



**NORTH WEST
SUTHERLAND
LOCAL PLAN**

Written Statement
Adopted Plan

£15

May 1987

Highland
Regional Council

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PREFACE

Purpose of the Plan

- A. The Regional Council has a statutory responsibility to keep its Development Plans up to date. The Local Plan deals with economic and social factors likely to affect the development and other use of land. It must conform with the provisions of the Council's Structure Plan as approved by the Secretary of State. The Plan has three main functions as described below.
- B. Firstly, it helps to co-ordinate public sector investment proposals. These are developments by the Regional Council, District Council and statutory undertakers which are programmed during 1984-90 and for which sites have been identified. Local Authority proposals are contained in the Financial Plan, Transport Policy and Programmes (TPP) and Housing Plans prepared by the Regional and District Councils. These documents set out priorities which are submitted to the Secretary of State and reviewed annually. The dates and costs shown against proposals are therefore indicative only. In the event of a proposal being abandoned by a public agency, the Planning Authority will normally approve applications for development of the site which embody the same use or users.
- C. Secondly, it sets out guidelines for the private developer in the form of policies. Some development control policies apply throughout the Local Plan area. Others identify specific sites which are considered to be suitable for development, but where there is no commitment to implementation within the Plan period. This includes all development by the private sector, and public schemes scheduled beyond 1990. In situations where the Council considers that further action or discussions are required to secure particular objectives, the Plan makes appropriate recommendations.
- D. Finally, the Local Plan provides an opportunity for the public to be involved in setting the framework for development in their area (see para. G).

Plan Format

- E. The Plan consists of a Written Statement which sets out the Council's assessment of needs and opportunities throughout the area, together with the Proposals Map, which shows those parts of the area in which proposals, policies and recommendations will apply. Symbols on the map denote the kind of land use, and number of the appropriate paragraph in the Written Statement. A related small-scale Analysis Map shows some of the background factors which the Planning Authority takes into account when considering planning applications.
- F. Planning applications on land not covered by the proposals and policies contained in the Local Plan will be considered on their merits. In such cases, the Planning Authority will normally seek to ensure consistency with the pattern and character of existing uses in the area concerned. Applications which depart significantly from the approved Local Plan require to be advertised in the press, and a period of 21 days is allowed for representations to be made to the Council.

Consultation and Participation

- G. The Council published a draft Plan in December 1983 as the basis for consultations with a wide range of agencies and the general public. Public meetings were subsequently held in Lochcarron, Poolewe and Torridon (an informal meeting was also held in Applecroes) to discuss the Plan's contents. Further information on the comments received can be found in the Statement of Publicity, Consultation and Representations. This also sets out the changes agreed by the Regional Council in relation to this Final Draft.
- H. A Final Draft Plan was published in August 1986 and objections invited over a six week period. One objection received was carefully considered by the Council and its response is incorporated in the statement of publicity and consultation.



