URS

# Stromeferry Options Appraisal

## STAG Pre-Appraisal

Stakeholder Workshop

Update on Discussions and Findings Rev B

16 January 2013

UNITED KINGDOM & IRELAND

The Highland Council
Comhairle na Gàidhealtachd

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| REVISION SCHEDULE | | | REPORT NO: 47065084 / REG-STK-WS UPDATE REV B | | |
|---|---|---|---|---|---|
| **Rev** | **Date** | **Details** | **Prepared by** | **Reviewed by** | **Approved by** |
| - | 12-12- 2012 | Issue for Information | Anke Menzinger<br>Project Engineer | David Taylor<br>Commission Project manager | David Taylor<br>Commission Project manager |
| A | 08-01-13 | Issue for Discussion | Anke Menzinger<br>Project Engineer | David Taylor<br>Commission Project manager | David Taylor<br>Commission Project manager |
| B | 16-01-13 | Amendments from both 2nd Stakeholder workshops included | Anke Menzinger<br>Project Engineer | David Taylor<br>Commission Project manager | David Taylor<br>Commission Project manager |
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# Stromeferry Options Appraisal
# Stakeholder Workshop
# Update on Discussions and Findings

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## Appendices:

**None**

# Introduction

The information provided within this document is aimed to summarise the notes taken during discussions held with both the Regulatory and Economic Stakeholder groups throughout all workshops held in November and December 2012, and has been further amended to include the discussions held during the Economic Stakeholder workshop on the 10th January 2013.

It is proposed to circulate this document to all Stakeholders after the 2nd Economic Stakeholder workshop in January 2013, in order to provide an agreed record of the discussions. This is also aiming to set agreed draft SMART Objectives, which will form an important part of the route appraisal which is to follow as part of Stages 1 and 2 of this appraisal process.

It is proposed to have a final discussion to agree on the tabled SMART Objectives shown on page 16 of this report during the proposed joint Stakeholder workshop on the 31st of January 2013.

The final agreed SMART objectives, together with any objectives drawn from Government or Government Agencies' policies or directives, as well as a report on agreed route options, will form part of the Pre-Appraisal report, which is to conclude this phase of the STAG Appraisal process.

# Identified Problems

| Identified Existing Problems | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Health & Safety | H1 | Safety Concerns (risk of personal injury and damage to property from rock fall) & reliability of existing route (lack of local confidence in stability of rock face and high risk of future rock fall) | Will become Objective, be addressed in study and solution made reliable.<br>Condition of existing route (for any solution) will have to be addressed.<br>Use to create opportunity | Improvement of whole section between Strathcarron and Strome<br>Create a suitable route using 'Best Practice' techniques | O13<br>O2 |
| | H2 | Poor Standard of existing road & alignment | Use to create opportunity | As above and O1 | |
| | H3 | Emergency vehicle and access to Broadford hospital on Skye potentially disrupted | Will be addressed by new route, including considerations during construction. Contingency plan currently in place. | Create a reliable access route | O14 |
| | H4 | Risk of rock fall onto railway line | Contingency plan currently in place. Refer to R1 | | |

| Identified Future Problems | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Health & Safety | H5 | Future weathering of rock face | Inter relationship with road and rail will become part of appraisal for on-line or off line route. Close working relationship to be built with railway colleagues to identify 'best' mutual solutions | | |
| | H6 | Potential of heavy transport movements through Lochcarron Village | | | |
| | H7 | H&S issues due to unstable rock faces, during maintenance & construction works | CDM considerations during Options appraisal | Provide safe, (off-line) route | |

