

# Argyll and Bute Council, British Waterways Scotland, HIE ARDRISHAIG REGENERATION MASTERPLAN



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Final Report  
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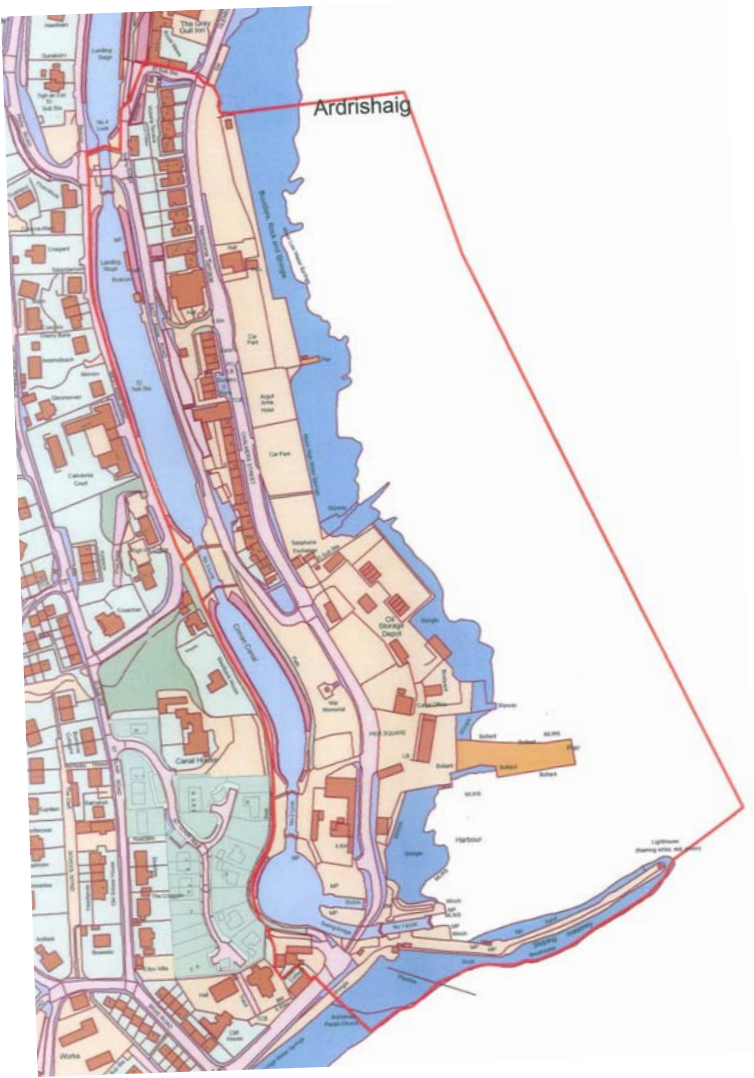
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# 1 INTRODUCTION

1.1 Roger Tym & Partners, with Willie Miller Urban Design, Drew Mackie Associates and Buchanan Laird were commissioned to prepare a Regeneration Masterplan for Ardrishaig Waterfront in May 2007. Argyll and Bute Council, British Waterways Scotland and HIE Argyll & the Islands are the project partners. The waterfront area is shown in the figure below. It includes much of the foreshore in the centre of the village and extends back to include the eastern entrance to the Crinan Canal and its initial stretches to Lock 4.

Figure 1-1 Ardrishaig Waterfront



1.2 The Masterplan has been developed in the following context;

- The gradual and long-standing decline in Ardrishaig's role as a commercial centre;
- Its related physical deterioration as seen in an increasing number of vacant properties and the decline in the villages physical appearance;
- The presence of significant distribution and industrial uses which restrict access to the waterfront

- While the village is the entrance to the Crinan Canal, the economic potential of this relationship has been largely untapped; and
  - The identification of the area as an Area For Action in the Argyll and Bute Modified Finalised Draft Local Plan June 2006
- 1.3 The Regeneration Masterplan for the Ardrishaig Waterfront has been developed recognising the areas gateway location and its potential for leisure-related development to build Ardrishaig's visitor appeal. All of the partners recognise considerable potential for the area to improve and develop through making the most of its water-based assets (both inland and coastal) and its waterfront.
- 1.4 There is a positive basis for the development of the Masterplan. With the exception of individually owned residential units, much of the land in the area is controlled either by Argyll and Bute Council:
- controlling much of waterfront area fronting Hermione Terrace and Chalmers Street, as well as the shopping parade at Chalmers Street;
- or British Waterways, whose ownership includes:
- at the waterfront, the Gleaner Oils storage depot , the boatyard, Pier Square and buildings, and the harbour; and
  - land adjacent to the Crinan Canal, including the War Memorial and surrounding area, the canal basin and adjacent workshop and other buildings, and the Bridge Hotel.
- 1.5 In addition, a small central site opposite the former Lorne Hotel is owned by Ardrishaig Boat Club. With limited exceptions the key frontage and canal areas are therefore in the partners' control. British Waterways tenants are either on short term leases or, as with Gleaner Oils, have been given notice that longer term lease arrangements will not be renewed at the end of their present term. While there may be issues over phasing, site assembly is therefore less likely to be problematic. This control also offers the potential to secure meaningful change within the short to medium term.
- 1.6 The aspirations of the project partners are reflected in the Vision which has informed the development of this Masterplan
- Ardrishaig will be a vibrant sustainable community, which is an attractive place to live, work and visit and is connected to Loch Fyne and the Crinan Canal. The Village will provide a tourist destination in its own right as well as providing a gateway to Dalriada and the Isles<sup>1</sup>***
- 1.7 The aims of key stakeholders including the community, Argyll and Bute Council, British Waterways Scotland, Argyll and the Islands Enterprise, the areas RSLs and the private sector will only be fully realised if the Waterfront develops a clear, cohesive identity. The Masterplan provides a 'skeleton' to develop this. It contains measures to raise the area's profile and encourage clear and natural movement links between the Waterfront and the Crinan Canal. It places a clear emphasis on improving the existing heart of Ardrishaig while providing a new focus of leisure and visitor activity based on the harbour and canal basin. It aims to significantly raise Ardrishaig's appeal to visitors while also strengthening the area's community and service functions.
- 1.8 This Regeneration Masterplan is a critical element in meeting these aspirations, providing a framework for the regeneration of Ardrishaig's waterfront area (and the wider area) and for residential, business and community development in the area over the next 15 to 20 years.

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<sup>1</sup> Ardrishaig Regeneration Masterplan Consultants Brief

## Process

- 1.9 The work to produce the Masterplan has been managed by Argyll and Bute Council's Planning Service through a steering group including Argyll and Bute Council, British Waterways Scotland and HIE Argyll and the Islands.
- 1.10 Preparation of the Masterplan has involved a number of key stages, combining detailed analysis of the issues facing Ardrishaig and the future development of the waterfront area, with wide-ranging consultation within the local community (the Community Council has been closely involved throughout) and discussions with public and private sector stakeholders. The work has involved:
- A Baseline Review of :
    - The policy environment in which the Masterplan will operate;
    - The area's social and economic characteristics;
    - Tourism activity in the area;
    - The local environment;
    - The property market in the area; and
    - Traffic and transport issues.
  - Consultation with community groups and key stakeholders.
    - Community consultation has included informal discussions with community representatives and two major workshops with the local community - one at the beginning of the process to identify key community priorities and one towards completion of the Masterplan to test emerging priorities and proposals against their expectations. A separate Youth Workshop was also held; and
    - The stakeholder consultation has included staff from various Council Departments, British Waterways Scotland, HIE Argyll and the Islands, the Dalraiad Project, Forest Enterprise, Argyll Community Housing Association, Fyne Homes, Associated British Ports as well as local business interests, hoteliers and housebuilders with existing or prospective interest in the area. A Delivery Workshop was held in September 2007 to gauge agency responses to the objectives, themes and directions of the Masterplan at a draft stage.
- 1.11 This Masterplan brings all of this work together. It outlines an agreed vision of the kind of place the Ardrishaig Waterfront can become in the next 15 to 20 years. Objectives and supporting strategies have been agreed and developed. An Action Plan showing key stages in the regeneration process and implementation actions and responsibilities is also included.





## 2 POLICY CONTEXT

2.1 The existing and emerging policy context is the initial point of reference for the development of the Masterplan. This chapter summarises the main elements of regeneration policy infrastructure insofar as it affects the Ardrishaig Waterfront.

### *Argyll and Bute Structure Plan, Developing our Future, 2002*

2.2 The 2002 Argyll and Bute Structure Plan provides a strategic land use framework for the Council area as a whole to 2012. Its key economic and social objectives are:

- To improve the economic competitiveness and relatively poor economic performance of Argyll and Bute as a whole
- To enhance the economic and social prospects of the geographically diverse local communities in Argyll and Bute.
- To promote appropriate responses to the variety of challenging economic, transport-related and planning circumstances facing these local communities; and
- To treat the rich natural and historic environment of Argyll and Bute as a not fully realised economic asset which, if safeguarded and enhanced, can stimulate further investment and increased economic activity.

2.3 One of the Plan's main development objectives promotes increasing growth in tourism activity, including increased awareness of the wide variety of tourism products including accommodation and water-based activities such as boating and yachting (and the need for supporting facilities).

2.4 The Plan identifies the promotion of tourism development areas as important focal points of activity and highlights the area's potential for recreational opportunities. The development of marine services in Ardrishaig is considered in the wider context of the Loch Fyne Waterway, which is identified as one of the tourism development areas.

2.5 Under *Objective TOUR1 - Tourism*, Loch Fyne and Loch Gilp are identified as a water-related tourist development opportunity and the importance of scoping the potential of a Loch Fyne Waterway in the context of its high quality and sensitive environmental setting is highlighted.

2.6 Kilmartin Glen's historic landscape is also seen as an investment opportunity, part of which includes examining potential development opportunities in the Crinan Canal area and the promotion of action programmes for Ardrishaig's harbour area.

### *Argyll and Bute Modified Finalised Draft Local Plan, Written Statement June 2006*

2.7 The Argyll and Bute Modified Finalised Draft Local Plan covers a 5 year period and replaces earlier Local Plans in Argyll and Bute.

2.8 Nine Areas For Action are identified in Mid-Argyll, one of which is Ardrishaig South Village Centre and Crinan Canal (i.e the Masterplan area). Development here should be of a strategic nature focusing on development and environmental improvements. It focuses on capturing the potential afforded by areas of new opportunity and emphasizes the importance of including tourism, yachting and commercial interests in plan development.

2.9 The Argyll and Bute Structure Plan Schedule 1 Part 3 lists Ardrishaig as a Priority 1 area, and the Local Plan accordingly promotes an action programme in Schedule AFA 12/5, to support:

“

- A study into the Loch Fyne Waterway in accord with Structure Plan Schedule 1 part 5.
  - The promotion of Ardrishaig and the Crinan Canal as an important tourist attraction within the tourism development area as identified in the Structure Plan Schedule 1 Part 4 and the Tourism Infrastructure Diagram. This Schedule refers to the tourism Infrastructure Diagram which maps Ardrishaig as part of a wider area of Water Related Tourism Development Opportunities.
  - To consider development and redevelopment options for the village centre, harbour frontage and Crinan Canal areas.
  - To consider opportunities for environmental enhancement.
  - To take account of tourist, yachting, commercial and British Waterways interests including timber trans-shipment requirements.<sup>2</sup> “
- 2.10 Sustaining and enhancing traditional industries in Argyll and Bute such as forestry, fishing, agriculture and tourism is a key feature in both the Argyll and Bute Structure Plan and Local Plan.
- 2.11 *Policy LP TOUR 1* focuses on how tourism in the area should be developed. It identifies tourism as important to all rural economies, and seeks to encourage its development while protecting the environment and residential amenities. Tourist related development should fit successfully in the environment and it is therefore important that it should be located and designed carefully.
- 2.12 *Policy LP CST 1* covers Developments on the Developed Coast (which includes settlements and Countryside Around Settlements). Development applications in such areas will generally be supported if they:
- Meet the geographical criteria set out in the policy
  - Are of a form and scale consistent with STRAT DC 1-3
  - Provide economic and social benefits to the local community
  - Respect the character of the landscape and the services of the surrounding area and are in accordance with policy LP ENV 1, Development impact on the general environment.

### *Economic Development Strategy 2000/2003*

- 2.13 The Economic Development Strategy (EDS) identifies key factors in economic change, including changing consumer tastes and increased environmental awareness. Tourism is one of the market opportunities arising as demand for products and services becomes increasingly specialised. As environmental awareness has increased, there is a greater need for public and private sectors to focus on sustainable development.
- 2.14 The EDS also emphasises infrastructure and the importance of good timber transport from the area. It highlights the potential doubling in the output of timber in the area over the next 15 years and the need for good and environmentally sustainable transportation links. A significant increase in rail and sea borne transportation is necessary to facilitate this.

### *Moving Forward, the Local Transport Strategy for Argyll and Bute 2007 - 2010*

- 2.15 Public transport is likely to be an important factor in the future development of the Ardrishaig Waterfront, both for existing and potentially new residents of Mid Argyll and visitors to the area. The LTS adopts a number of key objectives, namely to:
- Encourage a growing and sustainable economy in Argyll and Bute

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<sup>2</sup> <http://www.argyll-bute.gov.uk/content/planning/developmentpolicy/localplan/dlpactionplan/areasforaction?s=2117005&a=0>

- Improve people's transport experience
  - Manage the effect of transport on the natural environment;
  - Improve accessibility for all communities; and
  - Improve journey safety and personal security
- 2.16 The LTS proposes a range of action against the key themes of: Infrastructure; Passenger Transport; Freight Transport; Sea Transport; Active Travel; and Safety
- 2.17 Particularly relevant to Ardrishaig, it addresses the importance of increasing the volume of freight shipped by sustainable methods such as rail and sea. It seeks to advance the development of a strategic timber transport network and the continued development of strategic haulage routes as well as identifying opportunities for developing freight interchanges. The Strategy also highlights the importance of identifying new strategic locations for freight transport.

### *2003-2008 Local Housing Market Strategy*

- 2.18 The Local Housing Market Strategy for 2003-2008 (LHMS) identifies lack of affordable housing as one of the key issues in the Council area. It highlights the importance of sustainable and good quality affordable housing. The importance of links between housing and health, prioritising improved elderly care and care of other vulnerable groups is also acknowledged.
- 2.19 The LHMS identifies a requirement to provide 150-200 new private sector houses in Mid Argyll over the next 5 years, mainly in the area around Lochgilphead. Of this new provision around 90 annually should be affordable houses

### *HIE Argyll and the Islands*

- 2.20 HIE Argyll and the Islands activity is grouped around key themes:
- Growing Businesses - Increasing the areas competitiveness and prosperity and in the long term building a biotechnology cluster. The prioritised areas for investment are Oban, Campbeltown and Dunoon and some key islands. The aim is to increase competitiveness and profitability in the sectors with most potential for growth, such as high quality tourism, construction, added-value food production and emerging sectors.
  - Global Connections -involving the spread of appropriate technologies to overcome geographical barriers. It also focuses on developing physical infrastructure and procuring of commercial estates.
  - Developing Skills and Learning - seeks to address the causes of low income in the Council area. It emphasises the importance of increasing wage levels, by improving employment patterns and career development to reach achieve higher levels of skill attainment and higher productivity.
  - Strengthening communities - improving linkages between different communities assisting them to become more vibrant and attract a younger population
- 2.21 HIE A&I has four specific strategic project areas:
- Argyll Marine Science Initiative (2003-2018) - Including development of teaching and research programmes, a new purpose built laboratory and preparation of a site for the Marine Science Park at Duffnastage.
  - National Park, Clyde and Dunoon Gateway (2003-2013) - developing a gateway to Loch Lomond and the Trossachs, with related project work including seafront improvements, industrial site development, and harbour improvement to boost sailing tourism.

- Argyll Atlantic Islands (2007-2015) - with supporting projects including harbour improvements, better transport links and development of long term development plans in the Atlantic islands.
- Argyll culture and heritage initiative (2006-2010) - with supporting milestones featuring the development of new heritage and interpretation facilities.

### 3 PHYSICAL ANALYSIS



Ardrihaig Waterfront Regeneration Framework  
Final Report



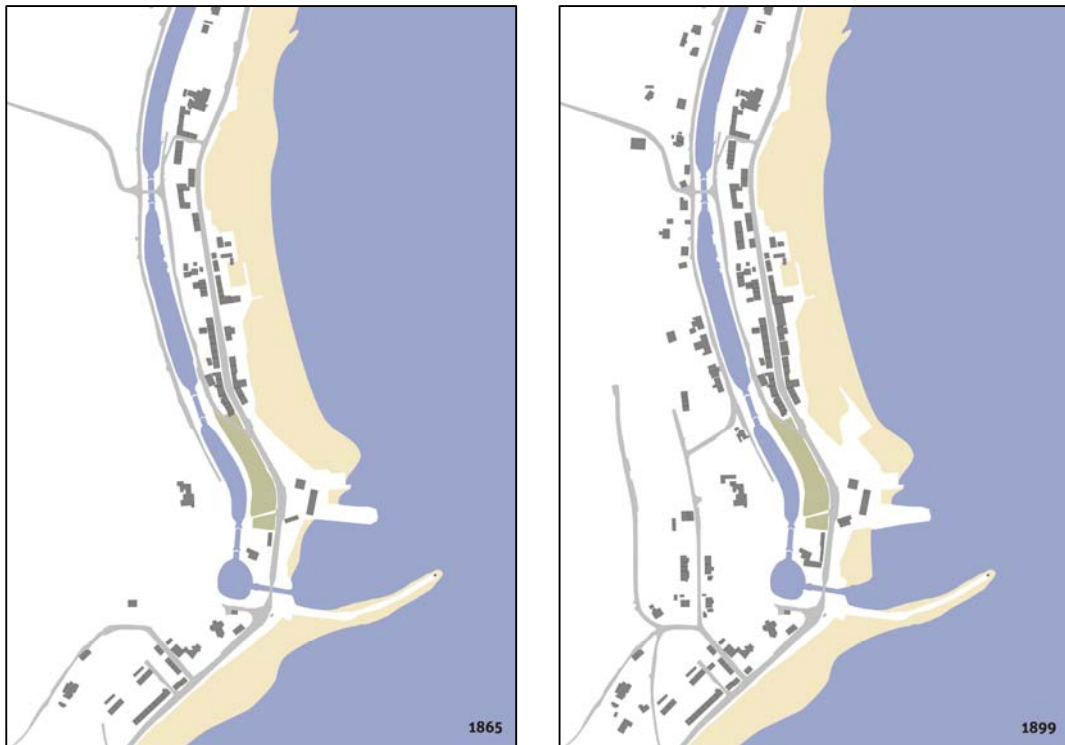


- 3.1 The regeneration assessment starts with an appreciation of the physical structure of the waterfront area and how it has developed over time. The pressures of different forms of activity have resulted in a varied urban and marine fabric.
- 3.2 Ardrishaig itself is a distinctive village in an attractive setting with many positive and memorable features. At the same time, it also has a number of less positive and rather dysfunctional characteristics. This section of the report examines the physical aspects and establishes some directions for maintaining and enhancing the best of Ardrishaig while ameliorating some of the features which detract from its appeal.

### Historical development and urban form

- 3.3 Ardrishaig was a fishing village of four or five houses up until the early years of the 19th century. In 1809 the Crinan Canal was opened linking Loch Fyne to the Sound of Jura at Crinan. It was closed shortly afterwards for repairs and reopened in operational condition in 1817. By 1829, over 30,000 passengers were travelling along the canal each year. Ardrishaig became a significant port during the 19th century for passenger as well as freight traffic.

**Figure 3-1 Ardrishaig Waterfront 1865 & 1869**



- 3.4 The first available Ordnance Survey map of the village (dated 1865) shows the development concentrated between the shore and the canal some distance north of the canal basin and harbour, approximately where the current centre is located. Both sides of the street were developed. Even at this early stage in the development of the settlement, ribbon development had started to stretch south of the canal basin. The principal elements of the harbour - breakwater, lighthouse and pier were in place.
- 3.5 By 1899, the centre of Ardrishaig had consolidated in its current location on both sides of Chalmers Street. The single pier located in the harbour basin had been supplemented by a second pier to the north. The buildings that form Pier Square were already in place. Residential development had expanded to the west of the canal up



the steep slopes around Kilduskland Road and Hillview Terrace. Significantly, the harbour and canal basin were still separated from the centre by the area known as the Stances.

**Figure 3-2 Ardrishaig Waterfront 1980 & 2007**



- 3.6 The 20<sup>th</sup> century saw considerable change in Ardrishaig. Ordnance Survey coverage for much of this period at 1:2500 seems to be unavailable so there is a gap between 1900 and 1980. However the major events that took place during this period included:
- the reconstruction of the sea lock on the canal and repositioning of the access into the harbour leaving a short arm off the basin now used for mooring boats
  - the closure of the Crinan Canal to passenger traffic in 1929
  - reclamation of two areas of land from the sea namely:
    - the area north of the church hall on Chalmers Street currently used for public open space; and
    - the area currently used as an oil storage depot
  - the demolition of most of the east (seaward) side of Chalmers Street and the construction of car parks and an area of public open space
- 3.7 From 1980 to the present day, residential development consolidated on the west side of the canal including recent development on the edge of the canal basin. Other changes include the removal of the last remaining buildings on the east side of Chalmers Street and the development of a boatyard north of the oil storage depot off Chalmers Street. In addition, the former garage site north of Pier Square has been cleared.

### *Key Issues*

- Ardrishaig has experienced a pattern of 19<sup>th</sup> century urbanisation followed by a loss of urban form in the 1970s which is typical of many other towns in Scotland

- The canal and the harbour have remained virtually intact throughout this process and both are protected - through Scheduled Ancient Monument status and through listed building status respectively
- The residential areas of the village have expanded while the town centre has deteriorated not just as an economic entity but as a place

## Relief and context

- 3.8 Ardrishaig is located on the western shore of Loch Gilp which is part of the larger Loch Fyne. It sits on a strip of land rising steeply from sea level to around 90 metres. The village is around 1.5 km in length forming a ribbon of development often only one plot deep along the coast road. Most development has an excellent outlook over the striking landscape of the loch and the hills beyond.
- 3.9 The Masterplan area itself is the most urbanised part of Ardrishaig. It is the area where the respectable residential villas and suburban style dwellings that typify most of the village merge into what constitutes the core of the settlement. In this area there is a far greater range of building types and land uses as well as issues of loss of urban form and place-making.

## Approaches and perceptions

Figure 3-3 Views of Ardrishaig

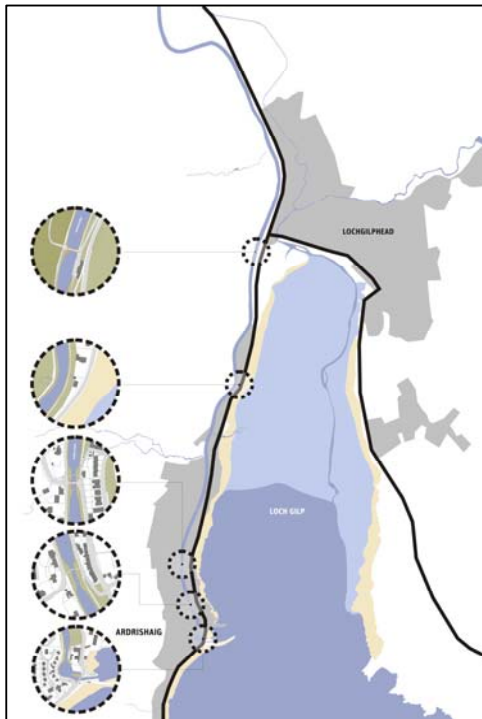
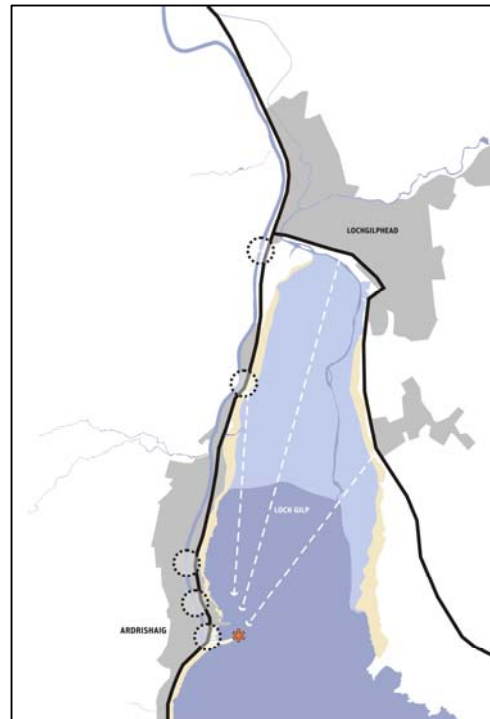


Figure 3-4 Visibility of the Crinan Canal



- 3.10 While Ardrishaig may be a distinctive village in an attractive setting, external perceptions are less positive. Viewed from the Kilmory area across Loch Gilp, the town looks drab, straggling and formless. The most obvious landmarks are the brightly coloured buildings and grey slab of the 1960s terraced block, both on Chalmers Street. The harbour, breakwater and lighthouse are also prominent and visible from the head of the loch at Lochgilphead.

- 3.11 From Lochgilphead travelling down the A83 towards Ardrishaig, the presence of the canal is immediately obvious. Miller's Bridge (Oakfield Bridge) is the first evidence of the canal, particularly the distinctive white and black painted house beside the road. Further south, the hydraulic bath plug, "The Water Waster" is another distinctive canal artefact. The canal then disappears into Ardrishaig and only becomes visible again at the swing bridge at the southern end of the area. Much of the interest of the canal is therefore hidden from view.
- 3.12 Travelling into Ardrishaig from north or south, one-sided residential ribbon development is the dominant urban form and this is reasonably attractive. In the village itself, the harbour, Pier Square and canal basin form a separate entity some distance away from the main retail and community focus along Chalmers Street.

