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BALLACHULISH

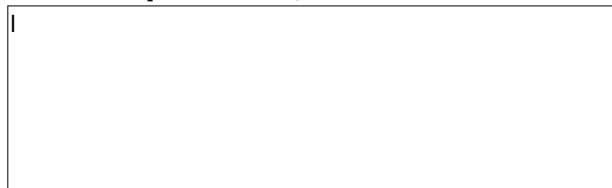
Tourist Development Site

Development Brief

**HIGHLAND REGIONAL COUNCIL
HIGHLANDS AND ISLANDS DEVELOPMENT BOARD
SCOTTISH TOURIST BOARD**

August 1980

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Introduction

1. The Highland Regional Council (HRC) propose to lease approximately 26½ acres (10¾ hectares) at South Ballachulish for the development of a holiday village. This development brief gives outline proposals for developing the site which would be acceptable to the Highland Regional Council in terms of planning and development control, and to the government agencies concerned in terms of possible financial assistance towards the capital cost of developments.
2. The Highland Regional Council invite potential developers to submit proposals for the development of the whole or part of the site.

General Background Information

3. The site is owned by the HRC. It forms part of a land renewal project by the Scottish Development Agency (SDA) who carried out the work with a view to potential leisure development. The SDA scheme involved substantial regrading, top soiling and landscaping in order to create sites for a wide range of developments together with amenity open space. The project has been entered for a Civic Trust award.
4. The arrangement with a selected developer will comprise a 125-year lease of the site together with a formal offer of financial assistance from STB/HIDB.
5. This site will be provided with main services by HRC (water, electricity and drainage). The provision of these services will be taken into account in determining the site rental and the level of financial assistance given towards the cost of capital development.
6. The purpose of this development brief is to assist potential developers on the layout and scale of the project together with the planning and financial requirements of the regional council and the government agencies concerned. It is emphasised however that the proposals for the development of the site are for the selected developer to decide. The regional council, the government agencies and their professional advisers will give every assistance possible with information on site development, planning aspects and finance.

The Village of Ballachulish (See also paragraphs 86-95)

7. Ballachulish has a population of about 600 and the nearest town is Fort William with a population of approximately 11,000 in the adjoining built-up area. There are seven shops in the village together with a petrol filling station, garage, cafe, bank and doctor's surgery, and primary school. There is a police station and district nurse at Glencoe (2 miles) and secondary education, hospital and other facilities are provided in Fort William.

Communications: General

8. The village is located on the A82 (T) Glasgow-Inverness Trunk Road, on the south shore of Loch Leven, approximately 90 miles north of Glasgow and 13 miles south of Fort William. It is 38 miles from Oban, 79 miles from Inverness and 119 miles from Edinburgh.
9. Since the opening of the Ballachulish Bridge traffic from Central Scotland and the south to the west Highlands passes through Ballachulish. During the summer peak up to 6000 vehicles per day pass the site.
10. The Scottish Development Department, as Trunk Road Authority is intending to improve the A82 (T) between Glencoe and Ballachulish Bridge and the realigned road will form the southern boundary of the tourist development site with access to it provided by a vehicular underpass. These works are due for completion in 1983 but access for construction purposes will be maintained to the site prior to that date at all times.

Rail Services

11. There are three services each way Monday-Saturday (2x in winter) between Glasgow and Fort William to which there is also an overnight sleeper from London (Euston). The journey time from Glasgow to Fort William is approximately four hours. Rail connections can also be made at Bridge of Orchy (27 miles south on A82 (T) saving

approximately one hour 40 minutes on the rail journey to Fort William. The nearest motor-rail services are at Stirling (85 miles) with services from London, Bristol, Brockenhurst, Cambridge, Dover, Harwich and Newton Abbot; at Inverness (79 miles) with services from London, Birmingham, Crewe and York; and at Perth (88 miles) with services from London. There is also a motor-rail service to Edinburgh from London. The Perth and Stirling services are seasonal.

Air Services

12. The nearest airports with scheduled services are Inverness and Glasgow (Abbotsinch). There is an airstrip suitable for light aircraft at Oban (Connel) 33 miles south on A828 (T). There is a scheduled helicopter service between Glasgow (Abbotsinch) airport and Fort William with a frequency of approximately one flight each way during Mondays-Fridays.

Ferry Services

13. Vehicle ferries to the Inner and Outer Hebrides operate from Oban (38 miles) and Mallaig (62 miles) and there are scheduled summer passenger services from Fort William to Oban and Mull together with local cruises on and around Loch Leven.