| Identified Existing Problems (continued) | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Disruption | D1 | Effectiveness of existing rock netting / protection | | | |
| | D2 | Journey times during diversion, cost to local businesses, tourists etc. | Journey times will become objective.<br>Use to create opportunity | Reduce journey times | O9 |
| | D3 | Potential disruption of public transport links, school bus services, postal and other services in the area | Will be addressed by new route, including considerations during construction. Contingency plan currently in place. | Provide a reliable, safe route | 1 |
| | D4 | Mitigation measures during disruptions limited; ferry availability very limited (daytime hours only) | Contingency plan currently in place<br>Use to create opportunity | Opportunity to re-instate the ferry service on a reliable basis | O17 |
| | D5 | No guaranteed resilience of existing route / constant risk of road closure | See H1<br>Use to create opportunity | Identify best option and create route to modern, appropriate standard | O1<br>O5 |
| | D6 | Perceived lengthy journey time due to congestion during summer months | | | |
| | D7 | Transport link for livestock movements between Kyle and Dingwall. Prolonged journey times cause added stress to livestock | | | |

| Identified Future Problems (continued) | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Disruption | D8 | Potential disruptions and road closures during on-line construction works | | | |

| Identified Existing Problems (continued) | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Landscape & Environmental | L&E1 | Existing rock netting conceals SSI area of rock cut (site of geological importance) | Recognised but will need to link to R1 | | |
| | L&E2 | Problems with current route prohibit enjoyment of natural heritage and area | Benefit to Natural Heritage taken to Objective<br>Create opportunity | Enhance driver / tourist experience on route<br>Consider road cantilevered over lochside (Pulpit rock design)<br>Potential for new loch side access | O3<br>O4<br>O7 |
| | L&E3 | Steep topography of area | Consider during Options appraisal | Consider routing alleviating problems with steep gradients | |

**Identified Future Problems**

| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
|---|---|---|---|---|---|
| Landscape & Environmental | L&E4 | Unscheduled archaeology uncovered during excavations | Investigations will be undertaken. Specification and Programme will address this during construction | | |
| | L&E5 | Strome Narrows bridge crossing would greatly impact on natural landscape | Apply best practice principles | Refer to Opportunity O3 | |
| | L&E6 | Areas of ecological potentially effected by all routes | Apply best practice principles | Refer to Opportunities O1 & O4 | |
| | L&E7 | Likelihood of future rock fall from cut faces along existing route due to geological nature of rock | Consider both on and off line solutions, not forgetting the longterm obligations to protect from rock fall along the existing route | | |
| | L&E8 | Potential for higher altitude road levels for off-line routes with impact on winter maintenance | Consider during route appraisal | | |
| | L&E9 | Potential impact on water environment and flood risk | | | |
| | L&E 10 | Available corridor for land purchase not adequate to achieve full habitat / environmental mitigation | Consider under SMART objectives | | |
| | | Existing deer and livestock management, as well as fish farming etc restricting development areas | | | |
| | | Restricted clearance for ship movements underneath new bridge structure | | | |
| | | Impact on scheduled monument of Strome Castle and it's surroundings | | | |

| Identified Existing Problems (continued) | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Socio – Economics | S1 | Southern routes would bypass village of Lochcarron, which is already isolated due to existing road network at present | Will be considered during study when considering options. | | |
| | | In the event of a rock fall and road closure, 140 mile detour required | Consider source and target of traffic | | |
| | S2 | Existing road is unreliable and alignment does not comply with modern standards | Carried to Objectives, will be addressed.<br>Create opportunity | Refer to O1.<br>Consider NMU particularly cyclists | O10 |
| | S3 | Poor existing Community Transport (all transport links to and from the communities) | Create Objective. Traffic & Economic assessment will address this. | | |
| | S4 | Poor / restricted access to Community Services & Leisure Facilities | | | |
| | S5 | Poor vehicular access to and from South Strome ferry slipway | | | |
| | | Forestry – unreliable road link with no feasible alternative routes adding to high transport costs | | | |
| | | Forestry – areas for potential timber extraction restricted due to lack of suitable road access | | | |

