Strategic Development Plans to be replaced by Regional Spatial Strategies)

8.1.3 Document Overview

The Clydeplan is the Strategic Development Plan (SDP) for the Glasgow City Region, which encompasses eight local authorities of East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire Councils, who work together on strategic development planning matters. The SDP sets out a vision and spatial development strategy until 2036 of where new development should be located and a policy framework that helps deliver sustainable economic growth through the creation of high quality places which reduces inequalities and enhances the quality of life in the Glasgow City Region.

Strategic Development Plans sit above Local Development Plans within the Scottish Planning system, providing a framework for LDPs and dealing with region-wide issues that cross boundaries of council areas. Specifically, they deal with a range of issues including the scale of housing and the transport connections needed.

8.1.4 Vision / Aims / Objectives

The Clydeplan vision is that:

'By 2036 Glasgow and the Clyde Valley will be a resilient, sustainable compact city region attracting and retaining investment and improving the quality of life for people and reducing inequalities through the creation of a place which maximises its economic, social and environmental assets ensuring it fulfils its potential as Scotland's foremost city region' (p.8).

As part of this, Clyde plan seeks to align with the Scottish Government's five Strategic Objectives:

- Wealthier and fairer;
- Smarter;
- Healthier;
- Safer and stronger; and
- Greener.

Contributing to these Scottish Government's objectives, Clydeplan has set out different objectives to achieving the 2035 vision, as outlined in Table C8.1:

Table C8.1: Clydeplan Strategic Objectives

Clydeplan Strategic Objective	Description
Successful and Sustainable	The largest and most dynamic city region in Scotland for sustainable and inclusive economic growth and one of the UK's fastest growing city regions with a skilled and entrepreneurial workforce.
Low Carbon	Low carbon heat and power, waste management and green networks, contributing to ecologically sustainable economy and lifestyles.

Clydeplan Strategic Objective	Description
Natural and Resilient	More sustainable and resilient communities and places, better able to meet unforeseen challenges.
Connected	Well connected to UK, European and global markets: digitally, by air, sea and by surface transport
Health and Wellbeing	Enterprising communities that reduce inequalities and support high levels of personal health and wellbeing. Less economic and social inequality between people and places.
Collaborative	Working together to deliver outcomes. Using spatial planning as a collaborative tool to stimulate and co-ordinate public and private sector investment in places

In order to deliver the above strategic objectives, the SDP sets out a spatial land use model based on the idea of a compact city region. This is based upon:

- Centres;
- Economy;
- Low Carbon Infrastructure;
- Placemaking; and
- Regeneration.

8.1.5 Policy / Strategy / Themes

The policies contained in Table C8.2 are outlined in the SDP and are of relevance to the Access to Argyll and Bute (A83) SEA:

Table C8.2: Clydeplan Planning Policies

Relevant Planning Policy	Description of Policy
Policy 1: Placemaking	New development should contribute towards the creation of high quality places across the city region. In support of the Vision and Spatial Development Strategy new development proposals should take account of the Placemaking Principles; distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient.
Policy 6: Strategic Freight Transport Hubs	To support the Vision and Spatial Development Strategy, Local Authorities should: <ul style="list-style-type: none"> ▪ Safeguard and promote investment in the Strategic Freight Transport Hubs to support the agreed freight mode and, where appropriate, associated passenger facilities; and ▪ Ensure that ancillary land allocations adjacent to freight facilities where appropriate, are safeguarded solely for the purposes of freight activity; for example, storage, trans-shipment, break-bulk infrastructure and related services.
Policy 12: Green Networks and Green Infrastructure	In support of the Vision and Spatial Development Strategy and the delivery of the Glasgow and the Clyde Valley Green Network, Local Authorities should: <ul style="list-style-type: none"> ▪ Identify, protect, promote and enhance the Green Network, including cross-boundary links with adjoining Local Authorities;

Relevant Planning Policy	Description of Policy
	<ul style="list-style-type: none"> ▪ Ensure that development proposals, including the Community Growth Areas, integrate the Green Network and prioritise green infrastructure from the outset, based upon an analysis of the context within which the development will be located; and ▪ Prioritise the delivery of the Green Network within the Strategic Delivery Areas.
<p>Policy 17: Promoting Sustainable Travel</p>	<p>Transport Scotland, SPT and the Clydeplan Local Authorities will work together to deliver the planned and programmed investment in the city region’s transport network as set out in the Strategic Transport Projects Review, Regional Transport Strategy, Glasgow and Clyde Valley City Deal Infrastructure Fund, Local Transport Strategies and related programmes. In addition consideration should be given the potential broad level strategic options and interventions set out in Schedule 13.</p> <p>Building on current and previous studies, plans and strategies, Clydeplan will seek to prioritise work to identify future land-use and transport integration solutions, in partnership with Transport Scotland and SPT, across the city region, and seek to identify future actions and interventions in support of the Vision and Spatial Development Strategy</p>

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