DEVELOPMENT PROPOSALS

14. The Ballachulish site offers opportunities for developing a range of tourist facilities. The detailed shape and phasing of the development will be for the selected company or companies to decide in conjunction with the public agencies, but work carried out by the regional council and the government agencies indicates:
15. — a small holiday village comprising up to 80 self-catering villas; restaurant/coffee shop; pub; and shopping units. (Area marked 'A' on plan)
16. — an outdoor holiday centre with accommodation for around 60 visitors in the area of the WEST harbour, together with launching and mooring facilities for associated small craft. A boat maintenance facility. (Area marked 'B' on plan)
17. — berthing and floating moorings for initially up to 60 vessels (referred to as the EAST harbour). (Area marked 'C' on plan)

Other visitor attractions are already scheduled for the site:

18. — A Tourist Information and Visitor Centre will be completed in 1981 and run by the Fort William and Lochaber Tourist Organisation adjacent to the completed Car Park.
19. — A craft workshop will be built by HIDB and sited near to the Visitor Centre.
20. — A Car Park owned by HRC for 65 vehicles is already open and adjacent Toilets will be provided by Lochaber District Council.
21. — The East Quarry Site is designated for interpretative and commercial development associated with the former Slate Industry at the site. This will include an Interpretative Facility, slate-related retail outlet and interpretative trail around the quarry. A separate brief is being advertised and issued for the East Quarry by the Leisure and Recreation Department of the HRC.
22. — Further areas are being developed by the public authorities for general amenity and open space. These would include picnic areas and lochside walks on areas not required for other development.
23. The following paragraphs outline the type of developments acceptable to the regional council in terms of planning and development control, and to the government agencies concerned in terms of financial assistance.

General

24. The basic aim of the land renewal work carried out by the Scottish Development Agency has been to remove the dereliction that existed at Ballachulish and establish a landscape which is natural in form and in keeping with the overall surroundings.
25. With this aim in mind it is of fundamental importance that a soft edge be maintained on the south shore of the loch and it is intended that there should be as little visual disturbance as possible caused by the building of the tourism and leisure facilities. The contouring and landscaping of the new site, and the suggested location for the various elements in the project, take this into account.

Holiday Village

26. The holiday villas should be located west of the deep water East harbour which will provide potential berthing and floating moorings for yachts and other pleasure craft. The main area of public activity is expected to be around a deep water quay where the restaurant/coffee shop, pub and shop units would be located.
27. An attempt should be made to create a somewhat detached urban form in the holiday village similar to that existing in the rest of Ballachulish and the surrounding area. It is hoped to echo this feature in the holiday villa development by using a system of detached villas which can be developed in single units or in groups.
28. Care should also be taken to provide the villas with the correct orientation, ie living rooms facing west and the bedrooms facing east. In resolving the design of the individual villas an attempt should be made to capitalise on the aspect and views

across the marina up Loch Leven and also to exploit the afternoon sun to the south and west. For this reason a system of interlocking dual aspect houses might be developed which would fit into the landscape in a relatively natural and simple way.

29. An attempt should be made to keep house units very low in profile due to the engineering problems involved in building detached single storey dwellings on made-up slate. The low profile principle together with the loose grouping envisaged will lessen the impact of differential settlement.
30. A first phase of 40 units is considered practical with sleeping accommodation for 4-6 people per unit. Provision has been made for a second phase of 20 units with a possible expansion of a further 20 units on the east side of the East harbour.
31. The materials and finishes to be used should take account of the prominent location of the site and the relationship to the old slate quarries. The number of different materials should be kept to a minimum in order to produce a theme throughout the development. Roofs should be pitched and covered with dark grey slate.

Yacht Harbour

32. The preferred location is in the East harbour which provides a natural deep water basin, has reasonable shelter from prevailing west winds and is sheltered by the existing land mass and the island group Eilean Munde.
33. The existing harbour has been dredged on its west side to form an acceptable width for manoeuvring and mooring cruising boats.
34. The exact level of provision of facilities in relation to demand for cruising boats and permanent berthing is difficult to judge at this stage. The experience of the public agencies indicates that initial provision should be for floating moorings and pontoon moorings. The dredging and other work in the deep water harbour have been carried out on the basis that pontoon moorings for 100 crafts could be provided in the future should this be justified commercially.
35. Limited harbour works, as yet undefined in extent, may be undertaken by the public agencies. Notwithstanding this proposals are invited for development of all or part of the East harbour area.

Outdoor Holiday Centre

36. The intention is to make provision for holidays based primarily on active sports whether for individuals, family groups or other organised groups.
37. This component of the project is seen as being of a very high standard of design reflecting the character of a fishing village. It will be located close to the West harbour which offers waters sheltered from all winds except westerlies.
38. The centre should offer a range of facilities including sailing, wind-surfing, canoeing, sea-angling; and access to climbing, walking, orienteering and skiing in the surrounding hills.
39. Although the finish and fittings throughout are seen as being utilitarian rather than luxurious, great importance is attached to creating a very pleasant waterside environment. The fishing village character must therefore be carried through not only the accommodation element but all other aspects of provision. The existing slate-roofed boat houses must be retained.
40. The existing harbour has been reduced in height to provide a harbour wall for keel boats. In addition an area of land has been provided for trailed day boats. A limited boat maintenance facility with associated slip and lifting equipment is also envisaged here.
41. Initial studies indicate that accommodation in the centre should be provided for 60 visitors in a mix of two-bed double rooms and four-bed family units. The activity centre should provide refectory type catering for 60 and might be licenced. The catering facility should be capable of functioning as a lecture room/games room.
42. The accommodation units should be self contained and grouped around the central catering/bar facility. Materials and finishes would be subject to the same criteria as set out for the holiday villas.