| Identified Future Problems (continued) | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Socio – Economics | S6 | Existing routes unsuitable to cope with traffic growth on road and rail (heavy traffic associated with future local developments at Kishorn etc)<br>Reference Carron & Lair Bridges, Maman Hill etc | Make Objective. Traffic & Economic assessment will address this.<br>Create opportunity | Design to consider future expectations as far as possible<br>Enhanced Kishorn port access (local access as well as south towards Ft William)<br>Potential for renewables schemes (tidal, wind etc) could open up further funding<br>Opening new areas for forest harvesting, fish farming, walkers etc | O4<br>O8<br>15<br>16 |
| | S7 | Community linkage during construction | Specification and Programme will address this during construction | | |
| | S8 | Accessibility and social inclusion within the wider area of Scotland | Create Objective. Traffic & Economic assessment will address this.<br>Consider as opportunity | Improved access to Broadford Airport, consider links between Skye and Wester Ross | O14 |
| | S9 | Confidence in team to deliver project and potential difficulty identifying preferred solution | Create Objective | | |
| | S10 | Suitable access for Utility Companies | | | |
| | S11 | Potential for extended journey times on new routes (inland route) | See also D6. This will be assessed as part of the traffic & economic exercise | | |

| Identified Existing Problems (continued) | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Financial | F1 | Cost and maintenance of existing route | Will become assessment factor during route selection | | |
| | F2 | Transport costs increased due to unreliable route / length of route / potential for disruptions & diversions | | Improved transport links along west coast, east and south from the area | |

| Identified Future Problems | | | | | |
|---|---|---|---|---|---|
| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
| Financial | F3 | Securing funding for scheme | Important point, which is to be consolidated later on in the appraisal process | Explore funding opportunities through renewable developments | |

**Identified Existing Problems (continued)**

| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
|---|---|---|---|---|---|
| Railway Interface | R1 | Existing road provides some protection to railway line. If road removed, residual risks for railway to be considered | Inter relationship with road and rail will become part of appraisal for on-line or off line route. Close working relationship to be built with railway colleagues to identify 'best' mutual solutions .<br>Use to create opportunity | Provide a wider / standard cross section with adequate separation of road and rail by improving existing transport corridor | O5 |
| | R2 | Close proximity of road to railway and vulnerability of both to rock fall | As above | | |
| | R3 | Railway line currently categorised as 'high risk' with the result of speed restrictions on this route to 30mph | As above | | |
| | R4 | Railway line currently not used to full potential (transport of heavy goods, poor timetable etc) | | | |
| | R5 | Existing railway line not suitable for heavy transport or higher speed? | | Opportunity to improve railway line and services | |
| | R6 | Existing level crossing at Strathcarron | | | |

**Identified Future Problems**

| Group | Item No | Item from List of identified 'Problems', 'Opportunities' and 'Constraints' | Action | Opportunity | Reference |
|---|---|---|---|---|---|
| Railway Interface | R7 | Separation road / rail | Inter relationship with road and rail will become part of appraisal for on-line or off line route. Close working relationship to be built with railway colleagues to identify 'best' mutual solutions<br>Consider as opportunity | Consider a level, shared road / rail solution long term<br>Remove level crossings | O11<br>O12 |
| | R8 | If new route established, what happens to existing road corridor & railway line | Problem acknowledged and will be addressed at the route selection stage. | Create engineered separation between railway and rock face using road corridor for rock ditches | |

# Identified Opportunities

| Opportunities Identified during Stakeholder Workshops | |
|---|---|
| Item No | Opportunity |
| O1 | Road design to an appropriate (design) standard and appropriate / proportionate for the area considering the value of the natural environment, with an aspiration to provide single carriageway width throughout |
| O2 | Introduce Best Practice Principles |
| O3 | Enhance driver / tourist experience on route |
| O4 | Design to consider future expectations as far as possible |
| O5 | Provide a wider / standard cross section with adequate separation of road and rail by improving existing transport corridor |
| O6 | Consider road cantilevered over lochside (Pulpit rock design) |
| O7 | Potential for new loch side access |
| O8 | Enhanced Kishorn port access (local access as well as considering access south towards Ft William and with particular emphasis on access east towards Invergordon) |
| O9 | Reduced journey times (*particularly considering school transport and business access)* |
| O10 | Consider cyclists |
| O11 | Consider a level, shared road / rail solution long term |
| O12 | Remove level crossings |
| O13 | Improvement of whole section between Strathcarron Junction and Strome |
| O14 | Improved access to Broadford Airport, consider links between Skye and Wester Ross |
| O15 | Potential for renewables schemes (tidal, wind etc) could open up further funding |
| O16 | Opening new areas for forest harvesting, fishfarming, walkers, renewables etc |
| O17 | Opportunity to re-instate the ferry service on a reliable basis |
| O18 | Create new employment opportunities in the area |
| O19 | Improved access to leisure facilities, in particular for young people |
| O20 | Opportunity to create new links to sea transport from road and rail |
| O21 | Improved accessibility – including for existing routes |
| O22 | Improved reliability – including for existing routes |
| O23 | Improved integration of Lochcarron Village |
| O24 | Enhance Public Transport routes |
| O25 | Create new business opportunities in the area (yachting etc) and enhance West Coast route |
| O26 | Use opportunity to enhance the water and wider environment as part of design considerations |

