

# Appendix 1 – Summary of FW2040 Consultation 2018

## Eàrr-ràdh 1 – Geàrr-chunntas de Cho-chomhairleachadh FW2040 2018

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The consultation carried out as part of the FW2040 work was aimed directly at ensuring that a wide range of people with an interest in the future of Fort William had the chance to contribute to this future vision, and were directly involved in establishing actions and responsibilities for delivery.

The consultation has been extensive, thorough and inclusive. The main consultation event was held at the Nevis Centre on 12 September 2018. This open public event was widely advertised through the local press and social media resulting in over 120 participants attending during the day including members of the public, local community groups, business representatives, public agencies and the private sector. In the build up to the event, there was a conscious attempt to reach out to people, particularly the age groups most likely to be affected by and involved in future changes in Fort William. Tailored consultation techniques were used to engage a variety of local young people including the Highland Council Youth Convener, local High Schools and local Youth Forums. The full range of consultation methods used to gather people's views can be summarised as follows:

- views expressed at the FW2040 workshop event held on Wednesday 12th September;
- two public consultation workshops held with the South Lochaber Community Council Association and the Fort William Area Community Council Association;
- feedback gathered at FW2040 School Workshops held at Lochaber and Ardnamurchan High Schools;
- video feedback submitted by Lochaber Youth groups and the Highland Council Youth Convener;
- video interviews with students at West Highland College/UHI and local businesses which helped to create a FW2040 promotional video;
- views expressed through an online consultation hosted on the Council's consultation portal, which remained open until more than 2 weeks after the event;
- views expressed through the FW2040 Facebook Event; and
- comments submitted by email to the Highland Council in connection with the



is taken forward is summarised under a final theme: A place with collective ambition. The main points expressed by the two Community Council Associations for the Fort William Area and South Lochaber areas are highlighted separately under these themes along with comments made about other priorities for certain South Lochaber communities.

No attempt has been made to reconcile any real or potential conflicts between the opinions expressed. Opinions expressed by multiple, unconnected respondents are indicated with (M) after the point made.

## Summary of comments received

### A Great Place to Live

**An exemplar, high quality place where ambitions can be realised (M)** – sufficient improvements, of a high quality and happening quickly enough to retain and attract a diverse range of residents, visitors and enterprises.

**A place with sufficient, high quality community facilities** - a modern hospital (M), more picnic areas, public toilets (M), a better swimming pool (bigger facility and better timetabling), a go-kart track, facilities for teenagers, dog walking areas, a concert hall/arts and culture venue, a sports stadium/centre/dome (including gymnastics facility, bigger gymnasium) at An Aird or Blar Mor, a pump track, a BMX track, a skate park, extensions to burial grounds (Glen Nevis and Kilmallie), a better athletics track, a covered 4G outdoor sports pitch, a trampoline park, better emergency service facilities, schools as genuine community hubs.

**A place with sufficient, high quality tourist facilities and accommodation** - more, especially wet weather facilities/attractions (Glen Nevis Outdoor Heritage and Activity Centre, visitor/recreational facility at Banavie, indoor skiing facility at Nevis Range, an ice rink, a zoo, possible event venue at Inverlochy Castle Estate - which has and could expand its complementary accommodation, an aquarium, a museum of mountaineering, a cinema, a museum of engineering), separate suggestions for new hotels at smelter site entrance and Nevis Forest, facilities with longer daily opening hours and out of season, a caravan/camper servicing area.

**A place with a revitalised town centre** - more independent shops in High Street, free/cheap car parking for town centre, better customer care, better choice of coffee shops and eateries, more clothes shops (M), extended opening hours, an indoor shopping centre/hub (M), a music shop, more unique local artisan shops selling locally produced goods, a new attractive “commercial/service quarter” at Blar Mor, a more vibrant night time economy including nightclubs.

**A place for people who love the outdoors** – outdoor assets safeguarded and enhanced (landscape, scenery, crofting landscape), reaffirmed Outdoor Capital brand, kayaking centre at tailrace, more outdoor sports facilities at Nevis Range, a shooting/ paintball range, more adrenalin sports facilities.

**A place with a distinctive, local, cultural identity** - the unique identity and history of local people, separate communities and their culture is safeguarded and promoted (M) (e.g. tourism based on diaspora homecoming, hosting the Mod, gateway entrances with a “wow factor” and local relevance in the form of public art or similar, branding the town as a traditional music capital), more meeting places to promote social cohesion.

**A place with sufficient/high quality affordable/private housing** - at least 1,000 new houses, for local people, for temporary workers, on leisure centre site, at Inverlochy Castle Estate, at West End Car Park, at Black Parks, outwith right to buy and letting to tourism market, floating accommodation in loch/canal for temporary workers, houseboats, for the elderly, to retain young people.

**A safer place to live** - better control of anti-social behaviour, 20mph speed limit for residential areas and trunk roads through urban area, shared spaces wherever possible, to bring up children.

