

## **Appendix B: Plans, Policies and Strategies Review**

### **1.1 Introduction**

- 1.1.1 Appendix B provides a review of national, regional and local Plans, Policies and Strategies (PPS) of relevance to the Access to Argyll and Bute (A83) Strategic Environmental Assessment (SEA). Argyll and Bute and Loch Lomond and the Trossachs National Park Planning Authority (LLTNPA) areas are within the study area (corridor 1).
- 1.1.2 The list of PPS has been narrowed from the Scoping Report to remove PPS applicable to authority areas outside the scope of the study area. Additional PPS have been added which were identified by members of the Environmental Steering Group (ESG) during consultation. A matrix of PPS shown in relation to relevant SEA topics is provided in Table B0.1.

Table B0.1: 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
<b>National</b>								
National Transport Strategy 2 (NTS2)	✓	✓			✓			
National Transport Strategy 2 Delivery Plan 2020 to 2022	✓	✓			✓			
National Planning Framework 3 (NPF3)	✓	✓	✓	✓	✓	✓	✓	✓
Scottish Planning Policy (SPP)	✓	✓	✓	✓	✓	✓	✓	✓
Scotland's Fourth National Planning Framework Position Statement	✓	✓	✓	✓	✓	✓	✓	✓
Protecting Scotland, Renewing Scotland: The Scottish Government Programme for Scotland 2020-2021	✓	✓	✓		✓			✓
Climate Change Plan – Third Report on Proposals and Policies 2018-2032	✓	✓	✓	✓	✓		✓	✓
Update to the Climate Change Plan 2018-2032	✓	✓	✓	✓	✓		✓	✓
A National Mission with Local Impact – Infrastructure Investment Plan for Scotland 2021-22 to 2025-26	✓	✓	✓	✓	✓			✓
Scotland's Third Land Use Strategy 2021-2026 – Getting the best from our land.		✓	✓	✓	✓		✓	
Scotland's Biodiversity – It's In Your Hands	✓		✓	✓	✓		✓	
2020 Challenge for Scotland's Biodiversity	✓		✓	✓	✓		✓	✓
Scottish Biodiversity Strategy Post-2020: A Statement of Intent			✓		✓			

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
Delivering Scotland's Ambition to Secure Positive Effects for Biodiversity			✓		✓			
The UK Forestry Standard	✓		✓	✓	✓	✓	✓	✓
Scotland's Forestry Strategy 2019-2029	✓	✓	✓	✓	✓	✓	✓	✓
The Scottish Government's Policy on Control of Woodland Removal	✓		✓	✓	✓	✓	✓	
Scotland's National Marine Plan	✓	✓	✓		✓	✓	✓	✓
Indicative Regional Spatial Strategies – Summary of Emerging Work	✓	✓	✓				✓	
Historic Environment Policy for Scotland						✓	✓	
Fairer Scotland Action Plan		✓						
Going Further – Scotland's Accessible Travel Framework		✓						
<b>Regional (Clyde Marine Region)</b>								
Clyde Regional Marine Plan Pre-Consultation Draft	✓		✓		✓	✓	✓	
<b>Local (Argyll and Bute)</b>								
Argyll & Bute Council Local Development Plan (2015)	✓	✓	✓	✓	✓	✓	✓	✓
Argyll and Bute Council Local Development Plan 2 – Written Statement (2019)	✓	✓	✓	✓	✓	✓	✓	✓
Argyll & Bute Council Outcome Improvement Plan	✓	✓	✓				✓	
Argyll & Bute Council LDP2 (Proposed)	✓	✓	✓	✓	✓	✓	✓	✓

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
Argyll & Bute Council Regional Economic Strategy	✓	✓						
Argyll and Bute Council Rural Growth Deal (Proposed)	✓	✓						
Argyll and Bute Council National Transport Strategy Review		✓						
Argyll and Bute Council Single Investment Plan		✓						
Argyll and Bute Council Woodland and Forestry Strategy	✓		✓	✓	✓	✓	✓	✓
Argyll and Bute Council Biodiversity Duty Action Plan		✓	✓		✓			
Argyll and Bute Indicative Regional Spatial Strategy		✓	✓					
<b>Local (Loch Lomond and the Trossachs National Park)</b>								
Loch Lomond and the Trossachs National Park Local Development Plan 2017-2021	✓	✓	✓	✓	✓	✓	✓	✓
Wild Park: Our Biodiversity Action Plan			✓	✓	✓			
Loch Lomond & the Trossachs National Park – Trees and Woodland Strategy 2019-2039	✓	✓	✓		✓	✓	✓	
Loch Lomond & the Trossachs National Park Partnership Plan	✓	✓	✓		✓	✓	✓	
Loch Lomond & the Trossachs National Park Outdoor Recreation Delivery Plan	✓	✓			✓	✓	✓	

## 1.2 National PPS

### National Transport Strategy 2 (NTS2) (Transport Scotland 2020a)

#### Status

1.2.1 Published and currently in use.

#### Lifespan

1.2.2 20 years.

#### Document Overview:

1.2.3 The National Transport Strategy 2 (NTS2) sets out the Scottish Government's priorities and vision for transport in Scotland for the next 20 years, and will inform future transport decisions. The strategy encompasses the whole transport system and considers why people travel and the method of travel used to, from and within Scotland.

#### Vision / Aims / Objectives:

1.2.4 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).*

1.2.5 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.'* (p.5)

Policy/Strategy/Topics

1.2.6 NTS2 outlines policies to achieve each of the priorities and outcomes, as detailed in Table B1.1.

Table B1.1: NTS2 Policies

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

**National Transport Strategy 2 (NTS2) Delivery Plan 2020 to 2022 (Transport Scotland 2020b)**

Status

1.2.7 Published 2020.

Lifespan

1.2.8 2020 – 2022.

Document Overview

1.2.9 The first NTS2 Delivery Plan outlines actions that the Scottish Government and Transport Scotland will undertake to deliver the vision and priorities set out in NTS2 (refer to paragraphs 1.2.4 and 1.2.5). Delivery plans will be published annually alongside monitoring and evaluation reports as required by the Transport (Scotland) Act 2019.

Vision / Aims / Objectives

1.2.10 Refer to the NTS2 vision and priorities outlined in paragraphs 1.2.4 and 1.2.5.

Policy / Strategy / Themes

1.2.11 The Delivery Plan outlines key actions that will be taken to achieve the vision and priorities of NTS2. Strategic policies are set out for each NTS2 priority in Table B1.2:

Table B1.2: NTS2 Delivery Plan Strategic Priorities

NTS2 Priority	Strategic Policies
Reduces Inequalities	<ul style="list-style-type: none"> <li>▪ Ensure active, public and sustainable travel access to employment, education and training locations;</li> <li>▪ Ensure transport in Scotland is accessible for all;</li> <li>▪ Remove barriers to public transport connectivity and accessibility within Scotland;</li> <li>▪ Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services; and</li> <li>▪ Improve sustainable access to healthcare facilities for staff, patients and visitors.</li> </ul>
Takes Climate Action	<ul style="list-style-type: none"> <li>▪ Reduce emissions generated by the transport system to mitigate climate change and improve air quality;</li> <li>▪ Support management of demand to encourage more sustainable transport choices;</li> <li>▪ Facilitate a shift to more sustainable and space-efficient modes of transport of people and goods;</li> <li>▪ Ensure the transport system adapts to the projected climate change impacts; and</li> <li>▪ Improve the quality and availability of information to enable all to make more sustainable transport choices.</li> </ul>
Helps Deliver Inclusive Economic Growth	<ul style="list-style-type: none"> <li>▪ Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility;</li> <li>▪ Increase the use of asset management across the transport system;</li> <li>▪ Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally;</li> <li>▪ 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;</li> </ul>

NTS2 Priority	Strategic Policies
	<ul style="list-style-type: none"> <li>▪ Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations;</li> <li>▪ Meet the changing employment and skills demands of the transport industry and upskill workers; and</li> <li>▪ Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits.</li> </ul>
Improves our Health and Wellbeing	<ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ Increase safety of the transport system and meet casualty reduction targets;</li> <li>▪ Implement measures that will improve perceived and actual security of Scotland’s transport system;</li> <li>▪ Continue to ensure that transport assets and services adopt the Place Principle; and</li> <li>▪ Reduce the negative impacts which transport has on the safety, health and wellbeing of people.</li> </ul>

1.2.12 Of relevance to the Access to Argyll and Bute (A83) SEA, the Delivery Plan commits to *'bring forward proposals for a permanent solution to address the A83 Rest and Be Thankful landslip risks'* (p.26) as part of the improving health and wellbeing NTS2 priority.



### National Planning Framework 3 (NPF3) (Scottish Government 2014)

#### Status

1.2.13 Published and currently in use.

#### Lifespan

1.2.14 20 – 30 years.

#### Document Overview

1.2.15 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.

1.2.16 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.

1.2.17 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).

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

#### Vision/Aims/Objectives

1.2.19 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)

1.2.20 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.

## Scottish Planning Policy (SPP) (Scottish Government 2020a)

### Status

1.2.21 Revised December 2020 and currently in use.

### Lifespan

1.2.22 Not defined.

### Document Overview

1.2.23 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 paragraph 1.2.24). SPP contains subject based national planning policy which provide direction to planning authorities on the preparation of development plans and development management decisions.

### Vision / Aims / Objectives

1.2.24 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)

1.2.25 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 [Scotland's] carbon emissions and adapting to climate change;
- **Outcome 3: A natural, resilient place** – helping to protect and enhance our [Scotland's] natural and cultural assets, and facilitating their sustainable use; and
- **Outcome 4: A more connected place** – supporting better transport and digital connectivity.

### Policy / Strategy / Topics

1.2.26 SPP contains a range of subject-based planning policies which are of relevance to the Access to 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. Table B1.3 provides a summary of the principal and subject-based policies which development should accord with.

Table B1.3: Scottish Planning Policy, Policy Principles

SPP Principle	Policy
<b>Principal Policies</b>	
Sustainability	This SPP introduces a presumption in favour of sustainable development.
Placemaking	<ul style="list-style-type: none"> <li>▪ Planning should take every opportunity to create high quality places by taking a design-led approach;</li> <li>▪ Planning should direct the right development to the right place; and</li> </ul>

SPP Principle	Policy
	<ul style="list-style-type: none"> <li>▪ 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"> <li>○ Distinctive;</li> <li>○ Safe and Pleasant;</li> <li>○ Welcoming;</li> <li>○ Adaptable;</li> <li>○ Resource Efficient;</li> <li>○ Easy to Move around.</li> </ul> </li> </ul>
Subject Policies	
A Successful, Sustainable Place	<ul style="list-style-type: none"> <li>▪ Promoting Town Centres;</li> <li>▪ Promoting Rural Development;</li> <li>▪ Supporting Business and Employment;</li> <li>▪ Enabling Delivery of New Homes; and</li> <li>▪ Valuing the Historic Environment.</li> </ul>
A Low Carbon Place	<ul style="list-style-type: none"> <li>▪ Delivering Heat and Electricity; and</li> <li>▪ Planning for Zero waste.</li> </ul>
A Natural, Resilient Place	<ul style="list-style-type: none"> <li>▪ Valuing the Natural Environment;</li> <li>▪ Maximising the Benefits of Green Infrastructure;</li> <li>▪ Promoting Responsible Extraction of Resources;</li> <li>▪ Supporting Aquaculture; and</li> <li>▪ Managing Flood Risk and Drainage.</li> </ul>
A Connected Place	<ul style="list-style-type: none"> <li>▪ Promoting Sustainable Transport and Active Travel; and</li> <li>▪ Supporting Digital Connectivity.</li> </ul>

**Scotland’s Fourth National Planning Framework Position Statement (Scottish Government 2020b)**

Status

1.2.27 The Position Statement was published November 2020 and a consultation draft of NPF4 is expected to be published in Autumn 2021.

Lifespan

1.2.28 2020-2050.

Document Overview

1.2.29 The Position Statement sets out the issues identified by the Scottish Government to be addressed in the preparation of NPF4.

Vision / Aims / Objectives

1.2.30 NPF4 will set out a new spatial plan for Scotland in 2050 focussing on where future development can bring benefits for people, the economy and environment. The vision for Scotland’s future places is:

*‘Our places will look and feel different in the future. A significant shift is required to achieve net-zero emissions by 2045’ (p.2)*

1.2.31 The Position Statement outlines four key outcomes which are expected to be focused upon in the final NPF4:

- Net-Zero Emissions;
- Resilient Communities;
- A Wellbeing Economy; and
- Better, Greener Places.

1.2.32 For each outcome, the Position Statement provides detail on spatial priorities which will be reflected in NPF4, as set out in Table B1.4.

