



Argyll and Bute Council – Development Management

Pre Application Advice Report

9th January 2020

Reference:	19/01999/PREAPP
Proposed Development:	Pre Application Enquiry - proposed new rock armour stone breakwater for Iona and Fionnphort
Site Address:	Iona Slipway, Isle of Iona, Argyll and Bute



The information represents the informal view of the planning officer and is given without prejudice to the outcome of any planning application submitted in respect of the above development.



Permissions Required

- Planning permission

Type of Application

- Local Application

EIA Scoping/Screening Required

- Yes, EIA screening is required

Pre Application Consultation Required

- No

Site Visit Undertaken

- No

Local Development Plan Policies

- LDP STRAT 1 – Sustainable Development

The Settlement and Spatial Strategy

- LDP DM1 – Development within the Development Management Zones

Protection, Conserving and Enhancing our Outstanding Environment Together

- LDP 3 – Supporting the Protection, Conservation and Enhancement of our Environment
- LDP 4 – Supporting the Sustainable Development of our Coastal Zone

Creating a Sustainable and Growing Economy Together

- LDP 5 – Supporting the Sustainable Growth of Our Economy

Strengthening Our Communities Together

- LDP 8 – Supporting the Strength of our Communities
- LDP 9 – Development Setting, Layout and Design

Maximising Our Resources and Reducing Consumption Together

- LDP 10 – Maximising our Resources and Reducing our Consumption

Improving Our Connectivity and Infrastructure Together

- LDP 11 – Improving our Connectivity and Infrastructure

Local Development Plan – Supplementary Guidance Policies



Natural Environment

- SG LDP ENV 1 – Development Impact of Habitats, Species and Our Biodiversity (i.e. biological diversity)
- SG LDP ENV 2 - Development Impact on European Sites

Landscape and Design

- SG LDP ENV 13 –Development Impact on Areas of Panoramic Quality (APQs)
- SG LDP ACE 1 – Area Capacity Evaluation

Historic Environment and Archaeology

- SG LDP ENV 16(a) – Development Impact on Listed Buildings
- SG LDP ENV 17 –Development in Conservation Areas and Special Built Environment Areas
- SG LDP ENV 19 –Development Impact on Scheduled Ancient Monuments
- SG LDP ENV 20 – Development Impact on Sites of Archaeological Importance

Coastal Development

- SG LDP CST 1 – Coastal Development
- SG LDP TRAN 8 – Piers and Harbours

Bad Neighbour Development

- SG LDP BAD 1 – Bad Neighbour Development

Sustainable Siting and Design

- SG LDP Sustainable - Sustainable Siting and Design Principles

Resources and Consumption

- SG LDP SERV 5(b) – Provision of Waste Storage and Collection Facilities within New Development
- SG LDP SERV 5(c) – Safeguarding Existing Waste Management Sites

Addressing Climate Change

- SG LDP SERV 7 – Flooding and Land Erosion – The Risk Framework for Development
- SG LDP CC 1 – Climate Change and Sustainable Buildings
- SG LDP Sust Check – Sustainability Checklist

Transport (including core paths)

- SG LDP TRAN 1 – Access to the Outdoors
- SG LDP TRAN 3 – Special Needs Access Provision
- SG LDP TRAN 4 – New and Existing, Public Roads and Private Access Regimes
- SG LDP TRAN 6 –Vehicle Parking Provision

Other Relevant Material Considerations

Scottish Planning Policy (SPP) 2014
National Marine Plan



Planning History

N/A

Known Constraints

SEPA Coastal Flood Risk Zone
Area of Panoramic Quality (APQ)
HSE Trigger Zone
Archaeology
SEPA Waste Water Drainage Consultation Area
Special Area of Conservation (SAC)
Conservation Area

Advice

The proposal comprises of the construction of two new breakwaters; one at Fionnphort and one on Iona. A feasibility study has been carried out by ByrneLooby which identified a number of options. The preferred options are Option 5 at Fionnphort and Option 1B at Iona.

The development is required to address the following issues:

Fionnphort

- No overnight berthing available. Ferry operators are required to berth the vessel at Bull Hole, which requires access via dinghy at the start and end of operations each day. There are safety risks associated with accessing the ferry via dinghy, particularly during winter months.
- Limited protection from southerly and westerly wave action. This reduces the time available for safe landing of the ferry vessel at the pier. It can also result in excessive movement of the vessel at the berth, making landing and holding of the vessel in position difficult.
- Restricted berthing length at the existing pier causing the ferry to overhang.
- Pier congestion.
- Parking issues/ferry queuing.
- Conflict between mixed use of fishing and tourism industries.