**An affordable place to live** - affordable energy prices, affordable housing via more new building, to retain young people, affordable rents/rates for town centre enterprises and school lets by the community, affordable public transport prices.

**A sustainable place to live** - green energy from local renewable sources like hydro-electric, a climate change proofed town, a level of growth that respects the physical and environmental constraints of the settlement, odour free sustainable waste management solutions (not landfill sites like at Duiskey), a higher percentage of personal and business journeys made by (more) sustainable means, a town and wider area network of electric vehicle charging infrastructure, an exemplar low carbon town by 2035 or 2050 (M), energy efficient buildings, little or no traffic congestion.

**A place that hosts interesting and exciting events** - more community and other events.

**A place to learn** - better, locally based training opportunities, adequate nursery, primary, secondary and tertiary provision, 3-18 campus on Blar Mor, more courses at University, crèche at University so single parents can study, apprenticeships in all sectors not just the trades.

**A place that is a focus for the success of the wider Lochaber and West Highland area** – the benefits of growth should be dispersed to surrounding communities such as Spean Bridge (M).

**A place with a diverse economy and sufficient, high quality employment opportunities** - not too dependent upon a few major industrial enterprises or the tourism sector and their fluctuating employment levels, to retain young people, with attractive salary levels and other inducements.

**A place with a plentiful and skilled local workforce** - skills in all sectors but particularly construction.

**A place with an empowered local community** - widespread community land ownership, community stake in renewable energy developments, a prevalent volunteering culture.

**A place with a healthy local population** - pollution (noise, light, air) controlled and reduced (in particular at Corpach port (M), Duiskey landfill, Corpach marina), taking advantage of a safeguarded and improved network of accessible greenspace, a clean place without litter or other fly-tipped waste, more/better allotments and community growing spaces.

#### **Fort William Area Community Council Association:**

Support for a new cultural centre which would be a live music and rehearsal venue. Support for an indoor sports facility/ice rink. Belief that Nevis Centre is too small to fulfil these purposes. Support for an additional civic space and exemplar sustainability projects.

Support for STEM Centre and Hospital proposals. Opposition to installation of a hydro carbon based heating network.

#### **South Lochaber Community Council Association:**

Wants Fort William to be a more physically attractive place so it can compete with rival centres such as Oban. Desire for better infrastructure especially better transport connections.

Supports continued investment in rural communications and better transport access to healthcare. Desire for free car parking, public toilets, local pharmacy and more local facilities for South Lochaber.

Agreement that STEM Centre is critical to the long term success of the region and the need for a new hospital serving Lochaber.

Scottish Water should engage in LDP process and invest in infrastructure where appropriate.

Belief that developers should be encouraged towards brownfield not greenfield sites. Developer contributions should be ring fenced to the local area.

## A Connected Place

**A place with better trunk road connectivity (M)** – unanimous calls for improvements to the trunk road network to be expedited as soon as practicable, it was considered essential that Transport Scotland take forward the STAG appraisal in the next 6 months to ensure that Fort William’s transport issues are properly considered during or in advance of the Strategic Transport Projects Review 2 process (M), lay-bys for HGVs travelling on trunk roads, to support increased construction traffic, A830 improved (Caol Link Road), A82 improved (throughout Lochaber, new link from Rannoch Moor to Fort William via Ben Nevis tunnel, to Glasgow, Nevis Bank junction improved, early priority junction improvements including slip lanes, upgrade of A861 as alternative if A82 blocked, fixed link at Corran Narrows or improved ferry service), tunnels for all important connections to avoid severance caused by at grade routes.

**A place with a better network of facilities for cyclists** - bike storage within all developments and on public transport, changing and drying facilities for cyclists.

**A place with better internet and other information connectivity** – better visitor orientation information in town centre, people should be able to stay locally but connect globally, faster internet connections speeds (all of Lochaber, in parallel with new development, community networks, fibre to door and 4G).

**A place with opportunities to change to more sustainable modes of travel (M)** - inter-modal freight terminal at Corpach, Park and ride facilities at the entrances to the urban area to relieve the primary source of congestion (tourist traffic), all new facilities should be walkable (i.e. they should be within the town centre), convenient and affordable network of electric vehicle charging points.

**A place with a better public transport connectivity (M)** - to Glasgow and Inverness (including rail), to Nevis Range on Sundays, to surrounding rural villages, with greater community involvement, into Glen Nevis, more reliability, faster, better timetabling, hop on/off electric bus connecting tourist and local facility sites (M), a proper bus station, real time transport timetabling information to improve public trust in the reliability of public transport.