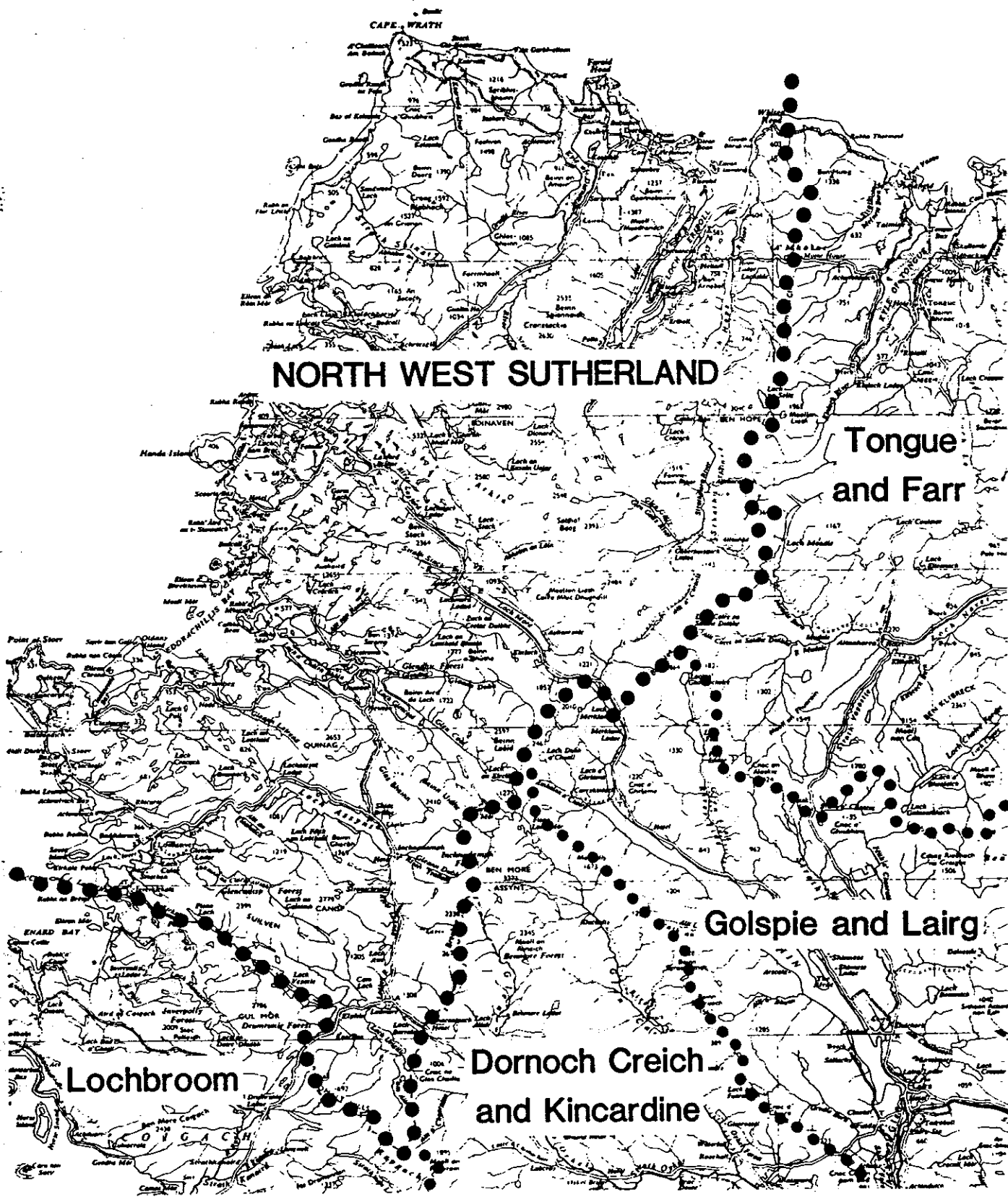
CONTENTS

	PARAGRAPHS	PAGES
1. INTRODUCTION Roimh Radh	1.1 - 1.9	1 - 4
2. THE AREA AS A WHOLE An Sgìre Air Fad	2.1 - 2.38	5 - 24
3. LOCHINVER AND ASSYNT Loch An Inbhir Agus Assaint	3.1 - 3.56	25 - 55
4. SCOURIE Sgobh Airidh	4.1 - 4.25	57 - 69
5. KINLOCHBERVIE Cean Loch Biobhaidh	5.1 - 5.56	71 - 100
6. DURNES Diuranais	6.1 - 6.41	101 - 120

Appendix I Summary of Proposals

Appendix II Summary of Major Land Allocations

Appendix III Development Control Policies (Separate)



North West Sutherland and Neighbouring
Local Plan Areas

1. ROIMH - RAOH

INTRODUCTION

INTRODUCTION

Existing Plans

1.1 The current North West Sutherland Local Plan was adopted on 17th April, 1980 and contains proposals for the period upto 1984. Adjoining plan areas are:-

- (1) Tongue and Farr (adopted April 1980 - under review);
- (2) Dornoch-Creich-Kincardine (adopted January 1984);
- (3) Golspie-Lairg (adopted July 1983);
- (4) Lochbroom (adopted March 1986).

The Local Plan Review

1.2 Work began on the new plan in August 1984. It covers the Community Council areas of Assynt, Scourie, Kinlochbervie and Durness. A comprehensive review of planning provisions is being made with the intention of repealing and replacing the existing plan during 1986-87. The new plan will cover the period up to 1990-91.

Background

1.3 Extending to some 180,000 ha. the local plan area comprises the extreme north-western seaboard of the Highland Region. The Moine Thrust zone encroaching onto Cambrian Ordovician limestone and the Lewisian gneiss and Torridonian sandstone masses represent a classic geological system which forms a base-ment for richly contrasting landforms and scenery. Ben More Assynt, the Arkle and Foinaven ranges and Ben Hope lie at the heart of a spectacular mountainous interior. This gives way to more gentle uplands towards remote Cape Wrath and the Naval bombardment range in the north; and extensive tracts of uncompromising lochan-studded territory further south. Here the solitary pinnacles of Canisp, Suilven and Quinag rise in splendour above the gneiss. The bulk of the area consists of Estate managed sporting lands and extensive conservation designations. North-West Sutherland's coastline is renowned for its diversity of scenery and habitat, with magnificent beaches, dune and machair, cliff and headland interchanging over short stretches.

1.4 There are relatively direct communication links within North West Sutherland, and with adjoining areas. Continued upgrading of this network, including the Kylesku Bridge crossing, has helped to offset the drawbacks inherent with remoteness. Sheer distance from centres however, and high transportation costs fundamentally affect the areas economy.

- 1.5 This is dominated by the primary and service sectors. Climate and geology restrict the more productive land to limited pockets on the coast and along the main fault line. These localities support a sizable landward community and important crofting and sheep farming interests. Local service centres at intervals on the main road system provide a basic range of tourist facilities. Particular benefit however, is derived from proximity to the prime fishing grounds off the west coast. The major ports of Lochinver and Kinlochbervie have handled rapidly increasing catches in recent years and are capable of considerable further development. The past decade has also witnessed a progressive build-up of fish farming enterprises to supplement this activity. With the greatest potential for additional jobs likely to accrue from further development of port activities, Lochinver and Kinlochbervie are expected to accommodate the bulk of the areas housebuilding requirements.
- 1.6 Longstanding depopulation trends now show signs of abating in terms of the area as a whole. The population stands at approximately 1,850. While this represents no further overall loss since 1971, a marked decline in landward areas continues to undermine service provision and the viability of communities in their own right. Notable cultural features include a relatively strong representation of Gaelic speakers (almost 25% in 1981).

Structure Plan

- 1.7 The Council's Structure Plan identifies the key issue in the Highland Region as a scarcity of employment rather than land. It sets out general policies which are applied to specific sites or areas by local plans. An alteration to the Structure Plan was approved by the Secretary of State in 1984. No fundamental changes are expected in the overall settlement pattern of the North West Sutherland area during the next 10 years. The main priorities envisaged are:-
- (a) to create a net increase of some 55 jobs by promotion of the areas natural resources notably through continued development of the fishing and tourism industries;
 - (b) to cater for additional housebuilding, including present local demand for approximately 53 houses;
 - (c) to improve key elements of the area's infrastructure.

National Planning Guidelines

- 1.8 The Local Plan must also relate the strategic considerations of the Governments National Planning Guidelines to local circumstances. These were introduced in 1977 and revised in 1981. They identify issues of national importance and the appropriate planning procedures which may involve determination of application by the Secretary of State. The most important guidelines in the context of North West Sutherland relate to Agriculture, Forestry, Nature Conservation, Landscape, Recreation and Tourism.

Issues

1.9 The main issues with which the plan is concerned are:-

- (1) expansion of port facilities at Kinlochbervie; the development of essential back-up land for ancillary activities; and the promotion of related employment potential;
- (2) development of port infrastructure at Lochinver;
- (3) identification of land in Lochinver and Kinlochbervie to meet increasing housing requirements within the 5-10 year period;
- (4) measures to overcome significant infrastructural deficiencies notably in relation to roads, water and sewerage, and refuse disposal;
- (5) further promotion of the areas tourist assets;
- (6) reconciling the areas wealth of conservation designations including National Scenic Areas with local development needs.

The provisions of the plan are therefore intended to update and develop the basic principles set out in the Council's first Local Plan for North West Sutherland.

2. an sgìre air fad THE AREA AS A WHOLE

INTRODUCTION

2.1 This section of the Plan deals with matters and issues of national and regional significance, or those which affect more than one part of North West Sutherland. Changes at local level are dealt with in subsequent sections covering the following localities:-

Section 3: Lochinver and Assynt

Section 4: Scourie

Section 5: Kinlochbervie

Section 6: Durness.