Table B1.4: NPF4 Position Statement Spatial Priorities

Outcome	Spatial Priorities
A Plan for Net-Zero Emissions	<ul style="list-style-type: none"> <li>▪ Prioritise the types and locations of development that will help meet our emission reduction targets;</li> <li>▪ Build on the Climate Change Plan and take forward advice provided by the UK Climate Change Committee. The recommendations of the Just Transition Commission will also inform our actions;</li> <li>▪ Scotland’s future places will be planned in a way that reduces the need to travel and builds in natural solutions;</li> <li>▪ Scotland’s buildings will be more energy efficient and will be designed to be sustainable; and</li> <li>▪ Actively facilitate decarbonised heating and electricity generation and distribution.</li> </ul>
A Plan for Resilient Communities	<ul style="list-style-type: none"> <li>▪ Focus on people and the quality of life;</li> <li>▪ Introduce an infrastructure-first approach to neighbourhood planning, including natural networks and sustainable travel, to ensure that there is fair access to the services needed to help make communities a great place to live;</li> </ul>

Outcome	Spatial Priorities
	<ul style="list-style-type: none"> <li>▪ Apply concepts such as 20 minute neighbourhoods across cities, towns and rural areas so that the places where people live and work are more resilient and sustainable;</li> <li>▪ Develop policies which support public health priorities, promote inclusion and equality, and help places adapt to the long term impacts of climate change; and</li> <li>▪ NPF4 will align with Scotland's vision for housing in 2040 and set out a long term view of the homes required to meet future needs. There will be a focus on the location, quality and type of homes needed for people of all ages, reflecting long term population and household trends.</li> </ul>
A Plan for a Wellbeing Economy	<ul style="list-style-type: none"> <li>▪ Create healthier, fairer and more prosperous places and ensure future development contributes to a green, sustainable, and inclusive economy recovery;</li> <li>▪ Support development in the parts of Scotland where quality jobs and investment are most needed. Policies will refocus on community wealth building and sustainability;</li> <li>▪ Identify and support development that works with assets, key sites and opportunities for strategic investment;</li> <li>▪ Support development that helps to maintain and strengthen strategic transport and digital connectivity; and</li> <li>▪ Take a flexible and enabling approach to future business and employment uses.</li> </ul>
A Plan for Better, Greener Places	<ul style="list-style-type: none"> <li>▪ Support development that reflects the character and identity of Scotland's distinctive places and neighbourhoods, safeguards and restores natural assets, and tackles geographic disadvantages including areas needing regeneration and promoting the re-use of vacant and derelict land and buildings;</li> <li>▪ Build on the review of the Town Centres Action Plan, the Land Use Strategy and the Place Principle to ensure that development focuses more on place;</li> <li>▪ Future-proof natural and historic assets and coasts and work to restore the health and resilience of Scotland's ecosystems, so that natural capital can further support our economy and wellbeing;</li> <li>▪ Stronger and updated policies on design and place-making;</li> <li>▪ Enhanced policies on vacant and derelict land to encourage innovation and redevelopment and promote a brownfield-first approach to development;</li> <li>▪ Policies on city and town centres and on the re-use of historic buildings will be broadened to better reflect a wider range of potential uses in anticipation of continuing change; and</li> <li>▪ Policies on rural development will positively encourage development that helps to repopulate and sustain rural areas and stimulate rural economic growth and sustainability.</li> </ul>

**Indicative Regional Spatial Strategies – Summary of Emerging Work (Scottish Government 2020c)**

Status

- 1.2.1 Factsheet setting out early thinking by planning authorities on the long-term strategic development priorities which will be progressed through the preparation of Regional Spatial Strategies (RSS), aimed at informing preparation of the draft NPF4, due September 2021.

Lifespan

- 1.2.2 Long-term potential spatial priorities for RSS by each planning authority or partnership of planning authorities.

Document Overview

- 1.2.3 The Planning (Scotland) Act 2019 requires planning authorities or adjoining authorities to prepare and adopt an RSS, which is to be a long-term spatial strategy identifying priorities for strategic development within the authority/authorities' area.
- 1.2.4 The summary of emerging work document provides an outline of the indicative RSS work that has been undertaken to date for different areas within Scotland since the introduction of the Act.

Policy / Strategy / Themes

- 1.2.5 Emerging work on the RSS for the local authorities within the Access to Argyll and Bute (A83) SEA study area is summarised below in Table B1.5 and Table B1.6.

Table B1.5: Argyll & Bute RSS

RSS Component/Aim	Detail
Spatial Strategy	Based on 3 growth areas: <ul style="list-style-type: none"> <li>▪ Tobermory, Oban, Dalmally Growth corridor;</li> <li>▪ Helensburgh and Lomond Growth Area; and</li> <li>▪ Western seaboard.</li> </ul>
Strategic Outcomes	Strategic projects and actions assessed against NPF4 themes (people, work, place) and outcomes.
Carbon / Climate Change	<ul style="list-style-type: none"> <li>▪ development in more accessible areas to reduce emissions;</li> <li>▪ utilise and enhance existing infrastructure;</li> <li>▪ grow green tourism; and</li> <li>▪ support carbon sequestration and renewables.</li> </ul>
People	<ul style="list-style-type: none"> <li>▪ actions to reverse rural depopulation;</li> <li>▪ meet housing need; and</li> <li>▪ support health and wellbeing.</li> </ul>
Work	<ul style="list-style-type: none"> <li>▪ promote a low carbon economy; and</li> <li>▪ support strategic economic investment locations.</li> </ul>
Place	<ul style="list-style-type: none"> <li>▪ Protect and strengthen special character;</li> <li>▪ importance of digital and physical connectivity to access services; and</li> <li>▪ supporting biodiversity.</li> </ul>

Table B1.6: Loch Lomond & the Trossachs National Park Authority RSS

RSS Component/Aim	Detail
Spatial Strategy	Builds on National Park Plan, notes that the National Park is a strategic asset for Scotland, and proposes strategic response to each of three themes (people, work, place).
Strategic Outcomes	Notes that strategic opportunities deliver against outcomes.
Carbon / Climate Change	<ul style="list-style-type: none"> <li>▪ Manage land - not only nature benefits, but also provide natural flood risk management and increased carbon storage; and</li> <li>▪ National Park ecosystems play a regional and potentially national role in mitigating and adapting to the effects of climate change through maintaining carbon stores, sequestering carbon, storing surface water.</li> </ul>
People	<ul style="list-style-type: none"> <li>▪ Recreation;</li> <li>▪ Health and Wellbeing - experience nature, landscape, outdoor activity; and</li> <li>▪ Rural living and working - access training and jobs in support of a green recovery and continued affordable housing provision.</li> </ul>
Work	<ul style="list-style-type: none"> <li>▪ Tourism (+ strategic projects / opportunities);</li> <li>▪ Investment in visitor and low carbon infrastructure; and</li> <li>▪ Green recovery.</li> </ul>
Place	<ul style="list-style-type: none"> <li>▪ Natural capital;</li> <li>▪ Carbon sequestration; and</li> <li>▪ Climate resilience.</li> </ul>

## Protecting Scotland, Renewing Scotland: The Scottish Government Programme for Scotland 2020-2021 (Scottish Government 2020d)

### Status

- 1.2.6 Published and currently in use.

### Lifespan

- 1.2.7 2020-2021.

### Document Overview

- 1.2.8 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).

### Vision / Aims / Objectives

- 1.2.9 The programme continues from the previous Programme for Scotland (2019-2020) in outlining investment contributing towards achieving a net zero emission society by 2045, with importance placed on a green economic recovery from Covid-19. 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.
- 1.2.10 In addition, the programme also seeks to improve road safety, stating that Scotland's Road Safety Framework to 2020 will be published following consultation and will aim to achieve zero fatalities or serious injuries on Scotland's roads by 2050 and an interim target of halving fatalities and injuries by 2030.
- 1.2.11 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.

### Policy / Strategy / Topics

- 1.2.12 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*' (p.111) 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).



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

Status

1.2.13 Published and currently in use.

Lifespan

1.2.14 2018-2032.

Document Overview

1.2.15 The Climate Change Plan (CCP) provides an update on previous targets and sets out ambitious decarbonisation plans up to 2032. The CCP sets out how Scotland will meet the emissions reduction targets under the current legislation. It should be noted that this plan was published prior to the current statutory target for net zero greenhouse gas emissions by 2045 being brought into legislation in 2019 (refer to paragraphs 1.2.21 to 1.2.27).

1.2.16 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.

Vision / Aims / Objectives

1.2.17 The overall vision for Scotland's Climate Change Plan 2018-2032 is that *'by 2032, Scotland will have reduced its emissions by 66% against 1990 levels'* (p.22).

1.2.18 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.

1.2.19 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 [Scotland's] 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, Scotland 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 the 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.

Policy / Strategy / Topics

1.2.20 The Plan includes eight Policy Outcomes related to transport, as set out in Table B1.7 below.

Table B1.7: Climate Change Plan Policies

Policy Outcome	Description
1	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.
2	Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach 100% by 2032.
3	Average emissions per tonne kilometre of road freight to fall by 28% by 2032
4	Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.
5	By 2032 low emission solutions have been widely adopted at Scottish ports and airports.
6	Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.
7	We [Scotland] will have electrified 35% of the Scottish rail network by 2032.
8	Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our [Scotland's] Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.

## Update to the Climate Change Plan 2018-2032 (Scottish Government 2020e)

### Status

- 1.2.21 Published December 2020, an update to the 2018 Climate Change Plan (refer to 1.2.13 to 1.2.20).

### Lifespan

- 1.2.22 2018-2032.

### Document Overview

- 1.2.23 The update to the climate change plan builds on the work undertaken by the last two Programmes for Government (2020-2021 and 2019-2020) which have committed to delivering a Green New Deal, outlining how investments can help in reducing climate change. The update focuses on a Green Recovery from the Covid-19 pandemic and as such provides actions which align with the new emissions reductions targets up to 2032 since the previous plan. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 received Royal Assent in October 2019 and set revised annual and interim emissions reduction targets to achieve the net zero by 2045 target set by the Scottish Government.

### Vision / Aims / Objectives

- 1.2.24 The Scottish Government's vision for 2045 is *'one of a society that prioritises the environment and the wellbeing of its people'* (p.21).
- 1.2.25 The update is split into different sectors which include policies and proposals for each. Of relevance to this Access to Argyll and Bute (A83) SEA, the vision for transport is that by 2032:
- *'Our roads will contain no new petrol and diesel cars and vans.'*
  - *'We will have almost completely decarbonised our passenger railways.'*
  - *'We will have begun to work to decarbonise challenging transport modes such as HGVs, ferries and aviation.'*
  - *'Car kilometres will have reduced by 20%, and sustainable transport will be the instinctive first choice for people.'*
  - *'Our research into biofuels and hydrogen will have stimulated private investment and innovation.'*
  - *'The pendulum will have swung away from the dominance of private car use, particularly single occupancy, to a society which has embraced walking, wheeling, cycling, public transport and shared transport options.'*
  - *'We will reduce reliance on cars in Scotland to reduce emissions but where people do use private cars, these will predominately be electric and be in rural settings where public transport is less accessible.'* (p.117-118).
- 1.2.26 By 2045 the vision, in line with NTS2, includes *'having a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, business and visitors'* (p.118).

### Actions

- 1.2.27 The updated plan sets out the following actions related to the transport sector that will be taken, led by the Scottish Government:
- *'Reduce car kilometres by 20% by 2030 (p.121)';*
  - *'Phase out the need for petrol and diesel cars and vans in Scotland by 2030' (p.123);*

- *'To reduce emissions in the freight sector, work with the industry to understand the most efficient methods and remove the need for new petrol and diesel heavy vehicles by 2035' (p.125);*
- *'Work with the newly formed Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, to ensure that the majority of new buses purchased from 2024 are zero-emission, and to bring this date forward if possible' (p.126);*
- *'Work to decarbonise scheduled flights within Scotland by 2040' (p.127);*
- *'30% of Scottish Government owned ferries will be low emission by 2032' (p.127);*
- *'By 2032 low emissions solutions will be widely adopted at Scottish ports' (p.128); and*
- *'Scotland's passenger rail services will be decarbonised by 2035' (p.128).*

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

Status

1.2.28 Published February 2021 and currently in use.

Lifespan

1.2.29 2021-22 to 2025-26.

Document Overview

1.2.30 The 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.

Vision / Aims / Objectives

1.2.31 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. The three themes are:

- *'Enabling the transition to net zero emissions and environmental sustainability;*
- *Driving inclusive economic growth; and*
- *Building resilient and sustainable places'* (p.7).

