

## POLICY ZONE P: GLENAN BAY TO RUBHA STILLAIG

### LANDSCAPE CHARACTERISTICS

Generally the landscape is a mix of grazed hilly moorland and flat coastal alluvial platforms. The upper slopes of the land are partially wooded and partially developed, but are more open along the steep slopes above Port Ghabhar and Rubha Stillaig.

### SEASCAPE CHARACTERISTICS

Set against a backdrop of an expansive part of the loch, this coastline is characterised by the semi industrial character of the modified coastlinee83pNunde8Portavatie5(e83n)-7(d)-81(t)-10(he)4(-)82(s)-5(i)5(m)-21(pl)7(e)-9(-)82(r)-3(e)

. The area has two fish farms at present, one associated with theharbour and the other larger finfish farm along thecoast at Port Ghabhar .



Ferry Terminal at Portavadie, looking across the loch to Tarbert



## **VISUAL AMENITY**

There are numerous viewpoints from housing and coastal developments, such as the car park, picnic site, way-marked paths and from the ferry. The road offers elevated views, which tend to focus directly into the harbour and occasional wider seascape.

## **SETTLEMENTS**

Once a fishing village, the small settlement of Portavadie is focussed around the developed harbour. During the 1970s a controversial and short-lived oil rig platform yard was constructed here, taking advantage of the site's deep water offshore. A ferry across the loch links the village with Tarbert on the Kintyre peninsula.

## **CURRENT USES**

*Refer to policy zone P map for locations of current activities.*

### **Recreation**

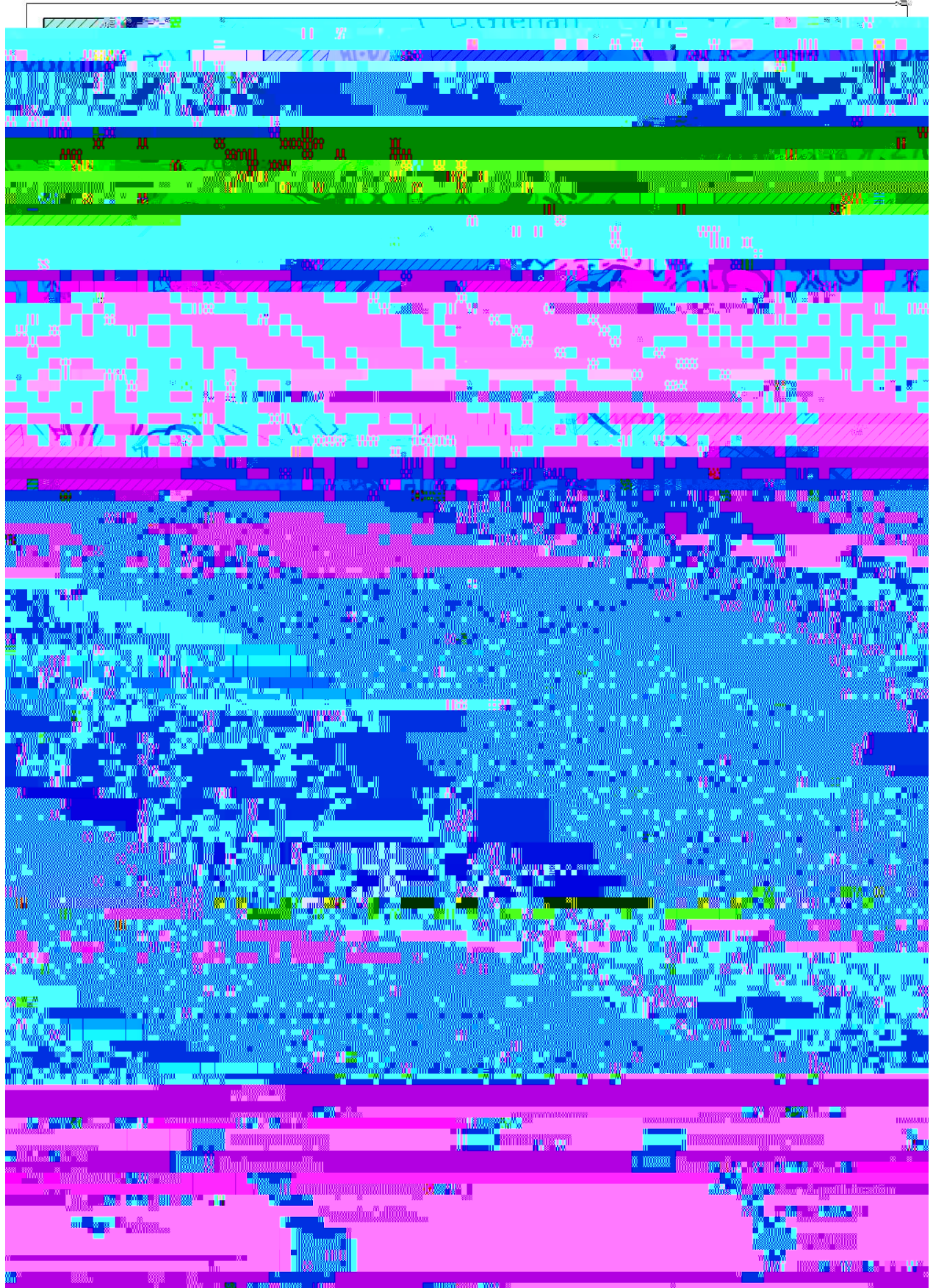
Coastal paths - A coastal path commences from the road beside Pollphail Village, south of Portavadie and passes through Low Stillaig (into Policy Zone Q) and back towards Stillage Farm.