Iona

- The slipway is very vulnerable to waves from north, east and south. This impacts upon all slipway users. The ferry holds its position at Iona using the weight of the ramp and the friction between the ramp and the slipway deck. The ferry is particularly vulnerable to waves at the slipway, resulting in the ramp of the ferry rising and falling from the deck of the slipway. This makes holding the ferry in position very difficult and is also a risk to foot passengers and vehicles.
- The lack of a berthing structure also makes the holding of the ferry in place difficult.
- Swell and waves affecting crossings
- Pier congestion.
- Conflict between mixed use of fishing and tourism industries.

Main Policy Considerations

The Fionnphort site lies within the designated Countryside Zone where Policy LDP DM 1 of the adopted Argyll and Bute Local Development Plan 2015 (LDP) gives encouragement to sustainable forms of appropriate infill, rounding-off and redevelopment and changes of use of existing



buildings. In exceptional cases development in the open countryside up to and including large scale may be supported on appropriate sites if this accords with an Area Capacity Evaluation (ACE) conducted by the planning service.

The Iona site lies within the Settlement Zone where Policy LDP DM of the LDP gives encouragement to sustainable forms of small scale development on appropriate sites.

The LDP does not define scales of development for breakwater structures however in this case they can be classed as essential infrastructure which will address the issues identified above and which therefore can be classed as an exceptional case. Given that the proposed development does not involve the construction of buildings and it is related to the existing built form and existing slipways and pier facilities, it is unlikely that an ACE would be required in this case.

The proposal is a one-off development which serves a community interest and meets with support through Policy LDP 4 which recognises that the coast will sensibly accommodate proposals with a locational need, as is clearly the case here. The proposed development, by its very nature, requires a coastal location. Policy LDP 5 recognises that the success of our local economy is fundamental to Argyll and Bute's future prosperity, helping to retain population and attract new people to the area. The proposed facility will serve a varied demographic on the Isle of Mull which will in turn assist in the delivery of sustainable economic growth in accordance with policy LDP 5. This is reinforced through SG LDP CST 1 – Coastal Development and SG LDP TRAN 8 Piers and Harbours. These have been reproduced below for your reference:

SG LDP CST 1 – Coastal Development

In recognition of the special qualities of the onshore coastal areas of Argyll and Bute this policy seeks to support their sustainable development by safeguarding the special coastal qualities as set out below.

The preferred location for developments requiring a coastal location is the Developed Coast, which consists of coastal areas within the Settlement Development Management Zone, excluding the Natural Foreshore.

There is a presumption against the development of the Natural Foreshore unless:

- I. there is a specific operational purpose for the proposals Natural Foreshore location; and
- II. there is no effective alternative location for the development landward of the natural foreshore; and
- III. the development does not damage or undermine the key features of the natural foreshore area including,
 - a. the dynamics and balance of the ecology of the foreshore;
 - b. the sustainable productive capacity of the foreshore for shell-fish farming; and
 - c. the effective functioning of the foreshore in providing access between land and water activity.

Safeguarding Special Coastal Qualities

In order to safeguard the special environmental and/or cultural qualities of the coastal areas, development proposals on or adjacent to the coast or that have an impact on the coast will require:

- I. To demonstrate that any positive or negative impacts on the ecological status of coastal and transitional water bodies and coastal processes have been addressed to the planning authorities satisfaction; AND
- II. To assess the proposal against the conservation objectives of any affected Marine Protected Area and the national status of Priority Marine Features; AND
- III. To assess the proposal's impact on existing marine and coastal commercial and recreational activity; AND



- IV. To demonstrate that the National Marine Plan, any relevant Regional Marine Plans and Council adopted local ICZM and marine plans have been taken into account.

SG LDP TRAN 8 - Piers and Harbours

Development of new or existing pier and harbour infrastructure is to be encouraged provided that such development promotes the retention or expansion of commercial marine related uses.

Development proposals should be consistent with Policy LDP 4 – Supporting the Sustainable Development of our Coastal Zone and all other relevant LDP policies and SG.