POPULATION AND HOUSING

People and Settlement Strategy

2.2 Overall population stands at approximately 1,850 persons. This level was maintained between 1971-81, although important spatial and structural changes took place during that period. In general, the southern and coastal parts of North West Sutherland have tended to gain population, with corresponding losses in the north and landward margins. The underlying trends in terms of population structure are more favourable, with a significant increase in the proportion of young adults for the area as a whole. This reflects improving job opportunities and enhances the area's capability to regenerate its own population. However, a fifth of the population of North West Sutherland is aged 65 or over, more than twice the Regional average. The higher death rate will therefore continue to hold down total population levels during the plan period. However, it is anticipated that the area's age profile will continue to improve. Current trends in the distribution of population are unlikely to change, with the Lochinver and Kinlochbervie areas experiencing significant growth.

POLICY: The Council's basic concern and objective is to encourage development where this enables jobs, population and services to be maintained and improved.

Housing - General

- 2.3 Responsibility for housing rests with the District Council. Their priorities are set out in Housing Plans, based upon annual financial limits set by the Government. The total housing stock comprises approximately 1,030 dwellings. However, almost 30% were unoccupied at the time of the 1981 Census. Known second and holiday homes numbered more than 16% of the total stock. Such high levels emphasise the predicament of local needs in remoter areas. The District Council has recently commenced a scheme in conjunction with Shelter, which aims to identify empty property for short-term letting to people on the housing waiting-list.
- 2.4 Approximately 150 new houses have been added to the stock since 1971. The majority of these have been built in or around the principal settlements. As in most West Coast communities, the proportion of public sector housing is relatively low (15%), and subject to erosion by sales to sitting tenants. The local authority waiting-list contains approximately 80 names. These reflect a requirement for a range of general needs, small households and specialist accommodation. The District Council have a tentative programme of 38 new houses, principally at Lochinver and Kinlochbervie, during the period up to 1990.

POLICY: The Regional Council will encourage consolidation of housing and related uses in those communities where policies RS3 and RS4 are applied in the plan. Housing policies RS2 and RS5 apply where development opportunities comprise mainly infill sites, together with redevelopment and improvement of properties.

Housing - Specialist/Economic Expansion

- 2.5 40% of the waiting-list require specialist accommodation, including sheltered housing and alternative small housing units. This demand may be met by the public or private sector. Both Kirk Care Housing Association and Albyn Housing Society have expressed interest in building at Kinlochbervie. The latter may include provision for essential "key worker" accommodation in association with projected port-expansion requirements.

POLICY: The Regional Council supports the provision of sheltered, amenity and other specialist accommodation in communities where a viable scheme can be achieved. Sites in close proximity to community facilities are preferred.

Private Housebuilding

- 2.6 Approximately 6 houses per annum have been erected by the private sector during the past 5 years. There is no speculative building in the area, most dwellings being erected to order on one-off sites. Where new housing is erected incrofting communities, it is important to avoid the better in-bye land and ensure siting which matches the characteristic pattern of each township. The Councils objective is rehabilitation of townships and maximum use of the associated land. Elsewhere detailed siting should be carefully considered in relation to ground conditions, access, drainage and to achieve reasonable separation between dwellings.

POLICY:

The Council has adopted a general policy for the development of Housing in the Countryside (RSl). This will be applied throughout the area, except in the main settlements and on land specifically identified for other building purposes in the plan. Well-designed single houses in landward areas are normally acceptable where:-

- (a) they occupy sites of negligible agricultural value;
- (b) are not visually prominent;
- (c) do not require inordinate public expenditure; and
- (d) help strengthen the social fabric of rural areas.

Housing Improvement

- 2.7 The District Council has responsibility for the problems of sub-tolerable property in the private sector. At the time of the Census, 10% of households were without exclusive use of a bath or indoor W.C. Grants are available to private householders to improve their houses. The District Council also operates a programme of modernising their own stock within the limits of Government financial guidelines. Such restoration work gives a substantial lift to the appearance of communities and is an important source of employment for local tradesmen.

POLICY:

The Council supports the efforts of the District to identify substandard housing and promote the use of improvement grants by householders.

INDUSTRY AND COMMERCE

Prospects and Strategy

- 2.8 Further to their Structure Plan, the Council anticipates the need for an additional 55 jobs to be created throughout the area during the period upto 1991. This target relates primarily to the projected natural increase in the local labour force (which currently numbers approximately 600 persons). Some 110 people were unemployed in North West Sutherland in June 1986. The main potential lies in the fishing, fish-farming and tourism/service sectors.

Agriculture and Crofting

- 2.9 A significant part of the Local Plan area is devoted to crofting and hill farming use. However, less than 1,000 ha. comprises arable land, primarily C quality. Notwithstanding the harsh conditions, agriculture remains a vital local employer and is particularly significant in social terms, helping to sustain the areas dispersed settlement pattern. Scope exists for improvements to basic infrastructure (drainage, fencing, re-seeding, shelter planting and access) stocking and marketing, with spin-off for contracting and related services. The Regional Council has no direct powers in relation to rural land use change, but is continuing to use its influence to encourage development of resources in an integrated manner. In conjunction with other development agencies, the Council has been pursuing for an Agricultural Development Programme through the Government and the EEC. The package of measures recently announced for island communities will not benefit marginal agricultural areas on the mainland.

POLICY:

The Council will continue to safeguard land capable of important agricultural production, including land of poorer quality essential to the viability of one or more holdings.

POLICY:

The Council will encourage communities to take advantage of any Development Programme measures which become available in future years.

Forestry

- 2.10 Approximately 1,350 ha. of land is presently occupied by commercial forestry. This is an extremely small area in comparison with most parts of Highland Region. Substantial parts of the area are climatically and physically unsuited to planting. Other constraints to large-scale planting are the extensive conservation designations and other land use interests. The HIDB and Forestry Commission in conjunction with the Crofters Commission undertook a survey of the northern part of area in 1980 which identified some plantable land, primarily in sheltered parts of the Cape Wrath and Loch Hope area. Much of this occurred in inaccessible and fragmented pockets. The Forestry Commission own 1,068 ha. of ground with less than 1% presently planted. The Commission are retracting their limited operations in North West Sutherland. Only a further 600 ha. is expected to be planted during the next 5 years with the remaining holdings being declared surplus to requirements. Unlike other parts of Sutherland, the Local Plan area is unlikely to experience any significant level of afforestation in future years. Substantial benefits could be achieved however from the introduction of smaller plantations and shelterbelts in many parts of the area.