# Identified Constraints

| **Constraints Identified during Stakeholder Workshops** | |
|---|---|
| Item No | Constraint |
| C1 | Nature of existing rock cuts could always lead to more failures and intervention would never be guaranteed to protect longterm |
| C2 | Unknown stability of future rock cuts |
| C3 | Topography of the area, hillside and steep sided shoreline, loch, *altitude, gradients* etc |
| C4 | Potential level above OD of new routes |
| C5 | Existing railway line |
| C6 | Level crossing at Strathcarron (if road widening or re-alignment considered) |
| C7 | Existing SSSI – rock faces are site of geotechnical importance |
| C8 | Potential Flood risks (design consideration) |
| C9 | Impact on peat and wetlands (design of new routes) and potential for peat bogs etc |
| C10 | Available corridor for land purchase too limited to achieve full habitat / environmental mitigation measures |
| C11 | Deer and livestock management |
| C12 | Strome Narrows, site of national importance with regards to it's natural heritage and high quality landscape (but not designated site). Marine consultation area. |
| C13 | Clearance / headroom requirements for bridge options |
| C14 | Strome Castle, scheduled monument within area of natural beauty; listing of monument includes the setting of the castle |
| C15 | High quality natural landscape – Natural Heritage of area |
| C16 | Tides and currents, fish movements, fish farming |
| C17 | Rail to sea at South Strome for Kishorn Port |
| C18 | Forestry – unreliable road link with no feasible alternative routes adding to high transport costs |
| C19 | Forestry – areas for potential timber extraction restricted due to lack of suitable road access |
| C20 | Landownership & Land Use (Crofting etc) |
| C21 | Finance to achieve objectives |
| C22 | Environmental constraints ( Attadale route; eagles, water voles, badgers etc) |
| C23 | Unacceptable disruptions due to effect on tourism & local business during construction (road closures) |
| C24 | Consider short term disruption to (rail) travellers to achieve long term solution and consider phased delivery to include renewable opportunity |

