



LAIRG

Lairg enjoys an attractive setting by Little Loch Shin, contained by rising land and forestry. Its “gateway” position at the intersection of the Far North Rail Line and cross-County roads has underpinned the development of central Sutherland’s largest service, transport and employment centre. The hydro-electric dam, distribution depots, auction mart and railhead; and the range of community facilities, emergency services and commercial businesses are testament to a diverse local economy. Considerable recent investment has been made in a Community Centre, Health Centre, local Learning Centre and the Visitor Centre is earmarked for refurbishment. Major safeguards by Scheduled Ancient Monument designation protect the exceptional archaeological remains and trail at the Ord. A site is needed for a new Police Station and local priorities include refurbishment/extension of the Showground at Ferrycroft. The water and waste water systems have sufficient capacity for growth.

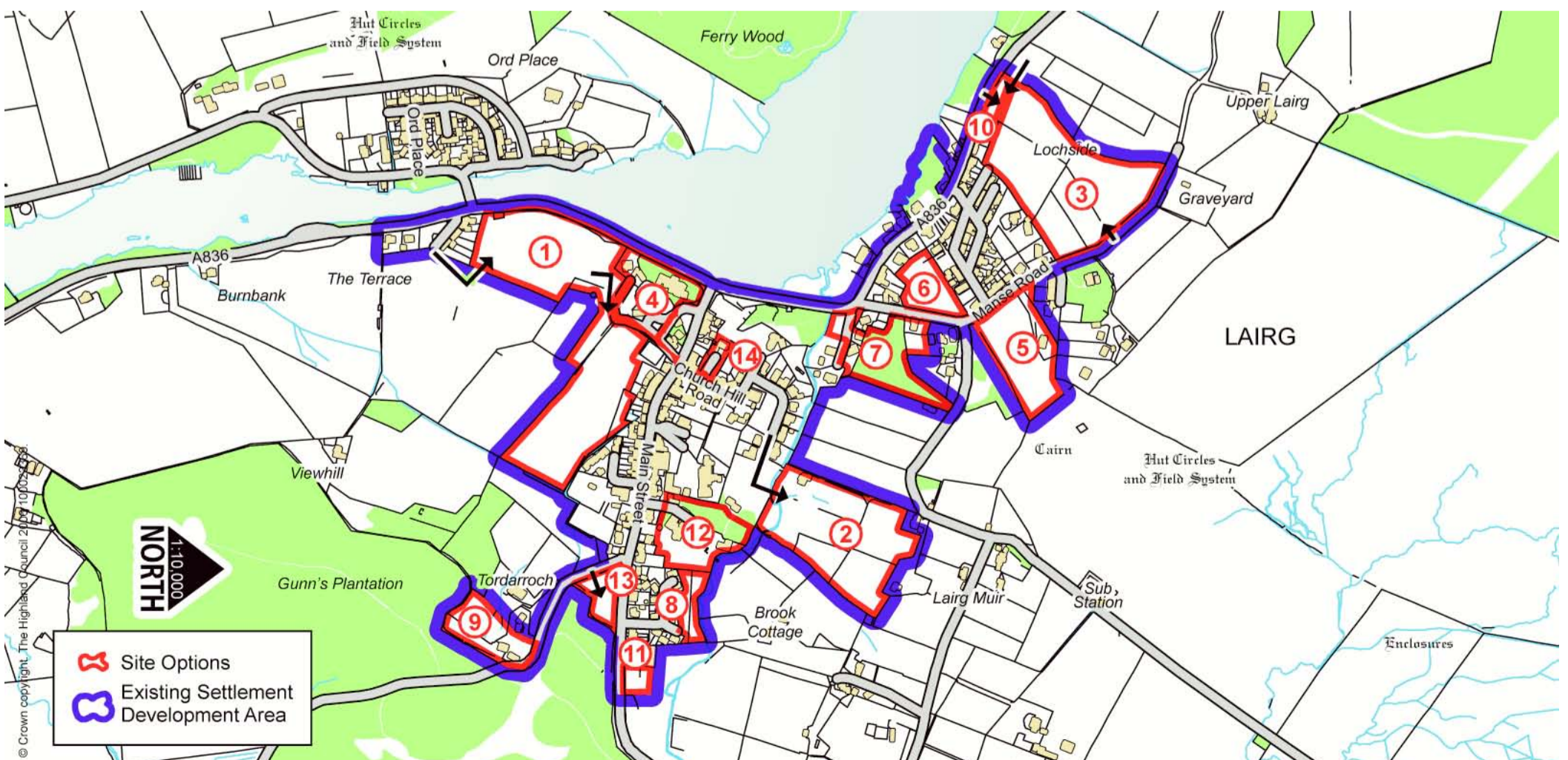
The priorities at Lairg are to maintain the momentum of economic and physical regeneration. There are important opportunities to revitalise the village further by promoting redevelopment/refurbishment of derelict land/property at prominent and high profile locations; and to consolidate the settlement by extending the choice of housing land where sites are available for development and capable of connection to services. The opportunity arises also to consider the main options for village expansion. These involve areas adjoining Lairg, to the:

- south – “backlands” between the caravan site and former Sutherland Arms and extending towards the Black Bridge;
- north-west – south facing slopes descending from the cemetery/church to the A836;
- north-east – higher ground extending out beyond the school and the allocated lands towards Lairg Muir.

Scope exists to identify a preferred direction for growth or to phase development in one or more of these locations.

KEY SITES - Lairg

1. south-west of Main Street / between caravan site / former Sutherland Arms/ Black Bridge	7.7 ha. - housing	“backland”, south facing, close to facilities, access A836/Main Street adjacent tennis courts/former Hotel, planting, safeguard playing field. Agreement required in relation to land in agricultural use, particular landscape impacts alongside A836
2. north of Milnclarin towards Lairg Muir	4.2 ha. - housing	access from Milnclarin/ Manse Road/possibly back road. Potential to assemble further land
3. north-west of Lochside	5.1 ha. - housing	scope to phase development, pedestrian links
4. former Hotel / outbuildings	1.7 ha. - mixed use / business / housing	redevelopment / refurbishment, access by the tennis courts
5. north of Manse Road	2.0 ha. - housing	
6. west of Manse Road	0.9 ha. - housing	
7. east of Manse Road	1.1 ha. - housing	
8. north of Clash Breac	0.5 ha. - housing	infill, burn set back
9. Builnatobernich	1.2 ha. - housing	improve access / further infill potential
10. west Lochside	0.5 ha. - business	off A836
11. adjacent to Post Office depot	0.2 ha. - business / industry	
12. former Laundry	1.6 ha. - business / industry	redevelopment
13. opposite Fire Station	0.5 ha. - housing / business	
14. west of Church Hill Road	0.2 ha. - business / industry	complete business premises



LAIRG STATION

Lairg station is a strategic rail freight and commuter halt in Central Sutherland, located where the Far North Rail Line intersects the A836. This is a major distribution/transshipment point which combines important depot space, fuel bunkering, auction mart and offices. Adjoining land could enable expansion of business opportunities or additional back-up space to be developed.