**A place with a better active travel network (M)** - new/improved routes: through enhanced green spaces and corridors with attractive outlooks; across mouth of River Lochy; across Lochy at Muirshearlich; along Puggy Line (between Fort William and Nevis Range); across Lochy from Inverlochy Castle Estate to Blar Mor; to alloy wheel plant; to Glen Nevis; to provide safe pedestrian crossing points of A830 at Banavie and Corpach; from Ballachulish to Fort William to provide a safe cycle route; to/from High School – also routes: suitable for all users; segregated; of a good quality surface; with better facilities (Great Glen Way) without mobility barriers; and, not compromised by flood and road schemes.



**A place with an extended public sewerage network** - to connect future development at Nevis Forest to public sewerage.

**A place with a better rail network (M)** - more passing loops, a link to the Highland Mainline at Dalwhinnie, rail freight to/from Corpach and smelter, better rolling stock, better timetabling, a light rail/tram system within the urban area, light rail connections to Glenfinnan, Nevis Forest and Spean Bridge.

**A place with better air connections** - seaplane service connections to Glasgow and Skye, an airstrip, permanent helipads for search and rescue and medical emergencies.

**A place with better water transport connections** - canal and Loch Linnhe water buses and freight movements, more reliable ferry connections to the islands.

**A place with sufficient, well located event parking** - e.g. Blar Mor needed for World Cup Downhill Mountain biking.

### **Appeal for General Transport Infrastructure Improvements:**

The Fort William Area Community Council Association (FWACA) suggests that the major local community concern is the urgent need for transport infrastructure improvements. It asserts that traffic congestion, especially during the tourist season, is already hugely problematic to heavy commercial vehicles, business, emergency services and everyone else. Any proposed Delivery Programme is dependent on transport infrastructure being made fit for the future, and to match the delivery of the projects on the masterplan. FWACA believes that it is crucial that Transport Scotland takes forward the STAG appraisal in the next 6 months to ensure that Fort William's transport issues are properly considered during the Strategic Transport Projects Review 2 process.

Spean Bridge, Roy Bridge and Achnacarry Community Council believe that an upgrade of the A86 between Spean Bridge and Dalwhinnie would be a more cost effective and practicable solution to relieving congestion in the wider Fort William area than a major realignment of the A82. They list the following reasons: a major upgrade of the A82 will be very expensive and therefore unlikely to be implemented; it will take far too long (beyond 2040); the Scottish Government has agreed to dual the A9 in its entirety by 2025 and an improved A86 connection to it would give Fort William access to the dual carriageway/motorway system to the south of England; and, the Coire Glas surplus rock could be used to infill the Loch Laggan section.

### **Road Tunnel linking the A82 at Rannoch Moor to Fort William:**

The Association of South Lochaber Community Councils (ASLCC), comprising Nether Lochaber, Kinlochleven, Glencoe and Glen Etive, Ballachulish and Duror and Kentallen CCs suggest that the key to resolving connectivity is a road tunnel, linking the A82 at an appropriate location on Rannoch Moor, directly to Fort William or its immediate

outskirts. They suggest a route between the vicinity of Kingshouse Hotel near Black Corries Estate and that of lands on the Liberty Estate close to their smelter and proposed alloy wheel factory development, or the Fort William Golf Course.

ASLCC recognises that this proposal is ambitious and costly but justifies it because:

- it will reduce road congestion across Lochaber and a wider area of Highland;
- other countries across Europe have commonly engineered such solutions (a small country like The Faroe Islands have twenty road tunnels);
- a tunnel connection would provide huge economic and social benefits;
- putting a trunk road underground has environmental benefits (particularly in terms of minimising visual impact and air pollution);
- a tunnel road's surface is far less likely to require winter and other maintenance;
- widening or realigning the existing A82 through Lochaber has severe geo-technical, social and environmental challenges because of the numerous physical and other constraints affecting the choice of a suitable alignment;
- widening the existing A82 would require the extensive use of compulsory purchase powers;
- above ground works are very likely to have an adverse visual impact on protected landscapes;
- an above ground scheme would most likely increase the severance within or between communities and reduce the amount of scarce better quality croft land;
- a tunnel route would provide an alternative to the existing A82 during periods of maintenance of the existing A82 thereby reducing congestion, delays and improving emergency vehicle access response times;
- the proposed tunnel route would minimise the direct impacts on existing South Lochaber commercial business and tourist traffic during its construction;
- it will be a major economic driver for Lochaber and the wider Highland region;
- the existing A82 would continue to serve as a nationally important scenic access route, whilst a new tunnel road serves as a commercial artery;
- it will reduce journey times and road miles between Glasgow and Fort William, Mallaig, Inverness and beyond;
- the suggested route is only 17 kilometres in length which is shorter than the Mont Blanc tunnel connecting France and Italy, and as a straight line route, could take as much as an hour off the current journey time to Fort William; and,
- separating heavy commercial traffic from visitor traffic and taking the former directly to industrial locations on the outer margins of Fort William means a measure of congestion could be reduced in other central parts of Fort William where the greater volume of tourist, commuter and shopping traffic accumulates.



