

Argyll and Bute Council
Comhairle Earra Ghaidheal agus Bhoid

Customer Services
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28 September 2011

NOTICE OF MEETING

A meeting of the **MID ARGYLL, KINTYRE & THE ISLANDS AREA COMMITTEE** will be held in the **GIGHA VILAGE HALL, ISLE OF GIGHA** on **WEDNESDAY, 5 OCTOBER 2011** at **10:00 AM**, which you are requested to attend.

Douglas Hendry
Executive Director - Customer Services

BUSINESS

- 1. APOLOGIES**
- 2. DECLARATIONS OF INTEREST**
- 3. MINUTES FROM THE PREVIOUS MEETING HELD ON 3 AUGUST 2011** (Pages 1 - 10)
- 4. PUBLIC AND COUNCILLORS QUESTION TIME**
- 5. ISLE OF GIGHA HERITAGE TRUST - UPDATE**
- 6. COMMUNITY SERVICES**
 - (a) Lochgilphead High School report
A report by Ann Devine, Principal Lochgilphead Joint Campus. (Pages 11 - 24)
 - (b) Third Sector Grant - Campbeltown Picture House
A report by Audrey Baird, Community Development Officer. (Pages 25 - 26)
- 7. CHIEF EXECUTIVES SECTION**
 - (a) Area Plan and Scorecards

A report by David Clements, Performance Manager. (Pages 27 - 28)

8. CUSTOMER SERVICES

- (a) Nomination of Vice-Chair for MAKI Community Safety Forum (Pages 29 - 30)

9. DEVELOPMENT AND INFRASTRUCTURE SERVICES

- (a) Road Issues
A report by Julian Green, Technical Officer. (Pages 31 - 32)
- (b) Winter Service Policy
A report by Callum Robertson, Roads Asset Manager. (Pages 33 - 54)
- (c) Ardrishaig Regeneration Update
A report by Stuart Green, Planning Development Officer (Pages 55 - 58)
- (d) Tayinloan Ferry - Update
A report by Martin Gorringer, Marine and Airports manager. (Pages 59 - 60)

MID ARGYLL, KINTYRE & THE ISLANDS AREA COMMITTEE

Councillor Rory Colville	Councillor Robin Currie	Councillor Alison Hay
Councillor Anne Horn	Councillor Donald Kelly	Councillor Donald MacMillan (Chair)
Councillor John McAlpine	Councillor Douglas Philand	Councillor John Semple

Shirley MacLeod – Area Governance Manager

Contact: Theresa McLetchie - Tel: 01546 604511

**MINUTES of MEETING of MID ARGYLL, KINTYRE & THE ISLANDS AREA COMMITTEE held in
the COUNCIL CHAMBERS, TOWN HALL, CAMPBELTOWN
on WEDNESDAY, 3 AUGUST 2011**

Present: Councillor Donald MacMillan (Chair)

Councillor Rory Colville
Councillor Robin Currie
Councillor Anne Horn

Councillor Donald Kelly
Councillor Alison Hay
Councillor John Semple

Attending

Shirley MacLeod
Sandy Mactaggart
Robert Pollock
Jim Smith
Julian Green
Alan Brough
Audrey Baird
Paul Convery
Jonathan Welch
Moir MacVicar
Roc Clayton
Jane McKenzie
Eddie Burns
Ian McMillan
Alistair McGregor
Janette Jansson
Mary Kennedy
Owen Paisley
Inspector Tom Harper

Argyll and Bute Council
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Argyll and Bute Council
Argyll and Bute Council
Argyll and Bute Council
Scottish Water
Scottish Water
Scottish Water
ACHA
Machrihanish Dunes Hotel
Business Gateway
Kintyre Way
Strathclyde Police

1. APOLOGIES

Apologies for absence were intimated on behalf of the following:-

Councillor Douglas Philand (Representing a constituent in a local matter)
Councillor John McAlpine
Colin Renfrew, Chief Executive – Fyne Homes Ltd.
Professor Colin Davidson, Craignish Community Council
Audrey Martin, Senior Planning Development Officer
Lynda Thompson, Organisation Development Manager

2. DECLARATIONS OF INTEREST

There were no Declarations of Interest.

3. MINUTES FROM THE PREVIOUS MEETING HELD ON 6 JUNE 2011

The Minutes from the previous meeting held on 6 June 2011 were approved as a true record, subject to the following amendment.

Page 3 – Customer Services:

Councillor Kelly suggested that the current Town Centre manager in Campbeltown could perhaps encompass some of the responsibility for supporting events orchestration.

Matters Arising:

Page 2 – VC Facilities

Councillor Semple enquired on the issue of VC participation at Council meetings. Shirley MacLeod reported that she was meeting with the Executive Director of Customer Services and the Head of Governance and Law to discuss further this issue.

Page 3 - Southern Cross

Councillor Kelly asked on if there was any further update on the situation with Southern Cross. Shirley MacLeod replied that, following her email, there was no further news.

Councillor Horn reported that she had made contact with Fay Harris (Calmac) in regards the white lining issue at Kennacraig. Julian Green would make contact with Calmac and ensure that this issue was completed satisfactorily.

4. PUBLIC AND COUNCILLORS QUESTION TIME

Councillor Kelly and Councillor Currie reported on the recent achievements by the Kintyre Schools Pipe Band and Islay Pipe Band. They requested that congratulatory letters be forwarded on behalf of the MAKI Area Committee. Councillor Hay requested that a similar letter be sent to Inveraray on their recent achievements also.

Action: Letters on behalf of the MAKI Area Committee would be sent to the afore-mentioned Pipe Bands.

5. SCOTTISH WATER - UPDATE (AGENDA ITEM 9)

Councillor Kelly detailed flooding issues which had occurred in the Meadowburn area in Campbeltown and also a recurrent flooding in Stewarton . This had impacted onto several business premises. Jane McKenzie would raise this issue with David Innes and report back. She suggested that reporting such incidences through the Scottish Water call centre would create a 'history' and enable Scottish Water to monitor and track ongoing problems.

Eddie Burns reported that Scottish Water were nearing completion at the Kinloch

Park Pumping station. They were still to undergo a testing exercise.

Councillor Semple raised the water issues at the Marina in Campbeltown and enquired if Scottish Water would be willing to participate in promotion of the area. Jane McKenzie stated, on behalf of Scottish Water, that they would be happy to be involved with any marketing/promotion to be undertaken for the Marina.

Councillor Currie stated that there was new ownership at the Machrie House Hotel and detailed problems they were experiencing with the connection of their water supply. Sandy Mactaggart reported that the Council had periodic meetings with Scottish Water to discuss and review strategic areas and historical problems. He was happy to broker a meeting with Scottish Water. In addition, Jane McKenzie would liaise with the Scottish Water Asset planners in regards this issue.

Councillor Hay enquired on the final submission date for the Main Issues report.

Action: Sandy Mactaggart would advise on the date.

Councillor Kelly reported on the ongoing problem at the MACC. Jane advised of a meeting which had been held on 2 August between Scottish Water, HIE, MACC and the Scottish Government to progress this.

Jane advised the Committee of a proposed community event to be held by Scottish Water in Campbeltown to mark the completion of the project. She would advise the date when arrangements had been formalised.

6. MACHRIHANISH DUNES GOLF CLUB - (AGENDA ITEM 10)

Janette Jansson informed Members that it was envisaged that the hotel would be completed and ready for opening by early Spring. She reported that support from HIE and Argyll and Bute Council had been excellent.

Councillor Semple stated that he hoped the opening of the Royal Hotel in Campbeltown would be beneficial to the Town Centre. Janette agreed that the Hotel held a key position in the town and the opening would raise the profile.

The Chair thanked Janette for attending the meeting and providing an update.

7. COMMUNITY SERVICES

(a) IMPACT OF THE COUNCIL'S CHARGING POLICY FOR ELDERLY CARE SERVICES (AGENDA ITEM 5 (A))

The Committee considered a report providing feedback on the impact of the Charging Policy on service users in the MAKI area.

Decision:

The Committee agreed to note the contents of the report.

(Ref: A report by Rod Clayton, Area Manager Operations – MAKI, dated 3 August 2011, submitted).

(b) EXISTING SLAS AND MONITORING ARRANGEMENTS - (AGENDA ITEM 5 (B))

The Committee considered a report detailing the procedure for departments in developing Service Level agreements (SLAs) with External Agencies.

Alan Brough detailed the new procedure for written agreements with third party organisations.

Councillor Hay raised concerns in regards existing SLAs and the difficulties she was experiencing in having these signed.

Alan proffered help and advice in getting the new procedure in place.

Decision:

The Committee agreed to note the report.

(Ref: A report by Moira Logan, Performance Improvement manager dated 3 August 2011, submitted).

(c) THIRD SECTOR GRANTS - (AGENDA ITEM 5 (C))

The Committee considered the recommendations for the award of Third Sector Grants to Third Sector organisations in the MAKI area.

2.1	Islay & Jura Community Enterprises Ltd	£1,000	£1,500	£25,012	£900
2.2	Mid Argyll Link Club	£0	£700	£1,400	£350
2.3	Blarbuie Woodland Enterprise	£0	£1,100	£2,200	£550
2.4	Kintyre/Campbeltown Rugby Club	£0	£210	£420	£0
2.5	Islay Children and Families Association	£0	£62,500	£125,266	£0
2.6	Islay and Jura Youth Wind Band	£0	£2,750	£5,500	£750
2.7	Kintyre Link Club	£0	£325	£625	£165
2.8	Machrihanish Dunes Sound of Kintyre Pipe Band	£0	£3,027	£28,527	£750
2.9	Kintyre Youth Cafe	£0	£2,000	£8,700	£0
2.10	Kintyre Cultural Forum	£0	£2,000	£29,350	£600
2.11	Bowmore Hall Committee	£0	£1,000	£5,000	£500
	Totals	£1,000	£77,112	£232,000	
		Total Recommended			£4,565
		Balance			£0

Decision:

The Committee agreed to the recommendations as defined in the list detailed above.

(Ref: A report by Audrey Baird, Community Development Officer, dated 3 August 2011, submitted).

(d) COMMUNITY ENGAGEMENT AND SUPPORT FOR AND WITH LOCAL BUSINESSES - (AGENDA ITEM - 5 (D))

The Committee considered a report detailing the provision of support from the Council's Business Gateway team to businesses in the area.

Decision:

The Members agreed to note the report.

(Ref: A report by Kate Fraser, Senior Development Officer, dated 3 August 2011, submitted).

(e) COMMUNITY ENGAGEMENT STAFF ENABLING COMMUNITIES TO DEVELOP EFFECTIVE PLANS - (AGENDA ITEM 5 (E))

The Committee considered a report updating on community action planning in MAKI communities.

Decision:

The Members agreed to the following recommendations:-

- 1.1 That the Area Committee notes progress on community action planning locally and acknowledges the commitment of communities in the time and effort involved in this process.
- 1.2 That the Area Committee considers if any community warrants priority support from the Community Development Officer in this work, bearing in mind the capacity issues of having one officer covering the area.

(Ref: A report by Audrey Baird, Community Development Officer dated 3 August 2011, submitted).

(f) **STRATEGIC HOUSING DEVELOPMENT PLAN - (AGENDA ITEM - 5 (F))**

The Committee considered a report which updated Members on the completion of affordable housing in the MAKI area over the last 3 years. This included current developments and future funding issues.

Councillor Kelly raised his concerns in regards, in his view, the lack of new builds in rural villages.

Moira MacVicar replied that funding was a key factor in approving new builds. Alistair McGregor (ACHA) agreed that there was not a lack of willingness on the part of RSLs, but financial constraint.

He informed the Committee of a forthcoming meeting scheduled for – 26 August – in Inveraray with the Scottish Housing Minister, Keith Brown.

Decision:

The Committee agreed to note the contents of the report.

(Ref: A report by Moira MacVicar, Housing Services Manager dated 3 August 2011, submitted).

8. CHIEF EXECUTIVES SECTION

(a) **AREA PLAN/CORPORATE PLAN - LINKAGES - (AGENDA ITEM - 6 (A))**

Sandy Mactaggart reported that Argyll and Bute Council were endeavouring to ensure that measures were realistic and relevant to local areas.

At present, scorecards were being reviewed to enable a balanced approach, enabling a realist review of performances.

9. CUSTOMER SERVICES

(a) **FRAGILE COMMUNITIES - HIGH SPEED BROADBAND - AGENDA ITEM - 7 (A)**

Members considered a report providing updates on BDUK funding for 4 pilot superfast broadband projects, one of which covers the Highlands and Islands area – including Mid Argyll and Kintyre.

Councillor Hay enquired on the timescale for the rollout.

Action: Gerry Wilson will inform Members of the timescale for the rollout.

Decision:

The Committee agreed to note the contents of the report.

(Ref: A report by Gerry Wilson, IT Infrastructure Manager dated 3 August 2011, submitted).