KEY SITES - Lairg Station

1. Auction Mart site	27.5 ha.	consolidation of existing, interpretation
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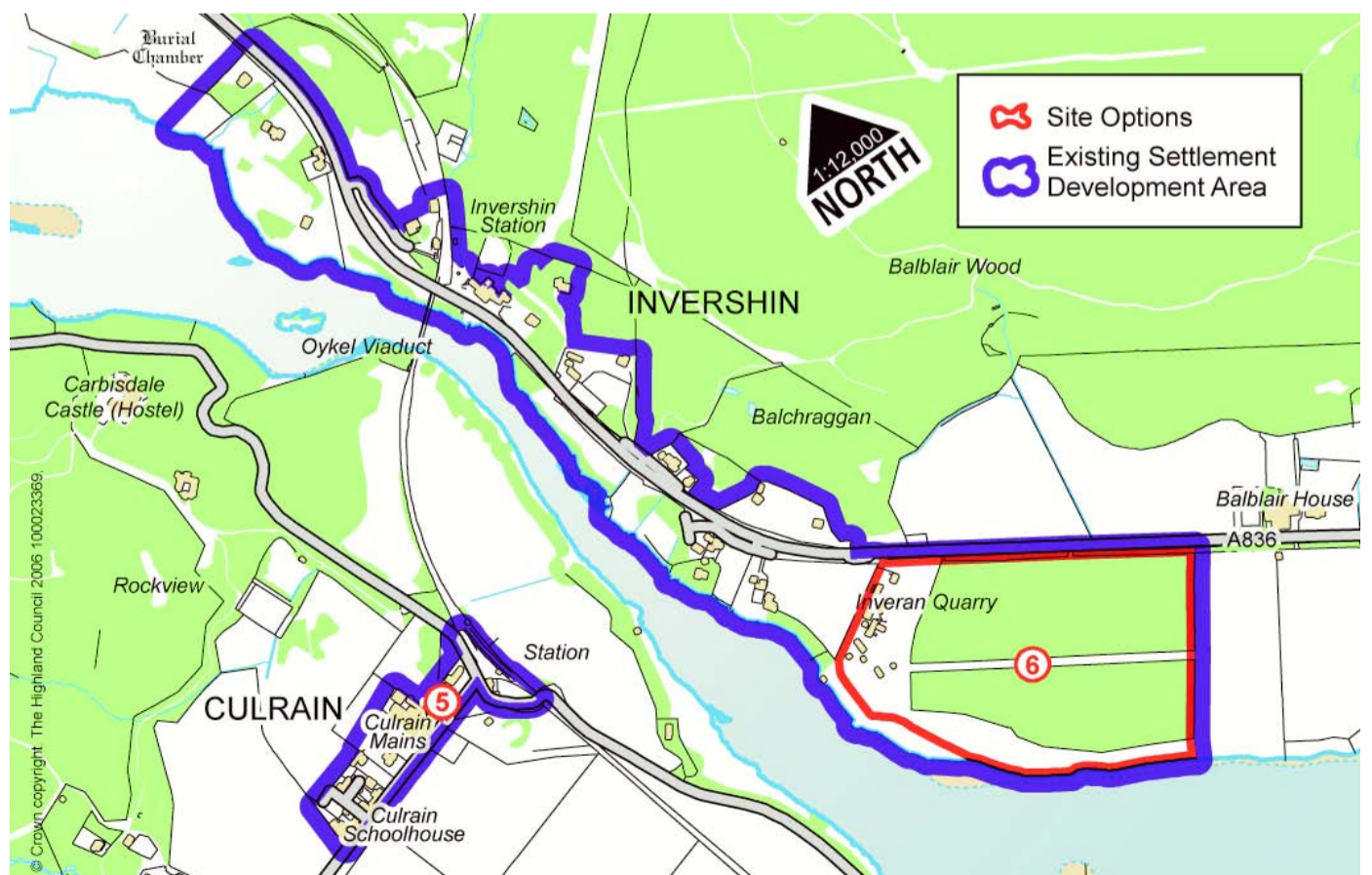
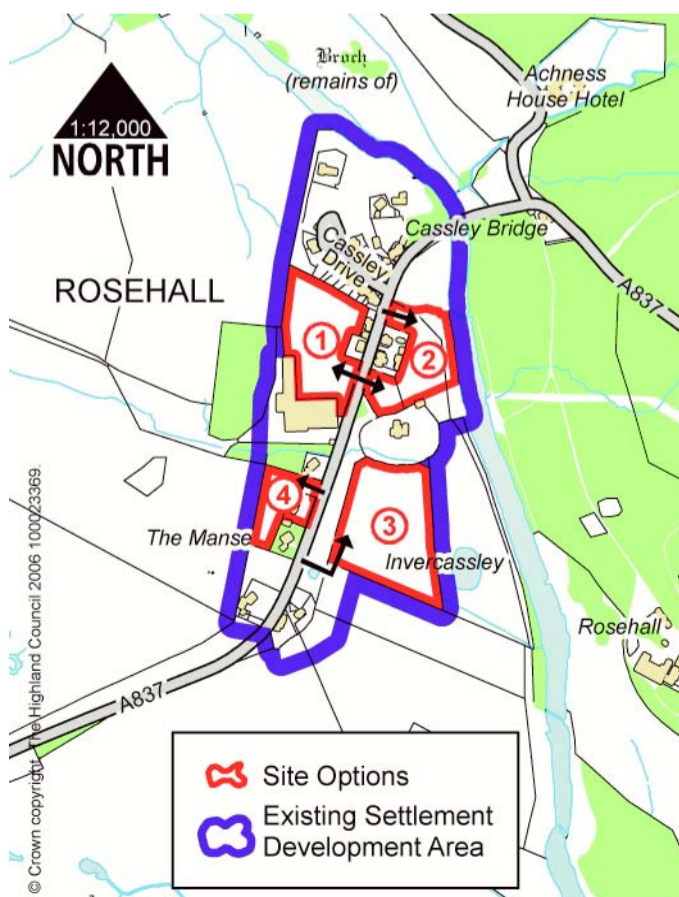
Landscape assets and recreation (above: Shin Falls, Lairg)