POLICY:

The Council will encourage further afforestation of land; where:-

- (a) this is compatible with other uses and local amenity;
- (b) it will help to maintain employment and the visibility of local communities;
- (c) it is important to the maintenance and development of wood-processing industries.

Fishing

- 2.11 Fishing and related activities are key elements of the local economy. Landings, predominantly of whitefish, are centred on the areas principal harbours at Kinlochbervie and Lochinver, which had a combined catch value of £16.5 m. during 1985. Shellfish landings at the several smaller harbours in North West Sutherland have increased substantially in recent years. The bulk of the catching fleet is drawn from East Coast ports. However, there are now 29 locally registered boats employing up to 92 men. The fishery resources off the Highland Region are a major local and national asset which the Council is anxious to develop in the context of the new EEC Fishery Regime. Major investment proposals are dealt with at paras. 3.21 and 5.19-20. The Council is also actively pursuing downstream port development opportunities with a view to maximising "added value" and employment related to landings. A major study of the twelve most important ports was recently undertaken to help provide guidance on future port infrastructure requirements. The Council is following this with a review of the smaller piers and harbours.

POLICY: The Council wishes to promote the development of Lochinver and Kinlochbervie as major fishing harbours, and will continue to support improvements to their infrastructure in concert and consultation with port users, community interests and public agencies.

Fish Processing

- 2.12 Present fishing operations provide an important input to the areas economy, primarily through essential servicing requirements. The bulk of landings are however transported directly out of the Region for processing, with comparatively little spin-off benefit accruing locally. Processing is a labour intensive activity and notwithstanding the small-scale of existing operations at Lochinver and Kinlochbervie, gives valuable job opportunities. A number of additional prospects seem likely to go ahead once suitable sites and/or premises become available in these areas.

POLICY: The Council will encourage the development of suitable forms of fish processing and will endeavour to identify land where such activities could be established without detriment to local amenity.

Fish Farming

- 2.13 Fish farming has become firmly established in North West Sutherland during the past decade. Enterprises geared primarily towards the large-scale production of fin-fish operate major hatcheries at Loch Veyatie, Allt an Uamh, Glen Learraig, Duartmore and Geisgill. On-growing cage facilities are now established in the majority of sheltered sea lochs and freshwater sites. Most of the potential marine sites identified in the late 1970's by the HIDS and SFIA have been taken up. Seabed leases have been issued for additional areas and technological progress is gradually increasing both the scale and durability of operations. Small scale shellfish cultivation has been established at Lochs Beag and Eriboll in recent years.
- 2.14 The planning authority's locus relates to the onshore buildings and operations associated with fish farming, and through controls over adjacent developments which could prejudice operations, for example by pollution. Careful siting of marine operations is needed in such a scenically important area. The Council is also aware of concern about fish farming by salmon netting interests. The legislative framework needed to reconcile these and other activities is not available at present. It is not the intention of the Planning Authority to promote fish-farming at the expense of other established interests. Planning control over fish farms extends only as far as LWMOST and operators are advised to ensure that all other appropriate permissions/agreements have been concluded with relevant interested parties before operations commence. Development below the low water mark requires a lease from the Crown Estates Commissioners. New consultation and advertisement procedures come into effect during 1986 regarding applications for such leases. A wider need also exists for concerted action at national and international levels to help sustain wild salmon stocks.

POLICY: The Council wishes to encourage further development and consolidation of fish farming activities in the local plan area (see Area Sections).

Sporting Interests - Angling and Red Deer

2.14 (a) Sport fishing and deer stalking are important in revenue and employment terms to the landward area. A number of Estates manage river beats principally in the Kirkaig, Inver, Laxford, and Dionard catchments, together with numerous hill lochs. The major deer forests - Glencanisp and Reay - are located in the south of the area. The Red Deer Commission has statutory responsibility for the species. There are approximately 7,500 deer in North West Sutherland at present and the average cull is estimated at 500 per annum. Stalking provides full-time employment for 12 men and additional seasonal jobs. The market for venison remains geared largely for the continent and strong efforts are being made to improve quality standards and contain costs. Deer farming is likely to assume increased significance in future years.

POLICY: The Council will encourage measures to develop the area's sport fishing and deer resources.

Minerals

2.15 There are major deposits of bulk minerals suitable for aggregates and general constructional requirements. Massive quantities of limestone occur predominantly in the Durness-Eriboll area, and sand and gravel deposits exist in considerable quantities at An Faraidh and in Strathmore. Marble and syenite outcrop locally along the line of the Moine Thrust. Environmental constraints and commercial viability militate against the prospect of these reserves being worked in the short term. With the exception of the winning of sandy material at Loch Innis (Kinlochbervie), there are presently no significant mineral workings in the Local Plan area. However, North West Sutherland's potential has been the subject of considerable research in the past. Assessment of feldspar deposits in the Beinn Ceannebeinne area, commissioned in the 1970's by the HIOB, has revealed measured reserves of 2.5 m. tonnes with a further 7.5 m. tonnes 'inferred'. The Fucoid beds extending along the Thrust Zone contain potash bearing shales. Exploratory working of these reserves has been undertaken in recent years although the prospects for economic development remain unconfirmed. Occurrences of metallic minerals exist throughout the area but in quantities insufficient to merit further detailed investigation.

POLICY: The Council has adopted a general policy on the development of mineral workings throughout the Region, and this will be applied throughout the local plan area. A presumption in favour of workings will apply subject to satisfactory siting and operational practices in relation to safety, amenity and rehabilitation.

Oil Exploration - North Minch

- 2.16 The Government recently announced the award of licences in a further round of exploration in offshore areas. These include locations in the Rockall and Faroes Troughs. A number of oil "majors" will be undertaking seismic and test-drilling appraisal of blocks during the plan period. Licensing of the so called 'watery' areas within the Minch has also commenced. (This is now subject to separate authorisation of the exploration, appraisal and development phases, and improved consultation procedures with Local Planning Authorities and other interests). Some of this activity is certain to be serviced from established oil supply bases outwith Highland Region. However, there may be a requirement for intermediate base facilities at one or more locations along the Region's western and northern seaboard. The suitability of various harbours and other locations is being evaluated at present. North West Sutherland is particularly well-placed in relation to proximity to the new exploration areas.