10. DEVELOPMENT AND INFRASTRUCTURE SERVICES

(a) **TIMESCALE FOR IMPLEMENTATION OF THE ASSET MANAGEMENT PLAN - (AGENDA ITEM - 8 (A))**

Members considered a report informing them of the asset management approach for roads, giving an update regarding the SCOTS project and setting out the policy documents and work streams being developed to support the asset management of roads.

Jim Smith advised that a draft Roads reconstruction programme would be sent out for review at all the Area Committee meetings. He reported that there was further planned treatments for the A83.

Councillor Semple and Councillor Kelly expressed their concerns for the 'B' roads in the local area. Councillor Kelly enquired when due prioritisation would be given to the roads in Argyll and Bute. Jim Smith replied that he envisaged a 3/10 year plan would be implemented to address road issues.

Councillor Hay raised the issue of potential damage to the tourist industry with the state of many 'C' roads leading to tourist attractions.

Decision:

Members agreed to note the content of the report.

(Ref: A report by Jim Smith, Head of Roads and Amenity Services, submitted dated 3 August 2011).

(b) **POTENTIAL IMPACT - EXTENSION OF ROAD EQUIVALENT TARIFF (RET) - (AGENDA ITEM - 8 (B))**

Members considered a report advising on the background to the Scottish Government's Road Equivalent Tariff (RET) pilot, the potential impact on those communities involved and the costs of extending the pilot in the future.

Decision:

Members agreed to note the report.

(Ref: A report by Jonathan Welch, Transport Planner dated 3 August 2011, submitted).

(c) **KILMORY HOME FARM COMMUNITY PROJECT - (AGENDA ITEM - 8 (C))**

The Committee considered a report updating on the Kilmory Home Farm Community group.

The group now wish to secure the Council's support for the Social Enterprise Plan (SEP) and in particular to re-affirm support for the project. This will include the transfer of the Home Farm steadings to the Community group. Also to explore the potential for the transfer of other surrounding land areas required to support the SEP.

Decision:

The Committee agreed to the following recommendation:

1. Agree to the transfer of the Kilmory Home Farm steadings at nil cost to the community group when they have secured confirmation from the relevant funding bodies that the project can proceed.

(Ref: A report by Paul Convery, Planning Development Officer dated 3 August 2011, submitted).

(d) **ROAD ISSUES - (AGENDA ITEM - 8(D))**

The Committee considered a report providing updates on outstanding road-related issues in the MAKI area.

Decision:

The Committee agreed to note the report.

(Ref: A report by Stewart Clark, Contracts Manager dated 3 August 2011,

submitted).

11. KINTYRE WAY

Owen Paisley, Kintyre Way ranger, gave a verbal update to Members detailing work undertaken by him in maintaining, promoting and marketing the Kintyre Way.

He informed Members that approximately 2000 walkers had used the Kintyre Way in the last year. This had generated a considerable amount of money for the local economy.

The Chair thanked Owen for his informative update and wished him every success for the future.

The Committee resolved in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973 to exclude the public for the following item of business on the grounds that it was likely to involve the disclosure of exempt information as defined in Paragraph 9 of Part 1 of Schedule 7A to the Local Government (Scotland) Act 1973.

Paragraph 13 Information which, if disclosed to the public, would reveal that the authority proposes-

- (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
- (b) to make an order or direction under any enactment.

12. OLD COURT HOUSE IN CAMPBELTOWN

The Committee considered a report in regards the Old Courthouse, Bolgam Street, Campbeltown.

Decision:

The Committee agreed to recommendations 2 (a) and (b) in the report submitted by the Senior Planning Development Manager.

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ARGYLL & BUTE COUNCIL**MID-ARGYLL, KINTYRE AND ISLAY
AREA COMMITTEE****CORPORATE SERVICES****5 OCTOBER 2011**

LOCHGILPHEAD JOINT CAMPUS: ACHIEVEMENT REPORT 2011**1.****SUMMARY**

A report on the performance of all Argyll and Bute pupils in the Scottish Qualifications Authority (SQA) examination results was presented to the Executive on the 22 September 2011.

This report, presented by the Principal, Ms Anne Devine, outlines the major achievements of the school in 2010/11 and includes the SQA examination results for pupils who sat examinations in May/June 2011.

2. RECOMMENDATIONS

The Area Committee are asked to note the strong performance of pupils and the commitment of staff in their examination successes and in the wider aspects of achievement across the school.

3. DETAILS

The details are included in the attached report from the school.

4. IMPLICATIONS

Policy:	None
Financial:	None
Personnel:	None
Equal Opportunities:	None

For further information contact: Ms Anne Devine, Principal
Lochgilphead Joint Campus

Telephone: 01546 602598

Lochgilphead Joint Campus
Report for Area Committee 2011

Introduction

Lochgilphead Joint Campus has now been established for 4 years, during which time we have developed a strong sense of campus identity and a common sense of purpose – to deliver a high quality education to all of the pupils between the ages 3 – 18 in mid Argyll.

How well are we achieving our aims? This year, external verification came in the form of a visit in February from HM Inspectorate of Education. To our delight, they reported very positively on the campus, identifying the following as particular strengths:

- *Stimulating and purposeful learning environment created by staff*
- *Children’s learning experiences in the Pre-5 unit*
- *Motivated and enthusiastic children and young people who achieve very well*
- *Engagement of all staff in working together to improve the school*
- *Partnerships with a range of agencies and in the community to support learning*
- *Approaches to including and supporting children and young people who require additional support for their complex needs*

How Good is our Learning, Teaching and Achievement?

“Across the school, children and young people have positive attitudes and enjoy their learning....(they) are achieving very well.....Across the primary stages, children are making very good progress in reading, writing and mathematics.

In recent years, young people have performed very well in national examinations. The school performs above or well above national averages and better than, or in line with, similar schools on almost all measures.”

(HM Inspectorate of Education, March 2011)

Pupils continue to attain highly in SQA examinations. Standard Grade results in 2010 were the best in recent years, with 48% of the cohort achieving 5 or more Credit passes. The same group produced an outstanding performance in the 2011 diet at Higher, with 21% achieving 5 passes, 38% 3 or more passes and 58% achieving 1 pass or more. Our results remain among the best in the authority and almost every pupil leaves the school with a positive destination. **Please see Appendix 1 for more details.**

Pupils are encouraged to aim high and we were delighted to see another student, Ramsay Gray Stephens, make a successful application to read history at Oxford University. We received the following feedback from the university:

“We recently offered a place to read History at St. Hilda’s to your former student...We were delighted to welcome such a high quality candidate. I am now e-mailing you to ask if you would encourage similarly committed students studying for a Higher History to consider entering the competition for our College’s History Essay Prize.”

In July 2011, a report in the Times Educational Supplement for Scotland identified Lochgilphead High School as one of only 5 Scottish schools within the top 100 comprehensives in the UK for pupils reaching Oxbridge (the others being Kingussie High, Madras College, Ullapool High and Banchory Academy).

We have been working hard to implement Curriculum for Excellence and, in the High School, the impact has been most evident in the experiences of the S1 pupils. Throughout the session, they have been following a curriculum based on the Curriculum for Excellence outcomes and experiences, with some of these being delivered through interdisciplinary learning. The first interdisciplinary block involved Primary 7 and S1 pupils working in groups to explore the theme of gender equality and culminated in a very successful Trade Fair attended by parents.

One of the key principles of Curriculum for Excellence is that pupils should be active participants in their own learning, planning their next steps in collaboration with the

teacher. To help the pupils to take ownership of their learning, Personal Learning Plans were piloted with S1 this year. This initiative has undoubtedly sharpened the focus on target-setting to ensure progression in learning and will be continued in S1 and S2 next session.

Reporting from Primary 1 to S1 also looks different, with progress through the new levels being indicated by the use of ***developing, consolidating and secure***. Our methods of reporting will be kept under review and feedback sought from parents to enable us to adopt an accessible format which gives clear information about performance and next steps.

Learning in the Pre-5 unit and the primary school continues to be enhanced through the development of the Forest Schools programme, and shared topic work has facilitated the transition from Pre-5 to Primary 1. Primary pupils have greatly enjoyed the Creative Choices slot on Friday afternoon which has given them the opportunity to follow up their own interests in areas as diverse as Crazy Science and Tai Kwan Do.

We have continued to invest in ICT to support the implementation of Curriculum for Excellence, with 2 new banks of laptops being provided for use in Home Economics and Social Subjects, although available to other departments too. A new plasma screen system has been purchased for the campus, the initial target group being pupils with severe and complex additional support needs who will be able to access the interactive touch screen to learn more actively and independently. Pupils with language and communication disorders are piloting the use of the i-phone to provide them with a contemporary means of alternative communication.

Investment in staff development is also essential for the successful delivery of the new curriculum and many members of staff have participated in the cross-sectoral Teacher Learning Communities which have given them a platform for discussing new teaching strategies and methodologies.

Achievement

“At all stages, children are developing a wide range of skills through sport, health and wellbeing and enterprise activities. They also achieve very well in singing. Across the school, children and young people have raised money very successfully for charities through activities such as a fun run and fashion show. Young people contribute very well to their local community.”

(HM Inspectorate of Education, March 2011)

Enterprise and Citizenship

- Primary 6 pupils successfully organized a Christmas Craft Fair as part of their enterprise topic, selling a variety of items which they had produced themselves and learning about funding and marketing through their teamwork. The pupils also visited Midton Acrylics to find out more about setting up and running a small business.
- Pupils from P5/6 and P6 participated in the Saltire Competition, in which they had to design and make a model of an energy machine for the future using wave or tidal power.
- The European Christmas Market, devised by the Modern Languages Department as an interdisciplinary experience involving other departments and community groups, provided a great day out for pupils and parents who snapped up the array of gifts on offer.
- Our pupils are keenly aware of their responsibilities as global citizens. P7 organised a coffee morning which raised £600 to fund 4 water boxes for Pakistan, while S6 pupils spent a night in Inveraray jail to raise £800 for UNICEF's Pakistan fund. More recently, 3xl organized a community coffee morning and sale of work which made a total of £300 for the Japan earthquake fund.
- Closer to home, the whole campus engaged in a number of activities to support Children in Need, raising more than £1000.

Creativity

- P6 pupils had a wonderful experience when they worked with a team from Scottish Opera to put on a spectacular visual and musical performance entitled “Scotland, our Scotland”
- In its second year, High Voltage records produced another CD just in time for Christmas, showcasing the musical talents of the senior pupils
- Pupils in the Primary Learning Centre produced some brilliant models and drawings during a collaborative project with artists from Cove Park
- P4 – 7 pupils enjoyed a visit from author, Jamie Rix
- A huge number of pupils participated successfully in the Mid Argyll Music Festival and a special mention for the senior wind band who achieved the long coveted first prize this year
- The campus talent was in abundance in the run up to Christmas, with two nativity plays, the Primary 7 pantomime and the High School concert all of which were fully supported by parents and the wider community
- A fashion show in June demonstrated the ingenuity of our young designers in creating outfits from re-cycled materials and allowed the public to see the innovative masks made by the students in the Art Department

Health and Wellbeing

- All of the pupils in the Primary School have benefited greatly from the new adventure play equipment provided by funds raised by the PTA
- A successful Health Week saw the Primary pupils participating in a wide range of activities. The 3 xl group also contributed by arranging for the P3/4 class to make smoothies using the “Choose Life” smoothie bike and by providing the pupils with a goody bag to take home

- 3 xl had a challenging but enjoyable experience during their residential trip to the Lochgoilhead Outdoor Centre where they sampled canoeing, abseiling, orienteering and gorge walking
- Arran Dunkley became the first recipient of an Outward Bound scholarship and will take up his place for 3 weeks during the summer holiday
- Our busy eco-group continues to make the campus a greener and healthier place to be. We are very excited about our latest acquisition - a polytunnel, which has been put up behind the Science Department by a team of staff and pupils. This has great potential for helping us take forward the healthy eating and sustainability which are core aspects of eco development.

Partnership

“Staff work well with support agencies and other local organizations to support children’s learning. For example, the school is developing very effective partnerships with a range of community partners to support the health and wellbeing of young people.

Young people have been successful in gaining awards through the Duke of Edinburgh’s Award, Prince’s Trust xl and Millennium Volunteers.”

(HM Inspectorate of Education, March 2011)

- The 4 xl group and the S5/6 MER class were involved in an exciting project – Mid Argyll Young People’s Outdoor Learning Experience or MAYPOLE – with a range of partners, including Community Learning and Development, Mid Argyll Youth Project, Skills Development Scotland and Scottish Natural Heritage. Working on local nature reserves, groups had to come up with a product which exploited the natural beauty of the area. The pupils showed remarkable creativity and imagination, finally making a Dragon’s Den presentation to a panel of experts.
- Links with Kilmartin House Museum have been hugely beneficial to pupils across the campus. Pre 5 – P3 had great fun at a performance by the “Puppet Lab,” with a follow-up field trip to Barnlusgan being arranged for the Pre-5 and Primary 2-3

children – both organized by Kilmartin House Museum. Museum staff were also involved in an Environmental Art project with P5/6 pupils and a local artist.