### *Key Issues*

- external perceptions of the town are not positive - the central area is drab and straggling
- the canal - one of Ardrishaig's best features - is invisible from much of the central area and only becomes a strong visual feature at the southern edge of the village
- the Pier Square, harbour and canal area form a separate entity from the main retail and community focus

## Character areas and landmarks

### *Architectural landmarks*

- 3.13 Ardrishaig has few listed buildings within the Masterplan area itself but it has a number of buildings that can be described as landmarks or visually significant. These include the Breakwater and Lighthouse, the collection of buildings forming Pier Square including the garden of the office block and the corrugated iron garage, churches especially the tower of Ardrishaig Parish Church (just outside the study area but significant) and the War Memorial.
- 3.14 The Public Hall is a prominent building in a central location. The original building, designed by architect William Todd, was influenced by Mackintosh.
- 3.15 The other buildings in the Masterplan area include the remnants of the late 19<sup>th</sup> century village town which are in great need of care and maintenance and the terraced block of shops and flats along Chalmers Street dating from the 1960s or 1970s.
- 3.16 The Grey Gull and its stables lie just to the north of the Masterplan area. This group of buildings forms an effective and relatively attractive announcement to Ardrishaig. They are inextricably linked with the use of the canal and the history of Ardrishaig as a 19<sup>th</sup> century transport hub.

### *Character areas*

- 3.17 There are five distinct character areas in central Ardrishaig. These are:
1. Canal Corridor and Basin
  2. Old Harbour
  3. North Pier and Boatyards
  4. The Stances
  5. Chalmers Street and Waterfront (North and South)

### *Canal Corridor and Basin*

- 3.18 This is an area characterised by a distinctive canal environment of water channel, towpath, locks, moorings, boats and a slow pace of life. The area is relatively green with significant groups of trees and grass edges. As with most canals there is a wealth of minor detailing of walls (painted black and white), ironwork, lock gates, old signs and evidence of past skills everywhere. The four locks add considerable interest and become social focal points for sailors, visitors and locals. The canal corridor is a pleasant environment with excellent views of Loch Gilp and Loch Fyne. However it is quite separate from the rest of the town with poor connections to Chalmers Street.

### *The Old Harbour*

- 3.19 This is the original Ardrishaig Harbour comprising the canal sea lock, breakwater and lighthouse, the pier and the buildings around Pier Square including the engineering block across Chalmers Street. This is a strong character area with a distinct waterfront character which is hard and workmanlike. The harbour itself is small and visually enclosed on three sides. The breakwater is sheltered and a comfortable place to sit and watch or fish. Pier Square is a slightly odd space - it is made up of three buildings which do not enclose the space particularly well yet the area feels comfortable. The standard of public realm could be improved. There are good visual links to the North Pier and Boatyard area to the north and into the harbour to the south. The relationship with the Stances and with the Engineering block across the road is less well defined.

### *The North Pier and Boatyards*

- 3.20 This area is the working part of Ardrishaig and contains the timber loading pier, the boatyards adjacent to Pier Square and on Chalmers Street as well as the oil storage yard and the gap site (former garage) adjacent to the British Waterways office. This is not a particularly cohesive area - it is defined by land uses rather than visual qualities. It is not an attractive area although the boatyards are interesting and valuable elements to have on a waterfront. The area is almost completely closed off to the public so contributes little to connectivity in the Masterplan area.

### *The Stances*

- 3.21 The Stances is one of three areas of formal open space in the Masterplan area. It is a distinct area because of its topography, its history and the siting of the war memorial there. It comprises a grass slope from Chalmers Street up to the canal corridor. The area is said to have been used for drying fishing nets over 100 years ago. While the area forms a distinct green zone it is not particularly attractive
- it forms a dead zone between the centre of the town and two of its visitor attractions - the harbour and the canal basin;
  - the siting of the war memorial is particularly poor, with poor accessibility and little space around it.

- 3.22 It is appreciated that history and sentiment are likely to fix these uses in this location. At the same time, the area is an important part of the village which will come under pressure to change as aspirations for Ardrishaig are raised.

### *Chalmers Street and waterfront*

- 3.23 This is Ardrishaig's main shopping street and the location of most community facilities and halls. There is a considerable range of architectural styles and buildings of different ages in this area but they are linked by their outlook to the loch over less than satisfactory public open spaces and car parks. The area can be usefully considered in two separate zones
- i) a residential and green zone to the north of the church halls; and
  - ii) the retail area south of the church hall facing the car parks and open space.

- 3.24 Area (i) to the north is reasonably pleasant although the open space seems to have little purpose other than decoration. It contains the fenced off area where a model railway once ran. The building which housed the engine is now used by the Mid Argyll sailing Club. It is a promenade area but it does not have many positive promenade characteristics - there are no footpaths along the water edge and it therefore feels inaccessible.
- 3.25 Area (ii) is perhaps the least attractive part of the village, and this influences perceptions of Ardrishaig. The buildings on Chalmers Street at this point are lacking any sort of cohesive treatment and range from the grim and dull frontage presented by the block of former Council housing to the over bright frontages of the shops and former pub premises to the south. The latter building was also badly damaged by fire some years ago. Only the Argyll Arms has a sensible frontage theme. The car park and open spaces opposite are municipal and dated, unwelcoming and poorly laid out.
- 3.26 Neither part of this area ((i) nor (ii)) integrate well with other parts of the area. The experience of getting to and being on the waterfront is disappointing.

### *Key Issues*

- 3.27 The character appraisal describes a village that has five very distinct character areas. Two of these - the canal and the harbour - are positive, while the others are generally negative.

### **Structure and place**

- 3.28 The structure of the village closely follows the character areas outlined above. There are five main areas comprising:
- 1) the canal - the main tourist and environmental asset - the basin is a distinct place;
  - 2) the leisure harbour - an attractive historic assemblage of buildings and structures - Pier Square, the sea lock, breakwater and lighthouse are distinct places;
  - 3) the working harbour and associated land and buildings - the timber loading pier, oil storage depot, gap site and boatyards - there is limited access to this area and there are no places accessible to the public;
  - 4) the Stances - a public open space area of historic and sentimental importance valued by the community - the war memorial is a place;
  - 5) the local service centre, retail and community focus - a shopping, community and employment hub with parking and open space - while there are numerous micro-spaces throughout this area it lacks a single positive place focus

### *Key Issue*

- 3.29 There is a distinct lack of integration between the five component elements of the Masterplan area. This does not mean to suggest that they should become less distinct as functional areas, rather it indicates that the connections between them have to be improved.

### **Pedestrian networks, linkage and walking distance**

- 3.30 The Masterplan area is a compact zone which is easily walkable within 5 minutes. In terms of north-south movement, the main pedestrian corridors are the A83, the main road through the village, and the canal corridor. Significantly, despite the canal towpath, there is no continuous waterfront footpath system.

- 3.31 East-west movement is limited to an extent by the canal. There is one bridge crossing point (shared with vehicles) at Lock 4 Top and pedestrian crossings at Locks 2 and 3. East Bank Road then provides two accesses to Chalmers Street and there are also two minor pedestrian links from the towpath down between buildings onto Chalmers Street. None of these is obvious or particularly convenient.

#### *Key Issue*

- 3.32 There is poor linkage along the waterfront, while the quality of the pedestrian environment along Chalmers Street with limited linkage from east to west between the waterfront /Chalmers Street and the canal and areas to the west is poor. The lack of a path from the car parking provision south to Pier Square is a key issue.

### Traffic, parking and pedestrians

- 3.33 Like most places in the UK, Ardrishaig has problems associated with the impact of the private car on a built environment that was never expected to cope with the volume of traffic or scale of car parking required to meet the reasonable expectations of residents and visitors.
- 3.34 The main car parking facilities are in the village centre and at Pier Square. Central parking at Chalmers Street seems adequate in terms of numbers of spaces (though inefficiently laid out) and is well placed - however it lacks any qualities of style or place. Pier Square is smaller and also less obvious - it is easy to pass by - yet it is the most convenient parking location for Ardrishaig's best attractions. There is a notable lack of coach parking close to Pier Square, the harbour and canal basin.

#### *Key Issues*

- 3.35 Improvements need to be made to the quality of car parking in the Chalmers Street area and also around the southern part of the Masterplan area in terms of quality, type and visibility

### Town dynamics and opportunities for change

- 3.36 As stated in the introduction to this section, Ardrishaig is a distinctive place and benefits from an attractive setting. It is not a place of great individual architecture but has considerable physical assets - its loch-side setting, the historic harbour and the Crinan Canal. Unfortunately it has also witnessed some very poor late 20<sup>th</sup> century development along Chalmers Street, losing much of the strong urban form dating from the late 19<sup>th</sup> century.
- 3.37 Of course villages are dynamic places that are constantly shifting with changes in local economies, communities, environment and fashion. Often these changes affect particular parts of villages or towns while adjacent areas remain almost unaffected and this is certainly the case in Ardrishaig. While the canal and harbour have remained as constants, the rest of the Masterplan area has been pulled in different directions.
- 3.38 It is useful to combine the findings of the previous paragraphs into a summary of the dynamics of the village from a physical perspective.
- **Canal Corridor** is a considerable heritage, recreational, environmental and tourism asset which is unlikely to change. Opportunities to introduce new elements to the canal environment are limited to the area around the basin. The canal needs to become more visible and better connected to the village centre and to the Pier Square area through improved visual and pedestrian linkages.
  - **Harbour and Pier Square** is a historic assemblage of buildings and artefacts which is of great interest and appeal, especially when combined with the canal area. The character of the area is robust but inappropriate new development could damage it. This area would benefit from more commercial as well as leisure water based

activity. Pier Square also needs to become a more obvious and easily accessible destination that has a stronger connection with the canal combined with a more interesting range of uses.

- **The working harbour and associated land** is likely to see significant change in the near future. Some of the area is currently disused and other areas will change - for example, Gleaner Oils will vacate its current site in the foreseeable future. The degree to which public access can be restored to this area will be important for the village as an opportunity will be provided to create a waterfront pedestrian environment as well as a range of new uses which could enliven Ardrishaig and bridge the gap between the harbour and the current centre on Chalmers Street.
- **The Stances** could be regarded as a key area of open space with a critical role in integrating the village centre with the harbour and the Pier Square area with the Canal. Traditionally the Stances has always separated the centre from the harbour although it may benefit the centre to be more closely connected to the more attractive parts of the town. Complete removal of the Stances would be an unpopular proposal but development of its edges and improvement of the setting of the war memorial could greatly benefit the village.
- **The local service centre, retail and community focus** is the most disappointing part of Ardrishaig and it is here that investment should be made to improve the appearance of buildings, redesign public realm, establish a new parking and open space area on the waterfront and generally raise the standard and presentation of the centre.

3.39 Allowing the dynamics of change to find positive expression is a characteristic of most successful places. Tackling the need for change could be described as building on the sense of place that Ardrishaig already has. The targets for that effort are identified above.

### *Key Issues*

- 3.40 The assessment identifies several key areas which need to be addressed to maintain and enhance Ardrishaig's character and specifically that of its waterfront.
- 3.41 New development proposals need to work with the grain of the component parts of the settlement.
- 3.42 It is critical that while developing for the future, the waterfront can retain a distinct balance between built areas and green space which both reflects and supports the needs of its working operational, tourism and leisure and residential functions. Additional activity needs to be attracted in all of these sectors suggesting that new forms of development may be required to maintain and enhance the character of the area.
- 3.43 The existing areas establish some clear rules and codes about how they should be extended - consistent guidance and coding for new development should therefore be a priority.
- 3.44 While tourism is of potentially great importance to Ardrishaig, linkages to the Crinan Canal are not emphasised, and the environment around the remainder of the waterfront area appears opportunistic and poorly maintained.
- 3.45 The relationship between the waterfront, the remainder of Ardrishaig and the surrounding land and waterscape shapes perceptions of the area from the A83 and indeed also contributes to the perceptions of those working and living in the area.





## 4 SOCIO ECONOMIC ASSESSMENT

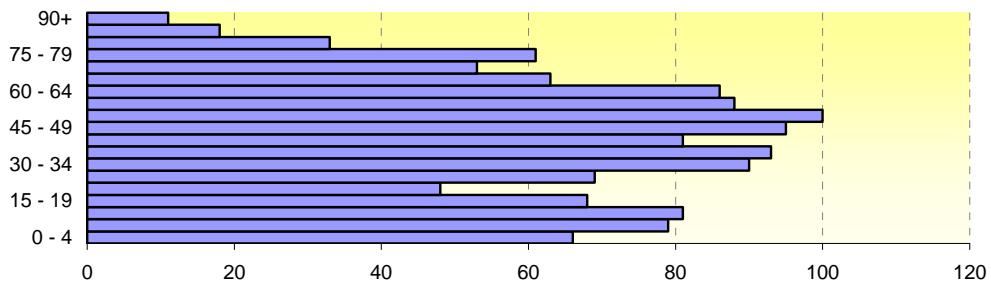
- 4.1 This chapter profiles Ardrishaig's socio-economic characteristics. It examines: existing and projected future population levels; the type and scale of economic activity; and demand and supply in the residential property market. The section concludes with an analysis of the tourism sector and its importance to the local economy.

### *Population and Household Forecasts*

#### *Argyll and Bute*

- 4.2 Consistent with the rural nature of Argyll and Bute, population density is low at 13 persons/sq.km. In June 2006 the population of the Council area was estimated at 91,390<sup>3</sup>. Argyll and Bute's population has been declining slowly since 1989, with levels of immigration insufficient to balance the combination of outmigration and a negative natural change in population (i.e. more deaths than births). Across the Council area, this has resulted in a slight reduction in population of some 1% between 1996 and 2006.<sup>4</sup>
- 4.3 The area's population of working age accounted for a relatively low proportion of the total - 59.2% across the Council area compared with 63% for Scotland as a whole<sup>5</sup> - a reflection of its older age structure
- 4.4 In 2004, Ardrishaig was estimated at 1,210, a fall of 20 from the year before<sup>6</sup>. The proportion of the village's population in older age groups tends to be higher than both Argyll and Bute and Scotland, with a median age of 42 compared to 41 for Argyll and Bute and 38 for Scotland.
- 4.5 The village's largest population cohort is the 50-54 age group, followed by people aged 45-49 and 35-39. The population of 20-24 year olds are the smallest age group under 70.

**Figure 4-1 Population distribution in Ardrishaig, Age Groups and Numbers, 2001**



Source: GROS

### *Forecast household population*

- 4.6 According to the 2001 Census, Ardrishaig's average household size was 2.17 people, slightly lower than the overall figure for Argyll and Bute (2.24). In the future, projected household size in the Council area is expected to decrease further, falling to below 2 people per household in line with anticipated trends in the rest of Scotland.

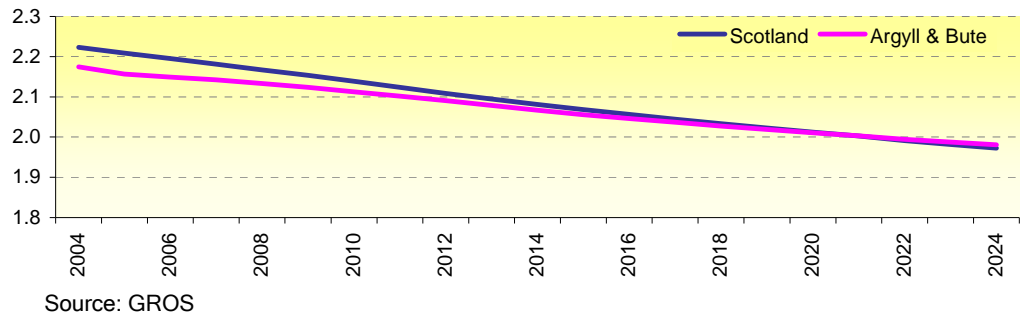
<sup>3</sup> ONS midyear population estimates

<sup>4</sup> GROS

<sup>5</sup> ONS midyear population estimates 2005

<sup>6</sup> GROS Mid-2004 population estimates

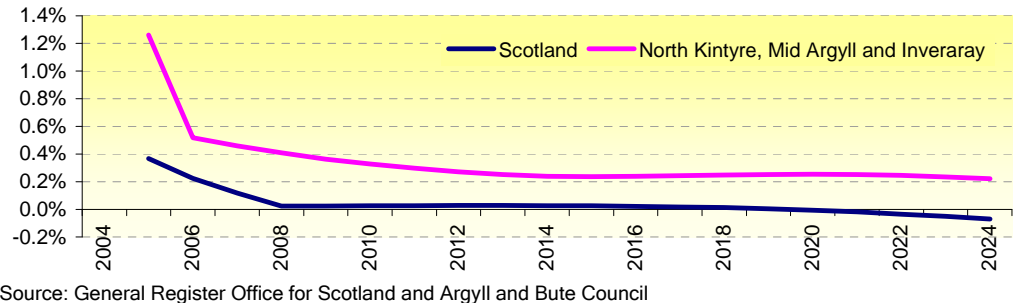
**Figure.4-2 Projected average household size, Persons and Year, 2004-2024**



*Projected population*

4.7 Population projections show that a larger increase in population is expected in the area of North Kintyre, Mid Argyll and Inveraray than in the rest of Scotland. According to the projections, the rate of increase will slow before growing stronger again, with no fall in population anticipated before 2024.

**Figure.4-3 2004-based Population Projections, Yearly Change**



4.8 The proportion of elderly people is already higher than the Scottish average and the latest projections suggest that this age group is likely to become larger in the future; the number of people over 75 is projected to increase by around three-quarters. The proportion of children in the population is projected to decline relatively fast until 2014 but is then anticipated to recover, leading to a total decrease by 5% to 2024

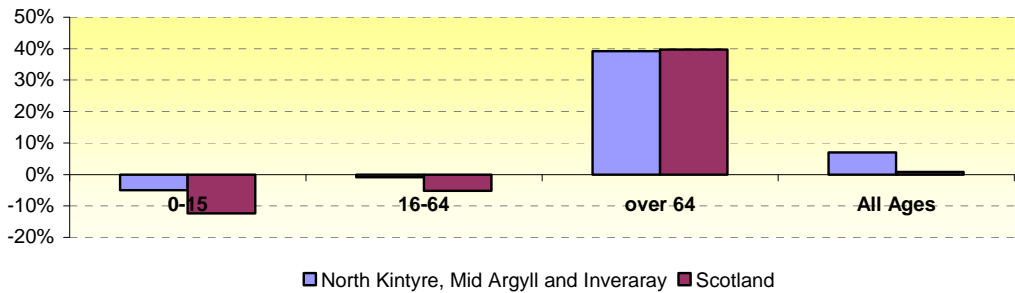
**Table.4-1 2004-Based Population Projections for Argyll and Bute, Change by Age Group**

Age group	2004-2010	2004-2014	2004-2024
0-15	-9%	-13%	-5%
16-29	27%	49%	35%
30-49	-8%	-18%	-15%
50-64	1%	0%	-3%
65-74	25%	35%	30%
75+	16%	32%	72%
<b>Total change all ages</b>	<b>3%</b>	<b>4%</b>	<b>7%</b>

Source: General Register Office for Scotland and Argyll and Bute Council

- 4.9 The total population is expected to increase by 6.5% in North Kintyre, Mid Argyll and Inveraray between 2004 and 2024, while the increase for Scotland is estimated to be less than 1%. The size of the population of working age is expected to decrease faster in Scotland as a whole than in North Kintyre, Mid Argyll and Inveraray to 2024.

**Figure.4-4 Projected population change 2004-2024, by Broad Age Group**



Source: General Register Office for Scotland and Argyll and Bute Council

- 4.10 Overall, were Ardrishaig to experience a similar pattern of population change, the population of the village would increase only marginally, by 54 to 2014 and by 79 to 2024.
- 4.11 However, there are a number of factors which suggest that this would be understating the position. Ardrishaig is close to the administrative centre of Argyll and Bute. It benefits from its proximity to Lochgilphead and the related concentration of population, employment, education, health, retail, service, leisure and other activities. While some of these factors may presently be understated (and hence this work), they may nonetheless act as pull factors, attracting and retaining residents in the area. In addition, a number of development/redevelopment opportunities are present in the village (including the Masterplan area and the recent Local Plan allocations) which may encourage higher levels of development and therefore population.

### *Economic Activity*

- 4.12 Table 3.2 shows that in 2001, just over 71% of Ardrishaig's working age population was economically active, higher than both Argyll and Bute and Scotland. Unemployment in the village was also relatively low. The village's proximity to one of the Council area's main employment centres is demonstrated in a low (for Argyll and Bute) self-employment figure.

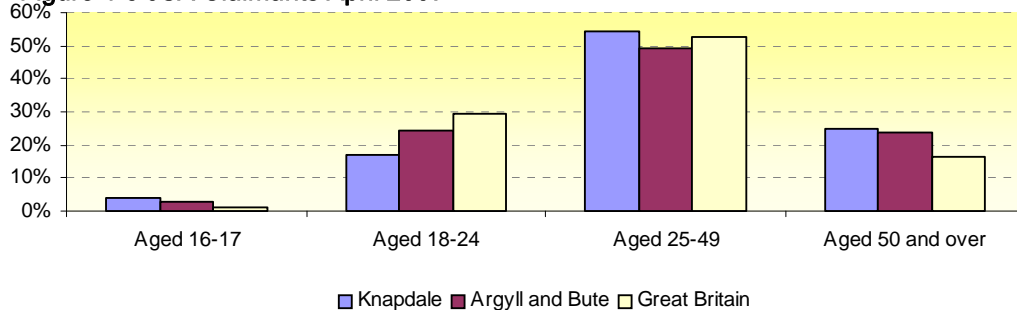
**Table.4-2 Economic activity among people aged 16-74, 2001**

Area	Economically active					Economically inactive (%)
	Employees**		Self - employed** (%)	Un-employed*** (%)	Full-time student**** (%)	
	Part-time* (%)	Full-time (%)				
Ardrishaig	13.13	42.23	10.07	3.50	1.31	29.76
Argyll and Bute	11.87	37.69	11.52	4.03	1.68	33.22
Scotland	11.12	40.25	6.60	3.97	3.03	35.01

Source: 2001 Census. . \*Part-time is defined as working 30 hours or less a week. Full-time is defined as working 31 or more hours a week. \*\* 'Employees' and 'Self-employed' exclude full-time students. \*\*\* 'Unemployed' excludes full-time students. \*\*\*\* 'Economically active full-time students' comprises full-time students who are in employment or unemployed.

- 4.15 Part-time employment is also particularly prominent with a significant increase between 1995 and 2005. Although this reflects the Scottish trend, it is not as marked as the increase across the Council area generally.<sup>7</sup>
- 4.16 In April 2007, 2.4% of the labour force in Knapdale (2003 CAS ward) was claiming Job Seekers Allowance of 2.4%, slightly below the Scottish average of 2.6%. The proportion of women claimants is slightly higher than the Scottish average - 1.5% compared with 1.4%. The age profile of JSA claimants is shown below. The area also has a higher proportion of 16-17 year olds, 25-49 year olds and people aged 50 and over claiming JSA benefits.

**Figure 4-5 JSA Claimants April 2007**

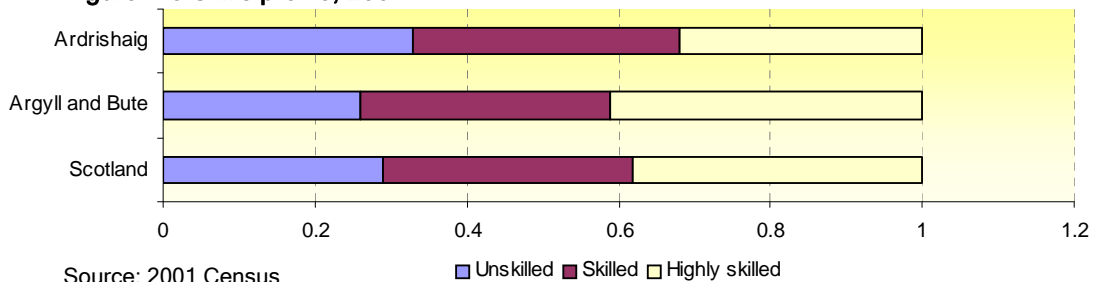


Source: Office for National Statistics Claimant Count

**Employment profile**

- 4.17 The proportion of people working in unskilled occupations is high in Ardrishaig relative to both Argyll and Bute and the rest of Scotland. At the same time, Census locality data shows that a smaller percentage of the workforce is in highly skilled occupations.

**Figure.4-6 Skills profile, 2001**

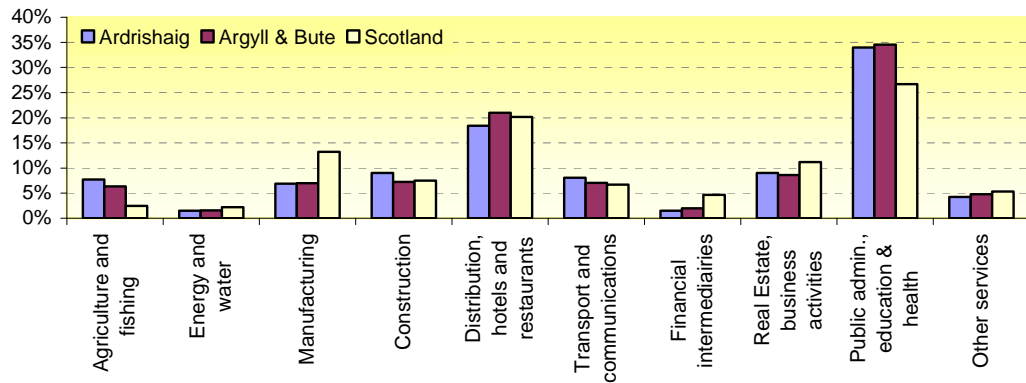


Source: 2001 Census

- 4.18 The employment profile from the 2001 Census indicated that most people in Ardrishaig worked in public administration and services and the distribution, hotels and restaurant sector.