1.2.32 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 IIP 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.

1.2.33 The IIP 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.

Policy / Strategy / Themes

1.2.34 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 draft IIP, it aligns with NTS2 and notes that future transport investment decisions will be delivered through STPR2.

**Scotland’s Third Land Use Strategy 2021-2026 – Getting the best from our land (Scottish Government 2021b)**

Status

1.2.35 Published March 2021 and in use.

Lifespan

1.2.36 2021-2026.

Document Overview

1.2.37 The draft Land Use Strategy sets out the vision for sustainable land use in Scotland. The strategy outlines objectives, policies and actions which are required to deliver the strategy’s vision. Scottish Ministers are required to produce a Land Use Strategy every five years as per The Climate Change (Scotland) Act 2009. The Third strategy follows strategies published in 2011 and 2016 with the third iteration expected to be published in March 2021. The draft Land Use Strategy was under public consultation at the time of assessment. It should be noted that it does not introduce new policy proposals from the 2016 land use strategy, but redesigns the language and layout and showcases how key strands of Scottish Government policies relate to land uses.

Vision / Aims / Objectives

1.2.38 The vision for land use in Scotland outlined by the strategy is for:

*‘A Scotland where we fully recognise, understand and value the importance of our land resources, and where our plans and decisions about land use will deliver improved and enduring benefits, enhancing the wellbeing of our nation’ (p.7).*

1.2.39 The objectives set out to achieve this vision are:

- *‘Land based businesses working with nature to contribute more to Scotland’s prosperity;*
- *Responsible stewardship of Scotland’s natural resources delivering more benefits to Scotland’s people; and*
- *Urban and rural communities better connected to the land, with more people enjoying the land and positively influencing land use’ (p.11)*

Policy / Strategy / Themes

1.2.40 Policies and proposals in the strategy are categorised by conceptual landscapes. Conceptual landscapes of relevance to the Access to Argyll and Bute (A83) SEA are provided in Table B1.8 with details of policies for each.

Table B1.8: Land Use Strategy Conceptual landscapes

Conceptual Landscapes	Policies and proposals – <i>How we [the Scottish Government/Scotland] are delivering sustainable land use</i>
Peri-urban	<ul style="list-style-type: none"> <li>▪ Evolving planning;</li> <li>▪ Local engagement;</li> <li>▪ Cleaner air; and</li> <li>▪ More trees.</li> </ul>
Marginal land	<ul style="list-style-type: none"> <li>▪ Restoring peatland;</li> </ul>

Conceptual Landscapes	Policies and proposals – <i>How we [the Scottish Government/Scotland] are delivering sustainable land use</i>
	<ul style="list-style-type: none"> <li>▪ Farming and crofting; and</li> <li>▪ Increasing woodland.</li> </ul>
Uplands	<ul style="list-style-type: none"> <li>▪ High nature value;</li> <li>▪ Growing our [Scotland's] woodland economy; and</li> <li>▪ The right tree, or bog, in the right place.</li> </ul>
Semi-natural land	<ul style="list-style-type: none"> <li>▪ Protecting our [Scotland's] semi-natural land;</li> <li>▪ Living landscapes;</li> <li>▪ Restoring native ecology; and</li> <li>▪ Responsible tourism.</li> </ul>
Rivers and water bodies	<ul style="list-style-type: none"> <li>▪ Healthy water, healthy land; and</li> <li>▪ Flood risk management.</li> </ul>
Coastal	<ul style="list-style-type: none"> <li>▪ Where the land meets the sea;</li> <li>▪ Strengthening natural defences;</li> <li>▪ Coastal and marine industries; and</li> <li>▪ Aquaculture.</li> </ul>
Islands	<ul style="list-style-type: none"> <li>▪ Land amidst the seas;</li> <li>▪ Protecting native species;</li> <li>▪ Sustainable land use;</li> <li>▪ Prosperous island economies;</li> <li>▪ Local engagement; and</li> <li>▪ Low carbon pioneers.</li> </ul>

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

### Status

- 1.2.41 Published in 2004 and accompanies the 2020 Challenge for Scotland's Biodiversity (refer to paragraphs 1.2.47 to 1.2.50) to constitute the Scottish Biodiversity Strategy.

### Lifespan

- 1.2.42 2004 - 2030.

### Document Overview

- 1.2.43 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.

### Vision / Aims / Objectives

- 1.2.44 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).*

- 1.2.45 Aligning with this vision, the Strategy aims:

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

- 1.2.46 Actions to meet this aim are grouped under five 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 [Scotland's] 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' (p.35)*



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

### Status

- 1.2.47 Published in 2013 and accompanies the Scotland's Biodiversity: It's In Your Hands (refer to paragraphs 1.2.41 to 1.2.46) to constitute the Scottish Biodiversity Strategy.

### Lifespan

- 1.2.48 Desired outcomes are provided for 2020.

### Document Overview

- 1.2.49 The 2020 Challenge focuses on how the Scottish Government, its public agencies, Scottish businesses and others can contribute to the Strategy's aims as well as supporting economic growth through protecting biodiversity and harnessing nature.

### Vision / Aims / Objectives

- 1.2.50 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.'* (p.6).

### Policy / Strategy / Themes

- 1.2.51 The Strategy outlines outcomes and key steps to achieve these aims, as set out below in Table B1.9.

Table B1.9: 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"> <li>▪ Encourage and support ecosystem restoration and management, especially in catchments that have experienced the greatest degradation;</li> <li>▪ Use assessments of ecosystem health at a catchment level to determine what needs to be done;</li> <li>▪ 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; and</li> <li>▪ 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.</li> </ul>
2. Natural Capital	Natural resources contribute to stronger sustainable economic growth in Scotland, and we [Scotland] increase our natural capital to pass on to the next generation.	<ul style="list-style-type: none"> <li>▪ Encourage wide acceptance and use of the Natural Capital Asset Index (2012), including a comparable measure for the marine environment;</li> <li>▪ 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; and</li> </ul>

Themes	Outcome	Key Steps
		<ul style="list-style-type: none"> <li>Undertake a major programme of peatland conservation, management and restoration.</li> </ul>
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"> <li>Provide opportunities for everyone to experience and enjoy nature regularly, with a particular focus on disadvantaged groups;</li> <li>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;</li> <li>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;</li> <li>Increase access to nature within and close to schools, and support teachers in developing the role of outdoor learning across the Curriculum for Excellence; and</li> <li>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 corporate priorities and performance.</li> </ul>
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 [Scotland] have a highly effective network of protected places.	<ul style="list-style-type: none"> <li>Ensure that the management of protected places for nature also provides wider public benefits;</li> <li>Align habitat restoration on protected areas with national goals for improving ecosystem health, with local priorities determined at the catchment or landscape scales;</li> <li>Integrate protected areas policy with action for wider habitats to combat fragmentation and restore key habitats;</li> <li>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; and</li> <li>Involve many more people than at present in this work and improve our understanding of the poorly known elements of nature.</li> </ul>
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"> <li>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;</li> <li>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;</li> <li>Support 'High Nature Value' farming and forestry;</li> <li>Put in place the management necessary to bring Scotland's protected areas into favourable condition and improve the ecological status of water bodies;</li> <li>Ensure that biodiversity and ecosystem objectives are fully integrated into flood risk management plans, and</li> </ul>

Themes	Outcome	Key Steps
		<p>restore wetland habitats and woodlands to provide sustainable flood management;</p> <ul style="list-style-type: none"> <li>▪ Restore and extend natural habitats as a means of building reserves of carbon and to help mitigate climate change; and</li> <li>▪ Provide clear advice to land and water managers on best practice.</li> </ul>
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"> <li>▪ Adopt a Scottish Marine Plan and develop regional marine plans to aid balanced decision-making in the marine environment;</li> <li>▪ Establish a coherent network of Marine Protected Areas, promoting sustainable use and conservation;</li> <li>▪ Collate information on the location and sensitivity of priority marine features, and make this information available to support their protection;</li> <li>▪ Achieve good environmental status for Scottish seas;</li> <li>▪ Bring Common Fisheries Policy fish stocks to levels consistent with Maximum Sustainable Yield wherever possible, and take account of biodiversity in managing inshore fisheries;</li> <li>▪ Implement a rapid-response framework to prevent colonisation of new invasive species in Scotland's seas and islands.;</li> <li>▪ Improve the monitoring of the marine environment to identify changes and guide progress towards the above outcomes; and</li> <li>▪ Improve understanding of how coastal ecosystems are likely to adapt to climate change and develop appropriate strategies for coastal zone management.</li> </ul>
7. Measuring Progress	A framework of indicators that we [Scotland] can use to track progress.	<ul style="list-style-type: none"> <li>▪ Put in place a programme of work to measure progress towards the 2020 outcomes, so that we [Scotland] can track progress and deal with problems;</li> <li>▪ Work more closely with the growing number of volunteers to develop our understanding of the changing state of nature;</li> <li>▪ Develop and support the Scottish Biodiversity Information Forum to bolster the collection and wider use of biodiversity data in Scotland; and</li> <li>▪ Publish a terrestrial habitat map for Scotland.</li> </ul>

## Scottish Biodiversity Strategy Post-2020: A Statement of Intent (Scottish Government 2020f)

### Status

1.2.52 Published December 2020.

### Lifespan

1.2.53 Not defined.

### Document Overview

1.2.54 The Biodiversity Strategy Statement of Intent provides high level detail on Scotland's ambitions to tackling biodiversity loss and impacts as a result of climate change. Detail is also provided on how these ambitions will be used to develop a post-2020 biodiversity strategy and delivery plan.

### Vision / Aims / Objectives

1.2.55 The Statement of Intent outlines priorities for biodiversity in Scotland and the impact of climate change, which are:

- *'Endorse the Leaders' Pledge for Nature, which was launched at the United Nations general Assembly in September;*
- *Publish a new, high-level policy-focused strategy within a year of CoP15 which will take account of the new global biodiversity framework, goals and targets and also the emerging EU biodiversity strategy;*
- *The principles and associated projects in the 2020 Challenge and its route map will continue and be enhanced where appropriate, until they are replaced by a new Strategy and Delivery Plan;*
- *Work closely with stakeholders, and devise innovative solutions and partnerships which bring new voices to the debate, in developing the new strategy;*
- *Highlight the need to facilitate the creation of new, locally driven projects which aim to improve ecological connectivity across Scotland;*
- *Extend the area protected for nature in Scotland to at least 30% of Scotland's land area by 2030, and commission advice on whether this could go even further; and*
- *Develop ambitious new proposals to secure positive effects for biodiversity through development, through the National Planning Framework 4 (NPF4).'* (p.4)

## Delivering Scotland's Ambition to Secure Positive Effects for Biodiversity (NatureScot 2020)

### Status

1.2.56 Published August 2020.

### Lifespan

1.2.57 Not defined.

### Document Overview

1.2.58 The report was prepared by NatureScot through a commission by the Scottish Government to "draft options for 'securing positive effects for biodiversity' through the NPF4, supported by case studies illustrating good practice" (p.3).

### Vision / Aims / Objectives

1.2.59 The approach used in the preparation of the report sought to:

- 'support delivery of the new statutory requirement for the National Planning Framework (NPF) outcome to secure positive effects for biodiversity;
- fit with Scotland's present planning system (whilst recognising other regulatory mechanisms relevant to development outwith the planning system);
- be applicable to terrestrial development;
- recognise synergies when delivering positive effects for biodiversity for wider outcomes;
- be bureaucratically light, technically straightforward and recognise development viability; and
- deliver ambitious outcomes for biodiversity.' (p.3)

### Findings

1.2.60 The report examines issues related to effect on biodiversity and presents options in order to secure positive effects through NPF4. The following findings were reported:

- **Realising a new ambition:** The planning system, including national policies and strategies, has an important role to play in responding to the challenges of climate change and the resultant impact to biodiversity;
- **Building on what works:** The report draws upon existing examples of how the Scottish planning system is positively impacting biodiversity, with further principles proposed of how the planning system can deliver positive effects for biodiversity;
- **Establishing commitment for biodiversity enhancement through development:** The report proposes enhancement measures to improve positive effects on biodiversity rather than just 'compensating' for impacts;
- **Using the plan led approach to achieve consistency and certainty for investment in biodiversity:** The report draws upon the positive impacts of a plan led planning system to deliver positive effects for biodiversity;
- **Providing options for securing positive effects for nature in the right places:** The options proposed by the report cover 'policy based, standards, formulae and off-setting approaches', which use both a qualitative and quantitative approach to deliver positive effects at different scales in Scotland;
- **Applying proportionality across all scales of development:** The options proposed seek to achieve positive effects for biodiversity from all types and scales of development;

- ***Supporting integrated land use planning for biodiversity:*** The options proposed align with wider policies and strategies including Regional Land Use Frameworks, Local Biodiversity Action Plans and forest and woodland strategies, as such ensuring consistency; and
- ***Delivering change for the long term through an inclusive approach:*** To ensure the benefits of the proposed options are achieved, the options will '*need to be augmented by behavioural appreciation of the benefits of nature – fostering a culture of understanding and good practice within the planning of how development sites within the wider ecosystem*' (p.5).