- Snapberry Take 2 saw the photography collaboration between the school and SNH taken to a new level, with the images being projected for all to see during the annual lantern parade. The exhibition, which this year took place in the Archway gallery, raised more than £1000 for the Pakistan Flood Appeal.
- Strong support from our parents enhances the work of the school and enriches the experience of the pupils. The fundraising efforts of the PTA provided the fantastic new play area and the joint Parent Council is currently sampling views on the High School uniform and has set up a working group to review homework.

How Good is our Ethos?

“The school is welcoming and has a positive ethos, built upon shared values. Staff are caring and know children and young people as individuals....Staff have high expectations of children and young people. Children and young people are proud of their school and behave very well. They feel they are treated fairly and equally

(HM Inspectorate of Education, March 2011)

- The pupil voice has been developed this session through increasing use of questionnaires to sample opinion on teaching and learning. Feedback has been appropriate and constructive, and issues raised by the pupils will be used to inform future planning
- Many school events are now planned and led by the pupils, a good example being the High School Awards Ceremony where the pupils delivered excellent presentations on the achievements of their year group
- The Eco-committee has had another productive and successful year. A new action plan is in place and the areas for development are biodiversity and saving energy. Ongoing work on re-cycling, litter and school grounds has been very effective and the group is enthusiastically making plans for going greener by growing their own food in our new polytunnel

- Informal opportunities to see the work of the school and chat to teachers were extended by the introduction of a Parents Afternoon for S1 in May. Parents mingled with staff, viewed displays of coursework and enjoyed refreshments provided by the pupils in the Home Economics Department. Regular performances from some of our S1 Music students and the FUSION dance group added to a thoroughly enjoyable afternoon which will be repeated next year

Pupils at all stages benefit from a range of extra-curricular trips and visits, which included:

- Primary Learning Centre pupils visited Cove Park as part of their collaborative art project
- S5/6 Art students met and viewed the work of local artist, Ross Ryan at the Crinan Hotel
- Primary 3/4 pupils visited the island of Gigha and met up with pupils from the Primary School there
- Primary 4/5 visited Vikingar in Largs as part of their Vikings topic
- Primary 5/6 went to the Science Centre in Glasgow as part of their space topic and also visited Kelvingrove Museum and the City Halls where they watched a performance by the BBC Scottish Symphony Orchestra
- Pupils in the High School were exposed to a range of theatrical experiences, from the popular *Joseph and the Amazing Technicolor Dreamcoat* to the controversial *Black Watch* to the classic Shakespearean *King Lear*
- A group of S3 pupils were the first participants in an exchange set up with a partner school in Norway. Staying with families, they experienced the education and culture of the Kvinnherad municipality
- The biennial trip to Iceland, organized by the Geography Department at the end of term, remains one of the most exciting and educational experiences on offer to the pupils

School Improvement

“Staff work very well together and are committed to improving the school. Opportunities for teachers across the campus to work together in groups have had a positive impact on improving aspects of teaching and learning. Staff are well-placed to continue to work together, across sectors, to share good practice and to ensure further improvements.”

(HM Inspectorate of Education, March 2011)

The main areas of innovation and improvement this session were as follows:

- **Teaching and Learning**

- ✚ All courses Pre-5 to S1 matched to Curriculum for Excellence experiences and outcomes
- ✚ Forest Schools rolled out across Pre-5 and Primary
- ✚ Subject input to P7 from Science, French, Art and PSE
- ✚ Interdisciplinary pilot implemented in S1, including one cross-sectoral block where P7 and S1 worked collaboratively
- ✚ Teacher Learning communities established to promote Assessment is for Learning and share good practice

- **Assessment and reporting**

- ✚ Personal Learning Plans introduced in S1
- ✚ New Curriculum for Excellence reporting format introduced P1 to S1

- **Transitions**

- ✚ Curricular continuity developed across Pre-5 and P1 through shared topic work and joint Maths block delivered by the P1 teacher
- ✚ An exciting Induction Programme for P7 pupils based around the theme of a journey was planned by a cross-sectoral group and members of the CAST team
- ✚ 3-18 Curriculum Policy produced, providing guidance on progression through Curriculum for Excellence levels

- **Pupil Support**

- ✚ S1 – 3 PSE courses revised to ensure delivery of health and wellbeing experiences and outcomes
- ✚ New PSE course for S5/6 introduced
- ✚ SQA digital exams piloted
- ✚ Pupil Support policy produced and implemented

Appendix 1

Cumulative Whole School Attainment

The following tables show percentages of pupils gaining the stated combinations of awards by the end of S4, S5 and S6. Percentages are based on the relevant S4 roll. Note that there are no NCD values for the current year.

By the end of S4

All Candidates

	NCD								Percentage							
	2004	2005	2006	2007	2008	2009	2010	2011	2004	2005	2006	2007	2008	2009	2010	2011
Eng Lev 3	2	4	2	100	2	2	2		99	97	98	100	98	99	99	98
Maths Lev 3	5	5	4	5	3	4	2		96	95	96	95	97	98	99	98
Eng & Maths	3	5	3	4	3	3	1		96	94	96	95	96	98	99	97
5+ Level 3	2	5	4	3	2	4	2		97	93	94	95	96	95	98	99
5+ Level 4	4	5	6	3	2	4	2		84	81	78	88	87	83	89	87
5+ Level 5	7	5	6	3	3	5	2		27	34	35	41	41	35	51	44
1+ Level 6	0	1	1	1	1	0	1		0	3	3	5	2	0	6	1

Male Candidates

	NCD								Percentage							
	2004	2005	2006	2007	2008	2009	2010	2011	2004	2005	2006	2007	2008	2009	2010	2011
Eng Lev 3	3	3	3	100	100	100	3		98	98	98	100	100	100	98	98
Maths Lev 3	6	3	3	4	3	4	4		93	98	98	96	98	98	98	98
Eng & Maths	5	3	2	3	2	3	2		93	97	98	96	98	98	98	98
5+ Level 3	4	3	3	5	3	4	3		93	95	96	92	96	95	96	98
5+ Level 4	4	4	6	3	3	4	2		80	79	73	87	84	80	88	85
5+ Level 5	6	4	5	4	4	7	3		27	33	31	35	36	27	42	39
1+ Level 6	0	1	1	1	1	0	1		0	2	2	2	2	0	6	

Female Candidates

	NCD								Percentage							
	2004	2005	2006	2007	2008	2009	2010	2011	2004	2005	2006	2007	2008	2009	2010	2011
Eng Lev 3	100	6	3	100	5	4	100		100	95	98	100	96	98	100	98
Maths Lev 3	3	7	6	6	5	4	100		98	90	94	94	96	98	100	98
Eng & Maths	3	7	5	5	5	3	100		98	90	94	94	95	98	100	96
5+ Level 3	100	7	7	2	3	5	100		100	90	91	98	96	94	100	100
5+ Level 4	3	5	5	2	2	4	3		89	83	83	90	89	85	90	89
5+ Level 5	8	6	6	3	4	5	2		27	36	38	48	46	42	62	49
1+ Level 6	0	1	1	1	2	0	1		0	5	4	8	2	0	5	2

By the end of S5

The following tables show percentages of pupils gaining awards at the stated levels by the end of S5. Percentages are based on the relevant S4 roll.

All Candidates

	NCD								Percentage							
	2004	2005	2006	2007	2008	2009	2010	2011	2004	2005	2006	2007	2008	2009	2010	2011
Eng & Maths	5	4	5	3	4	3	2		94	96	94	96	96	96	99	101
5+ Level 3	5	2	5	4	3	3	4		94	98	93	95	96	96	96	99
5+ Level 4	5	4	4	4	2	2	4		82	85	83	83	89	89	86	90
5+ Level 5	3	5	4	4	2	3	3		55	47	50	51	59	56	59	63
1+ Level 6	3	7	4	3	2	2	2		46	34	43	46	50	57	54	58
3+ Level 6	3	5	3	3	2	2	4		29	22	27	26	32	32	27	38
5+ Level 6	3	2	2	4	2	2	4		13	15	16	12	20	18	12	21
1+ Level 7	0	0	1	1	1	1	0		0	0	1	1	2	1	0	2

Male Candidates

	NCD								Percentage							
	2004	2005	2006	2007	2008	2009	2010	2011	2004	2005	2006	2007	2008	2009	2010	2011
Eng & Maths	2	5	3	2	4	2	3		98	93	97	98	96	98	98	100
5+ Level 3	5	5	4	2	5	3	4		93	93	95	98	92	96	95	96
5+ Level 4	5	5	4	5	3	2	5		80	80	81	79	87	89	80	88
5+ Level 5	3	4	3	4	3	4	4		50	44	52	48	52	49	49	56
1+ Level 6	2	5	3	2	3	1	5		48	33	45	46	44	56	39	50
3+ Level 6	2	4	3	2	3	3	5		27	20	24	31	27	24	20	28
5+ Level 6	1	2	2	2	2	2	4		18	13	14	13	17	16	10	12
1+ Level 7	0	0	1	0	0	0	0		0	0	2	0	0	0	0	

Female Candidates

	NCD								Percentage							
	2004	2005	2006	2007	2008	2009	2010	2011	2004	2005	2006	2007	2008	2009	2010	2011
Eng & Maths	7	3	7	6	4	5	100		91	98	90	94	96	95	100	103
5+ Level 3	4	100	7	7	100	3	4		96	102	90	91	100	96	96	103
5+ Level 4	5	3	4	4	2	3	3		84	91	86	87	92	89	91	92
5+ Level 5	3	6	6	5	2	3	3		60	50	48	53	66	61	66	72
1+ Level 6	5	7	6	4	2	2	2		44	34	40	47	56	58	66	69
3+ Level 6	4	5	3	6	2	2	4		31	25	31	21	38	39	32	51
5+ Level 6	5	3	2	5	2	2	4		9	16	19	11	22	19	13	33
1+ Level 7	0	0	0	1	1	1	0		0	0	0	2	4	2	0	5

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ARGYLL AND BUTE COUNCIL
MID ARGYLL, KINTYRE AND THE ISLES AREA COMMITTEE

5 October 2011

GRANTS TO THIRD SECTOR

1. SUMMARY

Campbeltown Picture House was awarded an Argyll & Bute Council Third Sector Grant of £1,500 in the 2010-11 financial year. This was 50% of the estimated cost of a project to replace some of the Cinema's projector lenses. In the event, the contractor, Sound Associates, was able to make significant cost savings by combining jobs and reducing travel and hotel expenses. The Cinema staff were also able to source second-hand equipment and won a small grant from Scottish Screen to further assist with costs.

As a result of a great deal of prudence by the Cinema operators and their contractor, the final cost of the work amounted to £1,705.20 (rather than the initial estimated £3,000). As the Council's Third Sector Grants are restricted to funding up to 50% of the cost of a project, this leaves an over-allocation of funding of £647.40.

The applicant has asked to retain these funds because the Cinema's projector has recently incurred additional, unexpected costs and the Cinema's operators are currently applying to a number of potential funders for £50,000 to upgrade the projection equipment to digital.

The Cinema has a number of complex financial needs and the savings were made as a result of extraordinary prudence on the part of both the Cinema operators and their contractor.

2. DETAIL

For information, Campbeltown Picture House was awarded a Third Sector Grant for £774 in the 2011-12 funding round to help purchase accounting software and pay for the services of an accountant.

3. RECOMMENDATION

That Campbeltown Picture House retains the over-allocation of £647.40 to assist with ongoing maintenance costs associated with the projection equipment and the Council wishes to acknowledge their and their contractor's extraordinary prudence.

4. IMPLICATIONS

Policy: None

Finance: The £647.40 was accounted for in the 2010-11 financial year, but could be considered as a budget saving in the current financial year.

Personnel: None

Legal: None

Equal Opportunities: None

Audrey Baird
Community Development Officer, MAKI
Tel 01546 604754

ARGYLL AND BUTE COUNCIL**MID ARGYLL, KINTYRE
AND THE ISLANDSI AREA
COMMITTEE****CHIEF EXECUTIVE'S UNIT****5 OCTOBER 2011**

AREA PLAN AND SCORECARD

1 Summary

- 1.1 Following an intensive workshop, the Helensburgh and Lomond Area Committee concluded that the Area Plan was no longer effective in driving and monitoring service delivery to meet local needs and aspirations. The Committee decided at their Business Day on 23rd August to monitor local performance through a redesigned Area Scorecard, linked to the Corporate Plan and Service Plans.

2 Recommendations

- 2.1 It is recommended that the Area Committee agrees to
- a) set aside the existing draft Area Plan and
 - b) participate in the development of a new Area Scorecard to better reflect local issues within an Argyll and Bute context.