- A. Pier and Harbour development is encouraged in the first instance at locations where piers and harbour infrastructure already exists. Where proposals for new infrastructure are outwith these locations, support will only be given where proposals can demonstrate:
- a. A locational and operational need; AND
 - b. The applicant has demonstrated to the satisfaction of the planning authority, that nearby existing facilities or infrastructure do not satisfy the requirements of the proposed development; AND
 - c. That they are compatible with the scale of any adjacent settlement.
- B. Proposals for redevelopment or expansion of existing piers and harbours will be supported where:
- a. The proposal requires a harbour-side location or is ancillary to activities taking place within the harbour itself; AND
 - b. The proposal would not compromise the efficient working of the harbour, including the provision of public or commercial ferry services, freight transport and servicing of the fishing, aquaculture and renewable energy industries; AND
 - c. The design, scale and siting of the new development respects, as much as is reasonably possible in an industrial area, the character or appearance of the adjacent areas; AND
- C. Development which supports marine leisure and recreational purposes and provision of infrastructure to support greater use of low carbon fuel options, will be viewed favourably where proposals are compatible with existing commercial uses and the safe efficient working of the harbour.
- D. Where appropriate, development of freight transport facilities that can support multiple uses is encouraged, including transshipment of timber, building materials and cargoes associated with the fishing, aquaculture and renewables industries.
- E. The development of temporary facilities may be considered appropriate where sea transport of timber or materials for renewable energy developments is only required for a limited time. In such cases, the impact on the environment from removing the temporary infrastructure should be considered alongside potential opportunities for continued use of facilities by other users, where a need has been identified and the location is deemed appropriate.

Having regard to the above it is considered that the principle of the development is acceptable. The proposed structures are fairly large and therefore they have the potential to have an adverse visual impact upon the landscape and setting of the wider historical environment. The site is within an Area of Panoramic Quality and therefore Supplementary Guidance SG LDP ENV 13 – Development Impact on Areas of Panoramic Quality is applicable. This states that:

Argyll and Bute Council will resist development in, or affecting, an Area of Panoramic Quality where its scale, location or design will have a significant adverse impact on the character of the landscape unless it is adequately demonstrated that:



- A. Any significant adverse effects on the landscape quality for which the area has been designated are clearly outweighed by social, economic or environmental benefits of community wide importance;
- B. In all cases the highest standards, in terms of location, siting, design, landscaping, boundary treatment and materials, and detailing will be required within Areas of Panoramic Quality.

Developments will be expected to be consistent with Policy LDP 9 – Development Setting, Layout and Design, associated SG and the relevant [Argyll and Bute Landscape Capacity Assessment](#).

Whilst there are no immediate concerns regarding the visual impact of the proposed structures, a full assessment cannot be undertaken until the detailed planning application stage which would include the views of consultees. Any application for planning permission should include a design statement addressing the chosen design of the development from a visual perspective rather than on solely technical reasons and appropriate elevations, site sections and photomontages should also be included.

This preliminary assessment is based on current information. In the event of a formal planning application being submitted, the council must take into account views of consultees and representations from the public as appropriate. Any subsequent assessment must reflect this and may therefore differ from the initial assessment.

Consultees for any future application

The following consultees are likely to be consulted in the event of a formal application being consulted. You may wish to contact consultees for additional pre application advice prior to the submission of your application. Please note that on occasion it may be necessary to involve consultees who are listed below as a formal application progresses.

- Scottish Natural Heritage (SNH)
- Argyll and Bute Council Biodiversity Officer
- Scottish Water
- Argyll and Bute Council Environmental Health
- Flood Risk Assessor
- Scottish Environmental Protection Agency (SPEA)
- Argyll and Bute Council Roads
- Health and Safety Executive
- West of Scotland Archaeology Service (WOSAS)
- Historic Environment Scotland (HES)
- Argyll and Bute Marine and Coastal Development Officer
- Argyll and Bute Built Heritage and Conservation Officer
- Marine Scotland
- Crown Estate
- Northern Lighthouse Board (NLB)
- Caledonian Maritime Assets (CMAL)
- Scottish Fire and Rescue Service

Possible Supporting information required for any future application

- Design and Access Statement
- Supporting Planning Statement
- Construction Environmental Management Plan
- Traffic Management Plan



- Topographical Survey
- Cross Section Detail

Case Officer Name and Contact Details

Name of Officer: Andrew Barrie

Designation: Planning Officer

Tel: 01546 605518

Useful Information:

Apply Online: <https://www.eplanning.scot/ePlanningClient/>

National Validation Guidance: <https://www.argyll-bute.gov.uk/sites/default/files/hops-validation-and-determination-guidance-updated-12-10-17.pdf>

Processing Agreements: <https://www.argyll-bute.gov.uk/processing-agreements>