### The UK Forestry Standard (Forestry Commission 2017)

#### Status

1.2.61 Published 2017 and 4<sup>th</sup> edition is currently in use.

#### Lifespan

1.2.62 Not defined.

#### Document Overview

1.2.63 The UK Forestry Standard (UKFS) is the standard for sustainable forest management within the UK. It outlines context related to forestry within the UK, the UK Governments approach to sustainable forest management, outlines requirements and standards and monitoring. The UKFS is applicable to all forest management and to all forest types and management systems in the UK.

#### Requirements and Guidelines

1.2.64 The Forestry Standards requirements are split into legal requirements and good forestry practice requirements. These are then categorised into different elements of sustainable forest management, consisting of:

- General Forestry Practice;
- Biodiversity;
- Climate Change;
- Historic Environment;
- Landscape;
- People;
- Soil; and
- Water.

## Scotland's Forestry Strategy 2019-2029 (Scottish Government 2019)

### Status

- 1.2.65 Published 2019 and currently in use.

### Lifespan

- 1.2.66 2019-2029.

### Document Overview

- 1.2.67 The Forestry Strategy for Scotland provides a 50-year vision for Scotland's forests and woodlands and outlines priority areas over 10 years. The Strategy supports the aims of the Scottish Government's National Performance Framework and the Land Use Strategy in respect of valuing and enhancing Scotland's environment, and promoting responsible management of woodland resources.

### Vision / Aims / Objectives

- 1.2.68 The vision set out by the Forestry Strategy is that:

*'In 2070, Scotland will have more forests and woodlands, sustainably managed and better integrated with other land uses. These will provide a more resilient, adaptable resource, with greater natural capital value, that supports a strong economy, a thriving environment, and healthy and flourishing communities'* (p.15).

- 1.2.69 In order to achieve this vision, the following objectives are set out in the Strategy to be delivered over a 10 year period from 2019:

- *'Increase the contribution of forests and woodlands to Scotland's sustainable and inclusive economic growth;*
- *Improve the resilience of Scotland's forests and woodlands and increase their contribution to a healthy and high quality environment; and*
- *Increase the use of Scotland's forest and woodland resources to enable more people to improve their health, well-being and life chances.'* (p.16)

### Policy / Strategy / Themes

- 1.2.70 The Strategy identifies six priority areas for action over the next 10 years in order to achieve the Strategies vision and objectives and are applicable to woodland and forests at local, regional and national scales. These are:

- *'Ensuring forests and woodlands are sustainably managed;*
- *Increasing the adaptability and resilience of forests and woodlands;*
- *Expanding the area of forests and woodlands, recognising wider land-use objectives;*
- *Enhancing the environmental benefits provided by forests and woodlands;*
- *Improving efficiency and productivity, and developing markets; and*
- *Engaging more people, communities and businesses in the creation, management and use of forests and woodlands.'* (p.29).



## The Scottish Government's Policy on Control of Woodland Removal (Forestry Commission 2009)

### Status

- 1.2.71 Published 2009 and currently in use.

### Lifespan

- 1.2.72 Not defined.

### Document Overview

- 1.2.73 The Control of Woodland Removal document provides policy to assist in decisions regarding woodland removal in Scotland.

### Woodland removal definition and principal aims

- 1.2.74 The policy defines woodland removal as:

*'the permanent removal of woodland for the purposes of conversion to another type of land use'* (p.3).

- 1.2.75 The principal aims of the policy statement in relation to woodland removal in Scotland are:

- *'To provide a strategic framework for appropriate woodland removal;*
- *To support the maintenance and expansion of forest cover in Scotland;*
- *To contribute towards achieving an appropriate balance between forested and non-forested land in Scotland;*
- *To support climate change mitigation and adaptation in Scotland;*
- *To provide a sound basis for Scotland's participation in the global debate and actions on deforestation; and*
- *To develop a clear understanding of the nature and extent of future woodland removal in Scotland'* (p.5).

### Policy / Strategy / Themes

- 1.2.76 The policy outlines guiding principles and criteria for determining the acceptability of woodland removal when relevant authorities are making decisions.

### **Guiding Principles**

- *'There is a strong presumption in favour of protecting Scotland's woodland resources;*
- *Woodland removal should be allowed only where it would achieve significant and clearly defined additional public benefits. In appropriate cases a proposal for compensatory planting may form part of this balance;*
- *Approval for woodland removal should be conditional on the undertaking of actions to ensure full delivery of the defined additional public benefits;*
- *Planning conditions and agreements are used to mitigate the environmental impacts arising from development and Forestry Commission Scotland will also encourage their application to development-related woodland removal; and*
- *Where felling is permitted but woodland removal is not supported, conditions conducive to woodland regeneration should be maintained through adherence to good forestry practice as defined in the UK Forestry Standard.'*

### Criteria for determining the acceptability of woodland removal

*'Woodland removal, without a requirement for compensatory planting, is most likely to be appropriate where it would contribute significantly to:*

- *enhancing priority habitats and their connectivity;*
- *enhancing populations of priority species;*
- *enhancing nationally important landscapes, designated historic environments and geological Sites of Special Scientific Interest (SSSI);*
- *improving conservation of water or soil resources; or*
- *public safety.'*

*Woodland removal, with compensatory planting, is most likely to be appropriate where it would contribute significantly to:*

- *helping Scotland mitigate and adapt to climate change;*
- *enhancing sustainable economic growth or rural/community development;*
- *supporting Scotland as a tourist destination;*
- *encouraging recreational activities and public enjoyment of the outdoor environment;*
- *reducing natural threats to forests or other land; or*
- *increasing the social, economic or environmental quality of Scotland's woodland cover.'* (p.7).

## Scotland's National Marine Plan (Marine Scotland 2015)

### Status

1.2.77 Adopted.

### Lifespan

1.2.78 Not defined.

### Document Overview

1.2.79 Scotland's National Marine Plan (SNMP) sets out policies for development in Scottish Seas and also identifies General Planning Principles (GEN). The Marine (Scotland) Act 2010 requires the preparation and adoption of a national marine plan for the Scottish Marine area.

### Vision / Aims / Objectives

1.2.80 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)*

1.2.81 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.

### Policy / Strategy / Themes

1.2.82 The Plan outlines a set of General Policies which apply to all existing and future development and use of the marine environment. As set out in Table B1.10, they are presented under five guiding principles of sustainable development with an aim of balancing social, economic and environmental sustainability.

Table B1.10: National Marine Plan General Policies

Sustainable Development Theme	General Planning Principle
General Planning Principle	<b>GEN 1 General planning principle:</b> 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	<b>GEN 2 Economic benefit:</b> Sustainable development and use which provides economic benefit to Scottish communities is encouraged when consistent with the objectives and policies of this Plan.
	<b>GEN 3 Social benefit:</b> Sustainable development and use which provides social benefits is encouraged when consistent with the objectives and policies of this Plan.
	<b>GEN 4 Co-existence:</b> 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.
Ensuring a Strong, Healthy and Just Society	<b>GEN 5 Climate change:</b> Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change.

Sustainable Development Theme	General Planning Principle
	<p><b>GEN 6 Historic environment:</b> Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance.</p> <p><b>GEN 7 Landscape/seascape:</b> Marine planners and decision makers should ensure that development and use of the marine environment take seascape, landscape and visual impacts into account.</p> <p><b>GEN 8 Coastal process and flooding:</b> 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.</p>
Living Within Environmental Limits	<p><b>GEN 9 Natural heritage:</b> 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.</p> <p><b>GEN 10 Invasive non-native species:</b> 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.</p> <p><b>GEN 11 Marine litter:</b> 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.</p> <p><b>GEN 12 Water quality and resource:</b> 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.</p> <p><b>GEN 13 Noise:</b> 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.</p> <p><b>GEN 14 Air quality:</b> 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.</p>
Promoting Good Governance	<p><b>GEN 15 Planning alignment A:</b> 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.</p> <p><b>GEN 16 Planning alignment B:</b> Marine plans should align and comply where possible with other statutory plans and should consider objectives and policies of relevant non-statutory plans where appropriate to do so.</p> <p><b>GEN 17 Fairness:</b> All marine interests will be treated with fairness and in a transparent manner when decisions are being made in the marine environment.</p> <p><b>GEN 18 Engagement:</b> Early and effective engagement should be undertaken with the general public and all interested stakeholders to facilitate planning and consenting processes.</p>
Using Sound Science Responsibly	<p><b>GEN 19 Sound evidence:</b> Decision making in the marine environment will be based on sound scientific and socio-economic evidence.</p> <p><b>GEN 20 Adaptive management:</b> Adaptive management practices should take account of new data and information in decision making, informing future decisions and future iterations of policy.</p> <p><b>GEN 21 Cumulative impacts:</b> Cumulative impacts affecting the ecosystem of the marine plan area should be addressed in decision making and plan implementation.</p>

## Historic Environment Policy for Scotland (HEPS) (Historic Environment Scotland 2019)

### Status

1.2.83 Adopted.

### Lifespan

1.2.84 Not defined.

### Document Overview

1.2.85 The Historic Environment Policy for Scotland (HEPS) is a policy statement for decision-making that affects the historic environment, supported by detailed policy and guidance. HEPS sits alongside national policies for addressing land use matters and decisions as produced by the Scottish Government and should be used alongside them.

### Policy / Strategy / Themes

1.2.86 HEPS outlines a set of policies for managing the historic environment, which are underpinned by core principles of desirable outcomes for the historic environment. These are summarised in Table B1.11 below.

Table B1.11: HEPS Policies

HEPS Policies	Description	Core principles
HEP1	Decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance.	<p><b>Understanding and recognition</b></p> <ul style="list-style-type: none"> <li>▪ Recognising the cultural significance of sites and places supports good decision-making;</li> <li>▪ A place must be understood in order for its cultural significance to be identified;</li> <li>▪ A wide range of factors contribute to cultural significance;</li> <li>▪ Knowledge and information about the historic environment is critical to our [Scotland's] understanding of our past, present and future;</li> <li>▪ The historic environment changes over time, and so does how it is understood and appreciated;</li> <li>▪ Research, discussion and exchange of ideas can all contribute to our [Scotland's] understanding of the historic environment and</li> <li>▪ Understanding will improve when information is made widely available and everyone has the opportunity to contribute to knowledge of the historic environment.</li> </ul>
HEP2	Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.	<p><b>Managing Change</b></p> <ul style="list-style-type: none"> <li>▪ Some change is inevitable;</li> <li>▪ Change can be necessary for places to thrive;</li> <li>▪ Caring for the historic environment benefits everyone, now and in the future;</li> <li>▪ Good decisions take a long-term view;</li> </ul>
HEP3	Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment. If detrimental impact on the historic environment is	

HEPS Policies	Description	Core principles
	unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.	<ul style="list-style-type: none"> <li>▪ Good decisions reflect an understanding of the wider environment;</li> <li>▪ Good decisions are well-informed, transparent, robust, consistent and proportionate;</li> </ul>
HEP4	Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.	<ul style="list-style-type: none"> <li>▪ Good decisions make sure that nothing is lost without considering its value first and exploring options for avoiding its loss; and</li> <li>▪ To manage the historic environment in a sustainable way, its cultural significance and the cultural significance of elements within it have to be understood.</li> </ul>
HEP5	Decisions affecting the historic environment should contribute to the sustainable development of communities and places.	<p><b>Working Together</b></p> <ul style="list-style-type: none"> <li>▪ Everyone has a stake in the historic environment and how it is looked after;</li> </ul>
HEP6	Decisions affecting the historic environment should be informed by an inclusive understanding of the potential consequences for people and communities. Decision-making processes should be collaborative, open, transparent and easy to understand.	<ul style="list-style-type: none"> <li>▪ Effective management is a collective effort;</li> <li>▪ Effective management takes wider interests into account;</li> <li>▪ Good management empowers and involves communities; and</li> <li>▪ Early dialogue and close collaboration lead to better outcomes.</li> </ul>

## Fairer Scotland Action Plan (Scottish Government 2016a)

### Status

1.2.87 Published October 2016.

### Lifespan

1.2.88 Ambitions to 2030 are outlined in the Action Plan.

### Document Overview

1.2.89 The Fairer Scotland Action Plan is a summary of the key discussions surrounding social justice which also seeks to address key themes highlighted. These consist of:

- Work and living standards;
- Homes and communities;
- Early years, education and health;
- Community participation and public services; and
- Respect and dignity.