3 Detail

- 3.1 Argyll and Bute Council's Corporate Plan describes Corporate Outcomes, each linked to Scotland's National Outcomes. The Corporate Plan was adopted by Council in February and is being delivered through the Service Plans which were adopted at the same time. This method of allocating resources provides a clear model of agreeing the priorities for Argyll and Bute communities for the duration of the Corporate Plan.
- 3.2 The new Council Scorecard replicates the structure of the Corporate Plan and is underpinned by all the Service Plans. The use of fewer, more focused Success Measures in Service Plans provides a comprehensive view of performance across all service sectors from the Council Scorecard.
- 3.3 The current Area Plan, as reviewed at past Area Committee meetings, is resourced only to the extent that it reflects the relevant Service Plans, as no additional work can be undertaken due to limited resources. This imposes such limits on the Area Plan that it is only effective in the areas that are already being delivered through the Service Plans – and reported through the Council Scorecard. No additional work can be undertaken at a local level. The Helensburgh and Lomond working group concluded that the Area Plan is no longer effective.

- 3.4 There is a need and desire to monitor some sectors of service delivery more closely, especially those in the local area. This can be achieved through the design of the proposed Area Scorecard, which will include the top level Corporate Outcomes and a separate section with localised information. Committee Members will be consulted closely over what information is presented on their Scorecard, as each Area Committee may have different local priorities.
- 3.5 The new Area Scorecard will be developed in full consultation with all Committee Members if the Area Committee resolves to implement the proposed improvements.

For further information, please contact:

David Clements
Performance Manager
Chief Executive's Unit

01465 604205

DRAFT

**ARGYLL AND BUTE COUNCIL
CUSTOMER SERVICES**

MAKI Area Committee

Date XXXXXXX

To advise of update to MAKI Community Safety Forum and ask for designation of vice chair

1.0 SUMMARY

- 1.1 The MAKI Community Safety Forum is refocussing its efforts and asks that a MAKI elected member be designated as are committee representative and vice chair

2.0 RECOMMENDATION

- 2.1 That members note the contents of the report
2.2 That members consider whether to accede to the request to designate one of their number to serve as vice chair

3.0 DETAIL

- 3.1 The MAKI Community Safety Forum has a track record of being an effective forum for delivery of Community Safety initiatives through effective partnership working. However, in the last few months, a number of circumstances and changes in personnel have meant that the forum, in common with many organisations has had difficulty in maintaining its momentum. It is important that this forum an its equivalents in the other three areas remain vibrant, and be supported by the council .
- 3.2 The MAKI CSF is fortunate in that Chief Inspector Marlene Baillie has agreed to Chair the forum and a refocussing exercise is now underway within the forum to ensure that efforts are expended where they are likely to meet with the most success. However operational policing commitments may mean that on occasion Chief Inspector Bailey may be unable to attend at short notice, and to this end the area Committee are asked to nominate one of their number to serve as vice chair.

DRAFT

DRAFT

5.0 IMPLICATIONS

Policy: none
Financial: None .
Personnel: The appointment as vice chair would involve one
elected member allocating a limited amount of time
Equal Opportunities: None

For further information contact: Stephen Doogan, Area Governance Officer
01546 604342

Date: 14th April 2011

DRAFT

ARGYLL & BUTE COUNCIL

**MID ARGYLL, KINTYRE & THE ISLANDS AREA
COMMITTEE**

**DEVELOPMENT AND
INFRASTRUCTURE**

WEDNESDAY 5th October 2011

ROADS ISSUES

1. SUMMARY

1.1 This report provides an update on outstanding roads-related issues in Mid Argyll, Kintyre & Islay.

2. RECOMMENDATIONS

2.1 It is recommended that Members note this report.

3. DETAIL

3.1 Capital Programme – 2011/12

- Capital surfacing works in Mid Argyll and Kintyre have been completed.
- Surfacing works on Islay are programmed for completion at the end September.

3.2 General revenue works –

- General safety-related works (drainage and permanent patching) is ongoing.
- Gully cleaning works in Mid Argyll will be complete by the start of October with Kintyre completed about a week later.
- The Patchmaster vehicle started work across Mid Argyll & Kintyre on the 12th September. It will primarily focus on tackling safety defects and then progress with a programme of works.

- The focus for maintenance will change to winter preparation through October. This will mainly consist of grit heaps/bins and drainage works.

3.3 Capital Programme – 2012/13

- The draft capital programme for Mid Argyll, Kintyre & Islay is being prepared and is expected to be available at the end of October.

3.4 A83 Drumore / UC59 Machrihanish road surfacing works.

- Remedial works have been substantially completed.

4. Policy: The road network will be maintained in line with the 'Road Maintenance & Asset Management Plan' as closely as the available roads maintenance budget will allow.

5. Financial: Expenditure of revenue and capital budget to maintain the network.

6. Personnel: Nil

For further information, please contact:

Julian Green, Technical Officer (Tel: 01546 604892)

Graham Brown
Operations Manager
23rd September 2011

ARGYLL & BUTE COUNCIL**Mid-Argyll, Kintyre and Islands****DEVELOPMENT AND
INFRASTRUCTURE SERVICES****Area Committee****Wed 5th October 2011**

WINTER SERVICE POLICY 2011-2012

1. PURPOSE

To approve the Winter Service Policy document, for season 2011-12.

2. RECOMMENDATIONS

That the Area Committee consider the updated Policy prior to submission to the Executive, and then full Council, for approval to allow Operational Plans to be finalised towards the mobilisation of resources by 1st November 2011

3. BACKGROUND

- 3.1 The severe weather conditions of the past three seasons 2008 – 2011 has brought the Winter Service Operation to the forefront of public attention.
- 3.2 Members are reminded of the business day presentations of summer 2010 where the capabilities of the department were explained. A total of 1205km of public road, equivalent to 52% of the network can be pre-treated by 31 vehicles in advance of freeze conditions, within a period of 2-3 hours.
- 3.3 The ability of the department to escalate in snow conditions is limited and the effects of constant precipitation greatly increases the need for heavier or repeated treatments of the core network, thus delaying the treatment of peripheral sections. In times of heavy snow, salt usage can be double or more that of normal pre-salting operations, even when grit and sand mixes are used to aid traction.
- 3.4 The core allowance of 58 runs within the 2010-11 budget was reached on 9th December 2010. Eventually the equivalent of 147.5 equivalent full runs were carried out during operations last season, including footway treatments, continuous snow operations and replenishment of grit heaps and bins.
This resulted in a spend of 254% of the core budget by 31st March 2011.
- 3.5 Salt used in all treatments 2010-11 totalled 19,727 tonnes with a minimum stock level of 2,359 tonnes on 8th Dec. 2010, compared to 18,744 tonnes the previous season with a minimum level of 951 tonnes reached on 19th Jan 2010. Although salt/ grit mixes were used to preserve stock, the resilience was maintained by procuring salt ex-Chile, through our contracted supplier, at a premium rate. This contributed to the overall cost of the operation but allowed the service to continue.

4. DETAILS

4.1 Winter Service Policy Document

4.1.1 The policy document attached **APPENDIX 1**, is unchanged and maintains the level of pre-treatment service delivered in 2010-11. The route category and treatment lengths have been retained, as has the treatment times by route priority.

4.1.2 The Policy Document caters for the resilience of the service with respect to the preservation and most efficient use of Salt supplies. These measures comply with the guidance issued by the United Kingdom Roads Liaison Group UKRLG, in the aftermath of the three severe winters of 2008 - 2011

4.1.3 The current Revenue budget allocation of £1.196M is sufficient to cater for the average level of winter activity from previous year prior to 2008, equating to the equivalent of 58 full turn-outs of the 31 vehicle pre-treatment fleet. Treatment of individual routes will vary with forecast or conditions but this equates to approximately 50 separate days activity throughout the winter period 1st Nov – 15th April including ~5 days snow clearance.

4.1.4 The Policy document and associated operational plans and route descriptions will be updated on the Winter Service page of the Council website at :-
<http://www.argyll-bute.gov.uk/content/roadsandtransport/roadsandpavements>
The current pre-treatment route map and description documents are available at present, as are WRC4 secondary carriageway and reactive Footway route maps. Only minor operational changes are likely to be necessary, with completed documents available via the above web address prior to formal standby operations commencing on Friday 28th October 2011.

4.2 Winter Service - Operational Resilience

4.2.1 The management, supervision and service delivery human resources structure is unchanged from the system operated successfully in previous years. However due to reductions in the core Roads workforce, assistance from Streetscene supervisors and operatives and sub-Contractors will be required.

4.2.2 The Frontline treatment vehicle fleet remains similar to 2010-11 at 33 winter capable vehicles, ranging from 7.5t to 24t capacity. The efficiency of this fleet has been enhanced by procuring eight permanently mounted Gritters (PMG) / Plough units, on a season hire basis, to replace full time fleet vehicles release in April 2011. However eight replacement general purpose fleet vehicles of 7.5t capacity, procured as part of annual vehicle replacement, have been ordered with a secondary winter treatment capability. This will increase the number of vehicles able to plough in snow by a further eight, with four of these vehicles also able to spread salt and grit. This will enhance Roads Operations ability to escalate in times of snow within the constraints of the present departmental budget.

- 4.2.3 Salt stocks have been increased, including the introduction of a Strategic Stockpile at Connel to allow services to be delivered at policy levels, for an extended period without replenishment. The target starting quantity of 17,000 tonnes in all stores by 28th October is a 70% increase on previous seasons. This is equivalent to 45 days continuous operation at Policy treatment levels, although the resilience of individual stockpiles within the network will vary.
- 4.2.4 The Salt Use Reduction and Preservation of Stocks protocol drafted in December 2010 in light of severe shipping and material shortages has been enhanced and updated. This protocol was operated during Dec. to Feb. of last season. This allowed a reduced service to be maintained until such time as salt stocks and prevailing weather conditions allowed resumption of normal Policy treatment levels. The protocol has been updated in **APPENDIX 2**, for this season to cater for the operation of the new Strategic Stockpile under the Council's direct control, as a first line of defence, should replenishment supplies again become interrupted.
- 4.2.5 Inter-departmental arrangements to provide services to vulnerable clients are being developed to allow targeted use of treatment vehicles or 4x4 capability fleet vehicles to assist in the delivery of services on the peripheral network, in times of prolonged severe weather conditions.

5. IMPLICATIONS

- 5.1 Policy Maintains previous season's level of pre-treatment service and route treatment lengths. The reactive treatment of footways in persisting hazards is also maintained at the previous level of service.
- 5.2 Financial Operational Revenue budget 2011-2012 = £1.196 M
- 5.3 Personnel Standby and Management arrangements unchanged.
- 5.4 Equalities Impact Assessment None
- 5.5 Legal None

For further information, please contact Callum Robertson, Roads Asset Manager

Sandy MacTaggart
Executive Director
Date 12th September 2011

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DEVELOPMENT AND
INFRASTRUCTURE
SERVICES



Winter Service Policy 2011/12

Executive Director
Development and Infrastructure Services
Sandy MacTaggart

Argyll & Bute Council
Manse Brae
LOCHGILPHEAD
Argyll
PA31 8RD

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1. INTRODUCTION

1.1 Argyll & Bute Council has a statutory obligation, under Section 34 of the Roads (Scotland) Act 1984, to "...take such steps as it considers reasonable to, prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads" in the Council area, which by definition includes carriageways, footways, footpaths, pedestrian precincts, etc.

1.2 It is the aim of Argyll & Bute Council to provide a service with respect to the above that will :-

- a) Ensure the provision of a standard of treatment appropriate to the prevailing weather conditions.
- b) Establish patterns of working which will, produce the greatest benefit from the deployed resources, with the view to reducing the level of risk and the extent of any delays to the public, caused by adverse weather conditions.
- c) At all times comply with the requirements of the Health & Safety at Work Act 1974.

2. OUTLINE PRINCIPLES

The Council, through the Executive Director of Development and Infrastructure Services, will :-

- a) Set policy and strategy and monitor the winter maintenance service.
- b) Arrange weather forecasts to assist the Winter Management team to determine the daily winter maintenance treatment strategy.
- c) Provide specialist winter maintenance plant. e.g snow plough attachments, bulk gritters, demountable gritters, towed gritters and loading shovels.
- d) Provide salt, grit, grit bins, snow gates and signing.
- e) Provide organise and manage a trained labour force.
- f) Provide non specialist plant e.g. lorries for demountable gritters, pickups, non-specialist loading equipment, hand tools, tarpaulins and the like.