## Developed Objectives

| TRANSPORT PLANNING OBJECTIVES DEVELOPED DURING STAKEHOLDER WORKSHOPS | | | | | | |
|---|---|---|---|---|---|---|
| | | Appraisal Criteria Objective | | | | |
| **Ref.** | **Draft Transport Planning Objectives** | **Environment** | **Safety** | **Economy** | **Integration** | **Accessibility** |
| 1 | Safeguard the natural environment and areas of national importance (geological SSSI) and heritage by applying best practice principles to engineering solution | √ | | | | |
| 2 | Use the opportunity to enhance the natural & built environment & habitat (natural heritage) and driver experience by adopting best practice procedures in developing a solution | √ | √ | | | |
| 3 | Reduce / minimise risks during *design,* construction, maintenance, *and operation.* | √ | √ | √ | | |
| 4 | Deliverability of outcome with minimum of *all* risk, at reasonable timescale and feasible cost | √ | | √ | | |
| 5 | Provide a (new) safe and reliable *2 lane carriageway*, that users will have confidence in, now and in the future, by (~~means of providing a road to modern standards, considering local business, tourists, cyclists (NMU), community & strategic aspirations~~,) applying appropriate / proportionate design standards.<br>~~Aspiration to provide single carriageway width (2 way traffic) throughout~~<br>~~Aspiration to c~~ Consider wider area *by* providing suitable route east to Dingwall and Invergordon, south to Ft William and along west coast (tourist route) | | √ | √ | √ | √ |
| 6 | Solution does not increase (*reduces?*) the risk to the railway and maintains suitable access to the railway line | | √ | | | √ |
| 7 | Reduce maintenance burden of existing route *by providing* 'Good value for money' *deliverable* solution ~~providing a deliverable solution~~ which is proportionate to location and needs and is 'future proofed' | | | √ | | |
| 8 | Work ~~effectively~~ to ensure speedy scheme delivery | | | √ | | |
| 9 | ~~Consider~~ Maintain and enhance short and long term employment ~~in solution~~ *opportunities* | | | √ | | |
| 10 | Enable & enhance ~~economic /~~ social ~~development~~ *cohesion* ~~in local and wider area, including the Kishorn yard and potential for renewable developments~~ *and development and sustainable economic growth, locally , regionally and nationally, exploiting opportunities presented by Kishorn, Kylerhea and other potential renewable developments* | | | √ | √ | √ |
| 11 | Maintain / enhance choice of transport & public transport links in the area | | | √ | √ | √ |
| 12 | ~~Minimise journey times long term~~ *Maximise network efficiency, considering* journey times and reliability | | | √ | √ | √ |
| 13 | ~~Provide direct transport link from Lochcarron to Lochalsh~~ *Improve longterm sustainable network connectivity along a north / soth corridor for the Wester Ross area* | | | √ | √ | √ |
| 14 | ~~Provide opportunity for sustainable development and economic growth to local area. Solution not to prohibit renewable energy opportunities and maximise benefits for tourism, local business and housing~~ *Sustain and maintain economic growth in the local area by exploiting opportunities provided by the renewable energy sector, tourism and other key sectors* | | | √ | √ | √ |
| 15 | ~~Improve~~ *Ensure policy* integration, *considering local and national planning strategies* | | | | √ | |
| 16 | ~~Maintain continuous community transport links between Lochcarron and Kyle during construction~~ *Keep the A 890 and peripheral road network open during construction* | | | | √ | √ |
| 17 | ~~Improve accessibility & social inclusion~~ *Maintain and improve accessibility to local and regional leisure facilities, health and educational services, with particular emphasis on emergency services* | | | | √ | √ |

Note: Amendments made during workshop discussions on the 10th January 2013 are shown *italic.*
Deletions from the list are shown ~~xxxxxx.~~

# Developed Transport Planning Objectives translated into proposed SMART Objectives

The draft Transport Planning Objectives shown on page 14 were previously developed into proposed SMART Objectives as shown below. After further discussions of pages 14 and 15 during the 2nd Economic Stakeholder workshop, the table below has been superseded and translated into re-worded draft SMART Objectives as shown on page 16 of this document.

**TRANSPORT PLANNING OBJECTIVES TRANSLATED INTO PROPOSED SMART OBJECTIVES REV2**

Superseded

| Appraisal Criteria | Nr | Objective | Reference |
|---|---|---|---|
| Environment | a) | *Avoid* risk to the environment during [illegible] including the construction and maintenance phase, safeguard [illegible] and *appropriate*, enhancing the natural and built environment [illegible] of national importance and heritage, by applying best practice principles. | 1, 2, 3, & 4 |
| Safety | b) | Provide a safe and reliable two way route, that users will have confidence in, by means of using appropriate / proportionate design standards. | 2, 5 |
| | c) | Consider a route and design that reduces risks during construction, maintenance and decommissioning. | 3 |
| | d) | Solution does not increase the risk to the railway and maintains suitable access to the railway line. | 6 |
| Economy | *e)* | Maximise opportunity for sustainable development and economic growth to local area, considering community & strategic aspirations. | 9, 11, 15 |
| | f) | Ensure deliverability of scheme (giving due consideration to capital cost, programme & maintenance). | 7, 8 |
| | g) | Minimise short term disruption to local transport links to achieve long term solution and consider phased delivery. | 10, 17 |
| Integration | h) | Maintain / enhance choice of transport & public transport links in the local and wider area. | 5, 11, 12, 13, 14, 16, 18 |
| | i) | Reduce journey times by considering more direct links, and thus reducing transport costs and attracting through traffic from other routes. | 13, 14 |
| Accessibility | j) | Solution should recognise longterm aspiration for railway and maintain suitable access. | 6 |
| | k) | Ensure sufficient (transport) linkage to enable & enhance economic / social development in local and wider area. | 11 |
| | l) | Maintain / enhance choice of transport & public transport links in the area, during construction and long term, thus improving accessibility & social inclusion | 12, 16, 18 |