### Vision / Aims / Objectives

1.2.90 The Plan outlines five ambitions that the Scottish Government will focus on until 2030:

- A fairer Scotland for all;
- Ending child poverty;
- A strong start for all young people;
- Fairer working lives; and
- A thriving third age.

### Policy / Strategy / Themes

1.2.91 The plan sets 50 *Fairness actions for this parliamentary term* which will help in achieving the ambitions set (refer to 1.2.90). In relation to travel, the Scottish Government committed to publishing '*Scotland's first accessible travel framework to help disabled people enjoy the same travel rights as everyone else*' before the end of 2016 (p.31).

**Going Further – Scotland’s Accessible Travel Framework (Scottish Government 2016b)**

Status

1.2.92 Published 2016.

Lifespan

1.2.93 2016-2026.

Document Overview

1.2.94 The first national Accessible Travel Framework for Scotland seeks to support disabled people through improving access to travel by removing barriers, in addition to including disabled people in work to improve travel. The Framework was prepared by the National Transport Accessibility Steering Group.

Vision / Aims / Objectives

1.2.95 The vision for the Framework is that *'All disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens'* (p.9). It is supported by four outcomes:

- *'Outcome 1: more disabled people make successful door-to-door journeys, more often;*
- *Outcome 2: disabled people are more involved in the design, development and improvement of transport policies, services and infrastructure;*
- *Outcome 3: everyone involved in delivering transport information, services and infrastructure will help to enable disabled people to travel; and*
- *Outcome 4: disabled people feel comfortable and safe using public transport – this includes being free from hate crime, bullying and harassment when travelling.'* (p.10-11)

Policy / Strategy / Themes

1.2.96 The Framework outlines a high-level action plan which provides actions across the themes set out in Table B1.12.

Table B1.12: Scotland’s Accessible Travel Framework Themes and Areas for Action

Theme	Areas for Action
Theme 1 – National guidance and standards	Area 1: Developing principles and charters for travel accessibility across modes.
	Area 2: Developing national guidance and good practice for accessible travel issues.
Theme 2: Information and Customer service	Area 3: Improving availability of accessible information to plan and make journeys.
	Area 4: Enabling staff to support disabled people through awareness and training.
Theme 3: Engagement and participation	Area 5: Co-production of transport policy and practices.
	Area 6: Sharing experiences, feedback, knowledge and learning.



### 1.3 Regional PPS - Clyde Marine Region

#### Clyde Regional Marine Plan Pre-consultation Draft (Clyde Marine Planning Partnership 2019)

##### Status

1.3.1 Pre-consultation draft.

##### Lifespan

1.3.2 20-year vision.

##### Document Overview

1.3.3 The Draft Clyde Regional Marine Plan provides a statutory policy framework, guiding decision making, investment and development within the Clyde Marine Plan area. The Plan supports Scotland's National Marine Plan (refer to section 1.2) at a regional scale. The pre-consultation draft is a first version which has been used for consultation purposes.

##### Vision/ Aims/ Objectives

1.3.4 The 20-year vision proposed by the Plan is that:

*'The marine and coastal environment of the Clyde Marine Region is clean, healthy, safe, productive, biologically diverse and accessible for all. It is managed sustainably to support productive and thriving coastal communities and to allow nature to flourish' (p.5).*

1.3.5 This vision is underpinned by a set of aims, consisting of:

- *'Provide a framework that supports opportunities for sustainable development and attracts investment;*
- *Guide marine developers in early identification of localities of most and least constraint and potential impact;*
- *Underpin the regeneration of urban coastal areas and support the economy in rural coastal areas;*
- *Maintain, and where appropriate, enhance the health of the Clyde Marine Region, including the biodiversity, landscape and seascape, by protecting its natural resources;*
- *Ensure that the Marine Protected Area network contributes to the protection and enhancement of the Region, and identify opportunities for environmental enhancement;*
- *Ensure that activities and development do not significantly impact Priority Marine Features;*
- *Promote sustainable and socially inclusive development and use of marine and coastal resources;*
- *Encourage the reconnection of people with the sea through cultural heritage, work opportunities, educational initiatives and recreational pursuits;*
- *Contribute to the wellbeing and cultural diversity of coastal communities;*
- *Contribute to Scotland's transition to a low-carbon economy; and*
- *Ensure that decisions in the Clyde Marine Region are taken in a way that maximise opportunities to mitigate and adapt to the consequences of climate change, thus creating resilient local communities.'* (p.5).

- 1.3.6 The Plan's objectives and policies have been developed taking cognisance of overarching Guiding Principles, comprising:
- *'GP1: Sustainable Development;*
  - *GP2: Support delivery of Good Environmental Status;*
  - *GP3: Ecosystem Approach;*
  - *GP4: Adding value, not complexity; and*
  - *GP5: Multiple responsible use of marine space' (p.6).*

Policy/ Strategy/ Themes

- 1.3.7 The Plan outlines a series of policies with the intention of guiding all marine and coastal activities and developments in the Clyde Marine Region. The policies are split into different sections related to the marine environment and each outline objectives the policy seeks to achieve. Those of relevance to the Access to Argyll and Bute (A83) SEA are provided in Table B1.13:

Table B1.13: Clyde Region Marine Plan Policies and Objectives

Policy Category	Policy Summary	Objectives
Climate Change	CC1 – Developments/activities will be supported where the proposal can demonstrate measures to effectively mitigate climate change.	CC 1 - Coastal zone and marine development(s) and activities minimise emissions of greenhouse gases and are resilient to the impacts of climate change.
	CC2 – Developments/activities will be supported where they can demonstrate how damage can be avoided or enhance the capacity of carbon sinks.	CC2 - Natural carbon sinks and the associated benefits and services they provide are maintained and/or where possible enhanced in the Clyde Marine Region.
Historic Environment	HE 1 – Developments/activities with the potential for an adverse effect on the historic environment will be supported where the proposal can demonstrate all reasonable measures will be taken to mitigate significant loss or impact.	HE1 – Coastal and marine cultural and heritage assets, whether visible, buried or submerged, are preserved in situ where possible and enhanced where appropriate.
Landscape/Seascape	SCAPE 1 – Developments/activities should demonstrate how visual impact and high standard of design of proposals has been taken into account.	SCAPE 1 – Nationally and locally important landscape/seascape character of the Clyde Marine Region is protected, and where appropriate enhanced, at both a wider and a local level to contribute to the quality of life and wellbeing of local communities and visitors.
	SCAPE 2 – Development/activities that affect designated landscape areas will only be supported where the integrity of areas is not adversely affected and where adverse effects are anticipated, effects are outweighed by social, environmental or economic benefits.	
Coastal Processes, Coastal Flood and Storm Damage Alleviation	CP 1 – Developments on land near the coast or in the marine environment require to demonstrate that sea level risk, flood risk, climate projections and associated risks have been taken into account.	CP1 – Current and new coastal zone and marine development(s) and activities, and land-based developments(s) and activities near the coast, are resilient to the dynamic nature of the coast, including the impacts of climate change, using natural assets and soft engineering where possible.
	CP 2 – Natural or man-made coastal zone and marine features which provide or could provide flood defence in the future should not be removed without due consideration of future flood risk. Removal will only be supported where no significant adverse impacts are demonstrated.	

Policy Category	Policy Summary	Objectives
	CP 3 – The installation or replacement flood defences and flooding alleviation works will be supported if flooding threatens existing public infrastructure, important built development or significant natural or cultural heritage features.	
Natural Heritage	NH 1 - All marine and coastal development(s)/activities must comply with international, national and local legal requirements for protected areas and species, not result in significant impact on the national status of Priority Marine features and protect and where appropriate, enhance the health of the marine area.	NH 1 – The health of the marine and coastal natural heritage of the Clyde Marine Region is protected and, where appropriate, enhanced.
	NH 2 – Proposals for marine and coastal development(s)/activities will be supported where they demonstrate they avoid or mitigate impacts on non-designated areas of importance for Priority Marine Features and protected species, have considered opportunities for any potential associated environmental enhancement or contributed to the delivery of conservation objectives of Marine protected areas.	NH 2 – Development and use of the coastal and marine environment does not have significant negative impact on biodiversity, the Marine Protected Area network, other protected habitats and species and Priority Marine features in line with the relevant conservation objectives and, where possible, contributes to their maintenance and/or enhancement.
All Sectors – General Policy	SEC 1 – Applications for development/activities will be supported where the proposal can demonstrate certain criteria, including they are compliant with the Local Development Plan, they provide social, health & wellbeing and economic benefits to local communities and/or more widely, other stakeholders have been consulted and public access to the marine environment is enhanced.	SEC 1 – Ensure infrastructure, such as ports and harbours and those related to supply chain, adequately support sectors operating in the Clyde Marine Region, including onward links to the road and rail network.
	SEC 2 – Sectoral interests should work together with infrastructure owners and relevant authorities to ensure that infrastructure is in place at ports and harbours, piers and slipways to support future sectoral requirements, including onward links to rail and road networks.	Encourage the safe and appropriate multiple use of infrastructure and the marine spatial area between sectors.
	SEC 3 – Development(s)/activities which improve connectivity around the Clyde Marine Region will be supported.	Ensure stakeholders, including the public, are consulted on development and activity proposals that may impact on current use and that concerns have been addressed.

## 1.4 Local PPS - Argyll and Bute

### Argyll and Bute Local Development Plan (Argyll and Bute Council 2015a)

#### Status

1.4.1 Adopted.

#### Lifespan

1.4.2 2015-2020.

#### Document Overview

1.4.3 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 that is covered by the Loch Lomond and the Trossachs National Park Local Development Plan (as detailed in Section 1.5 of this appendix).

1.4.4 The LDP Written Statement sets out the vision and key objectives of the Plan, which inform the content of 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 proposals in the form of Allocations, Potential Development Areas (PDAs), Areas For Action (AFAs) and sites requiring a masterplan.

#### Vision/ Aims/ Objectives

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

*'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).

1.4.6 The vision also includes a number of objectives to achieve the vision and challenges identified as set out in Table B1.14.

Table B1.14: 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 [Argyll and Bute's] smaller rural communities.
That Argyll and Bute can adequately respond to the very different and changing needs of the 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 Argyll and Bute can create the best possible environment for competitive business, entrepreneurship and innovation to thrive without undermining the 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 the sustainable assets in terms of renewables, tourism, forestry, food and drink, including agriculture, fishing, aquaculture and whisky production.

Challenge	Objectives
That Argyll and Bute can successfully accommodate sustainable economic growth without harming our [Argyll and Bute's] outstanding environment.	To ensure the outstanding quality of the natural, historic and cultural environment is protected, conserved and enhanced.
That Argyll and Bute can deliver all our [Argyll and Bute's] housing needs in places where people want to live.	To meet our [Argyll and Bute's] future housing needs, including affordable, throughout Argyll and Bute.
That Argyll and Bute transport infrastructure is made easier and more appealing to use and Argyll and Bute, 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 [Argyll and Bute's] scarce resources, including our [Argyll and Bute's] existing infrastructure, vacant and derelict land and reduce consumption.
That Argyll and Bute 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 Argyll and Bute do and reduce our [Argyll and Bute's] carbon footprint.