3. MANAGEMENT ARRANGEMENTS

- 3.1 The Executive Director of Development and Infrastructure Services is responsible for implementing the Council's Winter Service Policy.
- 3.2 The Head of Roads and Amenity Services has overall responsibility for ensuring that the Council's winter maintenance activities are carried out in line with the Council's Winter Service Policy.
- 3.3 The Operations Manager is responsible for the day to day operation of the Council's winter service policy. He is responsible to the Head of Roads and Amenity Services for the appointment of a Weather Service Provider (forecaster), collection of winter management and weather data, maintaining salt stocks, winter plant and communications, training of staff, preparation of rotas for on-call Managers and Area Supervisors.
- 3.4 The Operations Manager shall appoint appropriate staff as Winter Managers. The Winter Manager on duty is responsible for consulting with the Duty Manager and approving the draft winter plan of action together with any subsequent updates to that plan produced by the on-call Duty Manager.
- 3.5 Duty Managers are responsible for analysing forecast data, liaising with the forecast provider and producing the daily winter maintenance action plan and gaining approval from the Winter Manager. They will ensure that the daily winter maintenance action plan is submitted to local areas for action by 15:00 hrs each day. They will monitor the weather information and make any changes to the action plan as conditions require.
- 3.6 The Operations Manager will ensure that the appointed staff in their areas are aware of and understand the strategies and priorities as stipulated. On receiving the Duty Manager's approved daily winter action plan they will ensure, through the Area Winter Supervisor, that the plan is correctly implemented. They will ensure, wherever practicable, that adequate resources are available to fully undertake the Council's Winter Service Policy.
- 3.7 Discussions will take place between the Operations and Network Managers to monitor performance, at regular meetings. Any problems highlighted by the Duty Managers will be resolved at local level, where possible. Duty Managers will be relieved by other Area Office staff, from any local management responsibilities, during their weekly duty requirements.
- 3.8 Provision of the Winter Service on Council roads will normally run from the nearest Friday to the 1st November through to 15th April each season. However, this period may be extended, at either end, to accommodate prevailing weather conditions.
- 3.9 Daily communication will take place with the Trunk Roads Service provider to inform each other of their respective treatment proposals.

4. POLICY ON TREATMENT PRIORITIES

4.1 Carriageway treatment

4.1.1 Prior to the commencement of each winter the Operations Manager will produce carriageway gritting routes based generally on the following principles:-

Priority 1				
Strategic high speed, main traffic routes				
A83 Kennacraig - Campbeltown, A814 Dumbarton- Garelochhead, A815 Cairndow – Dunoon Ferry, A816 Oban - Lochgilphead, A818 Arden (A82) - Helensburgh, A819 Dalmally – Inveraray				
	06:00 – 08:00hrs	08:00 – 16:00 hrs	16:00 – 22:00 hrs	22:00 – 0600 hrs
Mon - Sat	Pre-treat as required + reactive	Pre-treat as required + reactive	Pre-treat as required + reactive	Reactive as reported conditions dictate
Sun & PH	Pre-treat as required + reactive	Pre-treat as required + reactive	Pre-treat as required + reactive	Reactive as reported conditions dictate

Priority 2				
Other “A” and “B” classified roads, Except where treatment is categorized under Priority 3 bus routes, or less.				
A814 Garelochhead –Arrochar, A815 Dunoon-Toward, A817 Haul Road & B833 Rosneath Peninsula, A880 to Ardentinny, A885 Sandbank, A886 Strachur– Colintraive, A8003 Tighnabruich, A844 / A845 & A886 on Bute, A846 / A847 on Islay, A846 on Jura, A848 / A849, A884 & B8073 Tobermory – Dervaig, on Mull, B828 / B839 to Lochgoilhead , B842 Southend –Carradale, B843 to Machrihanish, B844 / B8003 to Easdale & Cuan, B8024 Kilberry Loop , B841 / B8025 Achnamara & Tayvallich. Plus Principal Accident and Emergency routes or roads to hospitals and routes to Police stations, Fire stations and Ambulance depot accesses Other selected streets in main urban areas e.g. steep hills, etc where route efficiency permits.				
	06:00 – 08:00hrs	08:00 – 16:00 hrs	16:00 – 22:00 hrs	22:00 – 0600 hrs
Mon -Sat	Pre-treat as required + reactive	Pre-treat in advance (if possible) + reactive	Reactive as reported conditions dictate	Reactive - only in extreme conditions
Sun & PH	Pre-treat as required + reactive	Pre-treat in advance (if possible) + reactive	Reactive as reported conditions dictate	Reactive - only in extreme conditions

Priority 3					
Any section of public road, outwith P1 & P2 above, subject to :- Main Public Service bus routes as timetables require that can be met within operational time bands. Should it be impractical to cover a service then the operator must be notified or Main School Bus routes prior to or during term days only.					
New designation		06:00 – 08:00hrs	08:00 – 16:00 hrs	16:00 – 22:00 hrs	22:00 – 0600 hrs
Priority 3 Service Route	Mon-Fri	Pre-treat as required + reactive	Pre-treat in advance (if possible) + reactive	No treatment unless stable conditions forecast a.m.	No Treatment
	W/E	Pre treat in advance of journey, if possible, but no guarantee. Timetabled days only.			
Priority 3 School Route (12 or more occupied seats)	Mon- Fri	Pre-treat as required + reactive	Pre-treat in advance + reactive	No treatment unless stable conditions forecast a.m. (Not Friday p.m.)	No Treatment
	No treatments out-with School Term days (apart form Sunday evenings in advance, if stable conditions forecast Monday a.m.)				

Priority 4 All other public roads, Only as actual conditions dictate and resources are deemed to be effective.				
	06:00 – 08:00hrs	08:00 – 16:00 hrs	16:00 – 22:00 hrs	22:00 – 0600 hrs
Mon - Fri	No treatment	Reactive (may include pre-treat)	Reactive – only in extreme conditions	No treatment
W/E & PH	No treatment	Reactive – only in extreme conditions	No treatment	No treatment

4.1.2 The above route priorities are set around the requirements to pre-treat in advance of freezing conditions or react to developed hazards within a reasonably practicable timescale within the confines of the resources available. Where hazards re-occur after treatment or in conditions where instantaneous hazards occur, resources may be required to concentrate on re-application of several treatments prior to moving on. In such circumstances the highest priority routes, experiencing such conditions, will generally be treated first and resources will only be released to other priorities once it is determined that treatments have an expectation of remaining effective.

4.2 Footway and Footpath Priorities

4.2.1 At the start of each winter, the Operations Manager will produce footway and footpath treatment routes based generally on the following principle.

Priority 1 - Urban Shopping Areas and Precincts

Priority 2 - Other areas of high pedestrian concentration, e.g. in the vicinity of hospitals and schools.

Priority 3 - Steep hills in housing developments and in the vicinity of residential homes for the elderly.

4.2.2 Footways and footpaths will only be treated, in periods of lasting hazards, when the Duty Manager, in consultation with Area staff, considers that their physical condition makes it necessary and treatments will be effective. They will usually only be treated during normal working hours.

4.2.3 Resources

Labour

To ensure that an adequate labour resource is available to allow treatment to be carried out, arrangements are in place with Amenity Services section to participate in the supply of additional labour when conditions require.

Plant

Plant to assist with the clearance of snow and spreading of salt has been provided by Roads and Amenity Services.

Attachments to mowers to allow footpath ploughing will be fitted at the start of each season, where practicable. Footway salt spreading barrows are provided for use by available labour when required.

4.3 Cycleways

Only cycleways contiguous with roads and footways will be treated in conjunction with any planned treatments.

5. WINTER STANDBY, STANDBY PROCEDURES AND GRITTING GUIDELINES

5.1 The formal winter standby period for Council roads will normally be from the end of the working day on the Friday nearest to 1st November to the Friday nearest to 15th April. This period may be extended at either end as the prevailing weather conditions dictate.

5.2 Shift and Standby Procedures.

5.2.1 During the operational period, standby arrangements will be operated on a formal home standby basis, with call-out as required. Arrangements will be put in place to allow mobilisation of any frontline vehicle within 1 hour of call out.

5.2.2 Standby rotas will include sufficient drivers to ensure that the priority 1 routes can be treated within 2 hours of commencing treatment

5.2.3 On receipt of a weather forecast indicating medium to heavy snow, sufficient Second men will be placed on standby to cover all priority 1 & 2 routes and any priority 3 routes likely to be affected as timetables indicate, by the forecast.

5.3 Carriageway Treatment

5.3.1 Carriageways will generally be treated in the order of priority as specified in section 4.

5.3.2 In the afternoon of each working day during the winter months, having considered the most recent weather forecast, the level of residual salt on the road network and the available resources, the Duty Manager will compile an Action Plan for carriageway treatment for the following twenty-four hours. The Winter Manager will review, recommend any adjustments if needed and then approve the proposed plan.

5.3.3 Precautionary treatment for frost and light snow will be spread at a target rate of 10g/m² of salt.

- 5.3.4 Precautionary treatment for conditions where frost is forecast after rain should be delayed as long as possible to reduce loss of salt due to wash-off. This should not preclude the treatment of routes during showers where freezing of rain on contact has been predicted, or is reported.
- 5.3.5 Precautionary treatment when heavy snow falls are expected should be at a rate of between 20 and 40g/m² of salt according to the anticipated severity of snowfall and confidence level of the forecast.
- 5.3.6 In conditions where current snowfall is forecast to continue, substitution of salt with abrasive materials, sand or grit, will be instigated until such time as showers cease and any use of de-icing materials are deemed to be more effective. In extreme or persisting conditions, all material spreading will cease until there is an expectation that any deposits will remain on the carriageway and be effective in aiding traction.
- 5.3.7 In marginal conditions, consideration will be given to limiting treatment to known localised areas prone to icing. During periods of prolonged freezing conditions in the absence of precipitation, spot salting of areas of persistent seepage will continue while hazards remain.
- 5.3.8 Where areas of seepage from adjoining land are recorded on a regular basis, these will be identified and pre-emptive rectification of the drainage system will be instigated.
Land owners will be notified of their requirement to carryout such work as it affects public roads. The Council will take necessary steps to effect repairs, in the absence of any undertaken by landowners and pursue recovery of costs accordingly.
- 5.4 Footway and Footpath Treatment
 - 5.4.1 Treatment of footways and footpaths will be by a combination of mechanical and manual operation. In large urban areas footway salting will be carried out by purpose built spreader barrows with a nominal design spread rate of 50g/sq.m.
 - 5.4.2 Salt will only be utilised where ice and frost are the main hazard. In all snowfall conditions, physical clearance will be the priority with sand / grit spread thereafter to aid traction.
 - 5.4.3 Treatment of footways and footpaths will normally only be carried out during the normal working day as resources permit. In most cases additional resources should be mobilised at local level as conditions dictate. The Winter Manager and Duty Manager will be kept informed of all additional resources mobilised by local management.

6. SNOW CLEARANCE STRATEGY

6.1 Carriageways

- 6.1.1 On receipt of a weather forecast indicating medium to heavy snow, carriageways should be treated in accordance with section 5.3.5. When the forecast is for rain turning to snow or the snow prediction is marginal the salting operations should be delayed accordingly.
- 6.1.2 When forecasts indicate that there will be medium or heavy snow falls, the Duty Manager will instruct that all vehicles capable of being fitted with ploughing devices will be so equipped.
- 6.1.3 Salting should be continued or be restarted when snow is falling, as conditions warrant however sand / grit must be used to preserve de-icing materials until such time as it can be used effectively.
- 6.1.4 Snow ploughing will commence as soon as it is considered that the operation will be effective. Generally snow can only be ploughed effectively at depths exceeding 30mm.
- 6.1.5 Spreading treatment of ploughed surfaces will be carried out when it is considered that the material will have the most beneficial effect. The normal case on two lane carriageways will be for spreading treatment to be started when the second lane is being ploughed, generally in the return direction. However in persisting snow conditions the spreading of materials shall be delayed until clearance of accumulations is effective.
- 6.1.6 Resources should generally be allocated to clear roads in the order of priority shown in section 4, but with precedence being given to those areas which have experienced the heaviest snow falls and drifting
- 6.1.7 Where slush is formed it should be ploughed as soon as practicable to avoid the risk of rutting should there be a further significant drop in temperature which might result in freezing conditions.
- 6.1.8 Where snow hazards are predicted to persist or develop intermittently throughout the night, consideration will be given to continuing action in some circumstances. Mainly in cases where a break in operations may result in hard packed snow or other conditions difficult to treat on resumption.
- 6.1.9 Individual circumstances, such as access for emergency services or other lifeline service vehicles will normally take precedent over the above route priority arrangements.
- 6.1.10 Where it is judged that a road cannot be kept open, early closure in liaison with the Police in a planned manner, should be initiated.

Direct consultation at local level must be maintained where conditions are changeable and in some circumstances this may mean on site by local Supervisors.

6.1.11 Road closures will be reported to the Director, Head of Service, Operations Manager and Network and Environment Managers as soon as practicable, with immediate notification transmitted to Traffic Scotland and local radio stations where appropriate.

6.2 Footways and Footpaths

6.2.1 Where footways and footpaths are covered with light accumulations of snow i.e. less than 30mm, treatment will consist of the application of Sand or Grit as described in section 5.4. of this document.

6.2.2 Where snow depths exceed 30mm footways clearance will be carried out where practicable by pedestrian operated or ride on powered footway ploughs. This will be enhanced by manual clearance when necessary i.e. where access precludes the use of the above plant.

6.2.3 Snow clearance of footways will normally only be carried out during the normal working day and as resources permit.

7. ASSISTANCE FROM EXTERNAL CONTRACTORS

7.1 Roads and Amenity Services provide labour and non-specialist plant as specified. In some districts, mainly islands, resources are limited and private contractors are used to provide cover to comply with this policy.