Angling - Shore, charter, and private small boat angling occurs throughout this policy zone.

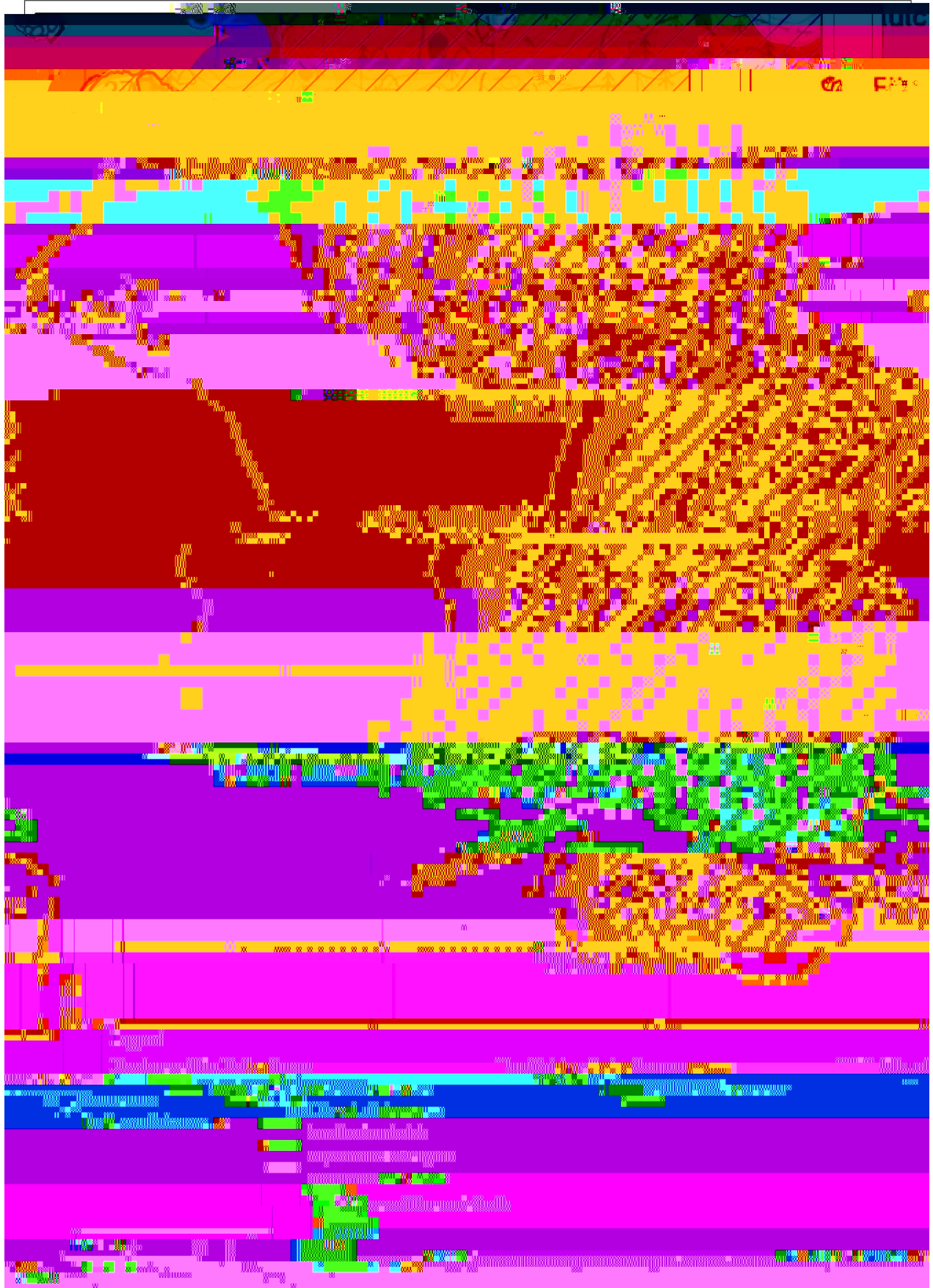
Sailing - The development of Portavadie Marina was completed in July 2007, where facilities can now accommodate up to 230 berths and can accommodate vessels of all sizes up to 70 ft, with no restriction on draft. Services available at the pontoons include electricity, water, lighting and diesel is available from a fuel berth. This new marina is ideally located for Clyde Coast Sailing with easy access to Largs, Kip, Troon, Ardrossan, Arran and even Northern Ireland and the Inner Hebrides through the nearby Crinan Canal. In addition, Portavadie can be reached