Policy/ Strategy/ Themes

1.4.7 The policies set out in Table B1.15 are of relevance to the Access to Argyll and Bute (A83) SEA.

Table B1.15: 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"> <li>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;</li> <li>b) Does not protect, conserve or where possible enhance; <ul style="list-style-type: none"> <li>i. the established character and local distinctiveness of the landscape and seascape in terms of its location, scale, form and design; and</li> <li>ii. the "Dark Skies" status of the Isle of Coll.</li> </ul> </li> <li>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;</li> <li>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; and</li> <li>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 precautionary principle, consistent with Scottish Planning Policy. Development proposals are also expected to be consistent with all other LDP policies and SG where relevant.</li> </ul>
Policy LDP5 – Supporting the Sustainable Growth of Our Economy	Argyll and Bute Council will support the development of new industry and business which helps deliver sustainable economic growth throughout the area by:

Relevant Planning Policy	Summary of Policy
	<ul style="list-style-type: none"> <li>▪ Taking full account of the economic benefits of any proposed development;</li> <li>▪ 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</li> <li>▪ Focusing regeneration activity and promoting environmental enhancement; and by safeguarding existing industrial and business areas for employment uses.</li> </ul>
<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"> <li>▪ Rights of way and public access are safeguarded;</li> <li>▪ Public access within the development is delivered, as appropriate, ensuring that any special mobility and safety requirements are addressed;</li> <li>▪ Consideration is given to the promotion of access to adjoining areas, in particular to the foreshore, core path network and green network;</li> <li>▪ Integration of the development with existing and potential public transport is taken fully into account;</li> <li>▪ The proposed development is accessible by a range of modes of transport, including walking, cycling, public transport and car;</li> <li>▪ An appropriate standard of access is delivered to serve new developments, including off-site highway improvements where appropriate;</li> <li>▪ Maximum and minimum car parking standards are applied;</li> <li>▪ The location and design of new infrastructure is appropriate;</li> <li>▪ Standards for drainage, sewage, waste water and water supply are applied; and</li> <li>▪ New telecommunication proposals are encouraged where they comply with the criteria established in SG LDP TEL 1.</li> </ul> <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"> <li>a) Maximise the opportunity for local community benefit;</li> <li>b) Make efficient use of vacant and/or derelict land including appropriate buildings;</li> <li>c) Support existing communities and maximise the use of existing infrastructure and services;</li> <li>d) Maximise the opportunities for sustainable forms of design including minimising waste, reducing our carbon footprint and increasing energy efficiency;</li> <li>e) Avoid the use of locally important good quality agricultural land;</li> <li>f) Utilise public transport corridors and active travel networks;</li> <li>g) Avoid the loss of important recreational and amenity open space;</li> <li>h) Conserve and enhance the natural and built environment and avoid significant adverse impacts on biodiversity, natural and built heritage resources;</li> <li>i) Respect the landscape character of an area and the setting and character of settlements;</li> <li>j) Avoid places with significant risk of flooding, tidal inundation, coastal erosion or ground instability; and</li> <li>k) Avoid having significant adverse impacts on land, air and water environment.</li> </ol>

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

### Status

1.4.8 Proposed.

### Lifespan

1.4.9 2020-2025.

### Document Overview

1.4.10 The proposed Argyll and Bute Local Development Plan 2 (LDP2) sets out the intended 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 that is covered by the Loch Lomond and the Trossachs National Park, which has its own plan (see Section 1.5). The LDP2, once adopted, replaces the former Argyll and Bute LDP.

### Vision/ Aims/ Objectives

#### **Vision**

1.4.11 The LDP2 outlines a long-term vision for Argyll and Bute by 2030, and sets out a spatial strategy to support the delivery of the 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**

1.4.12 The Written Statement provides the following objectives to achieve this vision:

- **'High Quality Places** - 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** – 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** – 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** - Identify a range of allocations for community facilities and provide a flexible policy framework to bring forward appropriate community developments.
- **Homes for People** – Support the provision of a range of homes that meets the existing and future needs of all Argyll and Bute's 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** – *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.*

Policy / Strategy / Themes

- 1.4.13 The policies in the proposed LDP2 of relevance to the Access to Argyll and Bute (A83) SEA are summarised in Table B1.16.

Table B1.16: Argyll and Bute LDP2 Planning Policies

Relevant Planning Policy	Summary of Policy
Policy 04 – Sustainable Development	Developers are required to demonstrate sustainable development principles outlined within the policy.
Policy 05 – Design and Placemaking	Proposals should meet, where possible, the placemaking principles outlined within the policy.
Policy 06 – Green Infrastructure	Non householder developments are required to adequately demonstrate how green infrastructure has been incorporated into the design of the proposal.
Policy 15 – Supporting the Protection, Conservation and Enhancement of Our Historic Built Environment	Development proposals will not be accepted if they negatively impact upon the character of the historic built environment and any cumulative impacts should be avoided.
Policy 16 – Listed Buildings Policy 17 – Conservation Areas Policy 18 – Enabling Development Policy 19 – Scheduled Monuments Policy 20 – Gardens and Designed Landscapes Policy 21 – Sites of Archaeological Importance	Policies 16 to 21 provide detailed policy on the management of designated historic assets supplementing Policy 15.
Policy 32 – Active Travel	Policy 32 requires active travel and recreation to be integrated in developments from the start of the wider design process, in addition to requirements of developments to safeguard and integrate with active travel networks and rights of way.
Policy 33 – Public Transport	Developments are required to utilise existing or potential public transport corridors and should be strategically located in relation to public transport accessibility.
Policy 35 – Design of New and Existing, Public Roads and Private Access Regimes	New developments must consider design and place making principles in relation to street design, including setting, layout and design.
Policy 42 – Safeguarding Piers, Ports and Harbours	Developments located within harbour, port and pier locations must not adversely affect the commercial viability or operation of the facility for marine related uses and that necessity of location has been considered.
Policy 55 - Flooding	Policy 55 outlines the assessment undertaken by the local authority in determining a development in cases of location within a functional flood plain and where a redevelopment is within a built-up area at risk of flooding.
Policy 56 – Land Erosion	Policy 56 outlines developments within land erosion risk areas which would be resisted by the local authority.
Policy 59 – Water Quality and the Environment	Policy 59 outlines the assessment criteria for developments that could affect the water environment. Impacts are not permitted by the local authority unless it can be demonstrated that impacts can be fully mitigated.



Relevant Planning Policy	Summary of Policy
Policy 70 – Development Impact on National Scenic Areas (NSA's)	Policies 70 to 72 are in relation to development environmentally designated sites and provide relevant criteria which would result in developments being resisted by the local authority.
Policy 71 – Development Impact on Local Landscape Areas (LLA)	
Policy 72 – Development Impact on Areas of Wild Land	
Policy 73 – Development Impact on Habitats, Species and Biodiversity	Policy 73 outlines legislation relevant to habitat, species and biodiversity protection which will be considered when determining a development.
Policy 74 – Development Impact on Sites of International Importance Policy 75 – Development Impact on Sites of Special Scientific Interest (SSSIs) and National Nature Reserves Policy 76 – Development Impact on Local Nature Conservation Sites (LNCS)	Policies 74 to 76 provide criteria for developments which could affect designated sites listed within the policies.
Policy 77 – Forestry, Woodland and Trees Policy 78 – Woodland Removal	Policy 77 provides criteria for developments which could have an impact on trees, woodland and forestry. In the case where woodland removal is required Policy 78 requires justification for why it would not be possible to retain woodland.
Policy 79 – Protection of Soil and Peat Resources	Policy 79 provides criteria for development which could have adverse effects on soil resources/functions or peat structure.
Policy 80 – Geodiversity	Policy 80 outlines criteria for development that would have a significant adverse effect on non-designated Geological Conservation Review Sites or Local Geodiversity Sites.
Policy 82 – Contaminated Land	Policy 82 states that developments which are proposed at contaminated sites a required to undertake contaminated land assessment and implement remediation measures.
Policy 83 – Safeguarding Agricultural and Croft Land	Policy 83 expects applicants to demonstrate how development has sought to minimise loss of agricultural land and outlines criteria where development will not be supported.

### Argyll and Bute Outcome Improvement Plan (Argyll and Bute Council 2013)

#### Status

- 1.4.14 Published 2013 and currently in use.

#### Lifespan

- 1.4.15 10 years (2013-2023).

#### Document Overview

- 1.4.16 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.

#### Vision / Aims / Objectives

- 1.4.17 The Improvement Plan outlines six long term outcomes to achieve the plan's overall objective of 'Argyll and Bute's economic success is built on a growing population' (p.12). Of relevance to the Access to Argyll and Bute (A83) SEA, Outcome 2 states that Argyll and Bute 'will have infrastructure that supports sustainable growth (p.16) and how success of this outcome will be measured in 10 years:

*'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; and*
- *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.'* (p.16)

#### Policy / Strategy / Themes

##### **Expected progress in 3 years**

- 1.4.18 When the plan was adopted in 2013, the following improvements were expected to be made within three 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.

#### Problems / Opportunities

1.4.19 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 (Argyll and Bute) 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.’ (p.11).*

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

Status

1.4.20 Published 2019 and currently in use.

Policy Lifespan

1.4.21 4 years (2019-2023).

Document Overview

1.4.22 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.

Vision / Aims / Objectives

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

1.4.24 To achieve this vision the strategy sets out three key themes, each of which has 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.

1.4.25 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 consist of:

- *'Improved connectivity for residents/visitors;*
- *Improved reliability and access for goods/services e.g. Whisky/Aquaculture products;*
- *Improved safety and resilience on the strategic routes; and*
- *Improved reliability and access for employment.'* (p.6)

Policy/ Strategy / Themes

1.4.26 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 B1.17.

Table B1.17: 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 Argyll and Bute's Rural Growth Deal that supports the growth of the economy	UK & Scottish Government; Transport Scotland; SPT; Hitrans; Abellio; Scotrail.	2019

### Argyll and Bute Council Rural Growth Deal (Argyll and Bute Council, 2018a)

#### Status

- 1.4.27 Published 2018 and currently in use.

#### Lifespan

- 1.4.28 The rural growth deal programme is to be delivered over a 10 – 15-year period.

#### Document Overview

- 1.4.29 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. 'Heads of Terms' were agreed between Argyll and Bute Council and the UK and Scottish Governments in February 2021, which sets out the general areas of investment to be delivered over a 10-15 year period.

#### Policy/ Strategy / Themes

- 1.4.30 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.'* (p.3)

#### Interventions / Delivery Plans / Proposals

- 1.4.31 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 (whisky, 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.

**Argyll and Bute Council National Transport Strategy Review (Argyll & Bute Council 2018b)**

Document Overview

- 1.4.32 Argyll and Bute Council conducted a review of the 2006 National Transport Strategy (NTS) and refreshed NTS (2016) to provide recommendations to help inform the National Transport Strategy 2 (NTS2).

Problems / Opportunities

- 1.4.33 Table B1.18 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 PPS review has only included road transport priorities which are relevant to the scope of the SEA.

Table B1.18: Argyll and Bute Council NTS Review Priorities

<b>Top Transport Priorities for Argyll and Bute to support economic growth and social inclusion</b>	<b>Issue</b>	<b>Action</b>
<b>Roads</b>		
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"> <li>▪ Strone point (Underway)</li> <li>▪ Erines</li> <li>▪ Dunderave</li> <li>▪ Balmore Rd. Tarbert - need for an enhanced substantial capital/maintenance programme to tackle roads vulnerability to accident, flood and frost damage.</li> </ul>
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.
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.

Top Transport Priorities for Argyll and Bute to support economic growth and social inclusion	Issue	Action
<b>Roads</b>		
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	Argyll and Bute’s local road network is a key economic and social driver for the area impacting all of the 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.

### Argyll and Bute Council Single Investment Plan (Argyll and Bute Council 2017)

#### Status

- 1.4.34 Published 2017 and currently in use.

#### Lifespan

- 1.4.35 Not defined.

#### Document Overview

- 1.4.36 The Single Investment Plan (SIP) for Argyll and Bute has been developed to align future infrastructure investment with strategic economic priorities to help drive a step change in economic activity in the area.
- 1.4.37 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.
- 1.4.38 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.
- 1.4.39 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.

#### Interventions / Delivery Plans / Proposals

##### *Strategic Infrastructure Projects – National Level*

- 1.4.40 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).



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

Status

1.4.41 Published 2011 and currently in use.

Lifespan

1.4.42 The vision is for 20 years.

Document Overview

1.4.43 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 1.4). It also aligns with the Scottish Government’s woodland target of 25% woodland cover in Scotland by 2050.

Vision / Aims / Objectives

1.4.44 The vision of the strategy 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).*

Policy / Strategy / Themes

1.4.45 The Strategy outlines Strategic Priorities, which align with the Scottish Forestry Strategy themes, in order to achieve the vision. These are set out in Table B1.19 below.