7.2 In severe weather conditions additional resources can be drafted in from local private contractors to supplement those of the Council. Arrangements are made through the Operations Manager to contact these contractors in advance to determine their availability and formulate contingency plans for contact and mobilisation. The Winter Manager and Duty Manager will be kept informed of all additional resources mobilised by local management.

8. SALT, ETC.

8.1 Provision of Salt

8.1.1 Salt or other de-icing materials will be supplied through the Operations Manager. An annual supply contract shall be let prior to the start of the winter season.

8.1.2 Onsite sampling and testing shall be carried out in each area as the Operations Manager deems necessary. The Operations Manager will ensure that sufficient stocks of Salt and Abrasive materials are maintained at each storage location.

8.2 Storage of Salt

- 8.2.1 Where practicable salt shall be stored under cover to prevent leaching, improve handling and to reduce treatment times. A programme of converge of salt stores with permanent roofs will be undertaken as quickly as practicable as financial, planning and operational considerations allow.
- 8.2.2 Storage facilities will be loaded out prior to the commencement of operations and stock levels will be monitored weekly to assure optimum supplies are available throughout the season. Stores will be kept as full as practicable as protection from the weather allows and minimum stock levels will dictate optimum re-ordering procedures.
- 8.2.3 Weekly totals of all salt quantities delivered, transferred or issued as treatments will be collated for each storage location and e-mailed to HQ for central collation from 12:00hrs each Friday
- 8.2.4 Requests for additional salt will be included in these weekly e-mails and calling forward of orders will be co-ordinated centrally through the Roads Procurement Officer, with the supply contractor to provide the most efficient means of optimising stock levels.

8.3 Use of Salt and Salt / Abrasive Mixtures

- 8.3.1 Preservation of salt or other de-icing materials for use where they are most effective should be a consideration when formulating a treatment plan. Service resilience must be taken into consideration at all times.
- 8.3.2 All routes will be pre-treated with pure rock salt, as the most effective method of preventing freezing of wet surfaces or melting of previously formed ice. However on predominantly rural routes affected by snow, grit may be added at 1:1 salt/grit mix to aid traction and break up compacted layers. In severe conditions or when supplies are restricted, pure Sand / Grit will be employed to preserve de-icing stocks. In wholly urban areas, salt only should be applied to the carriageway at all times. Salt should be spread at the designated spread rates as determined by the Duty Manager.
- 8.3.3 The grading of salt and grit for mixtures shall be such that 100% will pass a 6.3mm sieve but less than 1% passing a 2mm sieve.
- 8.3.4 Grit bins should be filled with a 3:1 grit/salt mix, initially at the start of the season. Continued replenishment in times of persisting hazard will be purely of Sand / Grit to preserve de-icing materials and only when resources permit.

8.3.5 Provision of Salt to other departments of the Council, other Contractors or members of the public will be restricted to maintain the resilience of the Service. Issues from depots, of salt for private use, will be restricted to one 20kg bag per individual.

8.4 Calibration and control of Salt Rates of Spread

8.4.1 The Operations Manager will ensure through the Fleet Manager that all spreaders, permanent and demountable, are maintained in such a manner as to optimise the salt feed and regular checks of the calibration shall be carried out. Records of all tests and alterations to the calibration shall be maintained for inspection.

8.4.2 All spreaders shall have limiting devices fitted such that spread rates cannot exceed 60g/m². The device may be fitted in such a manner as to allow it to be temporarily disconnected to assist the clearance of blockages.

8.5 Grit Bins and Grit Heaps

8.5.1 Grit Bins shall be provided by the Operations Manager where considered appropriate. Placement of grit bins and grit heaps shall be considered carefully, in terms of the environment and public safety.

8.5.2 Grit heaps will be placed at hills and corners in rural areas as considered necessary by the Operations Manager. Mainly on routes not subject to pre-treatment. These will consist of a 3:1 grit/salt mix to aid traction in compacted snow conditions.

8.5.3 A register of grit bins shall be maintained by the Operations Manager.

8.5.4 The Operations Manager will arrange for grit bins and grit heaps to be maintained and replenished as necessary, as operational resources allow and stocks of available materials permit.

9. PLANT RESOURCES AND SERVICING PRACTICES

9.1 All winter maintenance plant will be serviced, overhauled and made ready for use, at least two weeks before the designated start of the winter period. All servicing and maintenance of specialist winter maintenance plant will be the responsibility of the Operations Manager. The Council's Fleet Services section, maintain all plant and equipment for the user departments. The Fleet Manager will inform the Operations Manager of any deterioration in the effectiveness of any items of Winter Maintenance Plant.

9.2 Any short fall in resources caused by the removal of plant from service, during the winter period, should be reported to the Operations Manager by the Duty Supervisor. The Operations Manager will then seek ways to address the problem. Where additional fleet vehicles are available, these will be prepared as

back-up units, either in advance of operations or as soon as practicable whenever a shortfall in vehicles arises..

- 9.3 The Operations Manager will ensure that all major items of plant are made operational by the start of the standby period. A programme of trial runs will be drawn up, to allow all items of plant to be tested and have all their accessories fitted to ensure readiness for the winter period. The trial runs will be carried out on a depot by depot basis during normal working hours.

10. WEATHER FORECASTING AND MONITORING

- 10.1 The MeteoGroup Limited 292 Vauxhall Bridge Rd. London , have been contracted to provide the road forecast for the period 1st October to 15th May each winter period. Arrangements have been made for the forecast information and radar maps to be down loaded directly to the Duty Manager via Laptop computers. Access to the information will be gained via the local area networks at the individual centres, during office hours, or by a broadband router ink from Duty Manager's homes. Information is available on a bespoke website for weather information and partially backed up by e-mail. In the event of a system failure it will be possible to obtain the forecast information by fax to the Duty Manager's Office or verbally out of hours to their home.
- 10.2 The contract with the MeteoGroup Limited provides for a twenty-four hours consultancy arrangement. Forecasters are available throughout the winter period by telephone, to discuss weather matters and clarify details with department staff.
- 10.3 The text forecast is augmented by other services as necessary, including the use of RADAR and satellite images to study precipitation patterns. There are twelve Road Sensor stations, owned by the Council and maintained by MeteoGroup's partner Vaisala Ltd, giving atmospheric and surface conditions, situated throughout the Argyll and Bute road network.

11. OPERATIONAL COMMUNICATIONS

11.1 Vehicle / Duty Supervisor / Depot Communications

- 11.1.1 Where practicable winter maintenance vehicles will be provided with a cellular telephone, such that contact may be maintained with the Duty Supervisor or depot at all times. When it is considered safe to do so, manning of vehicles fitted with effective communications facilities, will be limited to the driver only.
- 11.1.2 The fleet of 30nr frontline, route specifically allocated and 2nr back-up, winter maintenance vehicles are fitted with satellite tracking and data-logging equipment, provided by Cybit Ltd. Vehicles can be monitored through web access, in real time during operations and their actions are recorded and archived for future reference. One other private contractor owned vehicle is employed on pre-treatment operations on the Isle of Jura where in-house resources are limited.

- 11.1.3 Throughout the period of winter standby, the Operations Manager will ensure that staff is available to receive calls from the Police and other appropriate agencies. Call out rotas will be provided to the Operations Manager, adjacent authorities, management agents and the Police.
- 11.2 Communications with Strathclyde Police, Roads Policing Section
 - 11.2.1 It is important that the strong partnership, formed with the Police, is maintained. Information relating to severe weather conditions will be communicated to the Police at the earliest possible opportunity. The Duty Manager will consult fully with the Police when it becomes necessary to arrange road closures and when there is a need to move abandoned vehicles.
 - 11.2.2 The out of hours emergency rota will be issued to the Police by the Operations Manager. This will be confirmed to the Police Area Control Room at Pitt Street, Glasgow on the Friday start to each weekly duty shift.
 - 11.2.3 The Duty Manager will arrange for the daily action plan to be e-mailed to the four main local Police offices each day. This will also include a confirmation of the Area Supervisors' and Duty Manager's out of hours contact telephone numbers.
 - 11.2.4 The Duty Manager will take due regard of all reports received from the Police, concerning dangerous road conditions and give consideration to them, in line with the Council Policy, in deciding the action to be taken.
- 11.3 Communications with other Agencies and Motoring Organisations
 - 11.3.1 Scotland TranServ, the North West Trunk Roads term contract operator will be sent the daily action plan and out of hours contact information, each day throughout the winter period.
 - 11.3.2 The Duty Manager will inform Glasgow City Council ; Roads and Lighting Faults Call Centre , R.A.L.F. , of the out of hours contact numbers for the following weeks shift and any amendments necessary thereafter. A copy will also be sent to Cybit, Vehicle Tracking Service provider, for their 24hr control room.
 - 11.3.3 The Duty Manager will inform Traffic Scotland when severe weather conditions are causing delays to traffic movement.
- 11.4 Communications with the Public
 - 11.4.1 Enquiries from the public will normally be dealt with by the Customer Access Centre during normal working hours.

- 11.4.2 Consideration will be given to the placing of warning signs, alerting drivers to the possibility that road surface hazards may develop outwith treatment times will be placed at the interface of Priority 1 to Priority 2 & 3 routes
- 11.4.3 Leaflets explaining the extent of treatment routes, their priority and hours of operation will be prepared and where necessary updated, in advance of each season. These will be distributed by electronic means or to all local area Council premises and other public access buildings and establishments, such as filling stations and shops. Further copies may be issued as mail-drops or inserts to local newspapers.

11.5 Media

- 11.5.1 National radio, television and national press enquiries should be dealt with by the Director or the Head of Service or through the Council's Press and Media Relations Office.
- 11.5.2 Local radio and press should be dealt with by the Head of Service or by the Operations or Network Manager.
- 11.5.3 The Head of Service, Operations Management and Network Managers will be advised as soon as practicable if conditions deteriorate such that major routes have to be closed.

12. INSTRUCTION AND RECORD KEEPING.

- 12.1 The management of the Instruction, Recording and Archiving of daily winter Action plans is automated, by use of a bespoke winter maintenance management tool provided by Vaisala Ltd.
- 12.2 Vaisala - IceMan is a web based system which allows access by managers and supervisors simultaneously, to post instructions and record actual activities on each specific pre-treatment route as operations progress. Details will include some or all of the following:-
 - a) Details of the routes treated.
 - b) The start and completion of treatment on a specific route.
 - c) Type of treatment carried out.
 - d) Driver and other operator details
 - e) Quantity of materials used
 - f) The prevailing weather conditions.
 - g) Any contacts by Police regarding reactive requirements
 - h) Details of any plant breakdowns, accidents or incidents.
 - i) Any other problems
- 12.3 In parallel to the above recording system, vehicle activities are recorded on the Cybit Ltd – Fleetstar, vehicle tracking system. Reports and map based graphical records can be run to confirm and clarify in more detail, the recorded activities.

- 12.4 All records are archived in separate remote servers and can be retrieved through web access by any authorised user, at any time after a plan has been completed.
- 12.5 Additional records of all telephone calls related to winter operations are kept by all duty supervisors and managers. These are completed at the end of each shift, collated and filed centrally for future reference.

Protocols for the reduction in use of salt and preservation of remaining stocks.

Winter Service Policy supplementary revised from Dec 2010 draft.

Storage Capacity , Stock Transfers and replenishment times

Storage capacity in all 15 “Operational” salt stores has been increased by 3,500tonnes to approximately 14,000tonnes, since 2009, through phase 1 of the covered tunnel construction programme. In addition to this, in April 2011, a secondary “Strategic Stockpile” has been placed at Connel Salt Slab with 4,435tonnes currently stored under a proprietary sheeting cover. The 3,000tonne Dome in Helensburgh, although an operational store has an element of strategic storage.

For national salt resilience purposes, daily usage is calculated on 2 Priority WRC1-3 network treatments and one WRC4 “other routes” treatment in each 24hr period.

This equates to 375tonnes/day at normal use levels, 600tonnes/day for heavy snow.

The Strathclyde Emergencies Co-ordination Group, Roads sub-group agreed that Roads Authorities should achieve a minimum storage capacity of equivalent to 70% of the average total salt usage of the last three severe winters. This equates to a minimum 14,350tonnes for Argyll and Bute. However the target tonnage for the start of this season, 28th October, is 17,000tonnes including the strategic stockpile.

This equates to 45 continuous days supply at Winter Policy treatment levels.

As the national salt supply contract has an allowance of 21days to fulfil delivery from point of order, the minimum resilience required in normal conditions equates to four weeks operations or approximately 60% of the new capacity, at 10,000tonnes. In practice, reduced quantities of 6,000tonnes before replenishment are acceptable. This equates to a resilience of 16 days operations, at normal treatment levels.

Within this total quantity, material may require to be moved between stores to preserve a degree of individual resilience in each of the operational stockpiles around the network. Internal transfers between stores ensure adequate stocks are available as much as practicable to maintain a consistent treatment regime throughout the network. In this way the hierarchy of route treatments can be preserved as per the policy, for as long as practicable within any delivery shortage period.