## Fort William Area Community Council Association

- Desire for more emphasis on improving active travel networks for example the route between the old and new colleges.
- Desire for more emphasis on rail routes for example more trains to central belt, more freight on rails, a rail halt on Blar Mor, more local trains, more active travel connections, and more marine tourism developments.
- Concern that transport investment prioritisation decisions are likely to be made at regional or national not Lochaber level. Belief that economic growth will be held back by lack of transport infrastructure capacity.

## South Lochaber Community Council Association

- Consensus that improvement of transport Infrastructure is the top priority in and around Fort William. Belief that active travel links in & around the town should be enhanced.
- Support for a frequent community transport scheme which would benefit tourists and locals connecting all local villages not just to Fort William – agreed to add this as an aspirational project in Delivery Programme.

## A Place Facing the Water

**A place with better marine access** - Town Pier improved (for business and tourism, down to MLWS, 120 m longer, THC owned so easier to implement), an even more popular cruise liner destination because of faster and more efficient on/off shore transfers, a town centre marina, retention and improvement of the Camasnagaul ferry route and associated facilities.

**A place with an attractive, seaward outlook (M)** - active travel route along all of waterfront, a more colourful waterfront, the town centre re-connected with the loch (by demolition/redevelopment of town centre buildings), and reduction of the severance and adverse visual impact of the A82 perhaps using tree planting between town centre and A82.

**A place with a productive waterfront** - tidal/run-of-river energy scheme at mouth of Lochy, local economic spin offs of cruise liner visits maximised, underwater diving centre retained/improved, land reclamation (perhaps using surplus Coire Glas scheme material) for housing, commercial uses and/or a new sports/arts/museum/cultural venue on the waterfront, more/better berthing at Corpach port for industrial users.

**A waterfront with safeguarded historic and ecological interests** – in particular at Eilean nan Craobh.

**A place with an attractive and accessible canal-side** – additional/improved facilities.



## Fort William Area Community Council Association

- Support for a new cultural centre that emphasis the area's connections with its water assets (the lochs, river and canal). Concern at potential conflict between industrial and leisure users on the Loch. Support for a harbour authority extending from Corpach to Corran. Belief that income can be generated from cruise ship trade.

### A Place with Collective Ambition

**A new harbour authority (M)** - to cover Lochs Linnhe and Eil to coordinate the many interests/projects and to lead on a Fort William marine tourism plan.

**Community benefit revenue from development proposals** – for example, a common good fund established or more money to community councils to be effective delivery partners.

**Formalised, ongoing communication between all (M)** - required between young people, community groups and public/private agencies - community need to have adequate say on proposals especially Corpach Port expansion which requires careful masterplanning, Glen Nevis and Ben Nevis which needs a Strategic Action Plan to look at enhanced facilities and visitor management, and sports facility design and funding where local clubs need to integrate with public agencies.

**Housing delivery** – a working group of landowners, developers, employers and public agencies required but also joint research on the most efficient and effective way to build on peat (to minimise carbon release but also to reduce costs).

**Redistributed monies for specific delivery purposes** - tax/fees/rates/rents reductions/exemptions for community projects and to revitalise the town centre, a local tourist tax to subsidise an urban electric bus service.

**Avoiding duplication and displacement** - coordinate the location and provision of new/improved facilities so that they enhance rather than unnecessarily duplicate or displace existing provision (marinas, tourist accommodation, tourist facilities, sports facilities, retail outlets, housing).

**Place-making** – via good masterplanning of the bigger projects/sites - involvement of an agency like Architecture and Design Scotland.

**Joint Ventures** – project specific joint venture companies where formal coordination required.



**A FW2040 that results in benefits greater than the sum of its project parts** - cross over benefits between the projects that increase the case for investment from all parties: UHI outdoor education courses using kayaking facility; sports/recreational facilities will promote lower demand for stretched health facilities; a Corpach port intermodal freight facility will reduce HGV congestion on trunk road network; constructing new trunk roads will allow for fibre optic cabling to be installed at the same time; new trunk roads could have new active travel routes incorporated during construction; Caol Link Road could incorporate a tidal/run-of-river energy scheme; mountain medicine could be an enhanced specialism at the New Belford Hospital, an Adventure Tourism degree could be available at the new STEM centre; new/improved indoor/outdoor recreational opportunities will help retain/attract young people; the kayaking facility could be used by the emergency services for training in flood rescue; there will be a district heating opportunity from industrial operations at the smelter site; and, recreational facilities for teenagers within Fort William will reduce anti-social behaviour and improve their health.

### **Fort William Area Community Council Association**

- Request that the list of key projects be revised/augmented to reflect local opinions for example consideration of climate change issues.
- Desire for ongoing and meaningful public consultation. Agreement with need for consultation with young people. Belief that communication between community councils and Council officials has been a problem and should be improved. Request that an annual, weekend day, event to update with progress with FW2040 and a 6 monthly update.