Table B1.19: Argyll and Bute Woodland and Forestry Strategy Themes and Strategic Priorities

Scottish Forestry Strategy Themes	Strategic Priorities
Climate Change	<ul style="list-style-type: none"> <li>▪ CC1 - Encourage the net expansion of woodland cover in Argyll and Bute in order to further contribute to national targets for carbon sequestration;</li> <li>▪ CC2 - Support development of biomass sector as a locally available, low carbon and cost-effective source of heat and power;</li> <li>▪ 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;</li> <li>▪ CC4 - Support ongoing efforts to reduce the sector’s dependence on fossil fuels;</li> <li>▪ CC5 - Encourage robust protection of peat soils to maintain their value as carbon stores;</li> <li>▪ CC6 - Ensure that woodland and forest expansion and management takes account of the need to adapt to a changing climate; and</li> <li>▪ CC7 - Support the role of woodland in contributing to climate change adaptation strategies.</li> </ul>
Timber	<ul style="list-style-type: none"> <li>▪ T1 - Encourage the net expansion of woodland cover in Argyll and Bute in order to further contribute to national targets for woodland cover;</li> <li>▪ T2 - Ensure woodland expansion/restocking for timber production occurs in areas where appropriate timber transport solutions can be secured;</li> </ul>

Scottish Forestry Strategy Themes	Strategic Priorities
	<ul style="list-style-type: none"> <li>▪ T3 - Encourage greater use of locally produced timber and wood products in Argyll and Bute; and</li> <li>▪ 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.</li> </ul>
Business Development	<ul style="list-style-type: none"> <li>▪ BD1 - Work with timber producers and local businesses to add and retain value to the timber product within Argyll and Bute;</li> <li>▪ BD2 - Work with land managers to expand woodland cover in agricultural areas where appropriate, thereby contributing to diversification of the rural economy;</li> <li>▪ BD3 - Further develop woodlands' contribution to tourism and recreation in Argyll and Bute;</li> <li>▪ 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;</li> <li>▪ 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; and</li> <li>▪ 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.</li> </ul>
Community Development	<ul style="list-style-type: none"> <li>▪ CD1 - Support further community involvement in the ownership and management of woodlands, and in the creation of woodland based educational and social enterprises;</li> <li>▪ 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; and</li> <li>▪ CD3 - Continue to support meaningful community and stakeholder engagement in woodland planning and management processes.</li> </ul>
Access and Health	<ul style="list-style-type: none"> <li>▪ AH1 - Further develop the role of woodlands and forests in contributing to outdoor access and recreation; and</li> <li>▪ AH2 - Promote the health, educational social benefits that woodland and forests can bring for both local people and visitors to Argyll and Bute.</li> </ul>
Environmental Quality	<ul style="list-style-type: none"> <li>▪ 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; and</li> <li>▪ EQ2 - Manage woodlands to conserve and enhance Argyll and Bute's landscape and cultural heritage and people's appreciation and enjoyment of them.</li> </ul>
Biodiversity	<ul style="list-style-type: none"> <li>▪ BIO1 - Support the improvement in condition of Argyll and Bute's woodland SSSIs to at least 'recovering' status;</li> <li>▪ BIO2 - Support the management and restoration of semi-natural woodland habitats;</li> <li>▪ BIO3 - Support the identification, safeguarding and gradual restoration of Plantations on Ancient Woodland Sites (PAWS), in line with UKFS and FCS policy;</li> <li>▪ BIO4 - Support the control of invasive species where these threaten seminatural woodland habitats and wider woodland biodiversity;</li> <li>▪ BIO5 - Support the agricultural community in maintaining and enhancing the biodiversity value of the woodland habitats in their care;</li> <li>▪ BIO6 - Support the delivery of woodland-related Species Action Framework programme;</li> <li>▪ 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;</li> <li>▪ BIO8 - Ensure that woodland expansion and management make a positive contribution to Argyll's biodiversity and people's understanding and appreciation of it; and</li> <li>▪ BIO9 - Ensure that woodland expansion and management protect and enhance internationally, nationally and locally important habitats and species.</li> </ul>

**Argyll and Bute Council Biodiversity Duty Action Plan 2016-2021 (Argyll and Bute Council 2015b)**

Status

- 1.4.46 Published 2015 and currently in use.

Lifespan

- 1.4.47 2016-2021.

Document Overview

- 1.4.48 The Biodiversity Duty Action Plan outlines the actions required for Argyll and Bute Council to meet their obligations under the Nature Conservation (Scotland) Act 2004 and contribute to the Scottish Governments' Biodiversity Triannual Reporting under the Wildlife and Natural Environment (Scotland) Act 2011.

Vision / Aims / Objectives

- 1.4.49 The plan does not provide a vision but emphasises the importance of the natural environment/ biodiversity to the economy and quality of life, with the following benefits:
- *'Our natural world contributes to our health and wellbeing through providing relaxation, enjoyment and inspiration;*
  - *Biodiversity helps to mitigate the effects of climate change through locking-up carbon, providing low-carbon sources of energy and moderating temperature extremes;*
  - *Our natural environment provides services such as flood defence and catchment management, filtering of wastewater and polluted air, productive soils;*
  - *Biodiversity provides the basic necessities of food and medicines and the raw materials for building and industry;*
  - *Nature underpins the tourism and recreation sectors; and*
  - *Biodiversity is central to the complex web of life. The vital public services that the natural world provides make it imperative to conserve and enhance biodiversity now and for future generations.'* (p.3)

Policy / Strategy / Themes

- 1.4.50 The action plan is split into seven themes, as follows:
- Legal;
  - Planning
  - Economic Development;
  - Asset Management;
  - Information;
  - Community Engagement; and
  - Education.

1.4.51 The themes are linked to the following outcomes:

- *'Outcome 1 – Biodiversity action to maintain and enhance within a range of developments – this includes good practice within planning, infrastructure, mineral extraction and where appropriate within the Argyll and Bute Council estate;*
- *Outcome 2 – Sustainable management of our biodiversity – for consistency to meet both social and economic needs in terms of usage and enjoyment of Argyll and Bute's natural resources i.e. Clean air, potable water, soil, native flora and fauna;*
- *Outcome 3 – Biodiversity contributing to community and economic benefits – education (formal, informal and lifelong learning), social inclusion, contributing to sustainable economic development, health and wellbeing and community cohesion;*
- *Outcome 4 – Conservation management for future-proofing biodiversity – this includes environmental activities to management climate change.'* (p.6).

1.4.52 The Biodiversity Action Plan takes cognisance of the Single Outcome Agreement, which presents the following long-term outcomes:

- *'The economy is diverse and thriving;*
- *We (Argyll and Bute) have infrastructure that supports sustainable growth;*
- *Education, skills and training maximises opportunities for all;*
- *Children and young people have the best possible start;*
- *People live active, healthier and independent lives; and*
- *People live in safer and stronger communities.'* (p.6).

**Argyll and Bute Indicative Regional Spatial Strategy (Argyll and Bute Council 2020)**

Status

1.4.53 Indicative.

Lifespan

1.4.54 Not defined.

Document Overview

1.4.55 The Argyll and Bute Indicative Regional Spatial Strategy has been prepared by Argyll and Bute Council to inform the preparation of the NPF4. The area covered by the Strategy excludes the area covered by the Loch Lomond and the Trossachs National Park which will have its own iRSS. This iRSS includes high level issues and projects which are deemed important in the preparation of national and regional proposals within NPF4.

Vision / Aims / Objectives

1.4.56 The vision for Argyll and Bute Council area for 2030 and beyond is that:

*'Argyll and Bute is an economically diverse and successful areas 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.4).*

1.4.57 The following areas are identified as themes for focus within the Strategy:

- *Community Wealth Building;*
- *Delivering Homes;*
- *Improving Connectivity;*
- *Climate Change;*
- *Covid-19; and*
- *Growth Areas.*

Policy / Strategy / Themes

1.4.58 The strategy is split into growth corridors within the Argyll and Bute area with priorities identified for each, as outlined in Table B1.20:

Table B1.20: Argyll and Bute Growth Corridors and Priorities

Growth Corridor	Priorities for the delivery of strategic development
Tobermory-Oban-Dalmally Growth Corridor	<ul style="list-style-type: none"> <li>▪ Tobermory-Oban-Dalmally-Connectivity;</li> <li>▪ Oban/Dunbeg – Growth Node;</li> <li>▪ Renewable Energy and Pumped Storage (Cruachan Dam);</li> <li>▪ Food and Drink;</li> <li>▪ Tourism; and</li> <li>▪ Tobermory, Isle of Mull.</li> </ul>
Helensburgh and Lomond Growth Area	<ul style="list-style-type: none"> <li>▪ Helensburgh and Lomond – Connectivity;</li> </ul>

Growth Corridor	Priorities for the delivery of strategic development
	<ul style="list-style-type: none"> <li>▪ Helensburgh – Growth Node; and</li> <li>▪ Tourism – A Great Place to Visit.</li> </ul>
Argyll and Bute Western Seaboard	<ul style="list-style-type: none"> <li>▪ Delivering Very Remote Rural and Island Homes;</li> <li>▪ Growing the Remote Rural and Island economy;</li> <li>▪ Network of Main Towns and Key Rural Settlements;</li> <li>▪ Community Wealth Building;</li> <li>▪ Renewable Energy;</li> <li>▪ Food and Drink;</li> <li>▪ Tourism;</li> <li>▪ Improving Accessibility, Safety and Resilience; and</li> <li>▪ Spaceport.</li> </ul>

1.4.59 Of relevance to the Access to Argyll and Bute (A83) SEA, the Strategy identifies a permanent solution to the A83 Rest and Be Thankful in both the short and long term as a priority. It is stated that disruption on the A83 has knock-on effects to other services such as lifeline ferry services to the islands as a result of longer diversions, which in turn also results in decreased safety in road safety.

## 1.5 Local PPS - Loch Lomond and the Trossachs National Park

### Loch Lomond and The Trossachs National Park Local Development Plan 2017-2021 (Loch Lomond and The Trossachs National Park Authority 2016)

#### Status

1.5.1 Adopted.

#### Lifespan

1.5.2 2017-2021.

#### Document Overview

1.5.3 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, visit and experience, providing planning policies which can be used to determine planning applications.

#### Vision / Aims / Objectives

1.5.4 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 internationally 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.’ (p.10).*

#### Policy / Strategy / Themes

1.5.5 The policies contained within Table B1.21, 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 B1.21: Loch Lomond and the Trossachs National Park LDP Planning Policies

Relevant Planning Policy	Summary of Policy
Overarching Policy 1 – Strategic Principles	Overarching Policy 1 – requires developments to contribute to the National Park achieving the four aims outlined by Scottish Planning Policy <ul style="list-style-type: none"> <li>▪ A successful, sustainable place;</li> <li>▪ A low carbon place;</li> <li>▪ A natural resilient place; and</li> <li>▪ A more connected place.</li> </ul>
Overarching Policy 2 – Development Requirements	Overarching Policy 2 requires development proposals to not conflict with nearby land uses and where relevant, must address requirements under the following headings: <ul style="list-style-type: none"> <li>▪ Landscape &amp; Visual Amenity;</li> <li>▪ Amenity and Environmental Effects;</li> <li>▪ Historic Environment;</li> </ul>

Relevant Planning Policy	Summary of Policy
	<ul style="list-style-type: none"> <li>▪ Natural Environment;</li> <li>▪ Sustainable Travel;</li> <li>▪ Safe Access and Parking;</li> <li>▪ Visitor and Recreational Experience;</li> <li>▪ Design &amp; Placemaking;</li> <li>▪ Social Wellbeing and Economic Vitality; and</li> <li>▪ Climate Friendly Design.</li> </ul>
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	Transport Policy 2 requires all development proposals to make a positive contribution towards encouraging safe, sustainable travel and improving active travel options throughout the Park by enabling opportunities for sustainable transport modes, access and opportunities for water transport, modal change from private car to sustainable transport and new and improved links to existing and proposed walking and cycling routes.
Natural Environment Policy 1: National Park Landscapes, Seascape and Visual Impact	Natural Environment Policy 1 requires development to protect the special landscape qualities of the National Park in accordance with The Special Landscape Qualities of Loch Lomond & The Trossachs National Park. Development proposals are required to be sympathetic to their setting and minimise visual impact, including areas of wild land character and wild land areas.
Natural Environment Policy 2: European sites – Special Areas of Conservation and Special Protection Areas	Natural Environment Policies 2 and 3 seek to protect European sites and environmentally designated sites and provides criteria for permitting development.
Natural Environment Policy 3: Sites of Special Scientific Interest, National Nature Reserves and Ramsar Sites	
Natural Environment Policy 4: Legally Protected Species	Natural Environment Policies 4 and 5 seek to protect legally protected species listed under schedules 2, 3 and 4 of the Conservation (Natural Habitats &c.) Regulations 1994, in addition to habitats or species identified in the National Park Biodiversity Action Plan.
Natural Environment Policy 5: Species and Habitats	
Natural Environment Policy 6: Enhancing Biodiversity	Policy 6: Enhancing Biodiversity requires developments to enhance biodiversity.
Natural Environment Policy 7: Protecting Geological Conservation Review Sites	Development that affects a Geological Conservation Review Site will only be permitted where it is demonstrated that: (a) There is an overall enhancement of the site for the reasons it was identified, or (b) There is no adverse effect on the site that would compromise the objectives and overall integrity of the identified area; or (c) Any adverse effects on the qualities for which the area has been identified are clearly outweighed by social or economic benefits of national importance. Sites of geological importance in the National Park identified through future research and audit will be recognised and appropriately protected from any significant adverse effects.
Natural Environment Policy 8: Development Impacts on Trees and Woodlands	Natural Environment Policies 8 and 9 seek to protect ancient, long-established plantation, semi-natural woodland unless developments can justify overriding public benefits that outweigh the loss of woodland habitat. Where developments are anticipated to affect trees or woodland adjacent to the site, measures should be undertaken to identify trees to be retained and adequately protected.
Natural Environment Policy 9: Woodlands on or adjacent to development sites	