<sup>7</sup> ONS annual business inquiry employee analysis

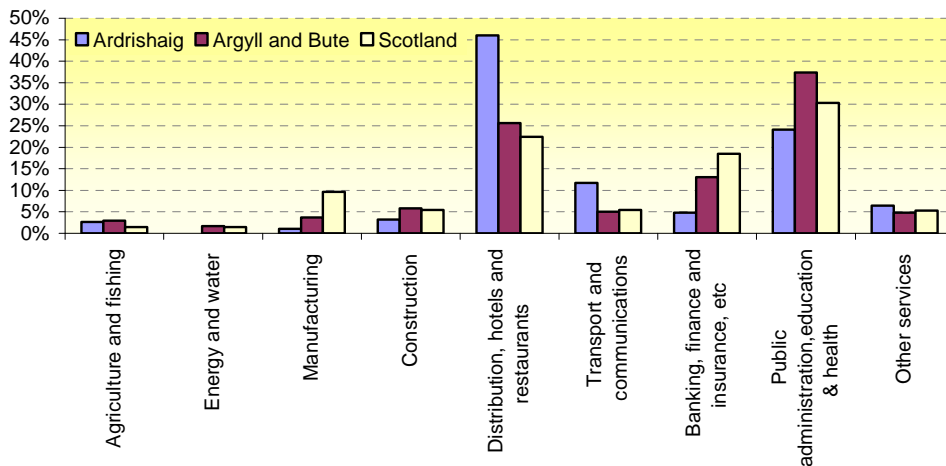
Figure.4-7 Employment profile 2001



Source: 2001 Census

- 4.19 Time series data showing the performance of different sectors since 1995 is available at local authority level from NOMIS. This shows that tourism-related employment has been relatively stable, and well above the level for the rest of Scotland.
- 4.20 Construction industry employment has fluctuated around a level broadly similar to the rest of Scotland. Transport and Communications employment is also below the Scottish average, having followed the pattern for the rest of Scotland. Public sector employment has been relatively stable and the gap between Argyll and Bute and the rest of Scotland has decreased during recent years.
- 4.21 Allowing for the fact that ABI data relates to employment in businesses in Ardrishaig (rather than people living in Ardrishaig in employment), Figure 4.8 suggests the impact of these changes on the occupational profile.
- 4.22 In 2005, businesses in the area employed around 200 people with a significant proportion in distribution, hotels and restaurants sector and public service employment. Sectors that are relatively more important to Ardrishaig than to Argyll and Bute and Scotland in general are distribution, hotels and restaurants (including wholesale and retail trade), transport and communications and other services.

Figure.4-8 Industry Profile for Workers, 2005



Source: Annual Business Inquiry

Note: ABI data on data zone level shall be used with caution since figures at these small area levels have only been modelled down from local authority data.

### Earnings

- 4.23 Data on earnings is not available below Local Authority level. Table 4.3 shows that average weekly earnings in Argyll and Bute were higher than the Scottish average both for residents (£442.2 compared to £427.9) and workers (£456 compared to £428.1). While gross-weekly pay for women is lower than the Scottish average, the figures indicate that male full-time workers were better paid. The fact that total workplace earnings are higher than residence-based earnings indicates that jobs within the council area tend to be relatively well paid (While there is not a significant level of out-commuting from the Mid Argyll area, other parts of the council area are closer to employment opportunities in the Glasgow and Stirling areas)

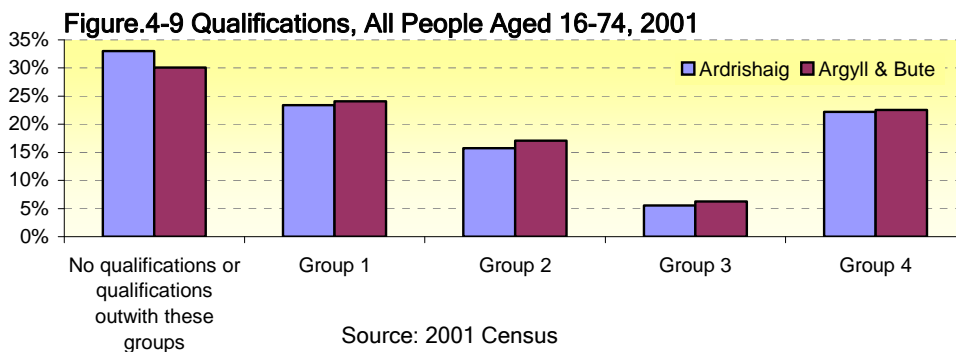
**Table. 4-3 Average Gross Weekly Earnings by Workplace and Residence for Full Time Workers, 2006**

		Argyll and Bute (£)	Scotland (£)	Great Britain (£)
Total	By workplace	456.0	428.1	444.8
	By residence	442.2	427.9	445.9
Male	By workplace	485.1	464.5	486.7
	By residence	492.5	463.3	488.0
Female	By workplace	361.9	372.6	383.3
	By residence	339.4	372.6	383.3

Source: Office for National Statistics Annual Survey of Hours and Earnings

### Qualifications

- 4.24 Figure 4.9 shows that one third of Ardrishaig's population have either no qualifications or qualifications unknown. This is slightly higher than the Argyll and Bute average of 30%. However, the proportion of well-qualified people is similar to that seen across the Council area.



- 4.25 Jobs density, the number of filled jobs in an area divided by the number of people of working age resident in that area, in 2005 was 0.88 in Argyll and Bute compared to 0.84 in Scotland.<sup>8</sup> Job density is a measure of labour demand and higher jobs density indicates that less people need to commute outwith the area to find work. This is reinforced by the findings of the last census which show that just 17% of the economically active work or attend courses outside Ardrishaig or Lochgilphead. Fifty

<sup>8</sup> ONS jobs density

five per cent travel to Lochgilphead, while 28% of the economically active population of Ardrishaig also work.<sup>9</sup>

### *Deprivation*

- 4.26 The Scottish Index of Multiple Deprivation (SIMD) identifies small area concentrations of multiple deprivation across Scotland. It provides a relative ranking of 6,505 small areas across Scotland from the most deprived (ranked 1) to the least deprived (ranked 6,505). SIMD 2006 is based on 37 indicators in seven 'domains'.<sup>10</sup>
- 4.27 The relevant SIMD data zones are S01000789 and S01000791<sup>11</sup> which cover Ardrishaig. Overall, the village is ranked at 3,218 in the middle of the scale. As the table below shows, the only domain in which Ardrishaig might be considered deprived is geographical access<sup>12</sup>.

**Table. 4-4 SIMD rankings for Ardrishaig, 2006**

	Domain					
	Income	Employment	Health	Education	Geographic access	Crime
Ardrishaig	3411	3348	3406	3343	1054	3852

Source: Scottish Executive

Note: The ranking is an average for data zones S01000789 and S01000791

- 4.28 There have not been any major changes in Ardrishaig's ranking since 2004. In 2006, while 11 of the 20% most deprived data zones were located in Argyll and Bute (one more than in 2004), these areas were concentrated around Dunoon.

<sup>9</sup> 2001 Census Origin Destination Statistics

<sup>10</sup> The SIMD 2006 contains the domains: Current Income; Employment; Health; Education; Geographic Access to Services and Housing and a Crime domain. The Crime domain is a collection of selected recorded crimes linked to deprivation.

<sup>11</sup> <http://www.scotland.gov.uk/Topics/Statistics/SIMD/map.asp>, 14/01/08

<sup>12</sup> The geographic access rank is based on factors such as drive time and public transport time to shopping facilities, to a GP and to a primary school.





## 5 KEY SECTOR PROFILE

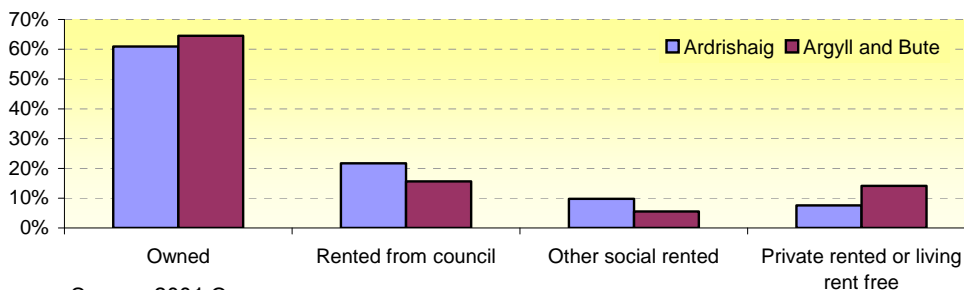
- 5.1 This part of the Masterplan report examines the key sectors which will most influence the regeneration of Ardrishaig's Waterfront in detail. It examines recent trends and considers related issues which the Masterplan needs to address. It also examines planned and programmed activity by agencies presently involved in the area where it affects the Waterfront area.



### Housing

- 5.2 Figure 5-1 shows the balance between different forms of housing tenure in Ardrishaig and the Council area. While owner occupation is predominant in both areas, the provision of social-rented accommodation in Ardrishaig is clearly more pronounced (the figure below shows 2001 data, and therefore predates stock transfer). The private rented sector in the village is relatively small.

Figure 5-1 Housing tenure 2001



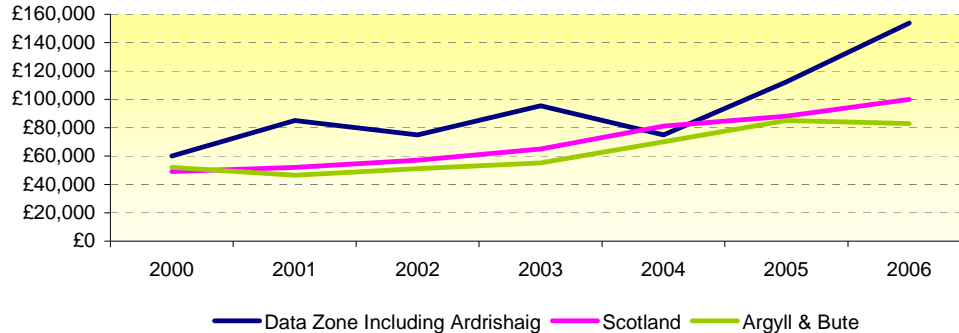
Source: 2001 Census

### House prices

- 5.3 House price data at sub-Council area level<sup>13</sup> has been examined to inform the development of the Masterplan. This information is grouped by data zones. Data collection areas relevant to Ardrishaig include the village itself, extending to Crinan in the north, and Cretchengan in the south. Data for Lochgilphead is not included in this analysis.
- 5.4 Figure.5-2 illustrates that since 2004 there has been a rapid increase in house prices and in 2006 the median house price in the area was £153,767, some 54% higher than that prevailing across Scotland as a whole. The median price in Argyll and Bute was £83,000 in 2006, 17% lower than the median for the whole of Scotland. The rate of house price increase has also been greater in Ardrishaig than across the Council area generally.

<sup>13</sup> Scottish Government

**Figure.5-2 Median House Sales Prices, 2000-2006**



Source: GRO

- 5.5 The relatively large increase in price has affordability implications. A significant proportion of buyers come from outside the area and potential buyers from outside the area may have higher incomes relative to local residents. They may also benefit from capital value uplifts associated with the sale of their own property. Moreover, as many potential purchasers are either retired or nearing retirement they may have minimal or no outstanding mortgage obligations. In these circumstances it can be difficult for local people to make competitive offers.
- 5.6 Argyll and Bute Council's 2003-2008 Local Housing Market Strategy (LHMS) notes that land for residential development is in high demand and that shortages around Lochgilphead and Tarbert in particular would constrain efforts to reduce pressure. While the review of Argyll and Bute's Local Plan has sought to address this, affordability issues are still present.

### *Market commentary*

- 5.7 As part of our analysis, we have discussed trends in the local property market with local agents. Their comments are broadly consistent with the analysis above. According to estate agents the wider area has seen dramatic price increases in recent years, although the top end of the market has now started to cool down. As a consequence, young people, young families and first time buyers struggle to find appropriate accommodation.
- 5.8 While property with lochside views and good rural plots are always popular, supply is insufficient to satisfy demand and agents report that most of the available residential land in the area has been purchased by developers.
- 5.9 Those consulted identified Ardrishaig's popularity for both 2<sup>nd</sup> home owners and the 'buy to let' market. The agents view is that external buyers come mainly from Glasgow, the Central Belt and from parts of England. The main factors driving interest from outside the area include: offers of employment in the area; seeking a better quality of life; and retiring to the area.
- 5.10 While there is some variation in the type of property sought, detached cottages and loch-views with a reasonable sized garden are particularly popular with external buyers. This differentiates them from people already living in Ardrishaig who more often seek property which is more affordable.
- 5.11 Agents thought the Ardrishaig and Lochgilphead markets are comparable and prices are roughly the same. Interestingly, some commented on particular characteristics of Ardrishaig. Timber transport operations are seen as a distraction and noise levels bring values down in the vicinity. The waste disposal facility on the opposite side of the loch was also mentioned as a negative market factor.

### *The social rented sector*

- 5.12 In November 2006, Argyll and Bute Council transferred its stock of 5,300 homes to the Argyll Community Housing Association (ACHA). Fyne Homes is the second main social landlord operating in Mid Argyll, managing more than 1,400 houses across Bute, Cowal, Mid Argyll and Kintyre. Opportunities for low cost home ownership are also provided.
- 5.13 The Local Housing Market Strategy noted that over half of all council houses in Mid Argyll had been sold via right to buy and that while some new development had proceeded it had failed to stem overall decline in the number of units in the social rented sector. This trend is reflected across the area, where ACHA now only controls 10 residential properties (although it also has an office on Chalmers Street).
- 5.14 The LHMS also noted extensive waiting lists across Mid Argyll. With sitting tenants continuing to purchase their living accommodation and limited new development in the interim, this still remains the case. In Ardrishaig and the surrounding area, some 180 people are on the waiting list. The clear preference is for 1 or 2 bedroomed accommodation, indicating increasing household fragmentation and the number of young people seeking accommodation in the area.<sup>14</sup>
- 5.15 The affordability of local housing has been influenced by demographic change. Purchase prices have been influenced by higher levels of interest from people either returning or retiring to the area. Higher house prices in Scotland's main cities and other areas show a significant differential relative to Ardrishaig. Those moving to the area are often able to submit higher offers for available property as a result. Moreover, where those moving to the area are in older age groups, moves are often less dependent on the availability or otherwise of mortgage finance.
- 5.16 Significant levels of second/holiday home ownership have also influenced affordability. While lack of affordability affects people at all points on the housing ladder, it affects the area's ability to retain population, particularly first-time buyers and young families. The high demand for social-rented accommodation in the area is accompanied by similar high levels of interest in Homestake opportunities. This could be particularly significant in attracting and retaining key workers in the area. Homestake is aimed at low income households. Owners generally pay 60% - 80% of the property price, with the balance held by a registered social landlord using Homestake grant funding.
- 5.17 In many cases, private housebuilders seek to involve Registered Social Landlords as a partner in development. While there are planning obligations to provide affordable housing for rent or shared equity as part of private developments, negotiations over provision on some sites in Argyll and Bute have sought to provide "affordable housing for sale". While traditionally involved in provision of rented accommodation, the areas RSLs could therefore also be involved in building for sale. As discussed above, low housing affordability is a feature of the area's housing market, and RSL involvement in the regeneration of the Waterfront could help to address this.
- 5.18 In Argyll and Bute, Communities Scotland's development programme is now divided between four RSLs, with only ACHA and Fyne Homes active in the Ardrishaig area.
- 5.19 While ACHA has been awarded a small proportion in the current financial year, it is likely to increase by some 25% over the next 3 to 4 years. It presently stands at £20 million per annum.
- 5.20 ACHA has a significant investment programme planned, much of it stemming from the stock transfer prospectus and the commitments it made to tenants. Some £40 million will be spent over the next 4 years on improvements to ACHA stock. A deficit funding arrangement with Lloyds TSB has enabled a £20 million fund to resource additional development. While this focuses initially in Campbeltown, ACHA is examining

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<sup>14</sup> ACHA

potential opportunities to build its Ardrishaig portfolio. This includes consideration of available sites and a land audit of the transferred estate. Some undeveloped assets were transferred and ACHA expects to bring forward a small development programme using such opportunities.

- 5.21 Fyne Homes has a more significant presence in and around the Masterplan area. The RSL has 22 units in Linnet and Columba Courts, and a further 20 units at Orchard Park adjacent to the Grey Gull Inn. It recently purchased 4 units adjacent to the Canal Basin from McLeod's which is selling through its Homestake programme (with purchasers typically taking shares of between 50% and 60%). It views Mid Argyll as a high priority for development
- 5.22 While RSLs have purchased units direct from housebuilders (see FyneHomes example above), they would normally prefer to be involved in the design process.
- 5.23 A draft Joint Wider Role Strategy has been agreed by Argyll and Bute's housing associations and is in the process of being considered by each of the RSL Boards. The need for related community facilities in Campbeltown and Oban has been investigated and improvements are progressing in both areas. A Money Advice project has been taken forward. The Strategy also includes resources to improve play facilities and this may provide opportunities for related Wider Role-funded improvements in the Masterplan area in the short to medium term.
- 5.24 Potentially, ACHA may also have a role in the improvement of existing property in the area as it maintains an office on Chalmers Street in Ardrishaig. The ground floor unit is part of a parade of covered units in a block which has been the subject of various improvement proposals over the last 10 years. ACHA does not plan to rationalise its office facilities at present, but would be happy to engage with the other businesses, organisations and residential owners in the block to take forward potential improvements.



## Community Facilities

- 5.25 Community facilities can act as major focal points of local activity, particularly in smaller communities such as Ardrishaig. Existing facilities in or near the Waterfront area are profiled in this section. We have had discussions with Ardrishaig Community Council and individual members of the local community to feed their thoughts into this assessment.

### *Ardrishaig Public Hall*

- 5.26 The major community facility in the village is the Public Hall. This is situated on Chalmers Street and is central to village activities. The Hall is well used (the November programme shows only 2 days when the hall is not booked for some activity).
- 5.27 The building includes a Main Hall (with stage and balcony), a small hall, a meeting room, a cafe and kitchen. With the level of use indicated



above, the Hall is suffering a degree of wear and tear and could benefit from being brought up to a modern standard, either through renovation or replacement.

- 5.28 The building is run through a Trust with local trustees.

#### *The Church of Scotland North Hall*

- 5.29 This Hall lies directly opposite the Public Hall and is maintained for Church and other functions to be “central to the community”. The stone building is in a reasonable state of repair.



#### *The Church of Scotland South Hall*

- 5.30 This hall stands directly beside the Church and is not in a good state of repair. The Church has long intended that it should be improved but has lacked the funds to do so. Architectural plans have been prepared for an upgraded building and the congregation has been attempting to raise development funds.



- 5.31 Although Ardrishaig is an active community, the present facilities are:

- Generally substandard and in need of improvement
- An overprovision of hall space

- 5.32 Options to be considered could include:

- Improvement or redevelopment of the Public Hall to provide all central village functions while incorporating the Churches “central community” activities at present accommodated in the North Hall
- Sale of the North Hall for conversion as business premises or housing (this is a prime site on the waterfront)
- Recycling of the receipt from the sale of the North Hall to implement out the improvement plans for the South Hall

- 5.33 As the condition of the three community halls continues to deteriorate, the ongoing costs of maintenance and essential repair are likely to rise further. This suggestion would have the effect of reducing the overprovision of hall space while improving the quality of both the South and Public Halls.



## Tourism

- 5.34 There is limited information specific to tourism in the Ardrishaig area. While Visit Scotland data is presented for the wider Argyll, Loch Lomond and Forth Valley area, the only data at Argyll and the Islands level is from Highlands and Islands Enterprise.
- 5.35 In 1999, the most recent year from which data is available, a total of 156,000 trips were made to the area. Total annual visitor expenditure, from both day-trippers and people staying overnight, was estimated at £51.2 million. Clearly, this data is now outdated and it is difficult to draw clear conclusions on the relative health of the tourism market in the area from it.
- 5.36 While there has been some recent hotel investment in Ardrishaig, the village is not generally viewed as a tourism destination. Table 5-1 shows the importance of tourism to the wider area in financial terms, and the scale of the existing market which Ardrishaig would hope to exploit more effectively and build.

**Table 5-1 Trips and Expenditure, Mid Argyll, Kintyre and Islay 1999**

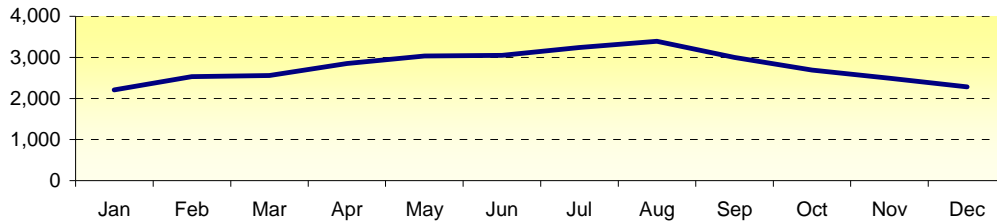
	Trips	Bednights	Total Expenditure (£)
<b>Tourists staying overnight in the area</b>			
Hotels	62,000	262,000	16,800,000
B&B's/ Guesthouses	12,000	61,000	4,100,000
Self-Catering	31,000	324,000	17,900,000
Caravan & Camping	15,000	116,000	4,900,000
Bunkhouse/ Hostels	4,000	17,000	800,000
Other	21,000	220,000	6,500,000
Sub-Total	145,000	1,000,000	51,000,000
<b>Day-trippers</b>			
Sub-Total	11,000		190,000
<b>Total</b>	<b>156,000</b>		<b>51,190,000</b>

Source: Highlands & Islands Enterprise

### Ferry traffic

- 5.37 In terms of developing its tourism offer, Ardrishaig's location on the A83 also confers some advantage. Road-borne visitors to Kintyre must pass through the village to access destinations to the south, crossing the Crinan Canal as they do so. Figure 5-3 illustrates the daily number of cars passing by and the seasonality in traffic flow.

**Figure 5-3 Average daily traffic flows by month 2006, A83 Ardrishaig**



Source: Scottish Executive, Scottish Transport Statistics: No 26 - 2007 Edition

- 5.38 There is a clear peak from May to September showing the influence of seasonal business and tourism - the volume of daily flows in August are 60% higher than those in January.
- 5.39 A large volume of ferry related traffic passes through the village on the way to and from ferry ports at Kennacraig, Tarbert and Tayinloan. Table 5-2 shows the number of passengers carried in 2006 on specific routes.

**Table 5-2 Kintyre Ferry Passengers 2006**

	Total Passengers 2006	Total Coaches
Claonaig/Tarbert-Lochranza	52,393	59
Tarbert-Portavaide	67,605	301
Kennacraig-Islay	152,526	255
Tayinloan-Gigha	64,043	32
Kennacraig - Islay-Colonsay	2,420	5
<b>Total</b>	<b>338,987</b>	<b>652</b>

Source: Caledonian MacBrayne, Annual Carryings 1 Jan 2006-31 Dec 2006

Note: Data shows number of passengers travelling in any direction

- 5.40 While a large number of these trips are made by island residents and in connection with related business activity, the ferries also provide an important link for tourists. An increase in the number of people (including coach parties) deciding to break their journey at Ardrishaig could generate significant income for local businesses. Provided Ardrishaig can develop its latent visitor attraction and supporting services, there is clearly an opportunity to better exploit the villages geographic location
- 5.41 Mid Argyll is becoming increasingly important as part of Argyll and Bute's tourism offer. The Kintyre Way opened in 2006 and attracts walkers to the Kintyre Peninsula while the Dalriada project aims to develop the attraction of North Kintyre/ Mid Argyll through the protection, restoration and enhancement of its natural, cultural and built heritage. While the water-based elements form only part of the Dalriada project, the Crinan Canal can be viewed as the Dalriada's physical spine.
- 5.42 The tourist information centres closest to Ardrishaig are at Lochgilphead and Tarbert. Both are seasonal, opening April to October. Visitor figures appear low, particularly for Lochgilphead. However, while this TIC is arguably a gateway to Mid Argyll and the Mull of Kintyre, this role may be being more effectively performed by the Inveraray TIC. The Inveraray tourist information centre received 112,264 visitors in 2006, over six times greater than the numbers visiting the Lochgilphead office.

**Table 5-3 TIC Visitors & Enquiries April 1<sup>st</sup> - October 31<sup>st</sup> 2006**

	TIC footfall	Total Enquiries
<b>Tarbert</b>	47,035	52,690
<b>Lochgilphead</b>	17,666	20,148
<b>Inveraray</b>	112,264	115,876

Source: Visit Scotland Oban

- 5.43 Discussions with TIC staff in Lochgilphead indicate that Kilmartin Glen and the Crinan Canal are the most popular attractions in the area. While there appears to be demand for boat tours along the canal, there was little supporting information available at the TIC.<sup>15</sup>

### *Attractions*

- 5.44 The Crinan Canal is the central feature of the area, and as such is covered in a separate section in this chapter. There are a number of other attractions in and around the Ardrishaig area which help define its visitor appeal.
- 5.45 Kilmartin Glen is northwest of Ardrishaig and incorporates many ancient monuments, including Dunadd Hill Fort. The Kilmartin House Museum opens daily between March and October and received 10,986 paying visitors in 2006. Total visitor numbers are thought to be double this figure.<sup>16</sup> There are a number of other ancient monuments in the wider area, such as Campbeltown Cross.
- 5.46 The 89-mile Kintyre Way stretches from Tarbert in the north to Southend in the south. It offers a total of 4 to 7 days worth of walking. Help is arranged with baggage handling and the organisers provide a very informative website helping people to find accommodation and refreshment along the way.<sup>17</sup>
- 5.47 The Seafood Trail is another of the area's attractions, attracting people to enjoy seafood and shellfish from local producers in various locations from Cairndow to Bellochantuy. The Cairnbaan Hotel, close to Ardrishaig, is listed as a member of the Trail. A four star hotel, it is recommended by Michelin, the Good Hotel Guide and the Good Pub Guide.<sup>18</sup>
- 5.48 Ardrishaig Harbour was historically used as a stopping point for a small number of Clyde cruises. While sailings were limited in number, this activity has ceased with the development of timber freight transport from the south pier.
- 5.49 There are also a number of gardens and castles in the wider area, such as Carnasserie Castle in Kilmartin, Crarae Garden in Inveraray and Aruaine Garden near Oban. The islands off the coast of Kintyre are also popular with visitors with Islay in particular, attracting visitors to its distilleries.<sup>19</sup>
- 5.50 To the east, Inveraray attracts a significant volume of visitors in the Argyll and Bute context. Inveraray Castle and Inveraray Jail are both draws, attracting 70,480 visitors and 64,532 visitors respectively in 2006<sup>20</sup>.
- 5.51 With a well-maintained towpath, it is clearly possible to cycle along the Crinan Canal and cycles are available for rent in Lochgilphead. The Canal footpath forms part of the

<sup>15</sup> Visit Scotland Lochgilphead

<sup>16</sup> Visit Scotland and Kilmartin Museum

<sup>17</sup> www.kintyreway.com

<sup>18</sup> Visit Scotland Network Office in Oban

<sup>19</sup> Visit Scotland. "Mid Argyll, Kintyre & Islay Visitor Attractions"

<sup>20</sup> Visit Scotland, "Attractions in Argyll, Loch Lomond and Forth Valley"



National Cycle Network. It currently runs between Oban and Campbeltown and when completed it will link Campbeltown to Inverness.<sup>21</sup>

### *Dalriada*

5.52 Following a successful submission to the Heritage Lottery Fund, project officers with partner organisations including the Masterplan partners are working to implement the £3.3 million Dalriada Project. Developing from the 1996-2001 Kilmartin Glen project, Dalriada aims to develop the attraction of North Kintyre/ Mid Argyll through the protection, restoration and enhancement of its natural, cultural and built heritage. This activity will be reinforced by the development of high quality interpretive hubs and linking routes, awareness raising and opportunities for community involvement and training. The Dalriada project area extends across Knapdale Forest and Kilmartin Glen and includes the Crinan Canal.