### **South Lochaber Community Council Association**

- Desire for ongoing and meaningful consultation on all issues with all public agencies and stakeholders.

## **Comments from Community Councils on Other Settlements/Areas**

- Kinlochleven needs redevelopment of brownfield land, larger houses, better transport connections and more of an emphasis on tourism.
- Ballachulish needs better engagement with public agencies, a better primary school, more land for housing and more funding for the maintenance of the fabric of the village.
- Duror and Kentallen needs more affordable housing, better public/community transport.
- Glencoe is overwhelmed by tourism and needs more housing for local people and local workers.

Onich/Nether Lochaber needs better transport routes but in particular a new route to bypass the existing A82 and/or better rail and sea access to Fort William, further sewerage investment to increase capacity and to connect in all existing properties.

# Appendix 2 – Summary of FW2040 Consultation 2019

## Eàrr-ràdh 2 – Geàrr-chunntas de Cho-chomhairleachadh FW2040 2019

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### Summary of comments received

#### General Comments

FW2040 should be more clearly linked to the Community Planning process and not seen in isolation. For example, there should be more emphasis on the projects targeting equality and economic development outcomes.

There should be one organisation that is ultimately responsible for driving the Vision for the benefit of Fort William and Lochaber.

Concentrate new development on brownfield sites not greenfield land especially where that has seating to enjoy that greenspace.

Highland Council should produce a Climate Action Plan because Scottish Government has failed to do so – more emphasis on climate change responsibilities – Highland can become a carbon sink and aim at betterment not just mitigation.

Introduce average speed cameras on the A830 between Fort William and Glenfinnan.

Better maintenance of roads when closures planned – e.g. gully clearance.

Broaden vision to make Fort William and wider Lochaber to be A Great Place to Live, Work, Study and Visit. Glen Nevis access issues - Park and Ride. If possible delete reference to 'new trunk road tunnel' (2018 (1))? Expand 2019 (1) Park and Ride ... active travel networks to include specific reference to the importance of developing one of Fort William's greatest assets - The West Highland Railway Line - to its full potential as vital and significant national, regional and local resource. The Line is currently the subject of a major Review headed by Transport Scotland. The recently established West Highland Community Rail Partnership is actively engaged in raising the profile and relevance of the Line in terms of integration with other forms of transport and its importance to the local residential and business communities and the regional economy. New fully accessible local station sites with high connectivity to local active travel and other public transport modes need to be identified along the axis from Glenfinnan in the west into Fort William and out to the east to Spean Bridge/Roy Bridge/Tulloch, and even as far south as Corroul. Glenfinnan and Corroul are currently the major growth stations on the West Highland Line and these stations would define the natural extent for a more intensive 'outer suburban' West Highland rail network around Fort William. Serving the High School, Medical Centre and Blar Mhor



developments would need to be a vital part of this strategy. Perhaps the development of rail should become a completely separate heading in its own right and also cover the potential for transferring and attracting the carriage of freight traffic away from the road network.

## Climate and Ecological Emergency

Energy efficiency and carbon budget needs to be a major consideration for every project.

It sounds good, but bit vague. CO2 emissions need to be a significant part of the designs, plans and implementation. Designing buildings for the future needs to happen now, putting in fossil fuel infrastructure (such as heating systems) lock those emissions in for 20+ years. Designing energy efficiency (passive buildings) and active travel infrastructure from the start is the only way to future-proof the system. Scotland is committed to net zero by 2045, any building that doesn't come up to that standard is designing a problem that will need to be solved, at extra expense, within 20 years. District heating schemes may sound good, but they should come further down the list of options than low energy design/retrofit (passive buildings). Fuel sources for district heating schemes also need careful consideration, with heat pumps (air, ground, water, sewage or other sources) being better than biomass and fossil fuel unacceptable. Biomass is appropriate for retrofits (oil/gas replacement) where the system is designed for high flow temperatures, but they probably shouldn't be installed to new developments. No new heating system should be installed which requires high temperature heat source. Climate change (CO2e) needs to be considered in every decision, with robust analyses, and a future-proofing mentality for every development, change and investment. We shouldn't be building anything that isn't ready for net-zero (currently 2045, probably to be bought forwards) and anything which doesn't meet that goal needs to work now to be compatible. This especially applies to housing, we have so much old stock that needs upgrading we can't afford to build housing which doesn't meet the net-zero target.

Perhaps the place facing water partners need to rethink the plan of welcoming so many cruise ships to the town, as their environmental impact is so high. I also think that the transport needs more emphasis on ecological alternative such as more bike and walking routes. I know cars are a big crutch for people living in the highlands and living without them will be a hard transition. Are there any plans for car clubs, where people can have use of a car from time to time. So glad you're talking about this topic, sometimes it feels like local people have their heads in the sand about it and don't want to acknowledge it. I know many people who would never consider giving up burning coal because they are nostalgic about it. But living in an area where lots of coal is used regularly is really toxic to breathe. I would use the bus services to Glasgow and Inverness more if they were more frequent and got me to Inverness for 9 am but I can't get there in time so I drive or ride share.