Relevant Planning Policy	Summary of Policy
Natural Environment Policy 10: Protecting Peatlands	Policy 10: Protecting Peatlands requires developments to avoid unnecessary disturbance of peat and carbon-rich soils.
Natural Environment Policy 11: Protecting the Water Environment	Policy 11 requires developments to result in no significant adverse impacts on the water environment through a series of criteria.
Natural Environment Policy 13: Flood Risk	Policy 13 requires developments to comply with the Flood Risk Framework as defined in Scottish Planning Policy or other national planning guidance, relevant flood risk management strategies and local flood risk management plans. The policy also outlines criteria for developments to be granted planning permission.
Historic Environment Policy 1: Listed Buildings	Historic Environment Policies 1-8 provide detailed policy on the management of designated historic assets.
Historic Environment Policy 2: Conservation Areas	
Historic Environment Policy 3: Wider Built Environment and Cultural Heritage	
Historic Environment Policy 4: Gardens and Designed Landscapes	
Historic Environment Policy 6: Scheduled Monuments and other Nationally Important Archaeological Sites	
Historic Environment Policy 7: Other Archaeological Resources	
Historic Environment Policy 8: Sites with Unknown Archaeological Potential	

**Loch Lomond & the Trossachs National Park Partnership Plan (Loch Lomond & the Trossachs 2018b)**

Status

1.5.6 Published 2018 and currently in use.

Lifespan

1.5.7 2018-2023.

Document Overview

1.5.8 The Loch Lomond & the Trossachs National Park Partnership Plan outlines the vision for the National Park and how the local authority as well as other relevant authorities are involved in achieving this vision.

Vision / Aims / Objectives

1.5.9 The Plan sets out a vision for the '*National Park to be an internationally-renowned landscape where...*

- *Conservation & Land Management – Nature, heritage and land are valuable assets, managed and enhanced to provide multiple benefits for all;*
- *Visitor Experience – There is a high quality, authentic experience for people from all backgrounds. There are many opportunities to enjoy recreation activities and appreciate the area's outstanding natural and cultural heritage within an international-renowned landscape; and*
- *Rural Development – Business and communities thrive and people live and work sustainably in a high quality environment. (pg. 6-7).*

Policy / Strategy / Themes

1.5.10 Each aspect of the vision has allocated outcomes that the Plan seeks to achieve, as set out in Table B1.22.

Table B1.22: Loch Lomond & the Trossachs National Park Partnership Plan Vision and Outcomes

Vision	Outcomes
Conservation & Land Management	<ul style="list-style-type: none"> <li>▪ Outcome 1: Natural Capital – The Park's natural resources are enhanced for future generations: important habitats are restored and better connected on a landscape scale;</li> <li>▪ Outcome 2: Landscape Qualities – The Park's special landscape qualities and sense of place are conserved and enhanced with more opportunities to enjoy and experience them;</li> <li>▪ Outcome 3: Climate Change – The natural environment of the Park is better managed to help mitigate and address the impacts of climate change; and</li> <li>▪ Outcome 4: Land Partnerships – New Landscape-scale partnerships deliver better integrated management of the land and water environment, providing multiple benefits for nature and people.</li> </ul>
Visitor Experience	<ul style="list-style-type: none"> <li>▪ Outcome 5: Recreation Opportunities – The National Park has a wide variety of well promoted and managed outdoor recreation opportunities providing for a range of abilities and interests;</li> <li>▪ Outcome 6: Water Recreation – There are more opportunities to enjoy water-based recreation and sporting activities across the Park's lochs, rivers and coasts while maximising safety for all users and protecting the quality of water environments;</li> </ul>

Vision	Outcomes
	<ul style="list-style-type: none"> <li>▪ Outcome 7: Visitor Economy – The Park’s visitor economy is thriving with more businesses and organisations working together to create a world-class destination;</li> <li>▪ Outcome 8: Visitor Management – The most popular parts of the National Park which experience pressures are managed to ensure that the quality of environment, visitor experience and community life are protected and enhanced; and</li> <li>▪ Outcome 9: Health &amp; Learning – People from a wider range of backgrounds are enjoying, valuing and helping manage the National Park. It is used more as a place for people to realise the personal health and wellbeing benefits of connecting with nature and being active in the outdoors.</li> </ul>
Rural Development	<ul style="list-style-type: none"> <li>▪ Outcome 10: Placemaking – The National Park’s towns, villages and countryside are enhanced with investment in the built and historic environment, public spaces and infrastructure;</li> <li>▪ Outcome 11: Sustainable Growth – The rural economy has been strengthened through sustainable business growth and diversification;</li> <li>▪ Outcome 12: Sustainable Population – Population decline is being addressed by attracting and retaining more skilled working age and young people within the National Park and the development of a better range of housing options; and</li> <li>▪ Outcome 13: Community Empowerment – The Park’s communities are supported to influence and deliver actions that improve their quality of life and place.</li> </ul>

1.5.11 Of relevance to the Access to Argyll and Bute (A83) SEA, the Conservation and Land Management component of the vision states that the LLTNPA will support projects *‘that enhance opportunities to enjoy landscapes, particularly along major transport routes and around settlements, including implementing a strategically planned and designed upgrade to the A82 between Tarbet and Inverarnan , and continuing to review landslip management measures on the A83 at the Rest and be Thankful’* (p.30). In addition, in support of Outcome 11 (Sustainable Growth) the Plan identifies the importance of adapting to climate change due to the adverse impacts that weather can have on key transport infrastructure including the A83 at the Rest and Be Thankful.

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

Status

1.5.12 Published 2018 and currently in use.

Lifespan

1.5.13 2018-2023.

Document Overview

1.5.14 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.

1.5.15 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.

Vision / Aims / Objectives

1.5.16 The main objective of Wild Park is to set out how the National Park will tackle 'Key Environmental Threats', which are detailed in Table B1.23.

Table B1.23: Key Environmental Threats identified in Wild Park

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 the 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.

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

Policy / Strategy / Themes

1.5.18 The Biodiversity Action Plan does not state any explicitly policy actions and instead focuses on the four Key Environmental Threats which are noted in Table B1.23.

**Loch Lomond & the Trossachs National Park – Trees and Woodland Strategy 2019-2039 (Loch Lomond & the Trossachs National Park 2019a)**

Status

- 1.5.19 Published 2019 and currently in use.

Lifespan

- 1.5.20 2019-2039.

Document Overview

- 1.5.21 Loch Lomond and the Trossachs National Park Trees and Woodland Strategy sets the vision for trees and woodland protection and enhancement over a 20-year period. The strategy identifies trees and woodlands as important in tackling climate change and the biodiversity crisis in the National Park.

Vision / Aims / Objectives

- 1.5.22 The vision outlined with the strategy is:

*'for the trees, woodlands and forests of the National Park to flourish and to expand, providing future generations with sustainable environmental, social and economic benefits from nature' (p.15).*

- 1.5.23 The Strategy sets seven strategic objectives:

- *'Increasing woodland cover to help tackle biodiversity loss and the global climate emergency;*
- *Improving woodland condition and diversifying woodland management;*
- *Protecting and enhancing the landscape;*
- *Maintaining and enhancing economic sustainability through forestry-related skills and business development;*
- *Promoting cooperative woodland management and creation as part of an integrated land management approach;*
- *Improving community empowerment and resilience through active engagement in woodland management; and*
- *Encouraging and promoting public access to woodlands for recreation and improving people's quality of life.' (p.6).*

Policy / Strategy / Themes

- 1.5.24 The strategy outlines guidance for protecting existing woodland and woodland creation proposals, to achieve the strategies objectives:
- Landscape integration and Special Landscape qualities – the strategy provides guidance on how to design forestry proposals that enhance and protect Special Landscape Qualities;
  - Habitat enhancements – the strategy provides guidance on expanding woodland habitat networks in order to protect flagship species;
  - Integrating woodland with other land use – guidance is provided for integrating other land uses to maximise the potential of the National Park;
  - Social and rural economic development – the strategy highlights opportunities for economic expansion whilst protecting woodland; and

- Woodlands and people – the strategy identifies the importance of tourism and outdoor recreation activities for the park and seeks to encourage responsible public use of woodland and the park.

**Loch Lomond & the Trossachs National Park Outdoor Recreation Delivery Plan (Loch Lomond & the Trossachs National Park 2019b)**

Status

1.5.25 Draft.

Lifespan

1.5.26 5 years from adoption.

Document Overview

1.5.27 The Loch Lomond & the Trossachs National Park Outdoor Recreation Delivery Plan builds on the 2013-17 Outdoor Recreation Plan, with the plan seeking to improve recreation opportunities for everyone with the added benefits of improving the health and wellbeing of people, and in response to the Climate Change Emergency. As such, the plan is orientated around the commitments of *Inclusion, Health and Wellbeing* and *Efforts to tackle the Global Climate Emergency* (p.5).

Vision / Themes / Initiatives

1.5.28 As set out in Table B1.24, the Plan focuses on six overarching themes, each with a vision and priority initiatives, that the National Park aims to achieve:

Table B1.24: Loch Lomond & the Trossachs National Park Outdoor Recreation Delivery Plan Themes/Vision/Initiatives

Plan Theme	Vision	Priority Initiatives
A Park for All	The National Park is a place where everyone feels welcome, confident and well informed about outdoor recreation.	<ul style="list-style-type: none"> <li>▪ Promote and protect the public’s right to responsible access and remove barriers where they exist;</li> <li>▪ Promote a National Park Access Panel and Ambassador Programme;</li> <li>▪ Creative, effective and sustainable path monitoring and maintenance programmes; and</li> <li>▪ ‘Step into the Park’ initiative to develop, promote and celebrate entrance-level outdoor recreation opportunities.</li> </ul>
Active and Vibrant Places	The National Park’s towns and villages are designed to allow people who live, work and visit here to enjoy and promote active lifestyles.	<ul style="list-style-type: none"> <li>▪ Develop Aberfoyle and the Trossachs as an internationally recognised Active Tourism destination;</li> <li>▪ Promote a National Park Active and Sustainable Travel Forum;</li> <li>▪ Develop the first ‘Bike and Hike Life’ assessment of cycling and walking development within the National park; and</li> <li>▪ Support the development of outdoor activity hubs at key locations.</li> </ul>
Happy and Healthy People	The National Park offers physical and mental health benefits to all who come here.	<ul style="list-style-type: none"> <li>▪ Vale of Leven Outdoor Health Partnership;</li> <li>▪ Promote National Park sport, recreation and lifestyle partnerships;</li> <li>▪ Continued development of the Walk in the Park programme; and</li> <li>▪ National Park Daily Mile Programme.</li> </ul>
Connecting Places	The National Park has a connected network of strategic paths and waterways to be explored and enjoyed by all.	<ul style="list-style-type: none"> <li>▪ Continue to develop the National Walking and Cycling Network within and around the National Park;</li> </ul>

Plan Theme	Vision	Priority Initiatives
		<ul style="list-style-type: none"> <li>▪ Enhanced public transport hubs and services that connect with active travel and tourism networks around the National Park; and</li> <li>▪ Develop a Mobility as a Service pilot programme providing single ticket journeys and itineraries across the National Park.</li> </ul>
Exploring Further	The National Park provides an exciting range of outdoor activity opportunities for everyone to learn about, experience and value the wild landscapes.	<ul style="list-style-type: none"> <li>▪ Protect and improve Scotland’s Great Trails within the National Park;</li> <li>▪ Reconnect people with cultural heritage through historic glen routes, coffin roads, drovers and pilgrim routes and hill lochs;</li> <li>▪ Develop a suite of full-day route cards and itineraries; and</li> <li>▪ Woodland and forests which maximise the opportunities for exploration and escape.</li> </ul>
Coasts and Water	The National Park is renowned for exceptional coasts, lochs and rivers which are loved, celebrated and respected.	<ul style="list-style-type: none"> <li>▪ Promote a National Park which “Into the Water” infrastructure programme;</li> <li>▪ Develop and promote high quality paddle sport and boating itineraries;</li> <li>▪ Promote integration of open water swimming lessons into Active Schools Programme; and</li> <li>▪ Development of blue space and blue health projects.</li> </ul>



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