Operational Decision techniques to Manage Salt use.

Winter Service Policy 2011 already recognises the need to preserve salt primarily for the prevention or treatment of ice on higher speed carriageways. 3Grit:1Salt mixes are already utilised in Grit Heaps and Bins and in the reactive treatment of footways. Salt preservation techniques can be instigated on carriageway treatments where forecasts or conditions indicate that a mixture of salt and grit will provide the best treatment to aid traction. The winter operations decision to use 50/50 mixes should only be for this purpose, rather than to preserve supplies.

In periods of falling snow, Grit only should be used on “return” ploughing legs until such time as snowfall ceases and there is an expectation that salt will melt any residual snow after ploughing.

In settled constant dry conditions Residual Salt levels on carriageways allow the curtailment of further treatments, as part of the daily operational plan.

Reduction in Salt use in treatments, to preserve remaining stocks.

Where salt stock levels reduce and replenishment quantities are doubtful in either quantity or timescale, the use of salt will be curtailed under the following procedures.

Salt Preservation levelCircumstancesAuthorised by.**SP1 Total Operational Stocks reduce to 6,000tonnes Winter Manager**

This level will be reached in conditions of reasonably prolonged hazardous conditions or where extreme conditions reduce the effectiveness of salt. The supply chain for salt replenishment may become of national importance and Transport Scotland and Strathclyde Emergency Co-Ordination Group advice may be received.

First Operation:- Activate replenishment from Strategic Stockpile (+4,400tonnes)

Depending on the likely delay in replenishment, part or all of the Connel stockpile may be moved to operational stores and the permanent sheeting replaced. The quantity will be determined by the potential delivery date for shipping. The total stock will provide a further 12 days resilience within the operational stores, at normal use rates.

Resilience:- 27days at normal use levels 375t/day : 16days heavy snow 600t/day

Second Operation:- Activate Salt Preservation Measures.

Salt treatments will be reduced. Spread rates adjusted from 40g/m² to 20g/m², or 20g/m² to 10g/m². Further reductions in the salt content of all carriageway treatments will be achieved by mixing Grit and Salt together, firstly at 1Grit:1Salt then 2Grit:1Salt. In extreme frosts where RSTs remain below -5C all day, and salt is considered to be ineffective, additional treatments of pure Grit on all routes can be instructed to aid traction. Grit heaps, bins and footway treatments will remain at 3grit:1Salt.

Resilience:- 32days at reduced use SP1 = 188t/day : 20days heavy snow

SP2 Total stocks reduce to 4,000tonnes Head of Service

Salting treatments will be curtailed to Priority 1&2 pre-treatment routes only (1205 km) The SP1 salt mixing techniques will be used in all further SP levels.

All other treatments will be of pure Grit including replenishment of grit bins / heaps.

Resilience:- 25 days at reduced use SP2 = 156t/day : 15 days heavy snow

SP3 Total Stocks reduce to 2,000tonnes Executive Director

Salting will be reduced to one treatment per 24hr forecast period, of the Priority 1&2 network, usually 06:00hrs mornings, in advance of the majority of traffic movements.

All other treatments will be of pure Grit including replenishment of grit bins / heaps

Resilience:- 25 days at reduced use SP3 = 78t/day : 15 days heavy snow

SP4 Total stocks reduce to 1,000tonnes Chief Executive

Salting reduced to Priority 1 and Priority 2 "A" class routes only 06:00hrs. (492km)

All other roads and mobilisation times, Grit only.

Resilience:- 32 days at reduced use SP4 = 31t/day : 20 days heavy snow

SP5 Total Stocks reduce to 700 tonnes Chief Executive

Effectively 2 days resilience at original policy normal use. The trigger point for application to Scottish Executive Emergency Salt stockpile. Release of salt, allowing replenishment out with the normal constraints of the national salt supply contract.

Resilience:- 22 days at reduced use SP5 = 31t/day : 13 days heavy snow

Total resilience SP1 (2nd Op) > SP5 (end) = 68 days : 41 days heavy snow.

ARGYLL AND BUTE COUNCIL

MID ARGYLL, KINTYRE AND
ISLAYDevelopment And Infrastructure
Services

05 OCTOBER 2011

**ARDRISHAIG REGENERATION MASTERPLAN; CONTINUED
FINANCIAL SUPPORT TO SECURE IMPLEMENTATION****1. SUMMARY**

1.1 This report seeks to inform members of the unsuccessful outcome of an application for funding from the EU Interreg Programme and subsequently request the continued support of the MAKI Area Committee to submit a fresh application for grant funding to assist with the implementation of the Ardrishaig Regeneration Masterplan.

1.2 The Executive Committee of September 2009 agreed a recommendation from the MAKI Area Committee to support a request for £48,000 from the Capital Receipts Budget over a 3 year financial period to assist in the Ardrishaig Regeneration Masterplan.

1.3 However, it was noted that by virtue of little capital sales receipts, the MAKI Area Committee had insufficient funds to meet this request. Nonetheless, the Director of Finance, with approval of the Executive committee, agreed that the Council would continue to provide the £48,000 match funding in the event of a successful application.

1.4 As a consequence of the unsuccessful bid for grant funding, Council officers are continuing to work with partners British Waterways Scotland (BWS) and the Ardrishaig Community Council to submit a refreshed application to alternative funding providers. The refreshed application will include proposals and costings.

1.5 Council officers require the continued financial commitment of the Council to allow the further development of plans. BWS have confirmed that they will continue to match the Council in the provision of match funding.

1.6 Recommendations

1.7 That members note the content of this report and support in principle the proposal to retain the funding from the Council, and in addition, to recommend to the SMT and the Executive Committee to continue to

provide match funding along with our partner British Waterways Scotland.

2. BACKGROUND

2.1 Ardrishaig Regeneration Masterplan and Action Plan

2.2 The masterplan and associated action plan was approved by the Executive Committee in October 2008 as Supplementary Planning Guidance in line with the recommendations of the MAKI Area Committee in August 2008.

2.3 The masterplan and associated action plan emerged from a high priority 'Area for Action' within the Council's adopted Local Plan 2009 for environmental improvements to the waterfront.

2.4 Key Stakeholders

2.5 British Waterways Scotland (BWS) and the Ardrishaig Community Council are the other key stakeholders in the development of this project. BWS, along with the Council own the majority of land within the project site with exception to the Ardrishaig Boat Club which is privately owned.

2.6 EU Funding Bid

2.7 In September 2009, the MAKI Area Committee supported a request for funding of £48,000 from the Capital Receipts budget over a 3 year financial period 2010 – 2013 to assist in the implementation of the Ardrishaig Regeneration Masterplan.

2.8 Also in September 2009, the Executive Committee agreed to authorise the recommendation from the MAKI Committee in the recognition that the MAKI Area Committee had insufficient funds available to meet the request but understood that sufficient funds were in contemplation and that the Council would assist in any shortfall.

2.9 Conjoined with an equal funding contribution from BWS, this provided a match fund of £96,000 as part of a tripartite application with partners from the Republic of Ireland and Northern Ireland. The project, called 'Towns and Villages on our Inland Waterways' was submitted to the Special European Union's Programme Body (SEUPB) in October 2009. The SEUPB is based in Belfast.

2.10 In May 2011, Stuart Green verbally reported to the MAKI Business Committee that the SEUPB had approved the project in principle subject to further background checks. Unfortunately the Council has formally been advised since, that although the project has now received final consent, specific elements, including those relating to Ardrishaig and Toome in Northern Ireland were removed.

2.11 Despite this setback, Council officers, BWS and the Community Council remain committed to the delivery of this project as detailed in the Masterplan and continue to collaborate in further developing the project and securing funding for implementation.

2.12 Council officers now require the continued financial commitment of the Council to allow the further development of plans. BWS have confirmed that they will continue to match the Council in the provision of match funding.

3. CONCLUSION

3.1 Despite the setback of the recent unsuccessful funding application, the continued partnership working of BWS and the Ardrishaig Community Council and other stakeholders is testament to the strength of this project which has strong policy support. The Ardrishaig Regeneration Masterplan requires the continued support of the Council to progress towards implementation

4. IMPLICATIONS

Policy: Progression of the objectives in the Argyll and Bute Local Plan 2009. Ardrishaig is designated as a Priority 1 Area for Action.

Within the Economic Development Action Plan is an outcome to assist in the spread of economic development developments to our smaller communities.

Complies with the aims and objectives of the Argyll and Bute Council Corporate Plan 2010 – 2013 and beyond in terms of waterfront and town centre regeneration.

Financial: Financial commitment from the Council in principal for the Ardrishaig Regeneration Masterplan.

Personnel: Officer time.

Equal Opportunity: None

For further information contact: Stuart Green

Telephone

01546 604243

LIST OF BACKGROUND PAPERS:

None

ARGYLL AND BUTE COUNCIL

MID ARGYLL, KINTYRE AND
ISLAY

Development And Infrastructure
Services

05 OCTOBER 2011

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1.2 The Executive Committee of September 2009 agreed a recommendation from the MAKI Area Committee to support a request for £48,000 from the Capital Receipts Budget over a 3 year financial period to assist in the Ardrishaig Regeneration Masterplan.

1.3 However, it was noted that by virtue of little capital sales receipts, the MAKI Area Committee had insufficient funds to meet this request. Nonetheless, the Director of Finance, with approval of the Executive committee, agreed that the Council would continue to provide the £48,000 match funding in the event of a successful application.

1.4 As a consequence of the unsuccessful bid for grant funding, Council officers are continuing to work with partners British Waterways Scotland (BWS) and the Ardrishaig Community Council to submit a refreshed application to alternative funding providers. The refreshed application will include proposals and costings.

1.5 Council officers require the continued financial commitment of the Council to allow the further development of plans. BWS have confirmed that they will continue to match the Council in the provision of match funding.

1.6 Recommendations

1.7 That members note the content of this report and support in principle the proposal to retain the match funding from the Council to assist with the implementation of the Ardrishaig Regeneration Masterplan.

2. BACKGROUND

2.1 Ardrishaig Regeneration Masterplan and Action Plan

2.2 The masterplan and associated action plan was approved by the Executive Committee in October 2008 as Supplementary Planning Guidance in line with the recommendations of the MAKI Area Committee in August 2008.

2.3 The masterplan and associated action plan emerged from a high priority 'Area for Action' within the Council's adopted Local Plan 2009 for environmental improvements to the waterfront.

2.4 Key Stakeholders

2.5 British Waterways Scotland (BWS) and the Ardrishaig Community Council are the other key stakeholders in the development of this project. BWS, along with the Council own the majority of land within the project site with exception to the Ardrishaig Boat Club which is privately owned.

2.6 EU Funding Bid

2.7 In September 2009, the MAKI Area Committee supported a request for funding of £48,000 from the Capital Receipts budget over a 3 year financial period 2010 – 2013 to assist in the implementation of the Ardrishaig Regeneration Masterplan.

2.8 Also in September 2009, the Executive Committee agreed to authorise the recommendation from the MAKI Committee in the recognition that the MAKI Area Committee had insufficient funds available to meet the request but understood that sufficient funds were in contemplation and that the Council would assist in any shortfall.

2.9 Conjoined with an equal funding contribution from BWS, this provided a match fund of £96,000 as part of a tripartite application with partners from the Republic of Ireland and Northern Ireland. The project, called 'Towns and Villages on our Inland Waterways' was submitted to the Special European Union's Programme Body (SEUPB) in October 2009. The SEUPB is based in Belfast.

2.10 In May 2011, Stuart Green verbally reported to the MAKI Business Committee that the SEUPB had approved the project in principle subject to further background checks. Unfortunately the Council has formally been advised since, that although the project has now received final consent, specific elements, including those relating to Ardrishaig and Toome in Northern Ireland were removed.

2.11 Despite this setback, Council officers, BWS and the Community Council remain committed to the delivery of this project as detailed in the Masterplan and continue to collaborate in further developing the project and securing funding for implementation.

2.12 Council officers now require the continued financial commitment of the Council to allow the further development of plans. BWS have confirmed that they will continue to match the Council in the provision of match funding.

3. CONCLUSION

3.1 Despite the setback of the recent unsuccessful funding application, the continued partnership working of BWS and the Ardrishaig Community Council and other stakeholders is testament to the strength of this project which has strong policy support. The Ardrishaig Regeneration Masterplan requires the continued support of the Council to progress towards implementation

4. IMPLICATIONS

Policy: Progression of the objectives in the Argyll and Bute Local Plan 2009. Ardrishaig is designated as a Priority 1 Area for Action.

Within the Economic Development Action Plan is an outcome to assist in the spread of economic development developments to our smaller communities.

Complies with the aims and objectives of the Argyll and Bute Council Corporate Plan 2010 – 2013 and beyond in terms of waterfront and town centre regeneration.

Financial: Financial commitment from the Council in principal for the Ardrishaig Regeneration Masterplan.

Personnel: Officer time.