RECOMMENDATION: The Council is investigating the potential for development of oil supply bases in Highland Region further to discussions with potential operators.

Light and Service Industry

- 2.17 Subject to the availability of resources, the Council is continuing to provide small premises and sites for businesses in the larger communities. There are occasional requirements for premises to meet the needs of craft operators and other light industries including tradesmen and contractors. Locations vary from redundant buildings to craft properties and vacant sites within communities. There is a need to set aside small areas of ground in each locality which could be utilised for these purposes. Most craft and service operations are normally compatible with adjacent residential property.

POLICY: The Council will continue to encourage development of local craft and service industries. Where proposals involve the conversion or change of use of existing property, the Council will pay particular attention to; (a) access and parking arrangements; (b) operations likely to give rise to nuisance; and (c) the maintenance of visual amenity. Similar criteria apply to temporary structures which will require to be justified against the suitability and availability of permanent accommodation.

Tourism

- 2.18 Tourism is both a vital and major element of the local economy. Despite its intensely seasonal nature it provides considerable employment and supplements other activities. The potential exists to tap a greater part of the domestic and foreign market for touring and centre based holidays. On-going road improvements to the south and east and within the local plan area are diminishing journey times for visitors. The area can cater for passive enjoyment and sightseeing as well as a wide range of active pursuits including walking, nature study, angling and sailing. Measures to increase the number of visitors outwith the summer season and the average length of stay are needed.

Trails

- 2.19 There is scope for the introduction of tourist trails based upon major themes, local attractions or special interests within the area. These could help generate additional tourist business and ensure a wider spread of benefit from that trade. The B869 and B801 roads have particular potential for this type of scheme, which could evolve from recent 'scenic route' signposting.

POLICY:

The Council will encourage waymarking of local Tourist and other Theme Trails for the purpose of promoting tourism, interpretation of the countryside/heritage, and to safeguard the scenic resources and amenities of the area. The Council may provide design advice, assistance in manufacture of signs and financial help, and the Countryside Commission, Nature Conservancy Council and Local Tourist Board further assistance and advice, in appropriate cases.

Tourist Accommodation

- 2.20 Development of a wider range of visitor attractions and the improvement of existing services to the high standard and value of money expected in such a competitive market are required of Highland tourism. The local plan area offers a wide range and distribution of tourist accommodation - hotels, guest houses, Bed and Breakfast, chalets, youth hostels, touring caravan and camping sites, and an adventure centre. Improved marketing and promotion of some of the areas hotels is now being fostered under the auspices of the Far North Hoteliers Association. Market requirements have been changing with increased emphasis placed on self-catering, including various forms of time-sharing development. There appear to be opportunities for further such facilities in the area, in preference to the conversion of existing housing for holiday letting which diminishes the local stock of homes. Care is also required with the siting of residential caravans which are occasionally placed on holdings without consideration for the amenity of local people and visitors in general, or their exposure to the elements.

POLICY:

The Council has adopted a general policy for the Development of Caravans, Chalets and other substandard Accommodation and this will be applied throughout the local plan area. The Council will encourage the development of touring caravan sites away from the Hope-Altnaharra road, B869 north of Clachtoll and Cl, south of Lochinver.

Roadside Development

- 2.21 The spread of commercial development adjacent to major routes but outwith recognised settlements can prejudice the well-being of communities, lead to calls for uneconomic extension of public services, and be detrimental to amenity. These developments are better located in existing settlements to consolidate the current level of services and reinforce social and economic structures. The principle of mobile trading of refreshments at certain destinations is not precluded, provided that a service to the travelling public can be justified and adequate provisions can be made for traffic safety, sanitation and the protection of amenity. Discretionary powers are available to the District Council to licence such trading.

POLICY:

The Council has adopted a general policy for the control of roadside development in the Region. This will be applied to the A835, A837, A838, A894, B801, B869 and the Hope-Altnaharra roads within the Local Plan area.

Advertisements - Bilingual Signs

- 2.22 Advertisements in both town and country are an essential feature of many businesses. Safeguards must be established however to protect general amenity, the scenic resources of the countryside and to maintain standards of road safety. There is a growing interest in the promotion of the Gaelic language and culture. The use of bilingual signs helps to sustain this interest, along with that of visitors, and should be accommodated where appropriate and without prejudice to road safety requirements. Place names, and other informational signs may therefore be bilingual. Prescribed traffic signs will remain unilingual.

POLICY:

The Council has adopted a general policy for the Control of Advertisements in the Region and this will be applied throughout the plan area. Special assistance may be given to composite signs in relation to by-passed and peripheral communities.

RECOMMENDATION:

The Council is investigating the introduction of bi-lingual signs on a wider basis throughout the area.

TRANSPORT AND UTILITIES

Strategic Road Network

- 2.23 The A835 Ullapool-Ledmore; A837 Ledmore-Lochinver; A838 Lairg-Tongue; A894 Skiag Bridge-Laxford Bridge; and B801 Rhiconich-Kinlochbervie routes comprise part of the Regions Strategic Road Network. All are presently classified as sub-regional routes. Major investment in recent years has centred on the A838 (Mhoine), A894 and B801 routes. Completion of the Kylesku Bridge at a total cost of £5,566,000 now provides a continuous route north between Skiag Bridge and Laxford Bridge, which is of particular benefit to communities in the extreme north-west of the area. The bulk of the A838 remains single track and will require major investment in the long term. Realignment and improvements to remaining sub-standard routes are programmed within the plan period.

PROPOSAL: The Regional Council intend to upgrade the Strategic Road Network within the area as follows:-

- (1) Realignment of the A838 at Laxford Brae at a cost of £740,000. Improvements over a 1.75 km. stretch are now virtually complete.
- (2) Improvements to the B801 between Rhiconich and Kinlochbervie costing £1.19 m. during 1986/90 (see para. 5.37).