5.53 The three-year project funding is fully committed and will focus on initiatives in three theme areas:

- Natural Heritage & Landscapes - including the production of Biodiversity Action Plans for the Project Area, a Black Grouse Habitat Improvement Scheme, an Ancient Woodland Restoration Programme, and development of the Near to Nature Trail.
- Built & Cultural Heritage - including an Examination of the Historic Landscape, survey and consolidation of key features, and a Community History Project; and
- Enjoying the Landscape - with related initiatives including development of a Heritage Access Network, Local Destination Marketing, Virtual Visitor Gateways, a Visitor Introduction and Orientation Programme, Heritage Interpretation, and Heritage Tourism Training

5.54 The overland access route (for walkers and horse-riders) from Achnamara will meet Loch Gilp just to the north of the Masterplan area.

5.55 While none of the project funding includes capital expenditure in the Masterplan area, it should be possible to develop effective linkages with any interpretative elements which may be included as part of the Waterfront regeneration.

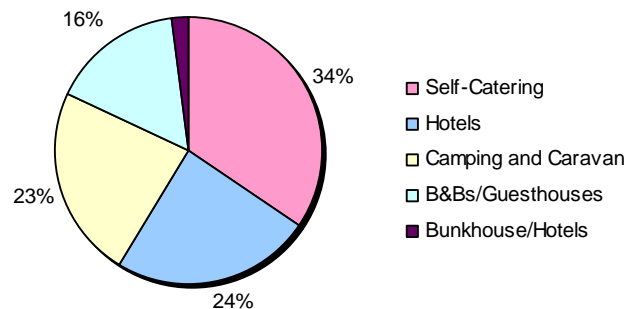
### *Accommodation*

#### *Argyll and the Islands*

5.56 Self-catering is the most common type of accommodation provided in the wider area as the figure below shows.

Figure.5-4 Argyll and Islands Accommodation profile

5.57 The tourism accommodation sector in Argyll and the Islands tends to be more season-bound. Occupancy rates are generally higher than across Scotland from March to September.



<sup>21</sup> <http://www.sustrans.org>, 15/01/08

**Table 5-4 Occupancy Rates (%) 2004**

	Hotel		B&B/ Guesthouse*		Self catering	
	Bedspace		Bedspace		Unit	
	AIE	Scotland	AIE	Scotland	AIE	Scotland
Jan	15	27	14	16	14	-
Feb	26	35	18	21	25	-
Mar	45	38	20	24	26	-
April	47	46	37	39	54	-
May	51	51	55	50	49	-
June	58	56	60	57	65	-
July	65	60	72	63	80	-
Aug	68	66	81	72	88	-
Sept	58	56	51	53	66	-
Oct	49	50	26	36	51	-
Nov	25	37	16	22	21	-
Dec	23	33	11	19	23	-

Source: Highlands & Islands Enterprise and UK Occupancy Survey

\*Data at Scottish level is only available for B&B's and Guesthouses separately. The data presented in the table is therefore an average of occupancy rates in B&B's and Guesthouses.

### *Ardrishaig*

- 5.58 Ardrishaig's accommodation sector is relatively small. The combined capacity of its four hotels - the Grey Gull, Allt-Na-Craig, the Argyll Arms Hotel and the Bridge House hotel - extends to 38 rooms, providing some 75-80 bed spaces. Accommodation is provided up to 3 star. With the arrival of new owners last year, there has been recent investment at the Grey Gull Inn and a 20-room extension is planned. In addition there are a small number of guest houses and bed and breakfast establishments are operating in the area.
- 5.59 While custom is drawn from holiday makers, Ardrishaig's location close to Lochgilphead and the shortage (and quality) of accommodation there means that the village's business-related stays are an important part of the accommodation sector's trade. There are limited conferencing and function facilities in the wider area. Hotels such as the Grey Gull, which can provide such facilities are therefore well placed.
- 5.60 One factor that emerged from the discussions we had with the operators was the importance of passing trade linked to ferry traffic. In the main season, it is relatively common for people to stop and seek accommodation for that night with no prior booking. Quite often, people cannot be accommodated resulting in referrals to other hotels.
- 5.61 Most of the village's operators are trading well at present and have a positive view of their future business prospects. All stressed to us the importance of encouraging more people to stop in the area. While accommodation services form part of their turnover, food and related business is increasingly important. The development of a marina and improvement of marine services were seen as potential ways of developing the attraction of the waterfront.
- 5.62 Were this to happen however, one of the operators stressed that the quality of the existing accommodation offer in the village would have to be improved in order to gain maximum benefit. Indeed, given the relative lack of high quality hotel options in Mid Argyll, it was felt that there may be room in the market for the development of an additional hotel at the higher end of the market, particularly if there are major improvements to the attraction and appeal of the Waterfront area.
- 5.63 While strenuous efforts are being made to promote outdoor and canal-related activity, Ardrishaig and the surrounding area does not capitalise on a number of potential linkages, including:

- Those to other attractions on the Mull of Kintyre;
- The custom generated by the ferry services to and from Kennacraig and other ferry terminals (most of the through traffic passes through Ardrishaig along the A83 on route;) and, most critically
- the opportunity afforded by the Crinan Canal.

5.64 In the context of its position: close to an administrative centre: at the entrance to the Crinan Canal; and straddling the A83, the present capacity of Ardrishaig's accommodation sector is small. There is scope to develop further capacity over and above that already planned. The future improvement of the Waterfront, particularly any marine leisure element, will also demand a qualitative improvement from the accommodation sector if the area's potential is to be fully realised.

### The Crinan Canal & Sailing

5.65 The Crinan Canal's customer base is made up of two different groups, leisure and commercial customers. While the canal is still identified as a commercial waterway, there has been a major reduction in commercial traffic over recent years with the decline of the Scottish fishing fleet (with similar impacts on the Crinan home fleet). At the same time leisure traffic has increased substantially. Commercial income now accounts for less than 5% of the income generated by leisure-related trips.

5.66 The leisure base is highly seasonal, with most sailing in the area taking place between April and October. The market includes

- Yachts and vessels spending 1-30 days transiting or berthing in the canal.
- Visiting craft, mainly from Norway, Sweden, Denmark and Germany who have entered through the Caledonian Canal and use the Crinan as a link to the Clyde Estuary.
- Visiting Craft from other Scottish Waterways, mainly the Caledonian Canal together with an increasing number of boats based on Scotland's south east coast.
- Long-term users taking a mooring for 3 months or longer.

5.67 Currently, demand for mooring in the wider area far exceeds supply and there is a general shortage, both on inland waters and along the coast. The main market for the Crinan Canal is the Clyde Estuary which includes more than 2,500 serviced berths together with a number of private moorings. Market research has found marina berthing at capacity in the immediate area.

5.68 At present Loch Fyne is not as popular as the West Coast as a sailing area and this is reflected in the relative popularity of long-term berths in the western section of the canal (with more ready access afforded to the waters around Mull and onwards) and the availability of facilities. However, the provision of modern facilities outside the canal and basin at Ardrishaig could begin to change this balance.

5.69 Ardrishaig Basin is currently used by both long term berth holders, transit craft and overnight berths. The recently-completed Crinan Canal Mooring Strategy which was prepared for British Waterways Scotland highlights the key issues facing the canal's future development and some of the potential implications and opportunities for Ardrishaig.

- Recognising the fall in commercial revenue streams over the last 10 years, British Waterways Scotland now places an increased focus on the potential of the leisure market. The Crinan Canal is now being promoted as a destination in itself rather than a route.

- There is limited scope to develop additional long-term mooring facilities on the Canal due to
  - the size constraints of the main canal basins at Ardrishaig and Crinan
  - limited capacity to provide the related parking facilities which would be required
  - Scheduled Ancient Monument status and the need to operate within the constraints this entails.
- Maximum capacity in this market segment is likely to be reached in the near future, and is forecast to remain constant.
- Short-term licence sales are high at present and account for a higher ratio of income than mooring sales. The market potential in this area has yet to be reached. The Canal itself can accommodate increased numbers of visiting vessels.

5.70 The Strategy also considers the potential for facilities improvement at three locations in the Masterplan area, at:

- Lock 4 - where there is demand for expanded mooring facilities. With Ardrishaig and the village's facilities adjacent, this is an important location for transit craft. Its importance as a mooring facility increases when the western section of the canal is drained.
- Ardrishaig Basin - presently used by a mix of long-term berth holders (16m at the rear of the basin) and transit craft as well as some overnight berths (24m berthing to pontoon on basin wall); and
- Ardrishaig Waterfront - where current facilities include 24m of berthing, an overnight holding facility and a facilities block at the Sea Lock. Additional toilet/shower facilities are provided off Pier Square.

**Table 5-5 Canal-related development proposals**

Lock 4	Ardrishaig Basin	Ardrishaig Waterfront
30m additional berthing 2007/8	Pier Square refurbishment should be considered	Integrated proposals needed to balance: the needs of leisure and commercial users; existing and future timber freight operations; leisure potential of the waterfront area; and maintenance and enhancement of the area's environmental qualities.
Additional services(water points, shore power, refuse collection) needed if moorings are expanded	Potential Resurfacing of car parking facilities Screening of refuse skip needed Additional shore power for transit users needed	

5.71 The importance of the Crinan Canal and its potential should not be understated. Estimates prepared in the development of the Mooring Strategy indicate that the expenditure and activity generated by boating and other users in and around the Crinan contributes some £4.4 million annually and supports 125 full-time jobs in the wider economy.<sup>22</sup> Spending linked to marine activity accounts for over 30% of estimated income and employment.

5.72 British Waterways Scotland has permanent pedestrian count monitors in place at various locations along the Crinan Canal. At present, the western end of the canal is the main focus of sailing and tourism-related activity and this is reflected in the volume of pedestrian activity. Between September 2006 and August 2007, there were some

<sup>22</sup> Includes multiplier effects

27,000 visits to the Crinan Sea Lock, compared with some 14,500 trips by Lock 4 in Ardrishaig.<sup>23</sup> However, relative to Ardrishaig, Crinan is more remote and represents an end destination. The figures above provide an indication of the potential effects of improvement in Ardrishaig with improved facilities and enhanced promotion.

- 5.73 Providing access to relatively sheltered sailing waters in stunning scenery, the Crinan Canal is now a key piece of infrastructure in the development of the West Coast of Scotland's sailing product. The ongoing development of this role is likely to have major implications for Ardrishaig and the surrounding area in the years to come. This continues a historic pattern. Over the last 200 years the canal has effectively shaped Ardrishaig, from its construction spanning the first 17 years of the 19<sup>th</sup> Century (and the development of unique pieces of engineering such as the Ardrishaig Water Waster) to its development as a route for the Clyde Puffers, the fishing vessels of the day, and the emergence of commercial leisure traffic, with vessels such as the SS Linnet plying their trade. Physically, the current settlement is built around the canal. The canal is also a Scheduled Ancient Monument.
- 5.74 Despite its status and central historical role in the area's development, there are only limited interpretation facilities which comprehensively tell its story and present this role. The canal at present provides facilities i.e. it is clearly functional. There is a clear opportunity to provide interpretation facilities and develop a central focus, effectively a Gateway facility for the Crinan Canal.

#### *The potential offered by sailing*

- 5.75 Sailing in the Clyde Estuary<sup>24</sup>, a study carried out for Scottish Enterprise and Highlands & Islands Enterprise, examined the potential for the future development of sailing activity as a driver for economic growth. Growth in marine leisure generally has been driven by;
- Increasing affluence
  - Availability of a broader range of leisure craft (including entry level)
  - Increasing supply of new facilities in new developments and regeneration schemes; and
  - Easier access to facilities.
- 5.76 Constraints on the provision of marina and mooring facilities are considered the main impediment to the development of the marine leisure sector, with evidence cited that this has affected the domestic market for leisure boats and related services<sup>25</sup>.
- 5.77 Sailing in the Clyde Estuary identified Scotland as one of the top 6 sailing destinations worldwide, with the Clyde Estuary playing a significant part. Sailors are attracted by the quality of sailing available and the area's scenery, safe waters, islands and uncrowded areas. The Clyde Estuary continues to see growth in the marine leisure sector and attract visitors and new resident berth holders from outside Scotland.
- 5.78 Over 30% of boats permanently based in Clyde marinas are now registered to owners in England and this proportion is expected to rise in future as people seek quieter waters with good open sea conditions. Sailing destinations in Scotland are benefiting from improved roads infrastructure, the availability of low cost flights, and lower berthing rates relative to more densely populated areas elsewhere.
- 5.79 The study identified over 2,700 pontoon berths and 2,060 moorings in the Clyde Estuary, with pontoon berthing virtually at capacity. The contribution of the boating industry is significant - the report estimates that associated expenditure annually in the

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<sup>23</sup> BWS pedestrian count data

<sup>24</sup> McKenzie Wilson Partnership 2006

<sup>25</sup> British Marine Federation

Clyde area is £28 million, increasing to £41 million when multiplier effects on the economy are taken into account<sup>26</sup>. This presently supports nearly 500 jobs in the area.

- 5.80 While 1,000 additional pontoon berths were in the development pipeline, the report observed that even this potential 21% increase in capacity would be insufficient to meet forecast levels of demand. Marina operators have indicated that present levels of capacity need to be doubled over the next 10 years. Effectively, a further 3,760 pontoon berths and moorings will be required. Providing investment is made in additional infrastructure, British Waterways Scotland estimate that expenditure could increase by a further £50 million with attendant employment and economic benefits<sup>27</sup>.
- 5.81 Ardrishaig is not mentioned specifically in the report recommendations, although it would be considered part of the Upper Clyde Estuary (Zone 2). Upper Loch Fyne is identified as an area of 'future supply' and while the report highlights its potential as a 'micro-cruising area', insufficient step ashore facilities and moorings affect the degree to which this role can be realised.
- 5.82 The report also stresses the importance of events in further building the profile of the Clyde Estuary as a sailing destination. In this regard, any extended marine facilities in Ardrishaig would arguably be well-placed to develop links to established events in the Clyde Estuary and beyond Loch Crinan including, for example, the Scottish Series and the Crinan Classic.
- 5.83 The 2002 Argyll and Bute Structure Plan highlights the potential of Loch Fyne as a marine waterway. The provision of facilities is one of the key influencing factors. In addition to the pontoons and moorings at Ardrishaig, there are visitor moorings at Otterferry, Strachur and 4 at the Loch Fyne Oyster Bar. Although it contains some of the main tourist attractions in the area and is a picturesque town, there are no mooring facilities at Inveraray. Ardrishaig is well located to help spur the development of sailing in and around Loch Fyne, an area that is relatively under-used at present.

#### *Perceptions of Ardrishaig as a marine destination*

- 5.84 We have had discussions with a number of industry bodies and representatives in developing the Regeneration Masterplan.
- 5.85 Discussions with the British Marine Federation and West Highland Anchorages reinforced the analysis contained in recent reports. Capacity constraints in Clyde marinas, including Tarbert, were repeatedly emphasised.
- 5.86 Developing the sailing profile of upper Loch Fyne is constrained by perceptions of it as a 'long dead end'. The key issue appears to be the lack of mooring, pontoon and support facilities. However, there is potential if destinations develop facilities enabling them to be accessed by water. In this regard Ardrishaig and Inveraray are seen as having the most potential. Given its location, Ardrishaig is seen as particularly important in the development of a Loch Fyne circuit and in developing facilities linked to the Crinan Canal and the waters beyond.
- 5.87 At present however, Ardrishaig is not seen as an attractive destination. Pontoon and mooring capacity is limited both in the harbour and in the canal basin.
- 5.88 However, considerable potential for marina development is acknowledged providing an appropriate site can be identified. Development of a 100-berth marina was suggested as a practical medium term target, although a larger facility would better support chandlery and repair operations. The need for dredging to maintain deep water was highlighted. Key supporting facilities would include car parking, toilets, a boatyard and other facilities. If appropriately designed, marina development may also offer an

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<sup>26</sup> Figures exclude impact of boat sales diving, leisure fishing marina/harbour maintenance etc

<sup>27</sup> p24, Crinan Canal Mooring Strategy, Richard Glen Associates, 2007

opportunity to increase the land area in the Masterplan area through use of dredged material.

- 5.89 While the Crinan Canal and British Waterways Scotland's facilities are Ardrishaig's main marine leisure infrastructure, the village has limited storage and repair facilities.

*Ardrishaig Boat Club*

- 5.90 In the late 1980s, Argyll and Bute Council sold land on Chalmers Street to Ardrishaig Boat Club. The boat club is owned by the community through its members and provides low-cost storage<sup>28</sup> for Mid Argyll sailors (winter storage costs some £80 compared with a commercial rate of £2,000 to £3,000 for a 25ft -30ft vessel). The small strip of land it operates from is used for boat storage and repair facilities for locally-based sailors. There is a small storage shed. Some minor reclamation work was completed in 2006, extending the area to provide additional onshore open storage for dinghies (summer only) and other boats. (This work was completed at low cost and relatively quickly over a 9-month period. Rubble from the construction of the new secondary school in Lochgilphead was used as fill material)



- 5.91 The area presently accommodates some 35 boats with a further 6 provisional spaces. Boats are craned out of the water on a single day in October. The space is fully occupied over the winter and there is a waiting list for storage facilities.

- 5.92 There is a single vehicle access via the existing waterfront car park. The main shortcomings of the club's present facilities are the limited workshop facilities and the lack of changing accommodation.

- 5.93 Low cost access to water and suitable storage facilities are key issues for the Boat Club. Should any redevelopment of Ardrishaig's waterfront affect this facility, alternative, similarly-priced facilities would be sought.



*Mid Argyll Sailing Club*

- 5.94 The Mid Argyll Sailing Club operates from a building at the northern end of the Masterplan area which formerly housed engines for the miniature railway. While a large proportion of its members are common to the Ardrishaig Boat Club, its activities focus on dinghy sailing, which is based mainly in waters off the shore at Ardrishaig. It places a heavy emphasis on introducing young people to sailing.



- 5.95 The club has planning permission to provide improved access to and enhance the community jetty (to the north of the harbour area) for dinghy sailing. In the future it may also wish to pursue the redevelopment of its present site as a reasonable-sized clubhouse. As described above the



<sup>28</sup> for vessels up to 33ft

Ardrishaig Boat Club also lacks clubhouse facilities and in bringing forward any proposals it would seem prudent to plan for a single common facility.

- 5.96 Discussions with individual members (of both clubs) suggest a merger of the two clubs is likely within the next two to three years.

- 5.97 Repair and related facilities are also available in Ardrishaig

#### *Ardrishaig Boatyard*

- 5.98 The Ardrishaig Boatyard offers a range of services including crange, repair and



emergency call out. The nature of repair activity has changed in recent years. While leisure craft repair activity continues, the fishing boat repair business has been attracted to Tarbert with recent improvements to the boatyard there. However, this element of business has been replaced by revenue from historic boat restoration. Repaired craft are displayed in museums such as the Kew Steam Museum. The owner is keen to expand his business, including extensions to the slipway, storage facilities and workshop.

- 5.99 Although the possibility has not been discussed with the owner, should he be willing to allow visitors in to the workshop area, there may be an opportunity to incorporate a small scale interpretation

facility as part of any future improvement. This could add further to the breadth of potential attractions in Ardrishaig.

#### *Development elsewhere*

- 5.100 There have been a number of recent additions and improvements to the marine leisure infrastructure in and around Upper Loch Fyne and this provides part of the context for the future development of this sector in Ardrishaig.

#### *Portavadie Marina*

- 5.101 Portavadie Marina is located in well sheltered water in a deepwater lagoon. It opened in 2007 and has 230 serviced pontoon berths<sup>29</sup>. On-shore facilities include toilets, showers and laundry facilities. In a further phase of development, residential units are planned alongside the marina together with a restaurant, chandlery, workshop and undercover storage facilities.

- 5.102 Interest has been reported from both local sailors and those from other parts of Scotland and the UK. At September 2007, some 10 berths had been booked.<sup>30</sup>

#### *Tarbert*

- 5.103 Tarbert is already one of the main destinations for boats based in the Clyde Estuary and hosts the Scottish Series. At busy times boats regularly have to raft up due to the lack of berthing facilities.

- 5.104 Plans have recently been announced for additional pontoon berths along with improved on-shore facilities including showers, toilets and office facilities. A proposed joint venture between the Trustees of the Board of Tarbert Harbour Authority and The

<sup>29</sup> Services include electricity, lighting, water and wireless broadband.

<sup>30</sup> Marina Office



Crown Estate would take forward the improvements. The potential to introduce new boatyard and boatlift facilities, a heritage centre, chandlery and other retail outlets is also being examined.

- 5.105 While such developments may initially be seen to be competitive to Ardrishaig, it is important that they be considered in the context of the significant and increasing demand for marine leisure facilities in the area. This said, consideration of marina development in Ardrishaig and the packaging and marketing of potential opportunities to developers, investors and operators should include an appreciation of when proposed improvements in around Upper Loch Fyne are likely to be implemented.
- 5.106 Loch Fyne and Mid Argyll are within relatively easy reach of Glasgow and the Central Belt. Despite the centrality of the water, visitors are attracted in the main by land-based activities and attractions. There is no clear geographical focus for this activity. While Ardrishaig provides some locally-orientated facilities, the regeneration of the Waterfront area could provide an opportunity for the area's development as a centre for such activity. With its gateway status relative to the Crinan Canal and proximity to other areas, the promotion of Ardrishaig as a marine leisure destination could have regeneration and business benefits more widely across Argyll and Cowal. Potential opportunities for water-based leisure include:
- Extension of sailing and dinghy activity and other watersports on the waters off Ardrishaig. There may be related commercial opportunities;
  - Promotion of Ardrishaig as a base for exploration of Loch Gilp and Loch Fyne.
    - Potential for day trips - from Ardrishaig a number of locations around Mid Argyll, Cowal and along Loch Fyne can be reached relatively swiftly by water. Otterferry, for example, is a popular destination for Ardrishaig's sailors.
    - Nearby, there are seals on the islands off Ardrishaig. There may be potential for small boat exploration of these and other features of the lochs.



## Timber

- 5.107 Since 2004, timber freighting from Ardrishaig has continued to expand and the pier now deals with some 170,000 tonnes per annum. The freighted timber serves domestic markets in Ayrshire (Caledonian Paper, Irvine; Wilson Sawmill in Troon; and Egger Forest Products, Auchinleck) as well as export markets in N. Ireland, Finland and Norway. Caledonian Paper's £65 million biomass power plant in Ayrshire is anticipated to come on stream in May 2009 with an annual requirement for a further 400,000 tonnes of timber from Scottish forests. Ardrishaig is one of a range of anticipated supply points.
- 5.108 At present, loading operations run from 6.30 a.m to 9.00 pm throughout the year. Associated British Ports Timberlink see no prospect of shortening daily working times and would ideally like a longer loading period. Timber is mainly taken from within 25 miles of Ardrishaig, the harvesting catchment extending to north of Clachan in North Kintyre, all of south Knapdale, Knapdale & Mid Argyll, both sides of Loch Awe & north

to the head of Loch Fyne. Gross conifer production over the next 15 years is estimated at some 5.75 million tonnes<sup>31</sup>.

- 5.109 An indication of the potential implications for operations at Ardrishaig has been developed by the Argyll Timber Transport Group which has examined the potential production figures and the proportion transported by sea. Factoring in developments planned for Argyll that might absorb some of the additional production, it identifies considerable scope for additional capacity at Ardrishaig. Even were an additional distribution facility built at the head of Loch Fyne, potentially as the programme increases over the next 5 to 10 years, a further 1000 tonnes per week would be available for export from Ardrishaig (assuming there are no substantial landward developments to absorb the projected increases in timber production)

**Table 5-6 Timber production forecasts**

Period	Tonnage
2007-2011	1,803,782
2012-2016	1,839,004
2017-2021	2,106,487
<b>2007-2021</b>	<b>5,749,273</b>

Source: Argyll & Timber Transport Group

- 5.110 The Ardrishaig facilities are presently at capacity, with expansion in volume freighted limited by a lack of storage capacity on the pier. Restricted capacity at the pier means that there is constant lorry activity as stocks have to be built up to enable efficient loading of vessels. The stacking capacity at the pier is 700 tonnes. With each shipment taking between 1,200 and 1,800 tonnes (depending on whether it is for domestic or export markets), and each lorryload delivering 25 tonnes, the average shipment requires 50-80 lorryloads with consequent impacts at the road entrance to the harbour.
- 5.111 From the freighting perspective, development of new storage facilities at the pier would address this issue, although it is recognised that extending the pier would lead to more rather than less intensive timber usage.
- 5.112 Associated British Ports operate Timberlink and in its view, in addition to improved storage facilities, the increase in freight tonnage would be more efficiently dealt with were larger vessels able to use the pier. This would entail some infilling of the current structure (which is a Scheduled Ancient Monument) as well as further dredging of the harbour area.
- 5.113 Its use for timber freight already restricts access to the eastern end of the pier. Were storage facilities developed, public pedestrian access to both the pier and the area of the harbour affected would be similarly restricted on health and safety grounds.
- 5.114 Freight costs by ship are similar to road transport costs, although the environmental impacts are lower, and there is a major reduction in road freight mileage. It is estimated that the operation saves some 1.2 million lorry miles with CO<sub>2</sub> emissions reduced by some 3,200 tonnes. From a strategic perspective, use of the harbour facilities also helps to reduce lorry movements on the main tourist routes in Argyll. Timber is viewed as a strategic resource and the Scottish Government has made considerable investment in developing the sector through Freight Facilities Grant and other initiatives.
- 5.115 While local employment at the harbour is low, there has been considerable investment in improved plant and facilities by JST. We understand that the company has invested over £5 million in improved loading facilities. Ardrishaig is JST's main port and the investment means that up to 150 tonnes per hour can now be loaded.