The above Project Objectives were derived from the Stakeholder Workshop discussions held to-date and developed into 'SMART' objectives.

We would appreciate further comments to finalise the above list.

Please note, that the above objectives are considered 'local' objectives, and strategic objectives are yet to be considered in addition to the above.

Replies received from Regulatory Stakeholders up to 08/01/13 are included in above Rev2

# Proposed SMART Objectives

The following table shows the latest version of proposed SMART Objectives developed for this project. Objectives previously included on page 15 have been re-worded in order to make these 'SMARTER', ie more **S**pecific, **M**easurable, **A**ttainable, **R**elevant and **T**imed.

The Draft SMART Objectives shown below will be discussed and final wording agreed during the proposed joint Stakeholder workshop on the 31st January 2013.

| TRANSPORT PLANNING OBJECTIVES TRANSLATED INTO PROPOSED SMART OBJECTIVES REV3 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Appraisal Criteria Objective | | | | | | |
| **Ref.** | **Draft SMART Objectives** | | | **Environment** | **Safety** | **Economy** | **Integration** | **Accessibility** |
| A(1) | Safeguard and, where possible and appropriate, enhance the natural and built environment and areas of national importance and heritage, during construction, maintenance and operation of the scheme (with reference to environmental appraisal) | a) | | √ | | | | |
| B(2) | Minimise **all risk** during design, construction, operation and maintenance (with reference to Risk Register) | a)<br>c) | | √ | √ | √ | | |
| C(3) | Ensure deliverability of scheme within a set programme and to agreed capital cost and maintenance budgets, thus providing 'Value for Money' | f) | | | | √ | | |
| D(4) | Deliver a safe and reliable, 2 lane carriageway, by applying appropriate / proportionate design standards | b) | | | √ | √ | √ | √ |
| E(5) | Deliver a solution that minimises the risk of damage to the railway line and disruption to railway operations, and meets the long term aspiration for the railway in terms of timetable performance and maintenance access over the life of the scheme | d)<br>j) | | | √ | √ | | √ |
| F(6) | Keep the A 890 and peripheral road network open during construction | g) | | | | √ | √ | √ |
| G(7) | Maintain and improve social cohesion by improving accessibility for both emergency services responding to call-outs, as well as for the local population making use of local and regional leisure, health and educational facilities, by reducing journey times of the trips involved | l) | | | | √ | √ | √ |
| H(8) | Maintain and improve choice of transport mode and integration of public transport links over the lifetime of the scheme | l) | | | | √ | √ | √ |
| I(9) | Ensure scheme compatibility and policy integration with local and national planning strategies | | | √ | | | √ | |
| J(10) | Improve longterm sustainable network connectivity | i) | | | | √ | √ | √ |
| K(11) | Maximise / improve network efficiency and sustainable connectivity in terms of journey times and journey reliability in both the Wester Ross area and along a wider north / south corridor | i)<br>h)<br>k) | | | | √ | √ | √ |
| L(12) | Deliver a scheme that assists both the local businesses in the area to maximise opportunities for sustainable development and economic growth, as well as help local people exploit employment opportunities provided by the renewable energy sector, tourism and other key sectors over the life of the scheme | e) | | | | √ | √ | √ |
| | | | | | | | | |