I think there must be a real concerted effort to get cars off the road and I applaud this part of the plan. More open space and outdoor areas to stop the requirement to 'drive' out of town would also be ideal. Some of it, for example the Rannoch Moor Tunnel, is absolute fantasy and really shouldn't be part of this plan. It is economically 100% not viable. We really need to concentrate on how we get vehicles off the road and people shifting their mindset from road transport to some other methods. I am from the central belt and find it absolutely baffling that so few people walk or cycle or use public transport as part of their commute. The main issue is apathy rather than lack of facilities. We need to focus on providing attractive facilities however - proper cycle zones, perhaps a rail stance at Annat for BSW/Ferguson's etc workers based there. We also need more and better outdoor facilities for families. Can anyone think of another major settlement anywhere in Scotland that doesn't have a dedicated central park facility? I know I can't. It's bizarre that we do not have one and does the residents a complete disservice. For example, Caol had to provide for their own park and the council facilities at the shore have been allowed to run down or have been removed. There is an almost blinkered focus on providing for tourists rather than those of us who chose to live here. If I want to go to the park with my children then chances are we will go to somewhere else, thus causing more pollution by us having to drive there. It is short sighted to not provide local facilities for local residents. Encouraging outdoor activity and providing for them are absolutely key in making the mindset change that I mention above. 'Let's cycle to the local park' sets the tone for the next generations rather than 'we don't have a park, let's drive to Inverness'.

It should mention implementing district heating, and the need to get new and existing housing and business building stock decarbonised. I don't think developing an airstrip is consistent with climate change and reducing emissions. I would like to see more mention of improved cycle paths. The representative on the stand for school buildings mentioned the pressures of trying to accommodate more children in the local primary buildings such as Lundavra. Could I make a suggestion: that the primary schools could teach in an outdoor environment on a rotational basis (i.e. one day at "forest school" style day per week for every class). This would reduce the need for building more accommodation, and be hugely beneficial for child health, happiness and attainment. This might require partnership between the primary schools and a community garden group, the Nevis Partnership or outdoor education providers.

A continuous seafront walkway and cycle path would certainly do more to reduce road traffic volumes and congestion. It seems to me that the most conspicuous omission from FW2040 is a Lochy Spit cyclebridge from An Aird (or perhaps the western end of Inverlochy). By this I mean a pedestrian/cycle bridge linking An Aird to the south-eastern spit from Caol over the mouth of the river Lochy - constructed by building outward into the rivermouth to narrow the gap and building a light bridge (instead of the once-mooted roadbridge). Then Improve the roadway along the



spit and run a frequent bus service along it It might also be possible to groundwork the spit more extensively and auction the land to finance the bridge. It won't smell delightful going past the sewage works but I see no other way of reducing local traffic between Ft Wm and Caol travelling via the Road-to-the-Isles roundabout than: \* Making Caol a viable walk from central Ft Wm for the fairly fit. \* Making the walk from Morrisons to the postulated Spit bus stop viable for any able-bodied person. If this plan is adopted then the e-bike scheme led by LEG should obviously be expanded to include Caol, and potentially Corpach too. Thank you in advance for giving this idea serious consideration.

Highland Council should take proper account of the environmental and community issues associated with any of the proposed developments. The climate emergency should be at the top of its Agenda and inform everything it does. Some of the proposals are irresponsible: eg 1. The development of a gas terminal in Corpach should not be allowed - apart from the undesirability of encouraging the use of fossil fuels, the required infrastructure would contribute to the existing problems experienced by the community with pollution and noise from the industry already in that area. 2. The proposed new housing development on the Blar, Corpach, should not be heated with gas. Try to improve cycle tracks in the area eg Spean Bridge to Torlundy - start with simple things like putting in a track/pavement from the Leanachan Crossroads to Spean Bridge.

Mitigation and compensation needed for developments which result in the loss of peat; eg. reclamation of degraded peat nearby and tree planting (not on peat); stronger policies requiring new developments to incorporate renewable energy technologies and/or demonstrate high energy efficiency ratings - better than minimum building standards requirements initiatives to tackle fuel poverty in existing sub standard housing stock - eg. EON external cladding identification and retention of places/buildings of local historic and cultural significance (local listings/conservation areas - support with retaining character of buildings eg. sensitive window replacement design, retention of chimneys); interpretation of local features of interest eg. Inverlochy battlefield sites, old station site, old pier. ship - rail transshipment facility at Corpach; improved ship - road transshipment facilities at Corpach need for rail - road transshipment facility and initiatives/policies to move road freight onto rail greater use of canal for movement of commercial freight - transshipment facilities could share with Corpach port? Tunnel between Rannoch Moor and north of Fort William - unrealistic, however the Trunk road network needs significant improvement as a priority - FW is a huge bottleneck affecting commerce and this is now a feature much of the year not just summer tourist season - also significant road safety issues A82 north and south of FW and A830. Nevis Centre could operate motorhome hub - service point - site at one of the long stay car parks at/adj Nevis Centre - provide wash block and laundry facilities in Nevis centre; reinforce existing leisure and cafe facilities; introduce retail opportunity - outlet for local produce/crafts, etc Tourist tax could pay for shuttle bus