<sup>31</sup> Argyll Timber Transport Group

- 5.116 Forestry Enterprise (FE) describe Ardrishaig as “massively important“ to timber freight operations in the area. While moving the operations would be politically sensitive. FE is keen to increase harvesting and related shipping and is therefore looking at alternatives to augment facilities at Ardrishaig. A Feasibility Study is underway examining potential locations in Loch Fyne. It is in its early stages and its remit is to explore potential **supplementary** locations, as opposed to replacement of Ardrishaig. It will examine the cost of additional facilities.
- 5.117 Furnace is being actively pursued as a supplementary location and negotiations have been ongoing with the quarry owners, land owners and Transport Scotland. It is understood that there are few concerns over the capacity of any facility here as unlike Ardrishaig, there will be adequate stacking room.



## Business premises

- 5.118 While Ardrishaig’s commercial function has declined, Chalmers Street still accommodates a combination of retailers (of mainly convenience goods), retail services, and administrative offices. The latter includes offices for both Argyll and Bute Council and Argyll Community Housing Association as well as MSP/MP offices and the offices of the Conservative & Unionist party.
- 5.119 While much of its former housing stock has been transferred under the right to buy legislation, Argyll and Bute Council retains control of a number of these units, owning 3 double and 2 single units. Its estate includes the Co-op unit.
- 5.120 Discussions with staff at Argyll and Bute Council’s Estates Department have indicated that were any of these assets to be realised at a future date, the Council could ring fence receipts behind the regeneration of the wider area, providing proposals were appropriately justified.
- 5.121 Outside the central area, most of the land and business premises are owned by British Waterways Scotland. Gleaner Oils have been notified that its lease will not be renewed on its expiry in 2014. Discussions are ongoing between the company, Argyll and Bute Council, HIE Argyll & the Islands, and British Waterways regarding the possible relocation of fuel distribution facilities elsewhere and release of the site before this date. There is also a degree of uncertainty over the extent of any site remediation work which may be required after the site is vacated for operational purposes.
- 5.122 The land to the south of the Gleaner Oils site was formerly used as a petrol station and we believe that the large underground tanks may still be on site. The area was most recently used to store equipment and construction facilities supporting Scottish Water’s recent improvement works in Ardrishaig.
- 5.123 Pier Square provides office accommodation for BWS and workshop provision for a number of other businesses, all of which are leased from BWS. Business units are also provided adjacent to the Crinan Canal and British Waterways own workshops on the western side of the A83. While a number of the businesses are directly linked to



the harbour operationally i.e. they or their customers are to some extent dependent on access to the loch or canal, others have no functional link.

5.124 While an examination of frontages shows prominent vacancies, we understand that these are related more to issues such as the condition of certain properties (and in some cases the floors above them) and the prices sought by owners rather than being an indication of poor business conditions or the health of individual businesses. With the opening of a new fish and chip shop in the village, there has been recent investment.

5.125 There are few vacancies in business premises in Ardrishaig or indeed in Lochgilphead, and while there is no locational requirement for a number of businesses to be where they are the lack of alternative available premises elsewhere in Mid Argyll indicates that the BWS units are playing an important role in retaining local business activity in the area.

5.126 As part of our analysis we have discussed premises availability with relevant officers in Argyll and Bute Council, HIE Argyll and the Islands and High Bank Collection (which owns private premises in the area). All three reported no availability of workshop or business premises at present. While this may present issues for some local companies who wish to start up or develop in the area, were businesses to be encouraged to relocate from the Masterplan area it suggests that it may take some time before they could find alternative premises

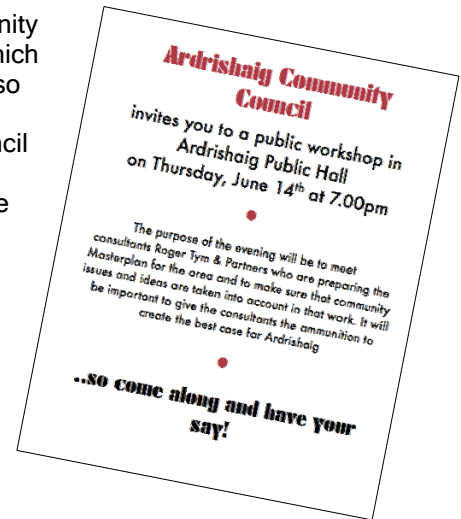


## 6 CONSULTATION

6.1 Community consultation has been an integral part of the Masterplan process. Ardrishaig Community Council was represented on the consultancy selection panel and the team liaised with Community Council members throughout the process. Various local stakeholders were also contacted and interviewed.

6.2 In a formal sense, wider consultation with the community was effected through two open workshops, both of which were hosted by the Community Council (who were also closely involved in deciding the times and venues). Members of the team also attended Community Council meetings at the beginning of the work to explain the reasons for the work, what it hoped to achieve and the process involved.

6.3 The Community Council suggested that leaflets and posters would be the best way of informing the community of any events and the ACC distributed 500 A4 leaflets and 20 A3 posters around the village to publicise the initial community workshop. An advertisement was also placed in the Argyllshire Advertiser.



### Initial workshop

6.4 The first of these was held on the evening of the 14<sup>th</sup> June in the Ardrishaig Public Hall. Its purpose was to:

- Introduce local people to the Masterplan process and invite them to participate;
- Confirm and prioritise local issues picked up from previous consultations and conversations with local people ; and
- Suggest additional issues (or remove any which had been addressed) which needed to be considered in the process.

6.5 Over 100 local people gathered in the Ardrishaig Public Hall to provide a “community brief” for the future planning of the village.

6.6 The Chair of the Community Council welcomed everybody and explained that the meeting was about providing the community ammunition to create the best case for the village in regenerating the waterfront area. He explained that the study of Ardrishaig waterfront was being sponsored by Argyll and Bute Council, British Waterways and HIE Argyll and the Islands Enterprise. The meeting had been called by Ardrishaig Community Council, following meetings with the Masterplan team.

6.7 Team members then explained what the Masterplan was meant to do, and the various studies involved along with

the process needed to produce it, with particular emphasis on the role of the community. It was explained that team members were in the process of establishing current issues and proposals.



		Timescale		
		Short	Medium	Long
Priority	High			
	Medium			
	Low			

6.8 Issues drawn from previous consultations and from conversations with the Community Council were presented on cards and those present at the workshop

were asked to work in groups to discuss the issues, placing the cards into a grid to show attached views of Priority and Timescale. Cards could be rejected or amended. New cards (issues) could be added. Eleven groups were formed. At the end of this session, groups posted their results on the wall and there was an opportunity to examine the views of different groups.



6.9 The table below shows the results of the initial workshop. The titles of the cards are listed in the first column. The numbers of groups who placed a card in the Short, Medium or Long timescale “slots” is shown in the next three columns.

6.10 The “URG” column is the result of multiplying the Short score by 3, and the Medium score by 2. The Short Medium and Long scores are then added to give an indication of Urgency in the “Urg” column. The same process is followed for the Priority given to the cards and the result appears in the Importance (Imp) column. Urgency and Importance scores are then added to give a combined score in the Com column. The table has then been adjusted so that cards with a high Combined score appear at the top and those with a low combined score appear at the bottom.

**Table 6-1 Ardrishaig community workshop findings**

Initiatives	Timescale				Priority				Com- bined
	Short	Med	Long	Urg	Short	Med	Long	Urg	
Improve Frontages	11			33	11			33	66
Better water sports & other facilities	6	4	1	27	10	1		32	59
Condition of former Council block on Chalmers Street	9	1		29	8	2		28	57
Environmental improvements	8	2	1	29	4	6	1	25	54
Parking facilities for tourist buses	5	5	1	26	6	4	1	25	54
Improved community facilities	3	7	1	24	8	2	1	29	53
Investment in tourist and hotel facilities	5	3	3	24	8	2	1	29	53
Entrances/gateways to the village	9		1	28	5	3	2	23	51
Affordable Housing	4	5	2	24	7	1	3	26	50
Improve & extend pathways/cycleways	7	2	2	27	3	6	2	23	50
Amenities/facilities for young people	6	3	1	25	6	3	1	25	50
Reuse of vacant buildings on Chalmers Street	6	3		24	6	2	1	23	47
Better facilities for boats using the canal	4	3	3	21	7	2	1	26	47
Sheltered housing	3	2	6	19	6	3	2	26	45
High quality design	3	5	1	20	5	3	2	23	43
Access to waterfront	3	4	3	20	5	3	2	23	43
Reduce/remove industrial uses	6	1	2	22	3	4	2	19	41

Initiatives	Timescale				Priority				Com- bined
	Short	Med	Long	Urg	Short	Med	Long	Urg	
from waterfront									
Better links & higher visibility between canal/main road/waterfront	5	1	2	19	4	2	2	18	37

6.12 In general the results of the exercise indicate:

- Concern about the visual appearance of the village and a desire to improve frontages and open space; and
- A desire to improve and extend the facilities that the village has to offer both visitors and residents

6.13 Participants also added ideas to those given. These were not scored as they were not considered by all groups, but they included the following.

- “Get rid of eyesore Gleaner Oils use as soon as possible (even before end of lease) Use site as the basis of a "marina village". Incorporate low cost housing in a largely low rise development. Provide some pontoons for visiting yachts, plus facilities: showers, chandlery, car parking etc. Boating marina, pontoons etc. and upgrade shower facilities”.
- “Boat trips on the canal and on the sea. Run boat trips up the canal as something for tourists to do. Resurrect steamer services from Clyde Estuary”.
- “Better signage in the village with maps. Improved and attractive signage drawing attention to the amenities and attractions of the village, canal, Pier Square, shops, pubs, parking (FREE) on approach by road (and on the canal for passing boats). Signage in keeping with village promoting Crinan Canal Basin, toilet facilities, free parking. Signs on main road to advise car drivers that bridges are up to allow yachts through”
- “Loch Gilp is an ideal windsurfing area (shallow, windy, close to shore). Should be exploited”.
- “Minor building improvements to the central area of the village would be low cost but greatly improve the image of Ardrishaig. e.g. incorporate archways into the Council block building”.
- “Retain open frontage on seaward side”.
- “Working museum showing the history of Ardrishaig and the canal located at the Pier Square. Visitor facilities - craft shops, tea rooms, toilets”.
- “A new village hall. One hall to do all. If North Church Hall site could be redeveloped for leisure amenity facilities and old railway site incorporated. Help re-build the South Bank Church hall for the children to use when not in use by the church (note: not in study area). Village Hall - major refurbishment of this hub of the community. Alternatively major hall in village to suit all amenities”.
- “Workshop units. Economic Activity e.g. garage, filling station.”
- “Website dedicated to Ardrishaig”.
- “Paddling pool for small children”
- “Possibility of reclaiming land round about the steamer pad”.
- “Walking excursions”.
- “We feel that what Scottish Water did to South Beach is awful and desperately needs attention to allow use of the beach once more”.
- “Encourage retail outlets. Bring in new businesses with a specialised market currently not available in surrounding area/towns. i.e. specialised pet shop selling reptiles, fish, birds, etc”.
- “Picnic area, viewpoints, toilets, shopping signs as approach village”.
- “Access for buses at Pier Square or make space available in public car parks”.
- “Move all boating club far nearer slip area at boatyard”.

- “Notice on Green about history. Do not touch the Stances (war memorial green). Ardrishaig village green where fishermen dried their nets - save it. Keep monument area clear. Must retain green area at war memorial”.
  - “Ardrishaig Archive Centre around basin/pier area”.
- 6.14 The team indicated that this was not the last meeting. Once a series of proposals had been formed based on the community’s work and on their own technical studies, these would be brought back for consideration. Several people came forward at the end to ask to be included in the list of interviewees. After the meeting we also received 2 e-mails expressing support for the process.
- 6.15 The Community Council considered that the meeting was well received and that local people were looking forward to the results of the further process. A community newsletter was then produced describing the evening and the results of the workshop. This was distributed by the Community Council (the newsletter is attached at Appendix 1)
- 6.16 A period of technical work followed during which the results of the community workshop were incorporated into the plan where possible.

### *Youth Workshop*

- 6.17 Following on from a discussion with the Minister, an opportunity arose to hold a workshop with the Church Youth Group as part of their regular meetings. This was facilitated by the Consultants and 19 young people listed what they thought was good about Ardrishaig, what they thought was bad and outlined some ideas for the future. In general the view was that there were few facilities for young people in the village but that the natural surroundings (hills, woodland, water) and the waterfront uses (boating, walks,) were valuable assets.

**Table 6-2 Youth workshop findings**

Good things	Bad things	Bright ideas
<ul style="list-style-type: none"> <li>○ The people</li> <li>○ Environment: clean, quiet, greenery, views</li> <li>○ Water, boats, canal</li> <li>○ Co-op, Ritz Cafe, Eco-friendly Primary School</li> </ul>	<ul style="list-style-type: none"> <li>○ Midges, rain, hardly any sun</li> <li>○ Boring: no places to “hang out” or good places to eat, few activities for young people</li> <li>○ No good shops</li> <li>○ Vandalism, “neds”</li> </ul>	<ul style="list-style-type: none"> <li>○ Community needs: residents, improve Public Hall - badminton, more sports activities</li> <li>○ Indoor facilities: Swimming Pool, Sports Centre, Cinema, Bowling Alley, Youth Club for all, more discos</li> <li>○ Outdoor facilities: Bike Track, Mud Slide, Outdoor Cinema / Theatre for us to “hang”, Rock Climbing, Kayaking Club, Surfing Club, Skate Park / Rollerblading, Trampolines, improve the Park, boat trips, ball pits, Crazy Golf, Fountains in the Park</li> <li>○ Shops: Arcade, King &amp; Queen, Thornton’s, Marks &amp; Spencer, Morrisons</li> <li>○ Crazy Ideas!: Alton Towers, Chocolate Fountains</li> </ul>

### **Delivery Workshop**

- 6.18 A workshop was held on 4 September 2007 with agencies to consider the proposals emerging from the work and how these might be realistically taken forward. Development proposals and scenarios are discussed in detail in Chapter 7.



6.19 Following a presentation by RTP, participants discussed the proposals in small groups. Comments were annotated onto copies of the proposals maps. Each group then presented their observations to the workshop as a whole. Participants then completed a “delivery matrix” which showed the proposals on one axis and the organisations that might potentially contribute on the other. Contributions were indicated in terms of: land and property; funding; technical advice; and general support

6.20 The results have been used in developing the implementation aspects of the Masterplan. At the end of the session, participants provided information on the organisations which they worked most with. This was used to draw a “map” of organisations to be used in considering delivery issues and partnership working. Each of the maps below has been scored to show the organisations with potentially the greatest influence on the performance of the network of organisations concerned with the regeneration of Ardrishaig’s Waterfront.

6.21 Figure 6-1 shows the “hub” organisations that might be best placed to spread information and influence throughout the network as a whole. These will be key to implementation.

6.22 Figure 6-2 shows the “gateway” organisations that may control the flow of information and influence into regions of the map. These can be crucial in ensuring information transfer but can also block that transfer and can make the network vulnerable to their withdrawal.

6.23 In both cases British Waterways and Argyll and Bute Council are central. At 16% (the ratio of all possible links to the number of actual links), the Ardrishaig waterfront

Figure 6-1 Hubs

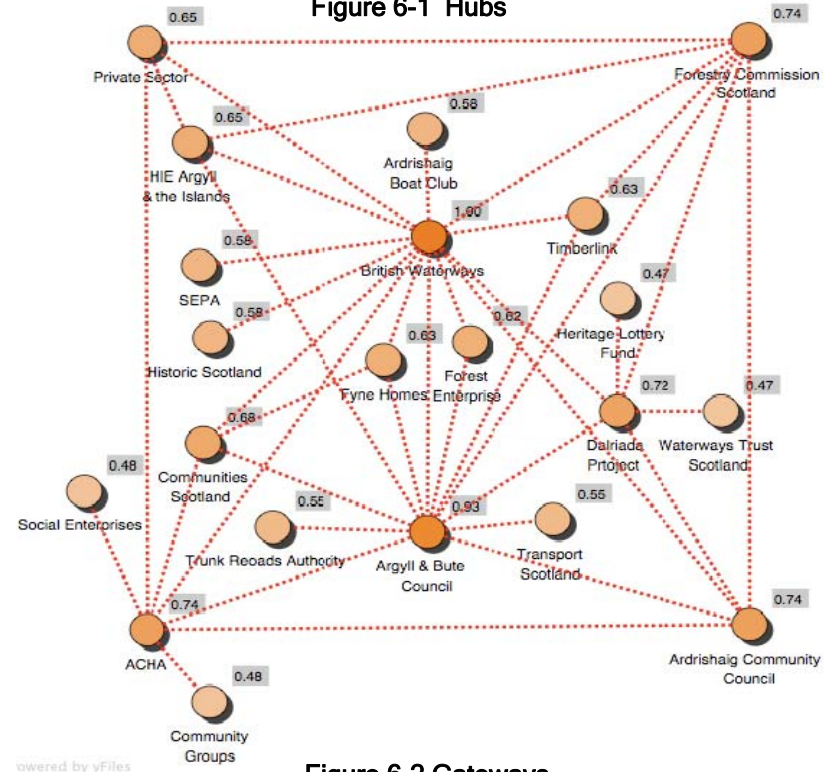
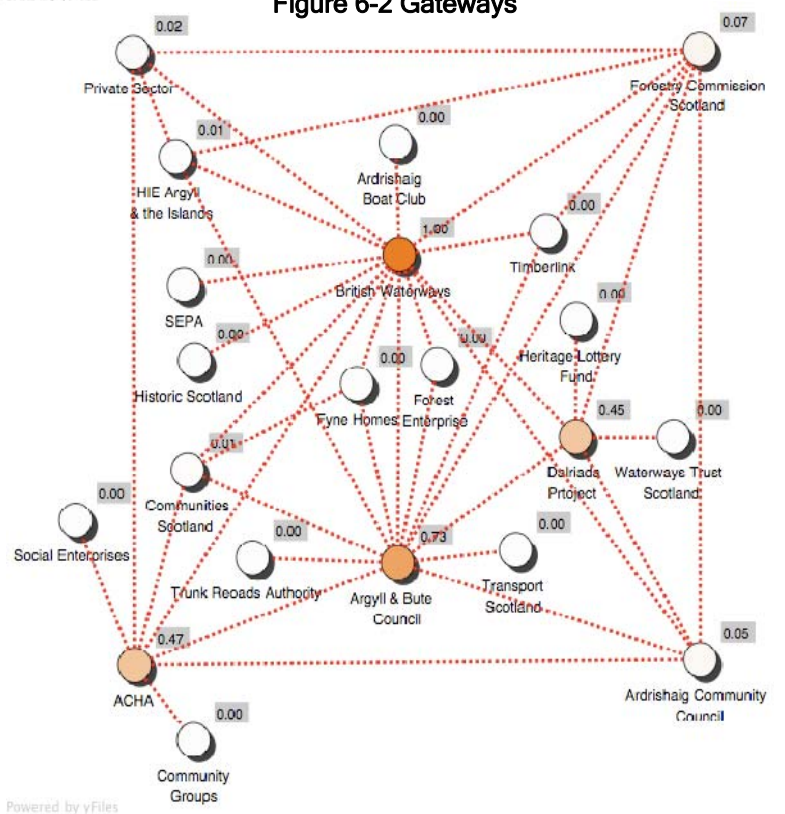


Figure 6-2 Gateways



network is quite well connected). Most well connected business organisations achieve about 11%.

- 6.24 Following the Delivery Workshop, proposals were further refined before being tested at a second community workshop.

### Proposals Workshop

- 6.25 A second community workshop was held on 18<sup>th</sup> September to present the emerging proposals to the community and to establish the general response. As with the first workshop, Ardrishaig Community Council assisted the team by distributing leaflets and hosting the meeting.
- 6.26 Around 40 local people attended - somewhat lower than the numbers at the initial workshop. Possible explanatory factors include bad weather on the evening of the workshop, the failure of the local newspaper to pick up on the press release, and the timing of the workshop coinciding with a major televised football match. Following a welcome by the Community Council Chairman, the team presented the findings of the work to date and the proposals that were emerging. These comprised three scenarios and a preferred option which brought together elements of all three (these were the scenarios discussed at the Delivery Workshop).
- 6.27 The audience split into groups. The proposals were illustrated on a waterfront map which was distributed to each group. Groups were asked to write comments on the maps and to indicate what they supported and what they did not. Completed maps were posted on the wall for everybody to examine.
- 6.28 Following the map exercise, a general discussion ensued. Some time was spent discussing the process and how realistic the proposals might be. One group, for example, felt that the plan should not show the more radical proposals such as the marina, preferring that smaller more incremental projects should form the basis for the Masterplan. Team members indicated that a raft of smaller initiatives and projects would be part of the Masterplan approach, particularly in the initial stages, but that larger and more long term targets were needed to make the most of a number of the opportunities which are emerging on the waterfront.
- 6.29 The future role of the Community Council in Masterplan implementation was also discussed and the team assured the audience that they foresaw such a role and indeed would outline expanded ways in which the community could be involved in the plan as it progressed.
- 6.30 In general, there was a positive reception to the draft proposals, and this point was reinforced in later comments provided by the Community Council. (Appendix 2 shows the comments made by each of the tables)
- 6.31 Following the meeting, a second newsletter was circulated by the Community Council.

## 7 MASTERPLAN DIRECTION

### *What the regeneration of Ardrishaig's waterfront aims to achieve*

- 7.1 The previous chapters set the context for the development of the Ardrishaig Waterfront Regeneration Masterplan. Based on their findings, the Masterplan needs to co-ordinate:
- Potential pressure for residential and leisure development, particularly on key frontage sites;
  - The expanding needs of the timber industry for storage and loading facilities at the harbour;
  - The encouragement of local business activity in existing sectors in addition to the ongoing development of the accommodation sector and other parts of the area's tourism business infrastructure;
  - The potential for further improvements to the Crinan Canal
    - to accommodate the potential for increased sailing activity in the area; and
    - to position Ardrishaig as the main centre for canal activity
    - to maximise coordination with activities and improvements developed through the Dalriada Project
  - Improvements to enable the ongoing development of appropriate facilities in Ardrishaig to enable it to become the major centre for marine-based leisure in Mid Argyll.
  - Maintenance and enhancement of the waterfront's open spaces and public realm;
  - An improved setting for the development of the tourism sector in Ardrishaig and Mid Argyll;
  - Improvements to existing frontages to the A83 and Loch Gilp; and
  - Long- standing improvements to the village's community facilities infrastructure;
- 7.2 With supporting objectives and strategies, these will be key elements in pursuing the proposed vision for the regeneration of Ardrishaig's Waterfront as outlined in its designation as one of Argyll and Bute's Areas for Action, namely:

***Ardrishaig will be a vibrant sustainable community, which is an attractive place to live, work and visit and is connected to Loch Fyne and the Crinan Canal. The Village will provide a tourist destination in its own right as well as providing a gateway to Dalriada and the Isles***

### Strategic Directions

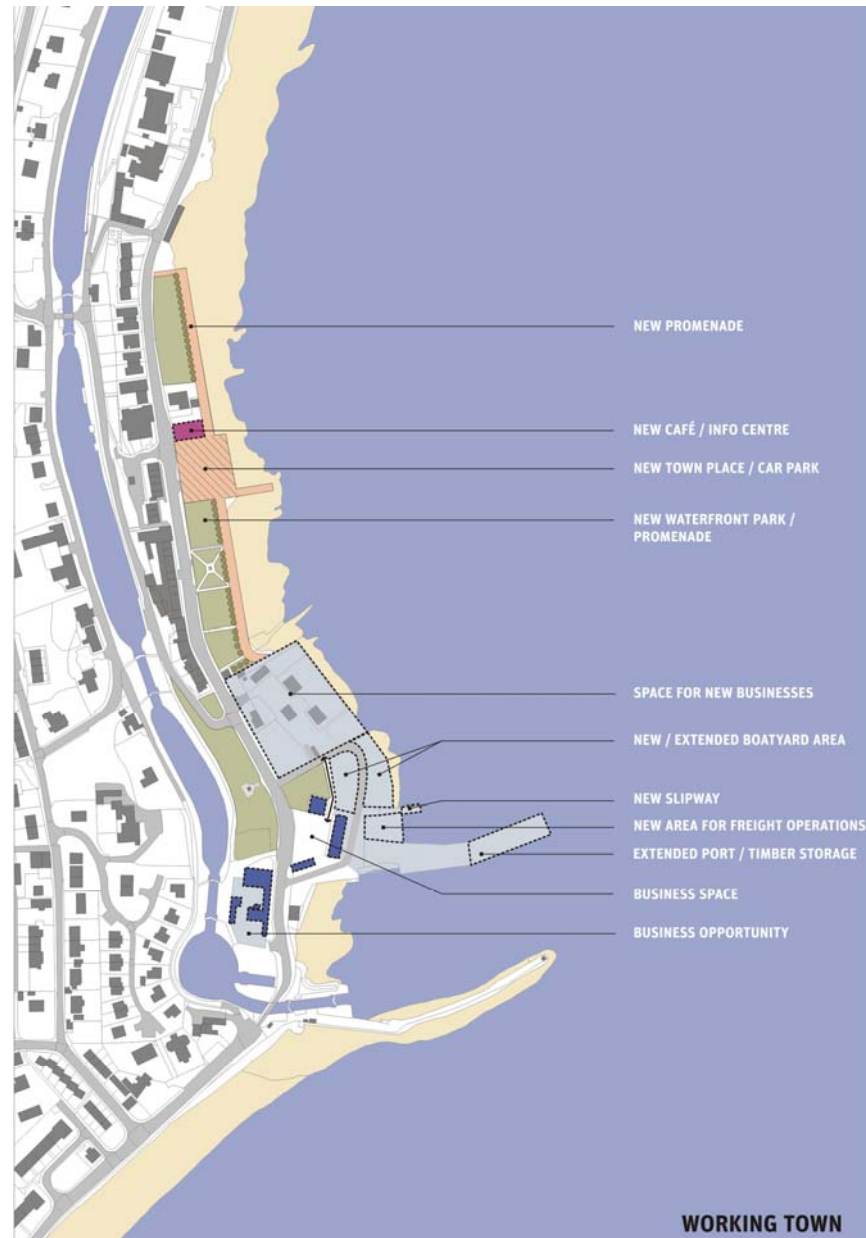
- 7.3 The Masterplan area serves a variety of functions at present. It includes a working harbour which is the eastern entrance to the Crinan Canal while also serving as a vital part of the timber industry's supporting infrastructure. A fuel distribution depot occupies a large area. Ardrishaig Boat Club members store their vessels on a central part of the waterfront and there are boat repair facilities in the harbour area. Ardrishaig's Waterfront also houses local administration services and various small businesses. It accommodates small scale retail facilities and a number of cafes, pubs and hotels. The A83 is a key trunk road and a central feature of the Waterfront (as well as linking the Mull of Kintyre to the rest of the country). Away from the lochside, the Crinan Canal and its first 4 locks is a key feature. However, despite the range of activity, it has not been forgotten that the area is also a residential, community environment.