Equal Opportunity: None

For further information contact: Stuart Green

Telephone

01546 604243

LIST OF BACKGROUND PAPERS:

None

ARGYLL AND BUTE COUNCIL

**MID ARGYLL KINTYRE
AND THE ISLANDS
AREA COMMITTEE**

DEVELOPMENT AND INFRASTRUCTURE SERVICES 5 OCTOBER 2011

TAYINLOAN FERRY BERTH IMPROVEMENTS – BRIEFING PAPER

1. SUMMARY

This report provides an update on the Tayinloan contract works to improve the ferry berth.

2. RECOMMENDATIONS

That members note the contents of this report

3. DETAIL

There were initial feasibility studies undertaken by Royal Haskoning that identified both the problems and potential solutions at both Tayinloan and Gigha, Ardminish bay. A preferred option for Tayinloan was selected and a contract to design the scheme was awarded to Scott Wilson, now known as URS. The funding for the scheme was limited to £2.65m and it was this that governed the decision to address the problems at Tayinloan first. There was a requirement to produce a cost estimate for the design solution and unfortunately this exceeded the available capital budget for the scheme. Further full business case addendums were carried out to review the method and scope of the required work which determined that the land based sand transfer and coastal work should be achieved by way of land access agreements with the landowners. This method ensured that the Council was exposed to both the least risk and cost and thereby made the project affordable.

The scheme was tendered on the basis of the revised scope and attracted interest from a number of contracting companies. They were all assessed under a pre-qualification questionnaire and those selected were requested to submit a tender. Five compliant tenders were returned and a preferred bidder nominated. The obligatory 10 day standstill period was held and the contract is now ready for award.

There had been early discussions with affected landowners and whilst it was understood that their concerns had to be addressed it did not appear that there would be significant problems since all parties were

in favour of the works progressing. However, one landowner transpired to have significantly greater demands than the others and this has led to protracted negotiations. Final sign off with landowners is anticipated before the end of September.

The future development of the hybrid ferries being undertaken by Caledonian Maritime Assets Ltd (CMAL), one of which has been recommended for this route, demand that further works will be necessary for the Gigha Ardminish bay slip. This ferry is currently scheduled for service in 2013/14 and discussions with both the Scottish Government and CMAL are in progress in order to ensure that this enhancement to the route can be funded and achieved.

The Council does not have any provision for these proposed additional marine works within the approved capital programme to accommodate the new ferry.

4. CONCLUSION

The scheme to implement these improvements has been hindered by both the requirement to re-scope the works to ensure that they come within the available budget but also by the protracted land negotiations. All parties within the Council and the appointed consultants continue to work towards implementing these works. It is envisaged that the Council will be in a position to appoint its preferred bidder by the end of September and is making provision to advise the local communities and other key stakeholders with respect to the works programme following confirmation of the contract award.

5 IMPLICATIONS

Policy	None
Financial	Contingencies and an optimism bias have been included in the financial assessment that give assurance for bringing the scheme in on budget
Personnel	None
Legal	agreement with landowners to be signed off
Equal Opportunities	None

For further information please contact Martin Gorringe, Marine & Airports Manager
(01546604656)
Development and Infrastructure Services

ARGYLL AND BUTE COUNCIL**TO: DIRECTOR OF CORPORATE SERVICES****Report for Committee**To accompany **ALL** reports for Committees

COMMITTEE:	MAKI Area Committee
DATE OF MEETING:	5th October 2011
DEPARTMENT:	DEVELOPMENT AND INFRASTRUCTURE SERVICES
TITLE OF REPORT:	North and South Kintyre Landscape Capacity Study – Proposed Ugadale Amendment

Recommendation that the attached report be:-

- | | | |
|----|--------------------------------|-----|
| 1. | Given unrestricted circulation | YES |
| 2. | Taken in private | NO |

MEDIA INTEREST

Is this a matter that has a Media Interest?	No
If Yes , please attach draft Press Release	

Will this matter have an impact on the Community?	No
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LIST OF BACKGROUND PAPERS(if none, state "**NONE**")

1. None

(Note: All documents specified must be kept available for public inspection for four years from the date of the meeting at which the report is considered.)

Signed: _____ Date: _____ 17/09/2010 _____

ARGYLL AND BUTE COUNCIL

MAKI Area Committee

DEVELOPMENT SERVICES

5th October 2011

**North and South Kintyre Landscape Capacity Study –
Proposed Ugadale Amendment**

1 SUMMARY

- 1.1 This report concerns page 66 of the Landscape Capacity Study(LCS) for North and South Kintyre approved previously by the MAKI Area Committee.
- 1.2 The submission of an application to renew an outline planning consent for a single dwellinghouse has exposed an error in the Landscape Capacity Study at this particular location.
- 1.3 The LCS should be amended to include a new orange coloured area suitable for the accommodation of the single dwellinghouse that was previously approved and to allow this consent to be renewed.

2 RECOMMENDATIONS

- 2.1 That the Area Committee agrees to amend the site plan and text on page 66 of the Landscape Capacity Study for North and South Kintyre document to include a small 'orange - area with potential to accommodate development' as shown on the revised Page 66 and remove an existing area of orange that has wrongly been identified (the revised text and site plan is attached to this report as Appendix A).

3 BACKGROUND

- 3.1 Members are aware of the background and objective of the Landscape Capacity Study for North and South Kintyre approved previously. The Landscape Capacity Studies are considered to be technical studies that can be changed without recourse to the Council.
- 3.2 As a result of an application for the renewal of an extant outline planning permission for a single dwellinghouse(05/01487/OUT), it has been noted that there is a discrepancy between the text and map for Rural Opportunity Area SK 18 contained within the LCS at Ugadale. The original LCS indicated an area suitable for development that did not include the site that was subject to the previous outline consent. Following discussions with the applicant concerned a site visit was subsequently held and it was agreed that the

consultants employed by the Council to undertake the landscape capacity work should take a more detailed look at the area concerned. This resulted in a discrepancy being identified that now requires changes made to the landscape capacity study.

- 3.3 It is proposed to address this discrepancy by amending the plan on page 66 of the Landscape Capacity Study for North and South Kintyre document to include an 'orange - area *'where there is an opportunity for a single unit carefully sited in the natural depression to the southeast of the established coniferous plantation....'*. This is shown in Appendix A of this report.
- 3.4 It is also intended to remove an area of orange within SK18 as it covers exposed, convex open fields that are considered unsuitable for future development. The proposed change has been carried out with the agreement of the landowner concerned.
- 3.5 The proposed alteration to the Landscape Capacity Study at Ugadale will now allow the application for the renewal of the outline planning consent (10/01322/PPP) to proceed with a positive recommendation.

4 CONCLUSION

- 4.1 It is proposed to amend the Landscape Capacity Study for North and South Kintyre document to include an 'orange - area with potential to accommodate a single dwellinghouse within the site identified as SK 18 – High Ugadale and to remove the current orange area.

5 IMPLICATIONS

Policy: The revised North and South Kintyre landscape capacity study will be primarily used in conjunction with the current Development Plan (Structure and Local Plan) to assess planning applications.

Financial: There are no additional costs for this work

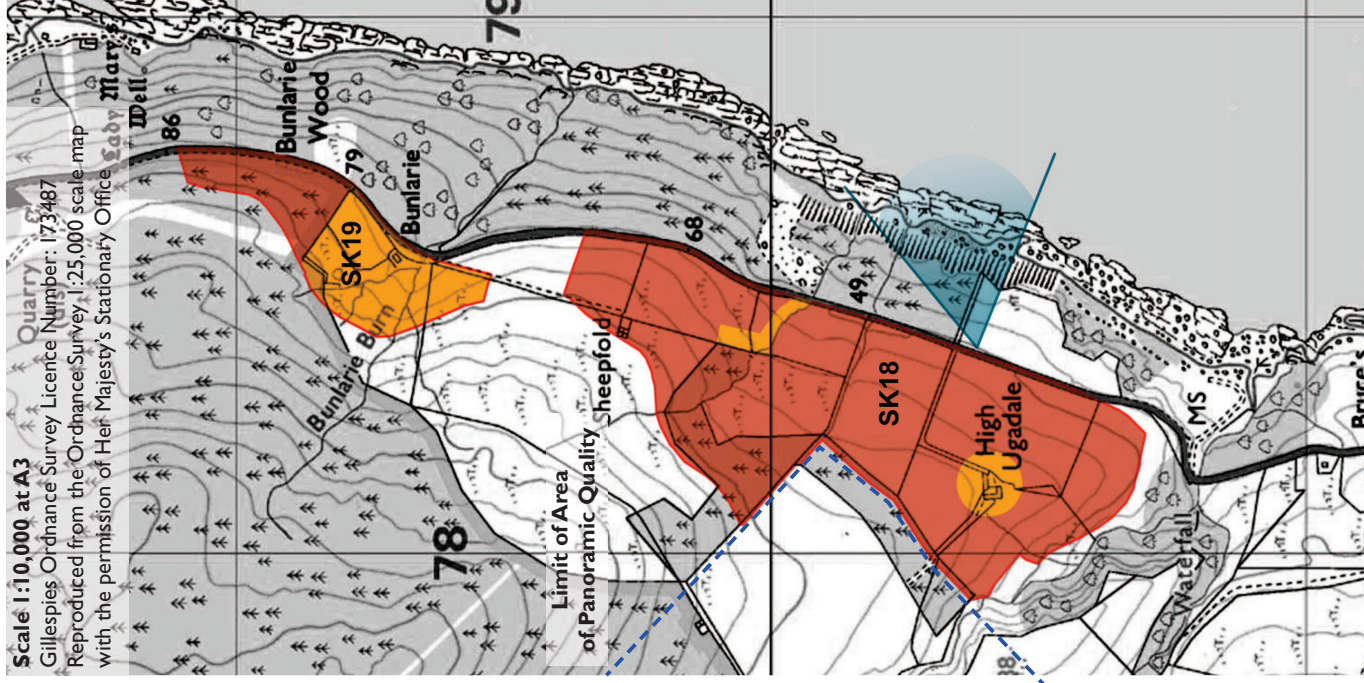
Personnel: None.

Community: None.

For further information contact: Paul Convery

Telephone: 01546 604278

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SITE SK 18 HIGH UGADALE

Site Description

This site is located in an Area of Panoramic Quality and within the SNH Rocky Mosaic LCT overlooking the Kilbrannan Sound.

The ROA is made up largely of open fields on elevated land surrounded by forestry plantations and the entire site lies to the immediate west side of the B842 which is bounded by a mature mixed native hedgerow. The boundaries of the open fields are defined by planted shelter belts made up of a mixture of coniferous and native trees.

The site consist primarily of convex east facing gentle slopes between 50m AOD and 90m AOD. Outwith the ROA, the topography continues to slope more steeply on the east side of the road forming cliffs at the coast.

The southern part of the site has spectacular views across Kilbrannan Sound to Arran, whilst the northern part has extensive plantation woodland which obscures views of the coast from the road. The open slopes of the ROA are generally clearly visible from the road through the hedgerows.

The only property of any note is High Ugadale, at the southern end of the site.

Scenic Quality

High

Sensitivity to Change

High

Capacity to Accommodate Development

Limited

Areas with potential to accommodate development (Orange Areas)

- There are opportunities for development in association with the existing farm cluster at High Ugadale where new building would be seen as part of the same grouping;
- There is an opportunity for a single unit carefully sited in the natural depression to the southeast of the established coniferous plantation that has been supplemented by native woodland. Further planting of appropriate native trees, to the south of the established coniferous plantation and along the burn/field boundary, would assist in ensuring an appropriate setting for development.

Areas not recommended for development (Red Areas)

- There should be no development in the very open and exposed agricultural fields on the convex slopes at the southern end of the ROA as these fields are highly visible from the surrounding area to the south.

SITE SK 19 BUNLARIE

Site Description

This site is located in an Area of Panoramic Quality and within the SNH Rocky Mosaic LCT overlooking the Kilbrannan Sound.

This is a small site in a contained valley of the Bunlarie Burn, with a single property occupying the lowest part of the site close to the road. The property dominates the view of this site from the road but it sits comfortably in its setting.

The area is made up of a small open field with a rich mix of deciduous native trees on the lower areas and a forestry plantation on the upper slopes.

The site is located within a shallow, narrow, east facing valley set between 80m and 100m AOD and views into and out of the site are limited due to the topography and existing trees.

Scenic Quality

High

Sensitivity to Change

Medium

Capacity to Accommodate Development

Good

Areas with potential to accommodate development (Orange Areas)

- The enclosing topography and existing mature trees means this site has a good capacity to absorb development;
- The open field to the rear of the property could be developed if undertaken sensitively in relation to the existing building;
- Set any new development against existing mature woodlands;
- An opportunity exists to establish a well contained building cluster at Bunlarie.
- The site is small and should be limited to 4 or 5 new units maximum;
- The woodpole lines would need to be relocated.

Areas not recommended for development (Red Areas)

- Exposed convex slopes and covered with forestry plantation.

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