Other Roads

- 2.24 With localised exceptions, the remaining public roads in the landward parts of the area are single track. These serve outlying communities and the B869 Assynt coastal route carries a significant volume of summer tourist traffic and heavy vehicles associated with local industrial and service requirements (see para. 3.31). Recent works have been carried out under the Congested Districts scheme which provides for improvements to crofting township roads, although this is currently being phased out by the Government.

POLICY: Routes away from the strategic road network are afforded less priority, being improved by minor schemes principally where development opportunities would otherwise be inhibited or a serious traffic hazard exists.

Public Transport

- 2.25 The scattered population and long distances present fundamental problems for the operation of public transport services in North West Sutherland. Services are subject to continuous review with the aim of improving their effectiveness and holding subsidies at a reasonable level. Under the 1985 Transport Act the Council is required to invite tenders in relation to the operation of services which are not commercially viable. Subsidised contracts for such routes are awarded on a three-yearly basis. There are three privately operated bus services (Lochinver-Ullapool; Lochinver-Lairg-Ardgay; and Durness-Lairg) at present. The Regional Council is subsidising these routes at a cost of approximately £41,000. These link with post-bus services running between Scourie-Kylestrome, Drumbeg-Lochinver, and Elphin-Kylesku. A school bus service operating between Kinlochbervie and Sheigra is also available for public use. Privately operated passenger ferry services give a connection across the Kyle of Durness between Keoldale and the Cape Wrath peninsula. Lairg is the nearest railhead for the area.

POLICY: The Council will endeavour to sustain public transport in the area at a level to meet the basic needs of the population.

Refuse Disposal-

- 2.26 The collection and disposal of domestic and commercial refuse is a District Council responsibility. Landfill sites at Lochinver, Kinlochbervie and Durness serve their respective catchments. The facilities at Durness and Kinlochbervie are expected to reach capacity during the plan period and a replacement facility is under consideration (see para. 5.43).

POLICY: The Council has adopted a general policy for the development of Waste Disposal Sites and this will be applied throughout the local plan area.

Telecommunications

- 2.27 British Telecom Scotland, Inverness Customer Service Area, will continue to provide a full range of telecommunication services throughout the area over the next five years. Major investment in modernising telephone exchanges is in progress throughout the North of Scotland District. New buildings at Stoer and Durness have been provided to accommodate modernised facilities and the former exchanges are to be declared surplus to requirements. The Council is concerned about the rationalisation of rural telephone kiosks. A dozen boxes throughout the area have been identified as low income earners. Efforts are being made to monitor the situation on behalf of rural communities where such a service is an essential lifeline and an important service to visitors.

RECOMMENDATION: British Telecom will monitor all public kiosk services for economic viability and will consult Regional, District and Community Councils before any decision on resiting, subsidy or removal is considered.

Electricity - Alternative Energy

2.28 The local distribution grid is extensive and supply to remoter communities by lengthy single-phase networks imposes a constraint on any substantial development. Improvements are needed to the strategic network between Laxford Bridge and Durness in terms of the continuity of supply to the area. Traditional peat cutting is still of significance to most landward communities for basic fuel. Considerable research is underway into various forms of 'alternative' energy. The method with most likely application in the plan area is windpower. Small domestic windmills have already been successfully installed in several west-coast situations, and a major experiment in large scale acro-generators is presently underway in Orkney.

PROPOSAL: NOSHEB intend to install a high voltage sub-station in a disused quarry off the B801 north of Rhiconich. New 33 kv. lines will be installed to link the existing supply at Laxford Bridge to Rhiconich. The existing circuit north to Durness will be downrated to 11 kv. to give an improved supply. Existing sub-stations at Laxford Bridge, Rhiconich and Smoo will be removed thereafter.

POLICY: The Council will require detailed discussion of any proposals to reinforce existing supplies or route new transmission lines through the local plan area.

POLICY: The Council will encourage development of alternative energy schemes in the local plan area. Small wind generators will be encouraged in remoter communities subject to detailed siting and design.

COMMUNITY FACILITIES

Community Services - General

- 2.29 Within the limitations of a small scattered population, the area enjoys a basic range of medical and community services which are supplemented by specialist provision presently based on the East Coast. There are 9 primary schools serving the area. Commercial facilities including general stores, Post Offices and filling stations are centred on the larger settlements, although these services are provided as single businesses in some remoter localities. Mobile banking and library services visit the area regularly. The Council has recently provided a Day Care Centre for the elderly in Lochinver and additional Social Work facilities may be required to the north in future years.

POLICY

In accordance with their Structure Plan, the Council wishes to establish an early warning system relating to possible withdrawal of community services and facilities. This would provide breathing space for investigating ways and means of continuing services where this is desirable and practicable.

Secondary Education

- 2.29 (a) Secondary school pupils travel to Ullapool or Golspie. The possibility of providing secondary education facilities at Scourie was reviewed by the Council in 1983 and determined to be non-viable. More recently, support has emerged locally for Kinlochbervie as a possible site. Forward projections indicate that the expected secondary school roll in the period up to 1992 will continue to fall below that normally required to support such a facility. However, as a result of the parents charter, there may be a requirement to review the delineated catchment areas of the existing schools.

POLICY:

The Council are to undertake a consultative review of the secondary education arrangements for North-West Sutherland pupils during 1986-87.

Rescue Services

- 2.29 (b) Further to longstanding concern highlighted by the tragic loss of the 'Bon Ami', the Council recently made representations to the Department of Transport regarding the present arrangements for search and rescue in the Minch. A working group has been established to examine the possibility of extending helicopter coverage of the area. Such a service could be based in the Western Isles. Sea rescue facilities covering the north-west coast operate from RNLI bases at Stornoway, Scrabster and Lochinver. With Kinlochbervie at least three hours steaming time from the latter, there may be a requirement for a further lifeboat station at Kinlochbervie. Mountain rescue services for North West Sutherland are centred upon Inchnadamph.

RECOMMENDATION: The U.K. Search and Rescue Committee has set up a Working Party to examine the present arrangements for helicopter rescue coverage off the west coast. The Working Party's findings are expected later this year.

RECOMMENDATION: The Royal National Lifeboat Institution are investigating the requirement for a lifeboat station at Kinlochbervie.