- 7.4 With the extent and variety of interest and opportunities, there is good reason to be confident about the village's sustainable development into the future, providing there is an appropriate balance between the interests and aspirations of the local community, the area's business community; potential investors from outwith the local area; Argyll and Bute Council, British Waterways Scotland, HIE Argyll & the Islands and others interested in the future well being and development of the Masterplan area.
- 7.5 How public sector assets are employed and developed further will be critical in delivering the supporting physical and service infrastructure to enable this to happen. Potential private sector interest and commitment to development in Ardrishaig needs to be accompanied by a similar commitment to maintenance of the public realm and of public assets generally. The public sector has a key role in generating confidence and commitment to the regeneration process. Private sector and external investment can be attracted where there is confidence in the direction provided by the regeneration process and reinforced: by related planning, regeneration and economic development policy; and by commitment to consistent delivery. The public sector 'estate' - the services and facilities in the area - therefore needs to be of good quality, well-maintained and of appropriate capacity to support the Waterfront's role in meeting the future needs of an increased resident and tourist population and to encourage the maintenance and development of a balanced settlement.

#### *Developing the Masterplan*

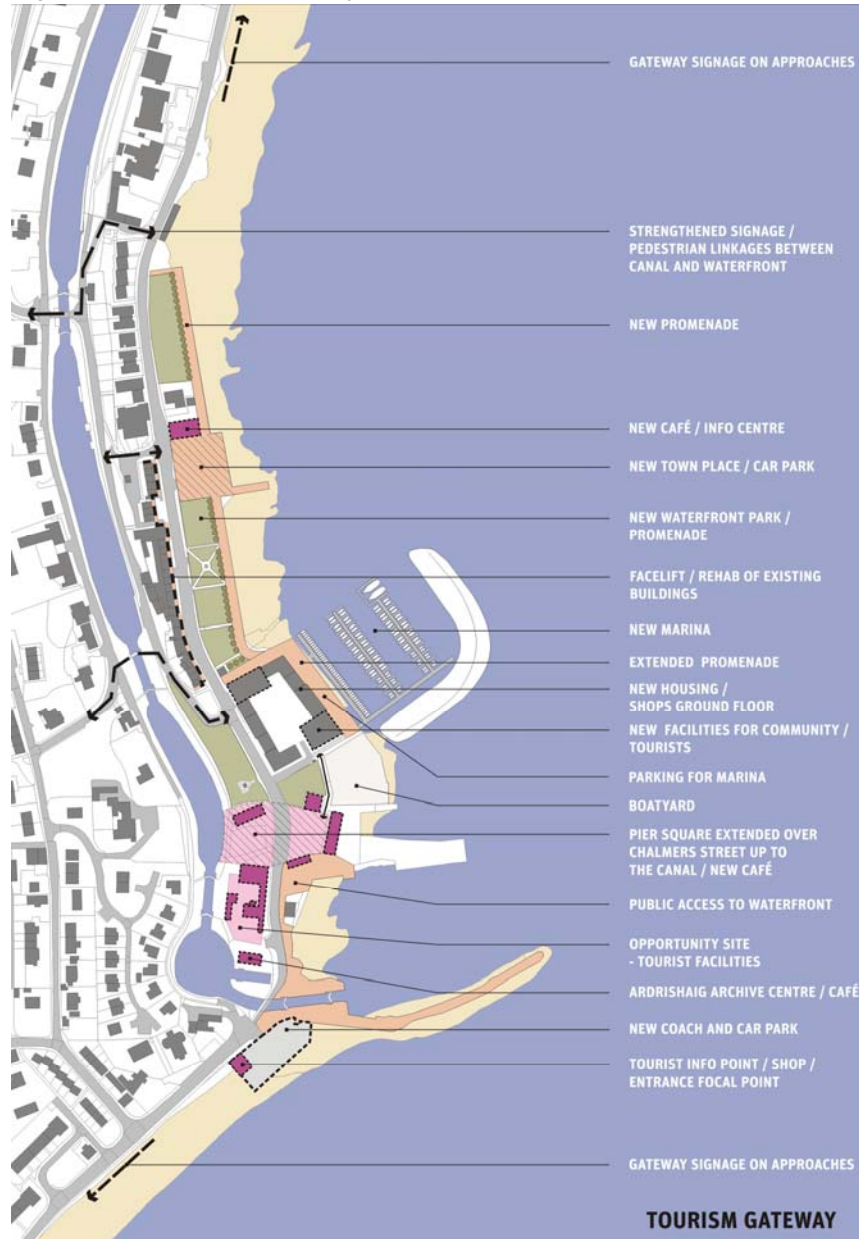
- 7.6 The previous chapters detail the issues which need to be addressed by the regeneration of Ardrishaig's Waterfront. The village has a number of different functions:
- as a residential community supported by business activity, retail, community and other services;
  - as a working harbour, meeting the strategic needs of the timber industry and policy on sustainable transportation; and
  - as a focus for marine tourism, exploiting the relationship with the Crinan Canal and the villages coastal location.
- 7.7 In taking the development of the Masterplan area forward, a balance needs to be struck between these functions. Three scenarios were therefore developed reflecting the functions noted above. Each scenario is presented as an option which might be followed were the Masterplan to adopt a singular objective. Their key elements are described below.

Figure 7-1 - Working Town



- 7.8 **Scenario 1 - Working town. The waterfront area is employed as a working area:**
- The existing freight operations area is extended through some limited infill to enable more efficient lorry movements and loading. Stacking facilities are extended to cope with growth in anticipated freight volumes. The pier is extended to accommodate this;
  - Business space is provided and/or improved to accommodate indigenous businesses;
  - The boatyard area is extended to house activity related to the canal (boatbuilding/servicing activity) as well as storage facilities for local use;
  - Space for new businesses may also be provided on the Gleaner site, providing a facility for the wider Ardrishaig/ Lochgilphead area in the long term.

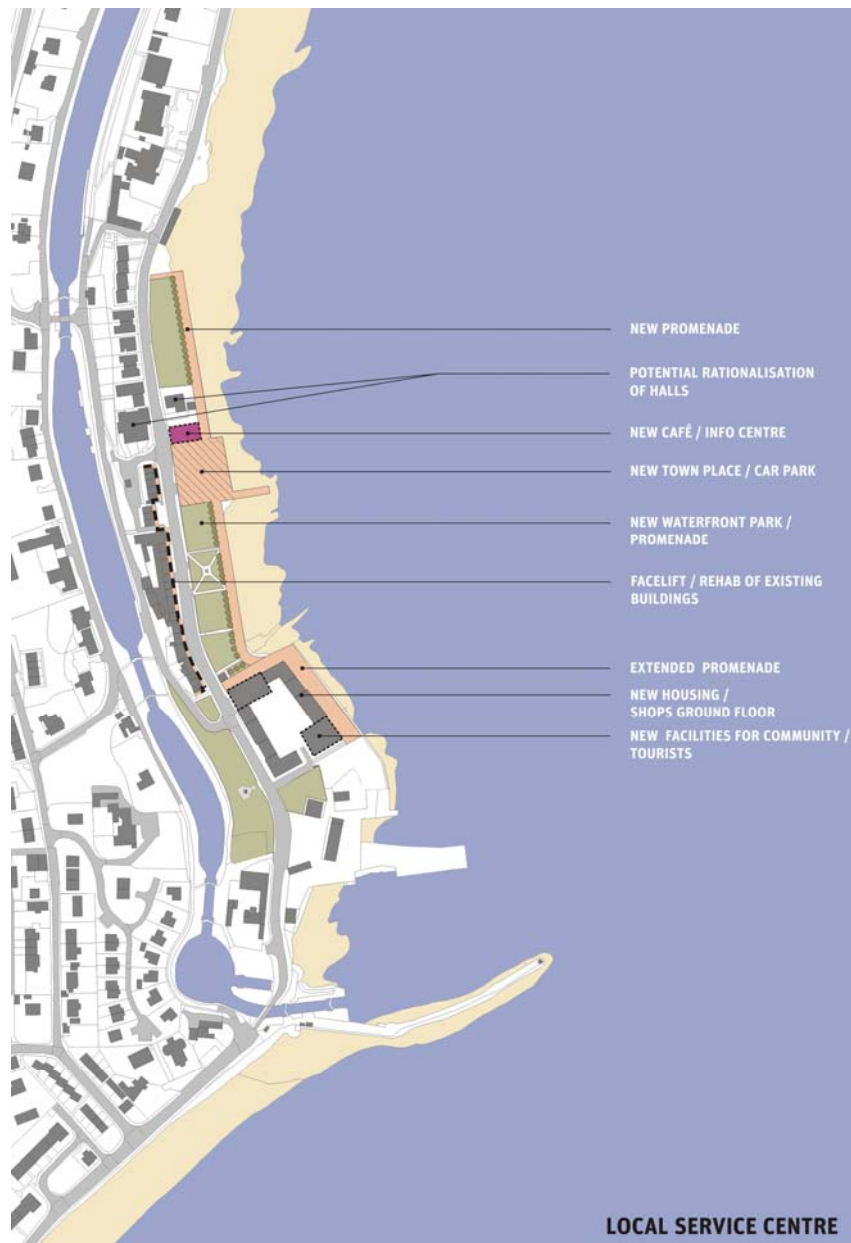
Figure 7-2 - Tourism Gateway



7.9 **Scenario 2 - Tourism gateway.** The waterfront develops facilities to attract and retain tourists and their spending in the area:

- Improved Gateway signage lets visitors know in advance that they are approaching the Crinan Canal and that tourist facilities are available;
- There are enhanced links between the waterfront and the canal. A new promenade is developed along the waterfront;
- Pier Square is extended to better link with the canal and provide a high-quality visitor focus for the village;
- New interpretation facilities present the story of the Ardrishaig and the Crinan Canal;
- A 100-berth marina is developed with supporting chandlery/boatyard facilities;
- Residential and commercial facilities are developed adjacent;
- Facilities for coach and car parking are provided in the south of the village.

Figure 7-3 - Local Service Centre



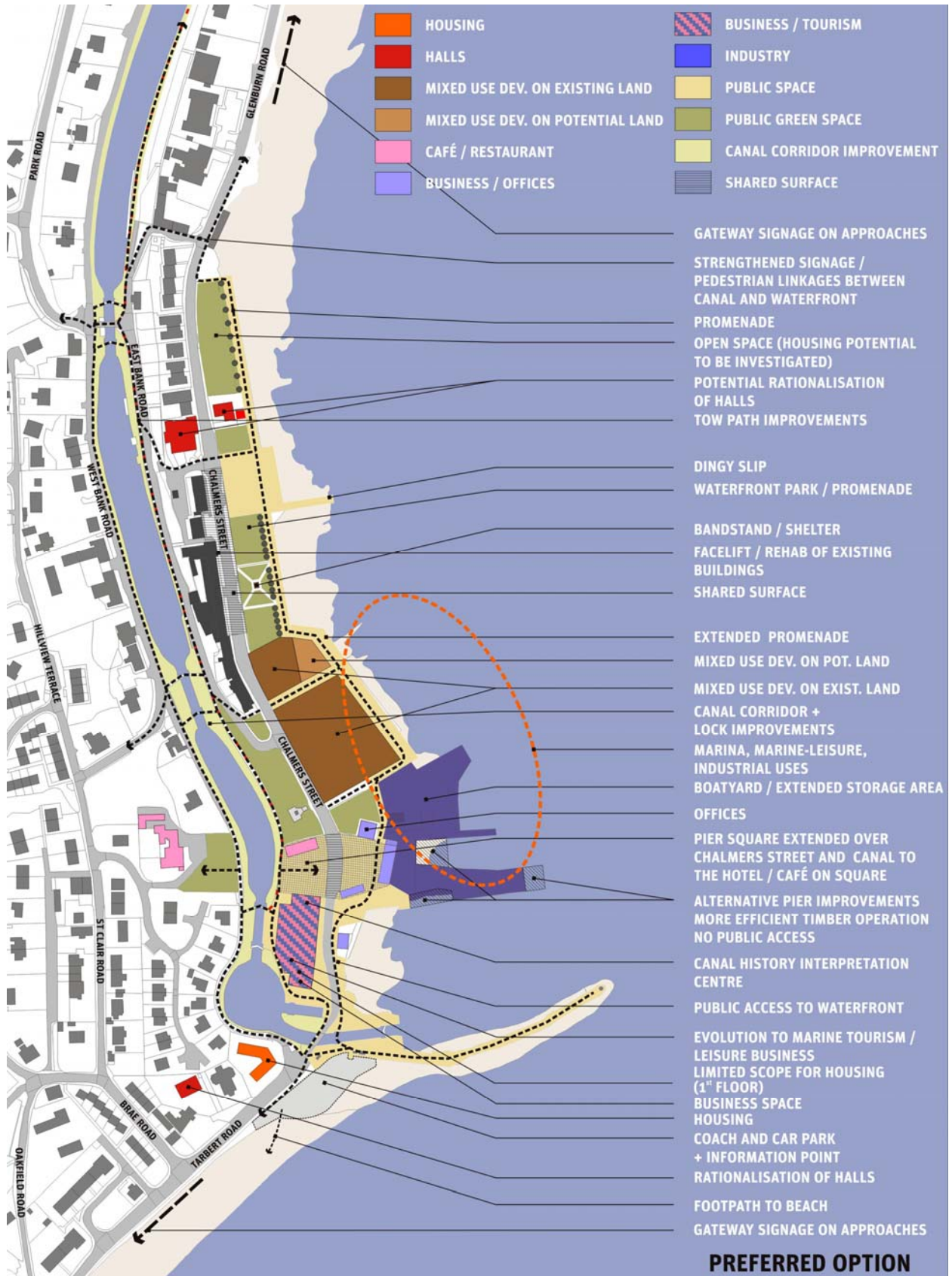
7.10 **Scenario 3** - Local service centre. The development of the waterfront focuses on meeting the needs of the local area (extending to Lochgilphead):

- Provision of community halls is rationalised, opening up the waterfront;
- Existing residential frontages on Chalmers Street are improved ;
- New housing and retail /commercial facilities are provided on the Gleaner site to meet the needs of local markets;
- Improved visitor facilities are provided.

- 7.11 A number of elements are common to the scenarios. As illustrated, the northern part of the Masterplan area remains relatively undeveloped, enabling a more structured approach to the use of open space as a feature in the village. Car parking is rationalised. While no spaces are lost, the space is made to work more efficiently.
- 7.12 It is recognised that regeneration is a long-term process and that different sections of the community and different stakeholders, landowner and business interests may well have differing views as to what it means. One of the main purposes of the Delivery Workshop was to gain broad agreement among key stakeholders on the aims and objectives of the Regeneration Masterplan. It also discussed potential strategic options, related actions and their potential implications.
- 7.13 Some common threads emerged in the responses to the three scenarios from delivery agencies and service providers. There was general agreement that Scenario 2 - Tourism Gateway was the most appropriate of the singular scenarios. It was also recognised that elements of Scenarios 1 and 3 needed to be incorporated in reaching a balanced solution. These included:
- Improved facilities for timber freight operations (which would also seek to minimise the potential for conflict with other uses);
  - Facelift or more extensive approaches to the improvement of residential blocks on Chalmers Street; and
  - The potential rationalisation of Community Hall facilities
- 7.14 In addition, there was broad support for the development of further housing development opportunities, particularly in the north of the Masterplan area. This will help to bring forward additional opportunities for the development of affordable housing (both for sale and for rent). It will also draw the RSL sector into the regeneration process and offer the opportunity to enhance the land value of the portion of the Masterplan area in the ownership of Argyll and Bute Council. As it would be proposed that any receipts from the sale of development opportunities are ring-fenced to be recycled into the overall programme of regeneration (including public realm improvements), this latter point is an important consideration.
- 7.15 There was general agreement with the proposed extension of Pier Square to the canal side of the A83, although it was felt that stronger linkages need to be developed to encourage activity in and around the canal basin and north towards Lock 4. This would encourage investment and improvement for example in the accommodation and other services offered by the Bridge Hotel.
- 7.16 A preferred option was subsequently developed and this was presented to the second Ardrishaig Community Council workshop. The community response was generally positive, although there was some concern regarding the loss of green space in the north of the Masterplan area. As the Masterplan proposes a major improvement and a clear focus on the public realm in the centre of the area (i.e. the area presently occupied by the car park provision) and the creation of a new town square, it is hoped that the communities concerns can be addressed. On a related matter, there was some concern over a perceived loss of play space in the area. It was explained that this would be retained and enhanced as part of the development of the adjacent land.
- 7.17 The Masterplan proposals were further amended in response to the views expressed at the second community workshop and further discussion with Argyll and Bute Council, British Waterways Scotland and HIE Argyll and Islands. The Ardrishaig Waterfront Regeneration Masterplan is shown in Figure 7.4.



Figure 7-4 - Ardrishaig Waterfront Regeneration Masterplan



- 7.18 This provides a Masterplan for the regeneration of Ardrishaig's waterfront area. More detailed proposals for development and improvement and related planning applications will require to be consistent with the pattern and scale of land use indicated. This will allow the Masterplan to accommodate a range of activities reflecting the potential findings of the more detailed investigations which may be required to support the implementation of particular proposals. This could include, for example, the detailed technical work that would be associated with the detailed planning of the proposed marina facility, analyses of the scale of reclamation activity needed for emerging uses, the conclusions of work which may be undertaken to scope the requirement for community facilities in the area and other work to support the improvement of the area in the future.

## Concentrations of activity - a place strategy

- 7.19 A framework for activity is provided to encourage Ardrishaig's improvement as a place to live, visit and work in. While it promotes development which aims to encourage a higher level of activity in the village, this is not at the expense of those parts of the village, such as the Harbour, Canal Basin and Pier Square which provide Ardrishaig with much of its character.
- 7.20 The Masterplan is consistent with: the findings of the technical analyses; the views of the community as expressed through the engagement process; and the input of key stakeholders. This and the scenario development process identifies a large measure of agreement over the future role of the village. The Masterplan consequently proposes a new spatial structure for the area based on a place strategy which promotes Ardrishaig's **balanced** development as:
- A focus for tourist and visitor activity, linked to the Crinan Canal and the promotion of marine-based activity in Loch Gilp;
  - A working settlement - exploiting opportunities in timber freight but also developing a concentration of activity in repair, engineering and other services to the marine leisure sector; and
  - A place with high quality local services for its resident, working and visitor populations
- 7.21 These are connected by a new linkage and public realm strategy.

### *Place components*

- 7.22 **Town Square and Waterfront Park:** The existing car parks and gardens at Chalmers Street will be remodelled to create an elegant and contemporary park. The principal features of this area will be:
- better car parking and an improved relationship with the waterfront (the scale of car parking would be maintained at existing levels or improved);
  - a continuous pedestrian promenade along the seafront, and clear pedestrian linkages to the Crinan Canal;
  - a dinghy launch slip;
  - new gardens incorporating the John Smith Memorial;
  - a facelift scheme for buildings on Chalmers Street;
  - new residential development at the north end of the promenade;
  - an improved community building; and
  - a new feature in the centre of the Waterfront Park (e.g. a bandstand or shelter)
- 7.23 **Canal corridor:** Improvement of the canal corridor will be a priority. The approach needs to be sensitive to the historic environment and the tradition of construction around canals. The emphasis should therefore be on simple treatments and surfaces, especially fencing. Environmental improvements should include removal

of inappropriate fencing, towpath surface improvements and better mooring facilities.

- 7.24 **Marina and associated development:** The marina located between the harbour and the Town Square will act as bridge between the two, providing an important visitor and resident facility as well a mixed use development. This will include residential, hotel, retail and potentially commercial premises. It will also enable a continuous pedestrian link between the Waterfront Park, the harbour and Pier Square.
- 7.25 This will be one of the most prominent parts of Ardrishaig's Waterfront and the design of development at this location should reflect this. While the scale of development should generally be limited to no more than three storeys , there may be scope for this to be extended by one to two storeys linked to the development of a 'landmark' building on part of the site. The design of any landmark building would need to be consistent with the design approach to Pier Square and other prominent buildings on the Waterfront (for example the Grey Gull). In order to protect what is a key transition space between the main area of proposed development in the Masterplan area and Pier Square, the garden to the rear of the British Waterways office should be improved although retained as open space.
- 7.26 Pedestrian access to the waterfront will be a prerequisite for development and improved linkages with between Pier Square and the village centre should be encouraged.
- 7.27 This area is presently occupied by Gleaner Oils and the Ardrishaig Boat Club. Allowing for site preparation, it is envisaged that the Gleaner Oils site will be available for development in the short to medium term. The relocation and improvement of Ardrishaig Boat Club either within the site or elsewhere in the Masterplan area should be considered in preparing the planning application and supporting documentation (which should cover the whole site).
- 7.28 As well as existing land, it is anticipated that some reclamation work will be needed to accommodate the proposed uses. The scale of this requirement will identified following more detailed investigation linked to specific proposals.
- 7.29 **Pier Square:** Pier Square will be one of two major public spaces in Ardrishaig (the other being the Town Square on Chalmers Street). To achieve this, it needs to incorporate:
- an improved range of uses and a new building;
  - a greater profile and accessibility - the space will become a pedestrian priority shared surface incorporating car parking;
  - an improved relationship with the Crinan Canal - the space enlarged by the incorporation of space between the canal and the A83; and
  - a new relationship with the A83 across the space - principally through surface treatment of the road in relation to the pedestrian priority areas.
- 7.30 The improvement of this area should be undertaken sensitively, recognising its high heritage values, its status as the gateway to the Crinan Canal and its central role in shaping the nature of Ardrishaig. Development should therefore be of relatively low density, either maintaining or enhancing the significance of the existing group of listed buildings and the integrity and visual impact of Pier Square.
- 7.31 **Ardrishaig Harbour:** it has been assumed that the use of the pier for timber freight will continue. Improved access and egress for freight operations will be enabled by an extension to the pier. The area between the pier and the existing slipway will be infilled to provide additional storage facilities. This area will not be accessible to the public.
- 7.32 Reclamation will also afford an opportunity for the further development of marine repair and related activities and also, potentially, the relocation of Ardrishaig Boat

Club. The scale of reclamation required therefore needs to be considered in the planning and development of the Gleaner Oils/Ardrishaig Boat Club area. The Masterplan indicates a number of potential areas where further reclamation could be considered. This does not preclude consideration of reclamation in the harbour itself, although its status as a Scheduled Ancient Monument and the potential for conflict with timber loading would be key considerations which would need to be addressed adequately. Moreover, the harbour is a crucial part of Ardrishaig's 'place-making' infrastructure. The natural coastline at this point provides some of its distinctiveness. Subject to further investigation, the potential for reclamation in this area is therefore considered to be limited.

- 7.33 Car and coach parking will be provided to the south of the existing harbour wall, providing facilities for the both residents and visitors. As this area is exposed to a combination of wind and waves, sufficient safeguards should be incorporated in the design to enable safe parking.
- 7.34 **Canal Basin;** the canal basin will become a major focus of activity. It will incorporate:
- A major interpretation facility at the Gateway to the Crinan Canal;
  - Business space - while in the short term the present profile of business activity would be expected to continue, over time this will change to provide services linked to Ardrishaig's developing role as a marine leisure and service centre. Uses ranging from marine-related activity to café/restaurant facilities could be accommodated here as the role of the area changes;
  - Residential development or a new British Waterways office in the southern corner of the canal basin. As the role of business area evolves, there may be scope for limited residential development above leisure uses.
- 7.35 It is recognised that recent development around the Canal Basin has been inappropriate in design and scale to the village and the canal setting. The Canal Basin is a key entrance to the village, and particularly significant for visiting sailors. Development should therefore seek to enhance its setting. Some of the existing workshop buildings help to define the southern edge of the village centre and such frontages should be retained if possible. The development of this area needs to reflect the treatment approach to Pier Square.

### *Improving linkages and public realm*

- 7.36 Together with the place-making strategy, the improvement of footpaths links the component parts of the area into an integrated whole. The principal features are a continuous seafront footpath and a series of east-west routes linking the canal corridor to new spaces and places.

## **Ardrishaig as a Tourism & Visitor Focus**

- 7.37 To date, Ardrishaig can only be said to have limited tourism and visitor facilities despite the presence of the Crinan Canal. Outside BWS's ongoing maintenance work, there has been little assistance or support for the village's development in this role.
- 7.38 Further and ongoing investment is needed in Ardrishaig's visitor infrastructure, in accommodation and supporting facilities, and in the development of complementary attractions. Ardrishaig has the potential to become a key Gateway to Mid-Argyll and Kintyre. The village has a clear opportunity to develop its 'brand' identity linked to the Crinan Canal, and its potential role as the premier leisure destination in Mid-Argyll. At present, this is not fully supported by the pattern and quality of services provided. While not a direct provider, the public sector has a critical role in enabling regeneration activity in this sector through:
- Use of its assets;

- The enabling expertise of its staff; and
  - Its commitment to developing the public realm and other 'public goods'.
- 7.39 Further work is required to fully develop projects such as the proposed Canal Interpretation Centre to enhance their prospects for funding and ultimate deliverability.
- 7.40 The Masterplan envisages a revamped approach to the promotion of the area, bringing together opportunities on the Crinan Canal with the opportunities created by the Dalriada Project as it develops. Currently, there is no co-ordinated marketing effort undertaken by the village's businesses (or indeed those in the wider area), and this needs to be addressed.
- 7.41 Enhanced business development activity is also a supporting feature of the Masterplan, to encourage the cohesive development of Ardrishaig's visitor sector. This has a number of features, including:
- Establishment of a Tourism Business Group within the structure of the Ardrishaig Community Council;
  - Encouraging the involvement of all visitor/tourism businesses in the area in the above; and
  - Development of an agreed Ardrishaig Marketing Strategy, which identifies key messages to be communicated to key visitor markets, supported by action by HIE Argyll and the Islands, other public sector bodies and the private sector.