linking town, Glen Nevis, Linnhe lochside campsite/holiday park, Corpach, Banavie, Caol Road end, Torlundy & Nevis Range (plus developer contributions from Forest Lodge development at Nevis Range) question sustainability of land reclamation for housing - infrastructure constraints to opening up area east of Tomonie - rail crossings needed provision for sea planes - rather than an airport? policies to set minimum standards for holiday accommodation - (beds in sheds) town regeneration scheme needed to improve appearance of “backs” of buildings facing the by pass and loch, and improve linkages from pedestrianized High St to loch shore, especially around Morrisons roundabout; building refurbishment, better provision for bin storage, improving the vennels through from town to loch shore. improve existing paths from town to housing areas - many of the steps up the back of the town are poor quality and unattractive; also impossible for wheelchairs and pushchairs, and cycling improve/promote the wee ferry from town to Trislaig - add stops eg. Corpach end of canal and/or Linnhe lochside holiday park? Also town to Corran (for Onich), Ballachulish - Glencoe, Kinlochleven? Larger scale wood energy projects - provide district heating schemes Corpach, Caol, Claggan? Review needed of sports and play facilities in the town - to rationalise and improve provision, and ensure provision meets demand and is fit for purpose, and accommodates changing technologies eg. ebikes, electric car charging points.

## Recycling Facilities

Better access to glass bottle banks is required for all houses on the south of Fort William. Something in Upper Achintore is needed.

## Corpach Port Expansion

There is only sufficient demand/need for one major port facility at Corpach and that tidal conditions suggest the optimum location for that facility.

Need for a better interchange between rail and sea for more sustainable freight movements.

The vision is still fit for purpose, but some of the expansion e.g. deep water port and LNG terminal need a lot more discussion before they should be considered further.

## Nevis Forest Additional Visitor Accommodation

Accommodation is novel and interesting and should therefore add to tourism accommodation offer in the area.

## Blar Mor New Hospital

More modern facility but no increase in local health services (it needs increased capacity if FW2040 growth vision happens), disabled parking should be undercover so wheelchair users don't arrive at/leave hospital soaking wet (Great Place to Live).

New build will be more energy efficient than refurbishment of old building. Lochaber's outlying care homes (e.g. at Strontian) should be kept open/expanded to save travel costs/impacts to Fort William for care. New Belford should investigate comparative costs of local provision of health services versus travelling expenses costs (and environmental impacts) of providing those services at Raigmore.

Should be complementary to not a duplication of STEM Centre services (e.g. training).

## Blar Mor Community Uses

New, better school or other community attractor facility (Great Place to Live).

Blar Mor is a central location which should other things being equal encourage more active travel or ebike travel.

## Tailrace

Additional attractor facility for locals and tourists, could become sports hub, using existing natural asset (Great Place to Live).

Low carbon impact because uses renewable energy and natural "facility".

Crossover to outdoor adventure courses at WHC-UHI.

## Energy Network

District heating schemes for new housing (Great Place to Live).

More environmentally efficient to have district or collective heating but must improve building heat efficiency quality standards. Also must be low or zero carbon energy in network. Opposition to any LNG fuel source as not low carbon and high transport costs from source.

## Cruise Ship Reception Facilities

Enhanced marine connectivity, an attractive place for visitors to tie up and increase the length of their stay and spend (A Place Facing Water)

An attractive waterfront active travel route which will encourage non car travel, more waterborne visitors would reduce those coming by road vehicles. Cruise ship funnel gases could be a pollutant but newer more modern ships are more environmentally friendly by design.

More visitor spend in town centre to help revitalise commercial health of town centre.



## Town Centre Waterfront

Will enhance physical environment for visitors and locals thereby increasing pride in the place. Project as currently described is too narrow (should apply to whole urban area waterfront).

Could provide better calmed perhaps single carriageway crossing of A82 which would prioritise active travel ahead of vehicular movements, more waterborne visitors would reduce those coming by road vehicles, proper berthing for cruise ships would reduce their need to run engines to maintain position in loch.

Could provide paddling/outdoor swimming pool at Old Fort as visitor/community facility, Caledonian Canal craft increase would be likely to use waterfront facilities and vice versa, chance of more commercial activity such as seafood shack.

## Fort William Active Travel

Better information for cyclists at Treslaig and Corran ferries. A Connected Place - more reliable journey times for cyclists on national cycle route. Better marked cycle lanes are needed through Lochyside.