ROSEHALL, CULRAIN AND INVERSHIN

Rosehall, Culrain and Invershin are small centres sustaining important local facilities. The tight settlement form, local amenities and limited scope for consolidation are important factors. Development should avoid land susceptible to flood and meet access standards. There are local constraints arising from limitations in water/drainage services. In addition, consideration should be given to safeguarding trees at Rosehall, the open character of adjoining land at Culrain and the setting of Carbisdale Castle, and avoiding a proliferation of new access onto the A836 through Invershin. Priority should be given to identifying key sites in these communities.

KEY SITES - Rosehall, Culrain & Invershin

1. rear of the Post Office,	1.4 ha. - housing	
2. opposite Post Office,	1.7 ha. - housing	
3. east of the road, Rosehall	0.9 ha. - housing	
4. west of the road,	2.9 ha. - housing	
5. west of the Hall, Culrain	0.9 ha. - housing	
6. former Balblair workings, Invershin	0.2 ha. - housing	scattered / dispersed form

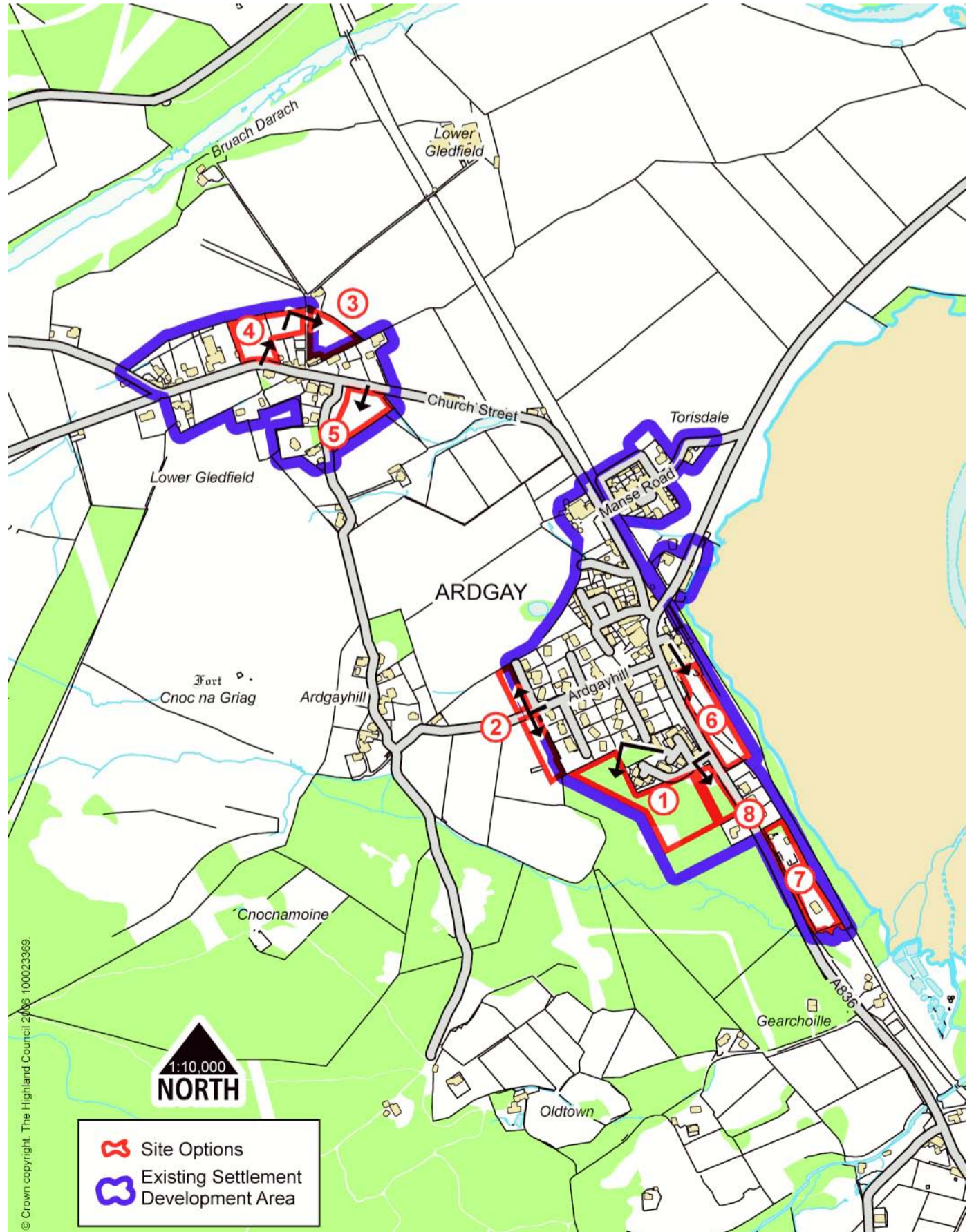


ARDGAY

Located adjacent to the A867 and Far North Rail Line, Ardgay occupies a pleasant position overlooking the Kyle of Sutherland. The village is substantially east facing, clustered around a focal point of community facilities and redevelopment opportunities including the former filling station; and embraces Lower Gledfield to the north-west where the recently upgraded primary school is located. The rail infrastructure is vital to village prospects and underused ground within the rail yards could offer scope for freight/business development, commuter facilities and environmental improvements. To the north and west open farm and woodland including Ardgay Hill, protect the identity and setting of the communities. Piecemeal development should be avoided between Ardgay and Gledfield, and there are difficulties in forming access over the railway. The extensive fields stretching towards Bonar Bridge, within the flood plain and the National Scenic Area could accommodate a new playing field, accessible also to the community at Bonar Bridge. Shared “youth” facilities might also be pursued at a suitable location within either village.