CONSERVATION AND ENVIRONMENT

Nature Conservation

- 2.30 Three National Nature Reserves and 19 further sites of Special Scientific Interest, as notified by the Nature Conservancy Council, occur wholly or partly within the area. These comprise over 46,000 ha. or almost 27% of the Local Plan area. This outstanding conservation heritage is recognised by the designation of fifteen 'key' sites of international or national importance as follows:-

Biological

- (a) Loch a Mhuilinn NNR
- (b) Ardvar Woodlands
- (c) Loch Stack
- (d) Laxford Moors
- (e) Eilean na Gartaig
- (f) Ben Hope

Biological/Geomorphological

- (g) Gualin NNR
- (h) Inchnadamph NNR
- (i) Handa-Duartmore
- (j) Ben Hutig
- (k) Cape Wrath-Durness
- (l) Loch Glencoul

Biological/Geomorphological/Geological

- (m) Foinaven
- (n) Ben More Assynt
- (o) Southern Parphe

(The boundaries of all SSSI's are shown on the Analysis Map). The Council must notify the Secretary of State where it intends to grant permission for development within "key" sites against the advice of the NCC.

- 2.31 The Nature Conservancy Council is continuing survey work within the plan area and expect to bring forward new SSSI's and boundary revisions to existing sites within the plan period. Under the Wildlife and Countryside Act 1981, major new procedures have been introduced concerning farming and other operations on designated sites. Provision has also been made for the creation of Marine Nature Reserves in appropriate coastal areas subject to the publication of Orders by the Secretary of State and recourse to Inquiry in the event of objections. Although there are coastal waters off the plan area of known national interest, designation is unlikely during the next five years.

POLICY: The Council will safeguard SSSI's from development insofar as this is compatible with the aims of achieving a sound employment base for the local population.

Landscape Conservation

- 2.32 The area comprises richly contrasting scenery of the highest quality, and is perhaps best known for its magnificent range of beaches and jagged freestanding peaks. This resource is fundamental to the local social and economic structure as well as its value to the visitor. Large areas of North West Sutherland have been designated of National Scenic Areas by the Secretary of State. These areas are shown on the Analysis Map and extend to 64,700 ha., 39% of the Local Plan area. The Planning Authority is required to consult with the Countryside Commission for Scotland in respect of certain planning applications. It is necessary for the Council to notify the Secretary of State where it intends to grant permission for such development against the Commission's advice. It is also necessary now to seek planning permission for agricultural/forestry structures over 12 m. in height and vehicle tracks located above 300 m. within NSA's. From time to time the Planning Authority designates exceptional localities as Areas of Great Landscape Value.

POLICY: The Council will continue its policy of seeking the best means of fitting development in the different kinds of landscape. A clear presumption against development will apply only in a limited number of small areas. These will include Areas of Great Landscape Value where special control and management policies should be followed to maintain their intrinsic attractiveness and ensure the access, safety and enjoyment of these areas by the public.

Conservation Management

- 2.33 Further to the above designations, large areas of land are managed principally for their conservation/amenity value. The bird sanctuaries at Handa Island (766 ha.) and Eilean Hoan (100 ha.) are managed by RSPB. A large part of the Assynt Estate is subject to conservation management in accordance with a Capital Transfer Tax arrangement negotiated by the owners. This has recently been extended to include the Inchnadamph area. The NTS exercise considerable control over development by means of a Conservation Agreement extending over a section of the Durness coastline to the north. The NCC's Knockan Visitor Centre lies immediately to the south of the Local Plan area, whilst the HEDB have provided a Visitor/Interpretive Centre at Durness. Opportunities remain however for the development of a range of low key facilities in the more accessible parts of the area. North West Sutherland's footpath network is a major asset which requires careful integration with other land use activities and considerate use by walkers. The Planning Authority has a duty to assert, protect and keep open and free from obstruction or encroachment any public right of way within their area. Appropriate schemes for informal recreation activities or for enhancing the appearance of the countryside may qualify for grants from CCS. The Commission may make grants on the cost of approved schemes undertaken by individual landowners and voluntary bodies, including Community Councils, as well as Local Authorities. Grants for certain purposes which benefit the natural environment may also be available from the Nature Conservancy Council.

POLICY: The Council will encourage provision for increased public access and enjoyment of the countryside, and seek to identify suitable opportunities with landowners and others with interests in the area.

POLICY: The Council will endeavour to assist, and cooperate with these parties, in resolving problems affecting the management of land and resources where this involves the public domain.

Coastal Conservation

- 2.34 The entire coastline of the Local Plan area continues to be designated as a "preferred conservation zone" in the National Planning Guidelines. However, the requirements to notify Central Government of certain kinds of planning applications affecting the zone has been withdrawn since the introduction of National Scenic Areas. There are a number of localities where public roads run close to the shoreline permitting fine panoramic views across lochs and the Minch. Intervening land is normally cliff or foreshore, or in crofting or agricultural use. Development between the road and the sea in these areas would be detrimental to amenity and traffic safety.

POLICY: The Council will exercise a policy of restraint of development which is not essential for the working of crofting, agriculture, or fish farming in the following areas:-

- (a) Achmelvich-Clashnessie;
- (b) Loch Laxford;
- (c) Rhiconich-Achriesgill;
- (d) Kyle of Durness;
- (e) Durness-Loch Eriboll.

Amenity Woodland

2.35 Natural and policy woodlands extend over relatively small parts of the Local Plan area, but are of disproportionate value in terms of the contribution to general amenity, visitor appeal and as habitats for wildlife. The advanced ages of many natural and semi-natural woodlands is such that some of these features may not be sustained for future generations unless active management steps are undertaken. The Regional Council recently undertook a sample survey of all woodland in the Highland area. The Nature Conservancy Council are also compiling a detailed inventory of long established natural and semi-natural woodlands which could provide a basis for future management. The main features of the North West Sutherland area are the lack of diversity of species and pressures on remnant woodland from existing management practices including grazing. Little regeneration is taking place of indigenous species. Additional planting and fencing must be encouraged wherever possible to replace and supplement the existing tree population. Under the new Broadleaved Woodland Grant Scheme the Forestry Commission now offer significantly higher rates for such planting. Financial assistance with deciduous planting may be available from CCS, the Nature Conservancy Council, and/or Forestry Commission in appropriate circumstances. Clear-felling and restocking of commercial roadside plantations also needs careful consideration in this area. There are no Tree Preservation Orders in the area at present. The Council will consider the need for such Orders, should important trees be threatened in the future. Management Agreements may be a preferred method of conservation in other areas.