Proper off road national cycle route to Ballachulish and on A830 (third of route complete between Mallaig and Arisaig). Need for pedestrian crossing of A830 near Banavie School Modal shift away from car journeys.

## High School Expansion

Education offer could be improved via local artists contributing to pupils skills/training (Great Place to Live).

New rail halt near High School would lead to more sustainable journeys to school. High School should encourage one time plastics use and litter picking.

Better active travel network connections towards school would increase modal shift. Indoor facility could be incorporated at High School.

## Highland Cinema

Significant improvement to wellbeing of community, improved visitor offer because new high quality facility (Great Place to Live).

Cinema will stimulate and energise town centre and this benefit should be maximised.

## Redevelopment of Belford Site

Good location for an attractor facility such as an ice rink (Great Place to Live).

## Upper Achintore Housing

Housing development at Upper Achintore will destroy a peat bog. With a Climate Emergency is this the time to destroy peat which is valuable in carbon capture and long term storage?

## Upper Achintore Community Facility

Will address previously unmet needs of a large community, will build shared, local pride and sense of community, supported by Local Access Panel, need for enhanced play park in area (Great Place to Live).

More active travel to more local facility, new building will be more energy efficient.

Needed for new householders within large, permitted adjoining housing development.

## Primary Schools

If the new/expanded school facilities are accessible to the general public during the evenings and weekends (Great Place to Live).

## Road Improvements STAG/STPR2

A82 bypass is needed urgently, communities need to be better kept informed of difference between short and long term interventions, Caol Link Road to assist economic growth (A Connected Place).

New roads should have active travel routes alongside them. Rail and bus route alternatives – e.g. taking Harry Potter fans out of cars and on to buses and rail to get to and from Glenfinnan.

## Indoor Multipurpose Facility

Important central community focus, should be more of a cultural than sports hub as sports facilities are available at schools, better to relocate shinty pitch to King George V field and co-locate pool and new centre at An Aird but with separate adjoining arts hub, needs to incorporate other attraction facilities like ice rink, needs public agency support (Great Place to Live).

Needs to be in a sustainable location (active travel and public transport accessible). Refurbishing or redeveloping an existing facility would be more sustainable.

## Fixed Link at Corran

A fixed link wouldn't have the same timetabling reliability and resilience issues as the ferry service (A Connected Place).

## **Glen Nevis Congestion Reduction**

E bike scheme, modal shift to better active travel routes and longer diurnal bus timetabling. Linked to other Glen Nevis projects (A Connected Place).

## **Service Point for Campervans**

Further support, linked to Park n Ride, maybe with showers and laundry and more environmentally friendly waste disposal. Supports need for facilities for camper vans so they can dispose of waste effectively. In France there are supermarkets which allow overnight stays in car parks with disposal facilities for free if people shop there.

## **Hop On Hop Off Electric Bus**

Glen Nevis and Fort William should be a place you don't need a car to get around because of good bus, rail and active travel network provision). Modal shift to more sustainable methods of travel (A Connected Place).

## **E Bike Scheme**

Hubs and share scheme all around urban area and Glen Nevis - further support will encourage more modal shift for longer journeys where active travel is not a viable option.

## **Local Tidal Energy Scheme**

Further support especially for sea barrage at Corran Narrows.

## **Better connectivity with Ardgour across Lochs Eil and Linnhe**

Further support - encourage modal shift from long car journeys – better bus service and/or ferry.

## **Ben Nevis A82 Tunnel**

Trunk road tunnel is an absurd idea, both financially (far too expensive) and in practice (compared to many places we have some minor traffic congestion, but nothing justifying that level of solution).

## **New airstrip/airport**

Trunk road tunnel is an absurd idea, both financially (far too expensive) and in practice (compared to many places we have some minor traffic congestion, but nothing justifying that level of solution).

## **Buy/Swap/Sell Lochaber**

Suggestion for Local Exchange facility.

## **Care/Respite Home/Hospice/"Village"/Rehabilitation Centre at Blar Mor or elsewhere within Fort William**

Increased, elderly population in Fort William will need a flat, central place to have their care needs met (Great Place to Live).

## **New Business Park/Industrial Estate**

Local employment opportunities constrained by lack of business/industrial accommodation – particularly for start-ups (Great Place to Live).

## **More Local Rail Halts on Glasgow and Mallaig Lines**

Encourage integrated active and rail travel as far as Corroun and Glenfinnan, particularly need for halt at holiday park at Annat Point. Lower or zero carbon fuels for trains (A Connected Place).

## **Park n Ride facilities to intercept town centre and Glen Nevis trips**

Park n Ride facility and a link to bike share scheme and improved active travel network especially within Glen Nevis (A Connected Place).

## **Bike storage on buses**

Would allow use of national cycle route south of Ballachulish and avoid unsafe section along A82 – modal shift.