## Meeting Community Needs

- 7.42 Chapter 6 highlights community views, identifying the provision of improved community facilities (and particularly for Ardrishaig's youth population) as one of the priorities. The availability of sites for additional facilities in the Masterplan area is limited and it is considered more appropriate that certain facilities (e.g. relating to sports activity) be located elsewhere in the village. However, the village's community facilities provide central focal points for activity and their improvement to modern standards will enhance the central area. This should follow a more detailed analysis of community requirements.

## Appropriate Organisations

### *A Regeneration Partnership*

- 7.43 The way in which public and private assets are deployed and the extent to which resources can be ring-fenced behind Ardrishaig's regeneration will be crucial to the direction, nature and speed of regeneration and supporting investment activity. Delivery structures, particularly those involving partnership, are therefore a key consideration.
- 7.44 In determining the optimum partnership approach for regeneration, the guiding principle is that form should follow function. Significant intervention is proposed in terms of staff resources and the use of receipts from sale of assets. This would be intended to provide a catalyst for the various types of development and initiatives suggested in the Masterplan. Significant private sector activity is also anticipated on the back of this activity.
- 7.45 However, due to its relative economic health and location in Mid Argyll, Ardrishaig lacks priority in Argyll and Bute's planning and economic development policy frameworks and their related funding allocations. This relates to capital and revenue funding streams and, importantly, staff resources.
- 7.46 In this context, an Ardrishaig Regeneration Partnership needs to be forged to drive the regeneration process forward. Effectively, this would comprise the key delivery partners with community representation. It would act as a Steering Group informing the regeneration work of officers of the Council, HIE Argyll and the Islands, British

Waterways Scotland, the RSLs and other relevant agencies in Ardrishaig. This can help to help to achieve wider “buy-in” and coordination among agencies, and bring a broader range of skills/experience to bear in support of regeneration activity.

- 7.47 While it may be practical for the partners to implement the strategy through a continuation of project-based partnerships, this may detract from the balanced approach advocated in the Masterplan. It is important that a strategic perspective of the area’s regeneration is retained in implementing change.
- 7.48 In progressing the Masterplan, therefore, there are a number of reasons why Argyll and Bute Council and British Waterways Scotland may wish to consider establishment of a specific regeneration delivery vehicle.
- In itself, the formation of a vehicle separate from the Council can help to give further impetus to the regeneration process. It enables the board of the delivery vehicle to include representatives from key public sector agencies and allows direct access to private sector expertise;
  - It can serve to build greater confidence from private sector investors, as it suggests a long-term commitment on the part of the Council and its partners towards Masterplan implementation;
  - It is viewed as one way of insulating the regeneration process from future changes in political priorities;
  - It should facilitate the recycling of surpluses. There are aspects of the Masterplan which will require significant capital funding if they are to be delivered including public realm improvements, redevelopment of community facilities and other elements. The ability to recycle the proceeds of income-generating projects will be particularly important.

### *Community*

- 7.49 There are various ways in which the community can be kept involved in the Waterfront’s regeneration ranging from being kept up to date on progress to becoming a driver in the development process.
- 7.50 The implementation of the Masterplan proposals will have to be based on a partnership approach. The Community Council should be integral to such partnership working and should have a place on any working party set up to oversee the proposals. The agencies and particularly the Council should ensure that the Community Council is kept up to date with developments and seek its views on any changes.
- 7.51 The Community Council could take a more proactive approach by setting up a local community body that will have a direct hand in raising support and funding and in managing the results. If this course is taken, the Community Council will have to decide whether it is the most appropriate body to fulfil this role. A Community Council is there to represent the views of local people. Representative bodies are often not the ideal vehicles to implement local projects or for managing these projects once in being.
- 7.52 In other projects, an implementation body has been formed as a trust-like body. Such a trust is set up as a company limited by guarantee, an Industrial and Provident Society or a Community Interest Company. All three provide protection against liability for their members. The first two may have charitable status, have tax advantages and may not distribute any profits to external shareholders. The third is used where a company wishes to act as a normal business but also for the good of the community. All are essentially *doing* organisations rather than representative organisations.
- 7.53 As a non-profit organisation and possibly a charity, Companies Limited by Guarantee and Industrial and Provident Societies can gain access to funds that are

not available to agencies. The difficulty can often be to ensure that the body reflects the wishes of the community while being an active player in the development of an area.

7.54 There are many such examples of this way of working in the UK and the Community Council should contact the Development Trusts Association to gain further advice and support should it wish to proceed in this way. There are several advantages to this approach:

- Establishing such a body gives an indication that the community is taking the initiative in the development of its own area. This is often seen as a positive attribute when approaching potential funders. It demonstrates imagination and forward looking impetus that gives them the confidence to back a project. The communities that often lose out in the competition for resources of all kinds are those that justify a project purely in terms of deprivation and need;
- An organisation with broad local membership shows that it has community support and this is also attractive to possible financial supporters;
- The process of setting the company up can be used to keep the community involved and ensure that their wishes are expressed in action;
- As a “non-profit” organisation, the company may become charitable and eligible for tax breaks in terms of VAT and Corporation Tax. Non-domestic rates can be waived at the discretion of the local authority.

7.55 Any “doing” body will have to ensure that it retains the support and involvement of the community. Typically the setting up of such a body can take a year and the community should be kept informed and involved throughout this period. In our experience, the best such companies operate with a wide membership and a small Board composed of people chosen for their skills and experience rather than as representatives.





## 8 MOVING TOWARDS ACTION

- 8.1 The strategy aims to accommodate the development of the Ardrishaig Waterfront in the context of the village's development as a Gateway to the Crinan Canal, Mid Argyll and Kintyre. It provides a framework for:
- The redevelopment of the area, providing residential, marina, hotel and leisure facilities, while maintaining high environmental and landscape values;
  - Meeting community needs and aspirations for improvement in the facilities they enjoy and the built environment they live in;
  - Revitalisation of the centre of Ardrishaig to provide modern facilities to meet the needs and demands of future residents and visitors; and
  - The forward development of Ardrishaig's tourism industry as a key part of the area's economy.
- 8.2 These elements are beginning to come together with the availability of land in the short to medium term which has been locked in distribution use for some time, effectively separating two parts of the Waterfront. The relative simplicity of land ownerships bodes well for regeneration prospects.
- 8.3 At the same time, there is keen interest among some existing operators in developing Ardrishaig's tourism focus further, both in terms of what the village itself can offer to visitors and in its function as a Gateway to the wider area and the Crinan Canal
- 8.4 The deployment of Argyll and Bute Council's assets is a critical factor in the improvement of the public realm, infrastructure elements and community facilities, as well as encouraging further investment in the area generally,
- 8.5 However, it is clear that a range of enabling actions will be needed to realise the Masterplan's potential. These will involve Argyll and Bute Council and British Waterways Scotland working in partnership with the community, RSLs, HIE Argyll and the Islands and other agencies, and critically, involving the private sector and others to deliver change.
- 8.6 The Masterplan is based on a thorough understanding of how Ardrishaig works and its competitive position, the nature of pressure for change, awareness of trends in the leisure and tourism sector as well as the timber industry, and an appreciation of the importance of the environment and the public realm in changing perceptions. The strategy hopes to meet community, tourism, residential, and business aspirations well into the 21<sup>st</sup> century. Further work is required and key decisions are needed to further the strategy and its aims. An initial programme is outlined below:

### Action Planning

- 8.7 This section profiles the core actions needed to deliver the Masterplan. The core actions are preceded by a **key enabling action**. As noted in the main body of the report, timber freight operations in Ardrishaig have become well established in the last few years. Key organisations in the timber industry (producers, distributors and end users) anticipate that this role will continue and would preferably like to see loading capacity increased at Ardrishaig Harbour. While the use of the harbour for this purpose reflects both strategic and industry objectives, it effectively neutralises the pier for alternative activities. There are also inherent conflicts with existing and future residential and leisure uses (through related lorry movements and noise generated during the hours of operation).
- 8.8 The premise underlying the Masterplan is that these uses should be balanced, timber freight being viewed as a fixture within the Masterplan due to its strategic importance. However, a majority of the stakeholder representatives at the Delivery Workshop were keen to ensure that the search for potential practical alternatives be

exhausted before conceding the potential for the whole of the harbour area to be used for marine leisure and related activity. This is therefore the first action within the Action Plan. Its conclusions should aim to provide certainty over the future role of the pier and surrounding area, enabling more detailed planning work to be prepared with the benefit of a clear 'fix', and the use and planning parameters which follow on from it.

1 Assessment of alternative locations for Timber Freight	Indicative Timing	Lead support partners <sup>32</sup>
In light of forecast timber extraction volumes, it is important to establish definitively whether there are practical alternatives to Ardrishaig as the key distribution port for the Mid Argyll/N Kintyre forests		
This would build on the work being undertaken by Forestry Enterprise to assess potential locations for supplementary loading facilities to service the forests in the area. While examining potential alternatives for the provision of fixed facilities, this should include consideration of floating options (such as those presently in use in Corpach. In this regard, the Scottish Government is examining the feasibility of floating barge operations to enable loading of vessels closer to the point of extraction. The assessment should take the findings of this analysis and its potential implications for Ardrishaig into account	By 12/08	FE, ATTG, HIE
<i>Indicative cost</i>		<i>£30,000</i>

2 Ardrishaig Regeneration Partnership		Indicative Timing	Lead support partners
<b>While the main focus of activity in the Waterfront area is covered by three ownerships, it is critical that regeneration is undertaken in partnership to fully realise the breadth and scale of potential benefits to Ardrishaig. Clearly, the key partners have to be willing to embrace any partnership. Co-ordination of activity will be a critical element to maximise potential investor, to take advantage of funding opportunities and to retain community momentum. This is one of the key delivery elements. The partnership delivery vehicle should be appropriate to the scope of action. Assuming the strategy is supported, key decisions on the nature and structure of partnership activity will be required in 2008.</b>			
(i)	Formalise remit of Ardrishaig Regeneration Partnership o Discussions between landowners, HIE A&I, Community Council and key operators in the area	12/08	A&BC, BWS, HIE, ACC, BC, RSLs
(ii)	Consider establishment of distinct Tourism Development Group to include marketing functions	12/08	HIE, key operators, A&BC, BWS, ACC
(iii)	Consider establishment /use of specific regeneration vehicle for Ardrishaig Regeneration.(following key feasibility work)	12/08	BWS, A&BC, ACC, HIE
<b>(iv) Community Company or Trust</b>			
(a)	Formation of Trust and recruitment of broad membership. Initial "midwife" Board. Recruitment of manager if necessary	07/08	A&BC, DTA, ACC, RSLs
(b)	Community prepares its own Business Plan (with professional help if needed). Business Plan identifies projects to be undertaken, how core costs to be met & funding partners.	07/08 - 01/09	ACC, A&BC, DTA
(c)	Initial projects	02/09	Trust & partners
<i>Indicative cost</i>			<i>£40,000</i>

<sup>32</sup> A&BC = Argyll & Bute Council, BWS = British Waterways Scotland, HIE = Highlands and Islands Enterprise, ACC = Ardrishaig Community Council, BC = Ardrishaig Boat Club, DTA = Development Trust, APH = Ardrishaig Public Hall Trustees, RSLs= Registered Social Landlords, FE=Forest Enterprise, ATTG= Argyll Timber Transport Group, CoS= Church of Scotland

<b>3 Community Halls improvement</b>		<b>Indicative Timing</b>	<b>Lead support partners</b>
An assessment of future community facilities requirements and the suitability of existing facilities is needed. This should be a partnership activity with the suggested reporting group for the work including: Ardrishaig Public Hall Trustees; Church of Scotland; and Ardrishaig Community Council as key stakeholders and Argyll and Bute Council; HIE Argyll and Bute; and potentially ACHA and Fyne Homes in enabling roles.			
(i)	Initial assessment to include: <ul style="list-style-type: none"> <li>▪ an assessment of the physical condition of existing community assets, including examination of existing maintenance and repair obligations.</li> <li>▪ An audit of existing &amp; planned activities which need to be accommodated at the Ardrishaig Public Hall and at the Church of Scotland North and South Halls (to include an assessment of the nature of use, and related space and facilities implications); and</li> <li>▪ Scoping the potential for shared provision and potential rationalisation to meet existing and future needs.</li> </ul> This assessment should bring forward recommendations on the future shape of community facilities in Ardrishaig, including: <ul style="list-style-type: none"> <li>○ The nature and scale of required facilities;</li> <li>○ Proposals for improvement (including estimated capital, revenue and maintenance costs); and</li> <li>○ Funding implications, including the potential contribution of existing assets.</li> </ul>	12/08	APH Trustees, CoS, ACC, A&BC, HIE
(ii)	Develop project packages	01/09	ACC, A&BC, RSLs
(iii)	Preparation of funding submissions and related fund raising activity, including potential disposal of assets	04/09	
(v)	Implement improvements	08/09 - 06/14	
<i>Indicative cost</i>			<i>£975,000</i>

<b>4 Potential North Shore development</b>		<b>Indicative Timing</b>	<b>Lead support partners</b>
Given the potential constraints around the Gleaner Oils site, bringing forward the development of the North Shore for housing and related uses could be a key action in the medium term. Its potential would need to be investigated as part of the next review of the Local Development Plan, given that the site is designated as an Open Space Protection Area. A range of tenures could potentially be provided to balance provision elsewhere in the Masterplan area. [NB: Indicative timings below assume a decision on alternative use of the site will be taken]			
(i)	Prepare planning guidance for the area to include: a range of tenures (mainly affordable housing); play area provision; allowance for related community facilities; development of northern element of waterfront promenade	12/10	A&BC
(ii)	Finalise design guidance	03/11	A&BC,
(iii)	Prepare development brief	14/11	A&BC,
(iv)	A&BC approval of sale of site for regeneration purposes	12/10	RSLs
(v)	Sale  Development of site	12/10-06/11 06/11 - 06/13	A&BC, RSLs
<i>Indicative cost(excluding sale)</i>			<i>£1.3 m</i>

5 Chalmers Street Frontage improvements		Indicative Timing	Lead support partners
<p>Improvement to the frontages of the former Council owned properties on Chalmers Street would have a major effect on perceptions of the area. A number of schemes have been proposed historically including major remodelling. Given the plethora of ownerships redevelopment would be a long term opportunity at best. Moreover, as they were purchased under Right to Buy legislation, many of the residential units appear to still be owned by former tenants. The block therefore meets a need for affordable market housing.</p> <p>Some of the adjacent properties are also in need of improvement, although the circumstances which hinder improvement vary according to individual circumstances. In the short term, a 'light touch' is advocated to show what can be achieved through surface treatments. In the long term a more radical approach may be advocated subject to owner involvement and agreement. There should be a consistent treatment across the frontages reflecting the Scottish coastal tradition.</p>			
(i)	Establishment of a project specific Chalmers Street Resident & Business group. This would aim: <ul style="list-style-type: none"> <li>o Firstly to bring owners together</li> <li>o Secondly, to develop agreed short term and long term improvement approaches</li> </ul>	08/09	ACC, A&BC, ACHA, owners
(ii)	Initial surface treatment applied	03/10	
(iii)	Develop long term treatment programme (which may include remodelling of arcade features)	09/09 - 03/10	
(iv)	Implement long term programme	06/10 -	
<i>Indicative cost</i>			<i>£150,000</i>

Figure 8-1 Chalmers Street Frontage improvements



6 South Ardrishaig parking		Indicative Timing	Lead support partners
<p>Additional parking is needed for local residents accessing community facilities and for visitors to the village adjacent to the harbour and canal basin. It is anticipated that as the Masterplan is implemented, demand from visitors for car and coach parking will increase further. Initial assessments indicate that a facility accommodating some 15 cars and two coaches could be accommodated adjacent to the existing harbour wall. As this has Scheduled Ancient Monument status, a planning assessment will be required, along with supporting documentation and an application. Engineering assessments will also be needed to design for the effects of wind and water in an exposed area.</p>			
(i)	Engineering Assessment	01/10	BWS, A&BC
(ii)	Car Park design	06/10	
(ii)	Planning Assessment & application	09/10	
(iii)	Implementation (linked to sale of North Shore opportunity)	01/11 - 03/12	
<i>Indicative cost</i>			<i>£425,000</i>

7 Ardrishaig Town Square		Indicative Timing	Lead support partners
<p>The new Town Square will provide rationalised and improved car parking facilities in the central area, enabling the better use of existing space and allowing the area to develop further as the community's natural focus and meeting point. Improved signage to both canal and waterfront opportunities will be featured. High quality design, including surface treatments would be incorporated. Subject to the approval of the community the John Smith Memorial would be located more prominently in this area. Access would also be afforded to the improved North Pier being developed by the Mid Argyll Sailing Club. The development brief for the area should be specific on these requirements, in particular there should be no net loss of car parking spaces in the area stemming from its improvement.</p>			
(i)	Detailed design work	01/09	A&BC, ACC, RSLs
(ii)	Implementation	06/09 - 12/11	A&BC, ARP, RSLs
<i>Indicative cost</i>			<b>£400,000</b>

8 Waterfront Park		Indicative Timing	Lead support partners
<p>The development of the Waterfront Park will link the new Town Square with the Marina area. It is important that high quality finishes are incorporated. This will become one of the main focal areas of the town. A new gathering feature would be incorporated to provide additional emphasis and activity in the central part of Chalmers Street (encouraging footfall adjacent to Ardrishaig's commercial facilities). This high quality landscape setting will also afford public access directly to the waterfront through the middle sections of the Waterfront Promenade. It is proposed that receipts generated from the sale of the North Shore area would contribute to development of this area. This is dependent on the rationalisation of car parking in the central area</p>			
(i)	Detailed design work	01/09 - 12/09	A&BC, ACC
(ii)	Implementation	06/11 -	A&BC, ARP
<i>Indicative cost</i>			<b>£300,000</b>

**Figure 8-2 Impression of new Town Square, with linkages to Waterfront Park and Crinan Canal**



- 8.9 H2O is a joint venture between British Waterways Scotland and Bloc Kilmartin. It was established in early 2008 to pursue the development of canal and related assets across the Highlands. Due to the nature of opportunities in the village, Ardrishaig is viewed as one of the first locations in which beneficial activity could take place. The key opportunities for JV activity are: Bridge House; Pier Square; the Canal Basin; and the Gleaner Oils site.
- 8.10 Bridge House is a prominent building overlooking Pier Square from a raised position on the west bank of the canal. Any redevelopment should seek to protect its setting while developing clearer links with the canal towpath and Pier Square. The building itself should be retained if possible. There are few impediments to sympathetic redevelopment, and this could be a realisable short term action for the joint venture.
- 8.11 Similarly, BWS's consolidated ownership of the harbour and Canal basin would enable detailed development planning in the same period.
- 8.12 However, the sequence in which opportunities are brought forward is to some degree dependent on negotiations over the remaining period of Shell's lease on the Gleaner Oils site. While there are 6 years remaining, it is understood that negotiations between the various parties could mean that the site could be made available in a developable condition by 2010. The Masterplan promotes high quality mixed use development on the Gleaner site **and** the land owned by Ardrishaig Boat Club.
- 8.13 While it is understood that there have been no negotiations between H2O and the Boat Club to date, the release of the Chalmers St. site should be dependent on the reprovision of Boat Club facilities (both moorings and storage) within the context of the scheme. The provision of the marina should therefore be considered in the early design stages.
- 8.14 The negotiation process (between BWS and Shell, and between BWS and Ardrishaig BC) should not preclude work to define in more detail the nature and scale of the development mix for the site.
- 8.15 The timescales associated with the various actions indicated are necessarily indicative.

<b>9 Redevelopment of Gleaner Oils/Ardrishaig Boat Club and adjacent area</b>		<b>Indicative Timing</b>	<b>Lead support partners</b>
This is the main development focus in the Masterplan. The existing use of the site neutralises its use as a waterfront asset and adversely affects Ardrishaig and the way the village is perceived. Development of an appropriate nature and scale in this location provides an opportunity to address these issues while providing a major opportunity to help the village change its role.			
<b>(i)</b>	Negotiations between BWS, Shell and Gleaner Oils leading to site availability	Ongoing	<b>BWS, A&amp;BC</b>
<b>(ii)</b>	Negotiations between H2O, BC	05/08-02/09	<b>H2O,BC</b>
<b>(iii)</b>	Develop detailed planning application, with supporting analysis: <ul style="list-style-type: none"> <li>▪ Detailed marina feasibility</li> <li>▪ Reclamation requirements</li> <li>▪ Traffic assessment</li> </ul>	09/08-09/09	<b>H2O, A&amp;BC, BC</b>
<b>(iv)</b>	Site clearance (dependent on 9(i))		occupiers
<b>(v)</b>	Submission and consideration of planning application	10/09 - 4/10	
<b>(vi)</b>	Implementation	06/10 -06/13	<b>H2O</b>
<i>Indicative cost</i>			<i>£5.9 m</i>

**Figure 8-3 Redevelopment of the Gleaner Oils site and a marina for Ardrishaig**



10 Pier Square / Canal Basin	Indicative Timing	Lead support partners	
<p>The Pier Square and Canal Basin area is the most significant space on the Waterfront in shaping Ardrishaig as a place. The aim of its improvement and extension is to reinforce and focus the heritage values already associated with it.</p> <p>The new square would extend across the A83 to further emphasise linkages to the Crinan Canal and the Bridge House Hotel opposite. A new building is proposed to further define this area. This would involve consistent surface treatment of both old and new areas of the square as well as the A83. The integrity of the Stances and the War Memorial would not be affected. Further development in the wider area including potential redevelopment of the existing buildings in the Canal Basin should be designed sympathetically. While a limited scale of development is envisaged, the area is intended to become a major focus of visitor and leisure activity. The proposed Canal Visitor Interpretation Centre should be an important consideration in the detailed planning of this area. It is vital that active ground floor uses are promoted in this area reflecting its importance as a gateway to the Crinan Canal and Ardrishaig. Limited subordinate residential development may be possible at first floor level where it can be designed sympathetically with these gateway attributes, where it does not detract from the public space and where it can support the viability of other uses.</p> <p>While it is intended that the process of change (in the type of businesses occupiers) will be gradual, it may be necessary to identify appropriate areas for business relocation outside the Masterplan area. It is acknowledged that the availability of business sites and premises constrains activity across Mid Argyll.</p> <p>Residential and/or office development is envisaged on the site immediately south of the canal basin.</p>			
(i)	Develop design guidance for Pier Square & Canal Basin	By 01/09	A&BC
(ii)	Planning application for Pier Square & Canal Basin (north))	12/09	H2O
(iii)	Implementation	06/10 - 06/12	H2O,A&BC
(iv)	Planning application for Canal Basin (south)	06/09	H2O
(v)	Implementation	10/09-03/11	H2O
<i>Indicative cost</i>			<i>£1.5 m</i>

**Figure 8-4 Pier Square - an effective link between waterfront and canal**



11 Tourism facilities, interpretation & promotion		Indicative Timing	Lead support partners
The Masterplan aims to develop Ardrishaig's role as an informal leisure destination in Mid Argyll, for both residents and visitors. A range of actions to encourage the continuing development of Ardrishaig's 'product' will accompany physical change in the village. These aim to ensure that the experience of visiting Ardrishaig and using its facilities meets expectations and encourages return visits.			
(i) Canal History Interpretation Centre	Project development work to include: - Concept definition & design - visitor/market forecasts - costs - marketing - detailed economic effects - identification of appropriate building Project implementation	01/09 -06/09  06/09 - 12/10 onwards	BWS, Dalriada Project, A&BC, HIE, ACC
(ii) Promoting Ardrishaig	Development of collaborative approach to joint marketing of Ardrishaig and the Crinan's visitor product: - Agree key headlines - Develop & agree marketing strategy (including funding contributions) - Launch initial campaign	08/08-06/09  06/09 & continuing	ARP, HIE, BWS,
<i>Indicative cost</i>			<b>£450,000</b>

12 Gateways & linkages		Indicative Timing	Lead support partners
These actions are concerned with better announcing the approach to Ardrishaig, its attractions and its waterfront and improving connections within the village. It will reinforce the main development actions outlined above. Where proposed linkages are adjacent to development opportunities, the potential for leveraging contributions should be assessed.			
(i)	Improving east west connections between canal and waterfront, involving footpath, signage and landscape improvements where appropriate . ▪ East Bank Road (north) - Chalmers Street ▪ Design and tender ▪ Implementation ▪ East Bank Road (south) - Chalmers Street ▪ Design and tender ▪ Implementation	By 09/09 01/10 -06/10  By 09/10 01/11 -06/11	A&BC, Private Sector, ARP
(ii)	Gateway signage improvements ▪ Design and implementation .	03/09 onwards	A&BC, H2O, ARP
<i>Indicative cost</i>			<b>£50,000</b>

**Total Indicative Cost £11.52 million**



8.16 The table below consolidates the programme of Masterplan Actions.

**Table 8-1 Masterplan Actions**

	08		09		10		11		12		2012 on
	to 06	07- 12	01- 06	07- 12	01- 06	07- 12	01- 06	07- 12	01- 06	07- 12	
Timber Freight Assessment		■									
Ardrishaig Regeneration Partnership establishment		■	■								
Community Halls improvement		■	■	■	■	■	■	■	■	■	■
North Shore development							■	■	■	■	■
Chalmers St frontage improvements				■	■	■	■	■	■	■	■
Sth Ardrishaig parking			■	■	■	■	■	■			
Ardrishaig Town Square			■	■	■	■	■	■			
Waterfront Park			■	■	■	■	■	■	■	■	■
Redevelopment of Gleaner Oils and neighbouring areas (earliest)					■	■	■	■	■	■	■
Pier Square/ Canal Basin			■	■	■	■	■	■	■	■	■
Tourism interpretation & promotion			■	■	■	■	■	■	■	■	■
Gateways & linkages			■	■	■	■	■	■			



## APPENDIX 1

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### Community Newsletters 1 & 2



# What happens next?

The information taken from the workshop will be brought together with other studies being undertaken by RTP. These include:

- An assessment of the economy and issues associated with running businesses in the area
- A study of the general planning and design of the study area
- A series of interviews with businesses, landowners and agencies to assess their needs and future intentions
- A similar session with young people to get their views on the future of the area

Once we have completed these, we will draw up a set of proposals based on what we have learnt and what we know has worked elsewhere. Before these are finalised we will:

- Take them to a workshop of agencies that might be able to support, assist or fund the various proposals. The purpose of this is to test

the proposals and assess which are feasible and which will be difficult to implement. This session is not just about funding but will look at other forms of assistance and support.