Land allocated for housing to the south of Ardgay, adjacent to the Community Woodland and held below the overhead lines, remains undeveloped; and further opportunities to consolidate at Lower Gledfield involve land above the raised beach. The layout of the village - including scope for clusters/courtyards of homes, a variety of plot sizes and adopted roads - should be reflected in future development. There are limitations in the capability of the water supply distribution network, due largely to the capacity of the pumping station. There is concern about the viability of local services and land for local business/enterprise needs to be identified in addition to South Bonar Industrial Estate

KEY SITES - Ardgay		
1. south of Oakwood Place	2.4 ha. - housing	avoiding the Community Woodland. Ground rises gently from east to west and is partly wooded
2. adjacent to Ardgayhill Road	0.8 ha. - housing	between existing housing and a power line. Access from Ardgayhill road
3. north of Church Street	0.6 ha. - housing	close to local amenities and the Primary School. Access and visibility constraints
4. adjacent to Primary School, Lower Gledfield	1.0 ha. - housing	flat and close to the Primary School
5. south-east of Lower Gledfield	0.7 ha. - housing	overhead lines along the eastern edge of the site. Flat, close to local amenities and the Primary School
6. Ardgay Railway Station yard (north)	1.3 ha. - business / industry	suitable for small business units
7. Ardgay Railway Station yard (south)	1.2 ha. - business / industry	suitable for small business units but would require relocation of the Council depot
8. south of Oakwood Place	0.6 ha. - business / industry	frontage to A836, tourist uses



(top: Local services
middle & bottom: renewal opportunities) Ardgay

BONAR BRIDGE

Bonar Bridge lies on the east side of the Kyle of Sutherland and enjoys a fine westerly aspect and views, within the National Scenic Area. Dominated by its imposing bridge, attractive Main Street, angular street pattern and compact form, the village is an important service, tourist and route centre. A new community day-resource centre and health centre have been built; and a community hospital with specialist facilities is earmarked to replace the outmoded facilities at Migdale Hospital. The pronounced linear form and gently rising land to the west indicate that the main options for expansion lie to the north and south of Migdale Road. Land to the south is presently committed as the preferred direction for development including the potential for up to 90 houses for which access from Cherry Grove extending through to Migdale Road eventually, must be reserved; and further areas towards Sworddale which could give the settlement a better balance in the landscape. Emphasis should be given to restoring the overriding development pattern and orientation of the village. Land capable of giving choice for local business should be identified, preferably sites adjoining the main road network and suitable for service uses. Opportunities might exist to pursue shared community facilities with Ardgay, including a new playing field and “youth” facilities. Capacity exists in the Waste Water Treatment Works for growth although water supplies are severely constrained in terms of storage capacity and distribution.

KEY SITES - Bonar Bridge		
1. Cherry Grove	4.8 ha. - housing / community uses	Cherry Grove Framework Plan, access reserved through to Migdale Road and Sworddale
2. south of Cherry Grove	2.3 ha. - housing	access via Cherry Grove
3. Sworddale	5.6 ha. - housing	planning permission for 4 plots, low density
4. east of Am Mhuilin	0.3 ha. - housing	access reservation, S75 agreement
5. Am Mhuilin	0.4 ha. - housing	outline planning permission for 4 houses
6. west of the school	0.9 ha. - business	
7. north of the village	0.2 ha. - business	off A836, subject to availability

SOUTH BONAR INDUSTRIAL ESTATE

The Industrial Estate - located beside the A836 between Ardgay and Bonar Bridge – supports important local enterprises and recycling facilities. Enhancement work presents an opportunity for redevelopment/refurbishment, in accordance with the technical advice set out in the approved Development Brief. Any expansion at this location would be subject to the pre-requisites of land raising and drainage improvements. Relocation of the Fire Station should be an objective, and local sites with “business” potential may offer scope for investigation.

KEY SITES - South Bonar Industrial Estate		
1. South Bonar Industrial Estate	0.6 ha. - business / industry	approved Development Brief (2005); foul drainage connection, anti-flood design/land-raising, redevelopment including coalyard



Linking provision of homes and jobs (above: Bonar Bridge)