POLICY ZONE P MAP – Current Uses & Activities



# POLICY ZONE P MAP – Designations, Wildlife Interests & Historic Features



## OPPORTUNITIES AND CONSTRAINTS FOR FUTURE USE AND DEVELOPMENT

### Constraints

<i>Future use</i>	
<b>Areas sensitive to disturbance</b>	High speed motorised water-sports and other water craft should avoid disturbance to islands/skerries that are important for seabirds and seals, particularly during sensitive periods such as breeding seasons (see SMWWC . Appendix VII).
<i>Development</i>	
<b>Landscape</b>	The area is overlooked, by residents, ferry users and walkers on the footpaths.
	The existing industrial development is in many places not particularly attractive, and any existing or new development should be well designed so as not to further detract from the visual amenity of the settlement of Portavadie.
	The simplicity of the open sea could easily be cluttered by over development.
<b>Existing Development</b>	The existing level of aquaculture development limits the potential for new development.
<b>Commercial Fishing</b>	Commercial fishing is important in this policy zone and new development or expansion of existing development could affect existing fishing grounds.
<b>Wild migratory salmonids</b>	Any increase in tonnage at existing sites may present a greater risk to the health and survival of wild migratory salmonids, due to an increase in the number of hosts, which in-turn may increase infection levels on wild fish.

### Opportunities<sup>1</sup>

<i>Future Use</i>	
<b>Coastal Infrastructure</b>	

*Development*

**Aquaculture**

The main opportunity in this policy zone is the possible expansion of existing salmon farm at

## MARINE SHELLFISH DEVELOPMENT POLICY

### Marine Shellfish Development Policy PZP-4

There will be a general presumption against any scale of new mussel or oyster farm development in this policy zone, but presumption in favour of up to medium-scale scallop farm development only, subject to there being no significant adverse impacts.

*See Table PZP for additional guidance*

#### Justification

- Development of mussel lines should be discouraged as they will introduce an additional highly visible element into the seascape, which will add to visual clutter especially at Portavadie. However, the buoys associated with scallop farming can be accommodated relatively easily along this busy stretch of coastline, as they are less visible (Grant 2007).

## ON-SHORE AQUACULTURE-RELATED DEVELOPMENT POLICY

### On-shore Aquaculture-Related Development Policy PZP-5

There will be a general presumption in favour of new aquaculture-related infrastructure developments within existing settled areas along the coast, subject to there being no significant adverse impacts.

#### Justification

- Landscape/seascape capacity study recommends that on-shore development should be located within the existing settlement of Portavadie, where existing marine activity and industrial development around the harbour make it easier to accommodate industrial type structures and activity associated with aquaculture (Grant 2007).
- Appropriately designed and located aquaculture land base facilities could potentially merge with the existing settlements (Marine and Coastal Development Unit 2009).

## SUPPLEMENTARY GUIDANCE ON POTENTIAL AQUACULTURE DEVELOPMENTS

### TABLE PZP - Guidance on location, scale and other considerations





**Change of  
Use from  
Salmon to  
Mussel,  
Scallop or  
other Finfish**

Glenan Bay  
or Rubha