43. The developer must make his own arrangements with the local Licensing Board.
Catering and Bar facilities etc.

44. Land will be provided for a restaurant/coffee shop and pub close to the head of the deep water harbour. It is expected that a restaurant with a seating capacity of 100 would be provided, with an associated 60 seat coffee shop catering for light meals and snacks.

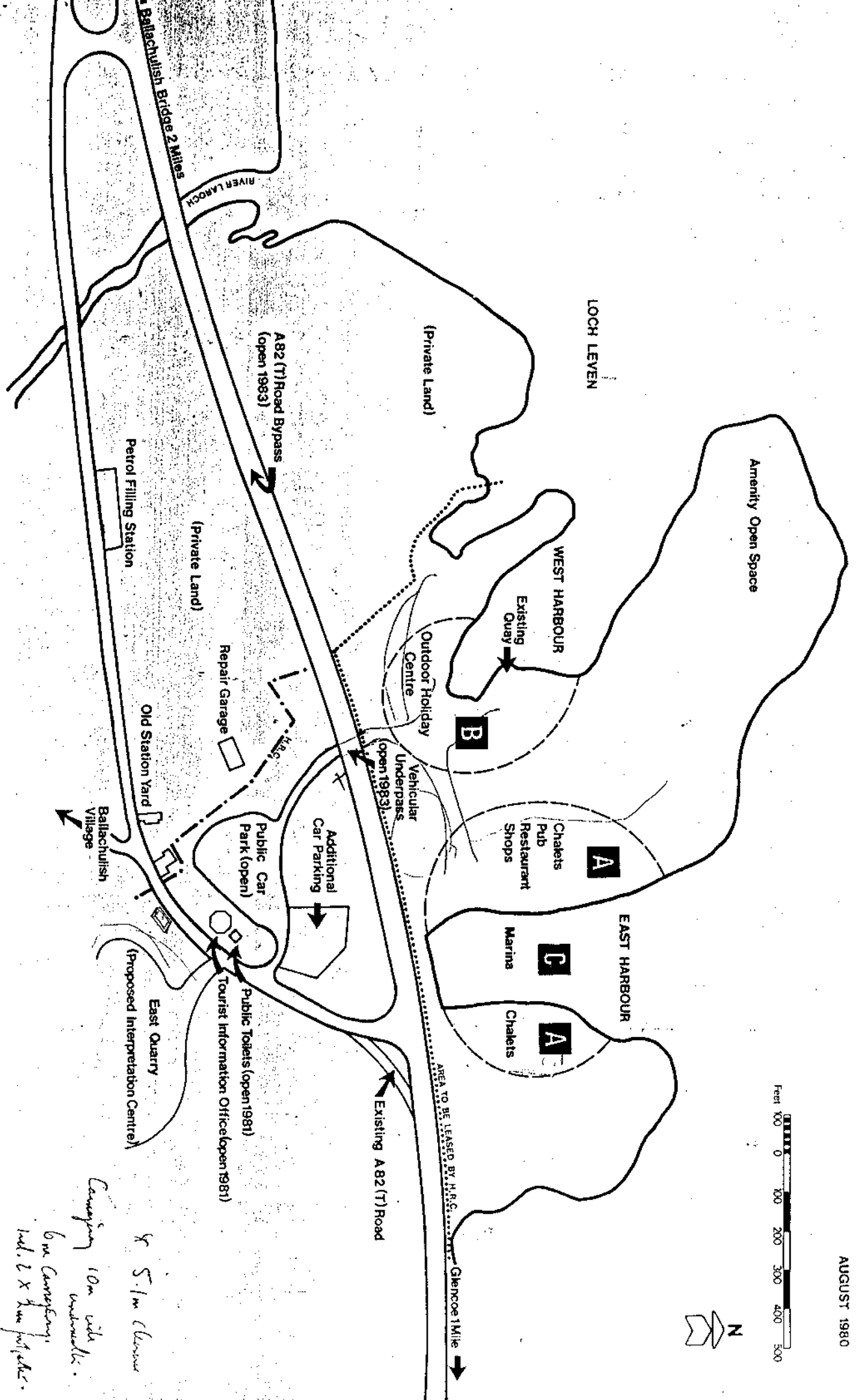
45. Land will also be made available for public and lounge bar facilities either in association with the restaurant or built and managed separately.

46. No firm proposals are being made on the provision of retail shop units. A demand for these is however foreseen—sports goods; camping equipment; chandlery; craft goods/boutique; newspaper/bookstore etc.

Again, the developer is responsible for his own arrangements with the local Licensing Board.

BALLACHULISH : TOURIST DEVELOPMENT SITE

AUGUST 1980



*Camping 10m wide
6m Campfire,
incl. 2 x 4m for public.*

5.5m clearance