- Hold a further community event to present the proposals (as amended after the agency workshop) and get a view on whether they address the issues expressed at the workshop described in this newsletter. It may not have been possible to make some of the community suggestions work in terms of funding or agency support and we will make this clear.

At the end of this process we hope that there will be no surprises for anyone involved. The community should recognise their own issues and suggestions in the proposals and the agencies should be able to support the proposals in principle.

The process should be completed by around November .. So watch this space.



Participants get stuck in to the cards



Card debate.



Community Council Chairman  
Ed Laughton



More card debate!

# Planning Ardrishaig

Number 1 of an occasional newsletter on the planning of Ardrishaig's future

## It's on the Cards!

LOCAL PEOPLE gathered in the Ardrishaig Public Hall to provide a "community brief" for the future planning of the village. A study of Ardrishaig waterfront has been sponsored by Argyll & Bute Council, British Waterways and HIE Argyll and the Islands Enterprise. The meeting was called by Ardrishaig Community Council, following meetings with newly appointed consultants Roger Tym & Partners (RTP).

An audience of over 100 people heard community Council Chairman Ed Laughton welcome everybody and explain that the meeting was about providing the community ammunition to create the best case for the village in regenerating the waterfront area and give some background to the process.

He then introduced Nick Skelton of RTP who explained what the plan was meant to do and how the consultancy team were going about it. Consultant Drew Mackie then went through the process that would produce the plan with particular emphasis of the role of the community. "This is the first meeting and we're trying to catch up on what the current issues are." said Drew. "We've presented the issues that have occurred in previous studies (and added to by the Community Councils) on cards. We'd like you to prioritise these and give us an idea of how urgent they are."

The audience worked in 11 groups, considering the cards and then sticking them into a grid that showed Priority and Timescale. Cards could be rejected or amended. New cards could be added.

At the end of this session everyone got up to have a look at what other groups had done - this involved a lot of milling about!

Drew indicated that this was not the last meeting. Once the consultants had formed a series of proposals based on the community's work and on their own technical studies, these would be brought back for consideration.

Ed then closed the meeting by thanking everyone for coming and encouraging them to become involved in further meetings as the study progressed.

### Ardrishaig Community Council

invites you to a public workshop in  
Ardrishaig Public Hall  
on Thursday, June 14<sup>th</sup> at 7.00pm

The purpose of the evening will be to meet consultants Roger Tym & Partners who are preparing the Masterplan for the area and to make sure that community issues and ideas are taken into account in that work. It will be important to give the consultants the ammunition to create the best case for Ardrishaig

**..so come along and have your say!**



Anyone who wants to know more about the study process or who has suggestions for consideration by the consultants should contact Drew Mackie from the consultancy team on:

E-mail: [drewmackie@m2ud.com](mailto:drewmackie@m2ud.com)

Or

Tel: 07985 765 359



# Workshop Results

## Added Cards:

The list below shows cards that were added by the groups. Because these were not debated by the whole meeting, their priority and timescale have not been recorded here. Where cards carried a similar message, we have amalgamated these.

- Get rid of eyesore Gleaner Oils use as soon as possible (even before end of lease) Use site as the basis of a "marina village". Incorporate low cost housing in a largely low rise development. Provide some pontoons for visiting yachts, plus facilities: showers, chandlery, car parking etc. Boating marina, pontoons etc. and upgrade shower facilities.
- Boat trips on the canal and on the sea. Run boat trips up the canal as something for tourists to do. Resurrect steamer services from Clyde Estuary.
- Better signage in the village with maps. Improved and attractive signage drawing attention to the amenities and attractions of the village, canal, Pier Square, shops, pubs, parking (FREE) on approach by road (and on the canal for passing boats). Signage in keeping with village promoting Crinan Canal Basin, toilet facilities, free parking. Signs on main road to advise car drivers that bridges are up to allow yachts through
- Loch Gilp is an ideal windsurfing area (shallow, windy, close to shore). Should be exploited.
- Minor building improvements to the central area of the village would be low cost but greatly improve the image of Ardrishaig. e.g. incorporate archways into the Council block building.
- Retain open frontage on seaward side.
- Working museum showing the history of Ardrishaig and the canal located at the Pier Square. Visitor facilities - craft shops, tea rooms, toilets.
- A new village hall. One hall to do all. If North Church Hall site could be redeveloped for leisure amenity facilities and old railway site incorporated. Help re-build the South Bank Church hall for the children to use when not in use by the church (*note: not in study area*). Village Hall - major refurbishment of this hub of the community. Alternatively major hall in village to suit all amenities.
- Workshop units. Economic Activity e.g. garage, filling station.
- Website dedicated to Ardrishaig.
- Paddling pool for small children
- Possibility of reclaiming land round about the steamer pad.
- Walking excursions.
- We feel that what Scottish Water did to South Beach is awful and desperately needs attention to allow use of the beach once more.
- Encourage retail outlets. Bring in new businesses with a specialised market currently not available in surrounding area/towns. i.e. specialised pet shop selling reptiles, fish, birds, etc.
- Picnic area, viewpoints, toilets, shopping signs as approach village.
- Access for buses at Pier Square or make space available in public car parks.
- Move all boating club far nearer slip area at boatyard.
- Notice on Green about history. Do not touch the Stances (war memorial green). Ardrishaig village green where fishermen dried their nets - save it. Keep monument area clear. Must retain green area at war memorial.
- Ardrishaig Archive Centre around basin/pier area.

Participants examine the group results



## Timescale / Priority Results

Initiatives	Timescale				Priority				Com
	Short	Med	Long	Urg	High	Med	Low	Imp	
<b>Improve Frontages</b>	11			33	11			33	<b>66</b>
<b>Better water sports and other facilities</b>	6	4	1	27	10	1		32	<b>59</b>
<b>Condition of former Council block on Chalmers Street</b>	9	1		29	8	2		28	<b>57</b>
<b>Environmental Improvements</b>	8	2	1	29	4	6	1	25	<b>54</b>
<b>Parking facilities for tourist buses</b>	5	5	1	26	6	4	1	27	<b>53</b>
<b>Need for improved community facilities</b>	3	7	1	24	8	2	1	29	<b>53</b>
<b>More investment needed in facilities for tourists and hotels</b>	5	3	3	24	8	2	1	29	<b>53</b>
<b>Entrances</b>	9		1	28	5	3	2	23	<b>51</b>
<b>Affordable Housing</b>	4	5	2	24	7	1	3	26	<b>50</b>
<b>Extend and improve the Pathway / Cycleway system</b>	7	2	2	27	3	6	2	23	<b>50</b>
<b>Amenities / Facilities for young people</b>	6	3	1	25	6	3	1	25	<b>50</b>
<b>Reuse of old Lorne and other vacant buildings in Chalmers Street</b>	6	3		24	6	2	1	23	<b>47</b>
<b>Better facilities for boats using the canal</b>	4	3	3	21	7	2	1	26	<b>47</b>
<b>Sheltered Housing</b>	3	2	6	19	6	3	2	26	<b>45</b>
<b>High quality design</b>	3	5	1	20	5	4		23	<b>43</b>
<b>Access to waterfront</b>	3	4	3	20	5	3	2	23	<b>43</b>
<b>Reduce/remove industrial uses from waterfront</b>	6	1	2	22	3	4	2	19	<b>41</b>
<b>Better links &amp; higher visibility between canal/main road/waterfront</b>	5	1	2	19	4	2	2	18	<b>37</b>

	Short	Medium	Long
High			
Medium			
Low			

The picture above shows the sheet in which people at the workshop placed the cards according to the Priority & Timescale.

The table on the left shows the results of the workshop. The titles of the cards are listed in the first column. The numbers of groups who placed a card in the Short, Medium or Long timescale "slots" is shown in the next three columns.

The "URG" column is the results of multiplying the Short score by 3, and the Medium score by 2. The Short Medium and Long scores are then added to give an indication of Urgency in the "Urg" column.

The same process is followed for the Priority given to the cards and the result appears in the Importance (Imp) column.

Urgency and Importance scores are then added to give a combined score in the Com column.

The table has then been adjusted so that cards with a high Combined score appear at the top and those with a low combined score appear at the bottom.

The comments below were made by groups writing on the map. We have grouped them into categories. Some comments were duplicated or similar and have been amalgamated.

### General

- Is the whole process useful when you think about global warming?
- This is unrealistic
- Analyse what already exists first and evaluate its potential
- Area is too small - need to gain from the sea
- Propose series of small scale projects
- Too much emphasis on tourism - not enough on the people who live here
- Improve pedestrian access - make it safer

### Boatyards & Marina

- Who will own boatyards and Marina?
- Limit on number in yacht market? Not everyone can have a servicing marina
- Marina - good development to promote tourism.
- How is the industrial area divided between boatyards and club?
- All pier, Pier Square and marina proposals OK
- Marina should be run by local people
- Where is the dinghy club?

### Hall rationalisation

- What happens to main car park toilet facilities if there is a hall rationalisation - relocate to harbour?
- What is the extent of Hall rationalisation?
- Need for North Hall - use Public Hall more
- Hall south of Canal basin to be demolished anyway - could it be rebuilt if necessary
- Each hall has its use - upgrade large hall to modern, multiple use facility, including balcony

### Open Spaces / Promenade

- What happens to the open space at Bridge House Hotel?
- Will John Smith Memorial Gardens be relocated?
- How about a large illuminated bandstand / shelter for new waterfront park?
- Amount of grass area on new Promenade - should there be a smaller car park instead?
- Low shrubs / flowerbeds on new Promenade
- Paddling pool for young people and safe play area
- Where on Pier Square will the Christmas Tree go?

### Improvements

- Facelift of buildings - good idea
- Facelift, promenade & canal improvements - good (lighting and street furniture necessary)
- Paint buildings white along Chalmers Street
- What is happening to the Bridge House Hotel?

### Canal

- Canal improvements - good idea
- Canal - keep safety measures but make more attractive with plants and hanging baskets
- Why is the bridge crossing the canal still single track?

### Parking

- New coach / car park - what about spring tides and flooding, strong winds and stones coming onto the road
- Location for coach / car park not good - it's the only access to the beach
- Possible bus parking next to history interpretation centre and village centre
- Coach / car park needs a bus stop for and parking spaces for people taking bus to Glasgow
- Where are the long lorries going to wait when the pier area is full?
- No parking next to shops

### Business

- Develop existing businesses first
- Archive Centre would generate business and bring people to Ardrishaig
- Can other than marine businesses rent the "Evolution to marine businesses" area?
- Is the existing canal workshop to be in the main business area?

### Signage

- All street signs in Gaelic and English
- More signs about canal
- Park signs needed
- Lights / signs to indicate when sea lock / lock 4 is closed

### Housing

- New housing north as sheltered housing / single storey if possible
- Housing south is a good idea - could bring in money
- No new housing north - existing houses need to be improved
- Housing south of hall / public toilet for older people / single storey

# Planning Ardrishaig's Waterfront



An occasional newsletter on the planning of Ardrishaig Waterfront's future

## Covering the Waterfront

On 18<sup>th</sup> of September, around 40 local people gathered in the Public Hall in Ardrishaig to hear consultants Roger Tym & Partners present their ideas for the future of the village waterfront. The work has been commissioned by the Council, British Waterways, and HIE Argyll & the Islands. The consultants have worked with the Community Council to ensure that community views are incorporated. The meeting was convened by the Community Council.

The meeting was introduced by Ed Laughton the Community Council Chairman. He explained that this was a chance for the community to make its views known on the proposals before they were finalised and that the results of the meeting would be fed into the process in the run up to the Final Report.

Consultants Nick Skelton and Willie Miller then outlined the proposals and the thinking that had gone into them. "We considered three scenarios" said Nick. "These were: Ardrishaig as a Service Centre for the area, Ardrishaig as a Working Town and Ardrishaig as a Tourism Gateway." Nick then explained how each of these might work and how eventually the team had prepared proposals that incorporated elements of each.

Willie Miller then showed how the village had been analysed in terms of traffic, urban design, the pathway network and so on. He also showed a number of ways that buildings could be facelifted to improve the way the village looks and showed some examples of waterfront improvements from elsewhere.

Drew Mackie from the study team then explained how the results of the last meeting (see newsletter No 1) had been considered in preparing the proposals and also indicated that the results of a youth workshop held the week before would be considered (see right). He then asked the audience to split into 6 groups to examine the plan (see overleaf) and to write their comments on it. These are shown on the back page of this newsletter.

Lively discussions ensued on the aspects of the plan the consultants and planning staff answered questions posed by the groups. Eventually all noted plans were displayed on the wall so that everyone could see what other groups had done.

Finally, the consultant team answered questions about the plan and what would happen next. There was some scepticism expressed as to the process and the realism of some of the proposals. One group also asked to be assured that the Community Council would be involved throughout the plan process and not just at the start.

Ed Laughton eventually closed the meeting by thanking everyone for coming out on such a wild night and giving his assurance that the Community Council would remain fully involved as the plan developed.

*Young people at the Church youth club consider the future of the waterfront*



At a workshop with the Church youth club, around 20 young people considered:

#### Good things about Ardrishaig:

- The people,
- Environment: clean air, quiet, greenery, views
- Water, boats, canal
- Co-op, Ritz Cafe, Eco-friendly Primary School

#### Bad things about Ardrishaig:

- Midgies, Rain, Hardly any sun
- Boring: no places to "hang out" or good places to eat, few activities for young people
- No good shops
- Vandalism, "Neds"

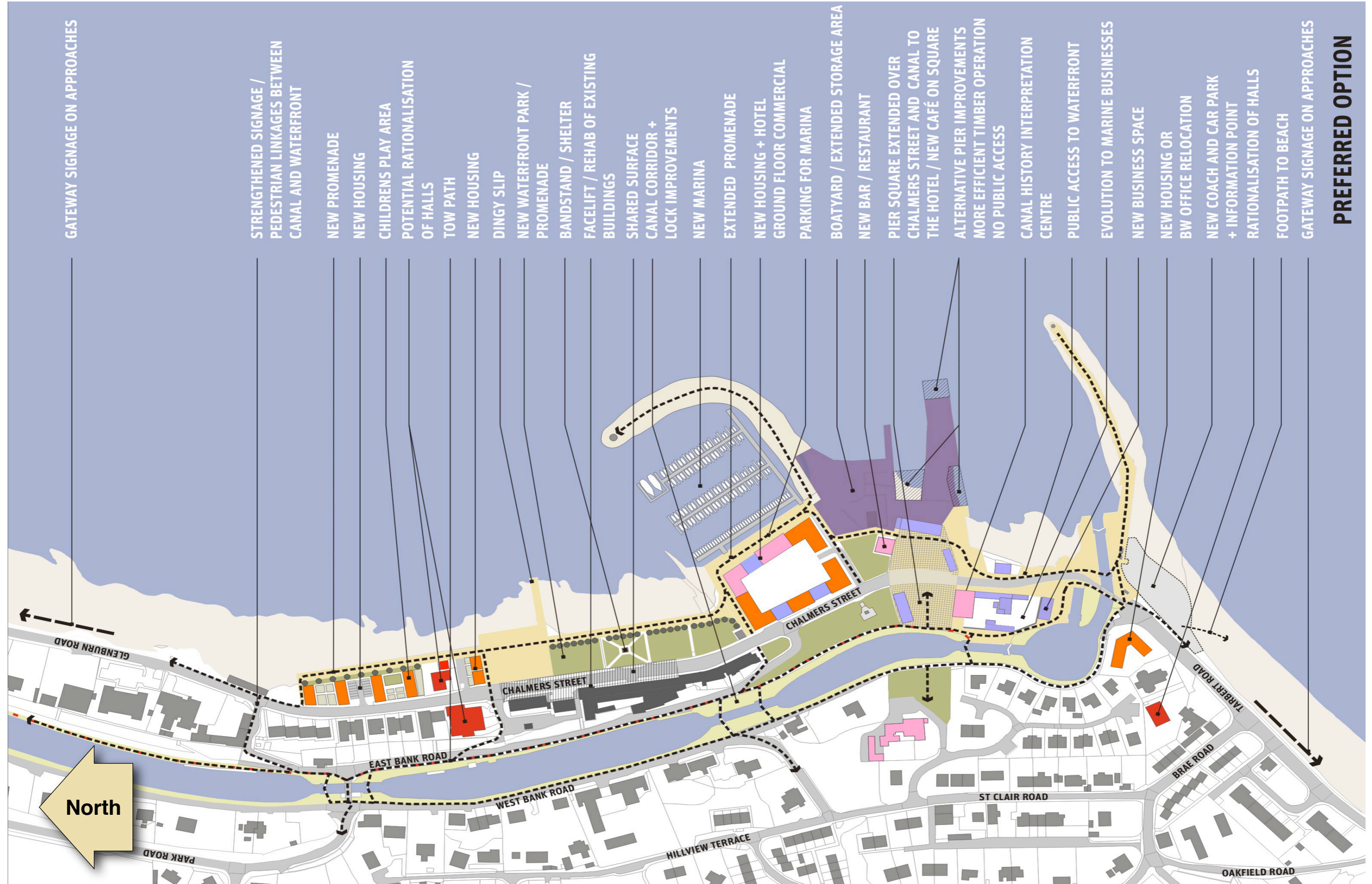
#### Bright Ideas for the future:

- Community needs: residents, improve Public Hall - badminton, more sports activities
- Indoor Facilities: Swimming Pool, Sports Centre, Cinema, Bowling Alley, Youth Club for all, more discos
- Outdoor Facilities: Bike track / Mud slide, Outdoor cinema / theatre "for us to hang", Rock climbing, Kayaking club, Surfing club, Skate park / rollerblading, trampolines, improve the Park, boat trips, ball pits, Crazy Golf, Fountains in Park
- Shops: Arcade, King & Queen, Thornton's, Marks & Spencer, Morrisons
- Crazy Ideas!: Alton Towers, Chocolate fountains



# Proposals for Ardrishaig

The Plan of the Waterfront shows the possibilities for development over the next 15 years or so. The aims have been to improve the quality of the village for residents and visitors while creating new business opportunities. It should be noted that the plan concentrates on the waterfront and canal areas and does not extend to the whole of the village.





## APPENDIX 2

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### Comments at Community Workshop #2



*Comments from Community Workshop, Ardrishaig, 18/09/2007*

**Comments by table**

Group	Comments
1	<ul style="list-style-type: none"> <li>• What happens with the public toilets on the main car park if there will be a hall rationalisation - relocation to harbour?</li> <li>• What happens with the open space at Bridge House Hotel?</li> <li>• Who will own boatyards and marina?</li> <li>• extent of hall rationalisation?</li> <li>• Will the John Smith Memory Gardens be relocated?</li> <li>• Is the whole process useful if you think about Global Warming?</li> <li>• Limit on numbers on yacht market? Not everyone can have a servicing marina.</li> <li>• What about a large, illuminated band stand?</li> </ul>
2	<ul style="list-style-type: none"> <li>• Need for north hall, use public hall more</li> <li>• (Large) amount of grass area in new Promenade, should there stay a smaller car park instead</li> <li>• Facelift of buildings - good idea</li> <li>• Canal improvements - good idea</li> <li>• Marina - good development to promote tourism</li> <li>• How is the industrial area divided between boatyards and boat club?</li> <li>• New coach/car park - what about spring tides and flooding?</li> <li>• Hall south of canal basin to be demolished anyway - could it be rebuilt if necessary?</li> </ul>
3	<ul style="list-style-type: none"> <li>• Improve pedestrian access , make it safer</li> <li>• New housing north as sheltered housing/single storey if possible</li> <li>• Each hall has its use, upgrade large hall to modern, multiple use facility, including balcony</li> <li>• Facelift, promenade, canal improvements = good, good lighting and street furniture necessary</li> <li>• All pier, pier square and marina proposals ok</li> <li>• Location for coach/car park not good - it's the only direct access to the beach</li> <li>• Possible bus parking next to history interpretation centre and village</li> </ul>
4	<ul style="list-style-type: none"> <li>• All street signs in Gaelic and English</li> <li>• More signs about canal</li> <li>• Park signs needed</li> <li>• Paint buildings white along Chalmers Street</li> <li>• Light/signs to indicate when sea lock/lock 4 is closed</li> <li>• A new band stand/shelter for new waterfront park</li> <li>• Marina run by local people</li> <li>• Canals: keep fence for safety but make them more attractive with plants and hanging baskets</li> <li>• Where is dinghy club?</li> <li>• Housing south is good idea - could bring in money</li> <li>• Coach/car park needs a bus stop and parking spaces for people taking the</li> </ul>

Group	Comments
	bus to Glasgow <ul style="list-style-type: none"> <li>• No new housing north- existing houses need to be improved</li> <li>• Housing south of hall/public toilet for older people, single storey</li> <li>• Low scrubs/flowerbeds on new promenade</li> <li>• Paddling pool for young people on new promenade</li> </ul>
5	<ul style="list-style-type: none"> <li>• Will there be a safe play area for children in the new promenade?</li> <li>• What is happening to the Bridge House Hotel?</li> <li>• Is the existing canal workshop going to be in the main business area?</li> <li>• Why is the bridge crossing the canal still a single track?</li> <li>• Did you think of flooding, spring tides, strong wind and stones coming onto the road? - new coach/car park</li> <li>• Where are the long lorries going to wait when the pier area is full?</li> <li>• Can other than marine businesses rent the “Evolution to marine businesses” area?</li> <li>• Where on pier square will the Christmas tree go?</li> <li>• Archive centre could generate business and bring people to Ardrishaig</li> </ul>
6	<ul style="list-style-type: none"> <li>• This is unrealistic!</li> <li>• No parking next to shops</li> <li>• No facilities for dinghy club</li> <li>• Too much emphasis on tourism, not enough about the people who live there</li> <li>• Needs facilities for young people</li> <li>• Area is too small, need to gain from the sea</li> <li>• What will happen to Bridge House Hotel?</li> <li>• Analyse what already exists first and evaluate its potential</li> <li>• Propose series of small scale projects</li> <li>• Develop existing businesses first</li> </ul>

**Comments by topic**

The comments below were made by groups writing on the map. We have grouped them into categories. Some comments were duplicated or similar and have been amalgamated.

### General

- Is the whole process useful when you think about global warming?
- This is unrealistic
- Analyse what already exists first and evaluate its potential
- Area is too small - need to gain from the sea
- Propose series of small scale projects
- Too much emphasis on tourism - not enough on the people who live here
- Improve pedestrian access - make it safer

### Boatyards & Marina

- Who will own boatyards and Marina?
- Limit on number in yacht market? Not everyone can have a servicing marina
- Marina - good development to promote tourism.
- How is the industrial area divided between boatyards and club?
- All pier, Pier Square and marina proposals OK
- Marina should be run by local people
- Where is the dingy club?

### Hall rationalisation

- What happens to main car park toilet facilities if there is a hall rationalisation - relocate to harbour?
- What is the extent of Hall rationalisation?
- Need for North Hall - use Public Hall more
- Hall south of Canal basin to be demolished anyway - could it be rebuilt if necessary
- Each hall has its use - upgrade large hall to modern, multiple use facility, including balcony

### Open Spaces / Promenade

- What happens to the open space at Bridge House Hotel?
- Will John Smith Memorial Gardens be relocated?
- How about a large illuminated bandstand / shelter for new waterfront park?
- Amount of grass area on new Promenade - should there be a smaller car park instead?
- Low shrubs / flowerbeds on new Promenade
- Paddling pool for young people and safe play area
- Where on Pier Square will the Christmas Tree go?

### Improvements

- Facelift of buildings - good idea
- Facelift, promenade & canal improvements - good (lighting and street furniture necessary?)
- Paint buildings white along Chalmers Street
- What is happening to the Bridge House Hotel?

### Canal

- Canal improvements - good idea
- Canal - keep safety measures but make more attractive with plants and hanging baskets
- Why is the bridge crossing the canal still single track?

### Parking

- New coach / car park - what about spring tides and flooding, strong winds and stones coming onto the road
- Location for coach / car park not good - it's the only access to the beach
- Possible bus parking next to history interpretation centre and village centre
- Coach / car park needs a bus stop for and parking spaces for people taking bus to Glasgow
- Where are the long lorries going to wait when the pier area is full?
- No parking next to shops

### Business

- Develop existing businesses first
- Archive Centre would generate business and bring people to Ardishaig
- Can other than marine businesses rent the "Evolution to marine businesses" area?
- Is the existing canal workshop to be in the main business area?

### Signage

- All street signs in Gaelic and English
- More signs about canal
- Park signs needed
- Lights / signs to indicate when sea lock / lock 4 is closed

### Housing

- New housing north as sheltered housing / single storey if possible
- Housing south is a good idea - could bring in money
- No new housing north - existing houses need to be improved
- Housing south of hall / public toilet for older people / single storey



## APPENDIX 3

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### Attendees at Delivery Workshop





**ATTENDANCE AT ARDRISHAIG AREA FOR ACTION MEETING 4<sup>TH</sup> SEPTEMBER 2007**

<b>NAME</b>	<b>ORGANISATION</b>
Malcolm MacFadyen	Argyll and Bute Council
Nicola Debnam	Argyll and Bute Council
Donnie McLeod	Argyll and Bute Council
Andrew Robertson	Argyll and Bute Council
Audrey Martin	Argyll and Bute Council
Fergus Murray	Argyll and Bute Council
Matthew Macaulay	Argyll Community Housing Association
Linda Haig	Argyll Community Housing Association
Linda Christison	ABP - Timberlink
Alec Howie	British Waterways
Stuart Hall	British Waterways
Mark Smith	BWS
Steve Dunlop	BWS
David Dowie	Communities Scotland
David Adams McGilp	Dalriada Project
Nick Purdy	Forestry Commission Scotland
Peter McDonald	Fyne Homes
Steven Dott	HIE Argyll & Islands
<b>Consultants</b>	
Nick Skelton	Roger Tym & Partners
Drew Mackie	Drew Mackie Associates