POLICY: The Council will seek to conserve woodlands which represent an important amenity feature of a community or other prominent location, where these are threatened by development or other pressures. New planting will be encouraged, particularly in areas where development is exposed or unsightly.

Ancient Monuments and Archaeological Sites

2.36 North West Sutherland has a particularly rich archaeological heritage. 32 Monuments have been scheduled in the area as follows:-

- (1) An Dun, Broch, Clachtoll, Stoer;
- (2) Icehouse, Culkein;
- (3) Click Mill, Clashnessie;
- (4) An Dun, Broch, Ardvar;
- (5) Chambered Cairn, Cnoc an Dainh;
- (6) Caves, Creag nam Uamh;
- (7) Cairn, Inchnadamph;
- (8) Chambered Cairn, Ledmore;
- (9) Chambered Cairn, Loch Borrolan;
- (10) Chambered Cairn, Altnacealgach;
- (11) Ardvreck Castle;
- (12) Cairn, Inchnadamph;
- (13) An Dun Broch, Kylestrome;
- (14) Cairn, Kylestrome;
- (15) Badnabay, Chambered Cairn, Laxford Bridge;
- (16) Cornmill, Oldshoremore;
- (17) Durness Old Church, Balnakeil;
- (18) Cairn, Cape Wrath Hote;
- (19) Dun, Cape Wrath Hotel;
- (20) Chambered Cairn, Cape Wrath Hotel;
- (21) Standing Stones, Cape Wrath Hotel;
- (22) Corn Mill, Balnakeil;
- (23) Ach a'Chorrain, Cairn;
- (24) Hut Circle, Kyle of Durness;
- (25) Hut Circle (remains), Kyle of Durness;
- (26) Cairn, Kyle of Durness;
- (27) Dun Dornaigil Broch;
- (28) Ardneckie Limekilns;
- (29) Souterrain, Loch Eriboll;
- (30) Souterrain, Loch Eriboll;
- (31) Heilam Broch;
- (32) Heilam Hut Circles.

These receive statutory protection against damage or disturbance. SDD Ancient Monuments Division has identified a further 232 sites of interest. The Regional Council has no statutory duty to protect these additional sites but has agreed to consult with the Ancient Monuments Division of SDD where planning applications impinge on the sites identified. A number of these sites may have potential for public access and interpretation.

POLICY:

The Council will safeguard Ancient Monuments and other archaeological sites insofar as this is compatible with their aim of achieving a sound employment base for the local population.

Conservation Areas and Listed Buildings

2.37 There are 36 buildings listed by the Secretary of State as being of special architectural or historic interest. Two of these are graded of national importance (Category A);

- (a) Balnakeil House, gate piers and enclosures;
- (b) Cape Wrath Lighthouse and keeper's cottages.

Financial assistance towards the cost of repairs or related works on listed Buildings may be available from the Historic Buildings Council for Scotland. The Planning Authority also operates a small fund for this purpose. No urban Conservation Areas have been designated by the Planning Authority within North West Sutherland at present.

POLICY:

The Council endeavours to preserve buildings or groups of buildings which are of outstanding value. Continuity of use is the prime factor in considering the nature of proposals to alter such buildings.

Derelict Land

2.38 There are no major areas of derelict or waste land in the area, although there are a number of localities which could benefit from environmental improvement as resources permit or by local community action (see area sections). Abandoned MOD installations at Stoer and Durness are detrimental to visual amenity within these localities (see paras. 3.48 and 6.32).

POLICY:

The Council gives priority to the rehabilitation of derelict land which threatens public safety or is detrimental to the amenity of adjoining areas, and where a beneficial afteruse can be achieved.

3. Loch an Ìnbhìr agus Assynt

LOCHINVER AND ASSYNT

INTRODUCTION

Prospects

- 3.1 The southernmost part of the Local Plan area is dominated by Assynt's spectacular mountainous interior - Suilven, Canisp and Quinag form a backbone of free-standing massifs which preside over large expanses of rugged broken country. Now virtually uninhabited, this tract is given over principally to sporting interests and hill-walkers. The main north-south roads, A835, A837 and A894 pass inland to the east, with links into the populated coastal areas occurring where Loch Assynt and Loch a' Chairn Bhain cut across the grain of the land. Crofting has been sustained on the margins, mainly along the coast where it is supplemented by fishing, but also to the east where the famous Moine Thrust brings limestone to the surface. These geological features attract scientists and other visitors, forming the nucleus of the Inchnadamph National Nature Reserve. Almost all of Assynt is now designated as a National Scenic Area.
- 3.2 Overall population has continued to increase since 1971, and now stands in excess of 800 persons. However, this does mask areas of continuing decline, notably throughout the interior and on the Stoer peninsula. Lochinver is the largest settlement and principal service centre in North West Sutherland. There has been a surge in activity at the fishing harbour over the last two years, notwithstanding severe constraints affecting the working and capacity of the port. Possible schemes to improve this infrastructure are under detailed investigation and consideration is being given to other potential port-users. The shortage of developable land in Lochinver is now acute. The village also forms the hub of a substantial tourist area based principally on the superb beaches to the north. Tourism, fishing and more recently the extensive development of fish-farming enterprises, are vital to sustaining the many crofting communities scattered along this seaboard. The poor standard of the B869 and coastal routes serving these areas is, however, an impediment to their development potential. Recent completion of the Kylesku Bridge has removed a major transport bottleneck on the main road network to the north. A related package of environmental and development measures has been undertaken in support of the local bypassed community. Overall future prospects depend largely upon consolidation of existing economic functions with the expectation of some modest population increase.

3.3 The objectives of the revised Local Plan are to:-

- (a) stimulate further local employment, notably in marine activity, tourism and related services;
- (b) examine the specific development potential of the pier and adjoining land in the Culag area;
- (c) allocate land for housing and related community needs, with particular attention to alternatives for longer term provision at Lochinver;
- (d) identify opportunities for environmental enhancement and improved visitor facilities, consistent with conservation of the area's natural resources.

HOUSING AND POPULATION

Public Sector Housing - Lochinver

3.4 Several major housing schemes have been completed at Inverpark during the last two years. These comprise 12 sheltered units built by the Kirk Care Housing Association in conjunction with a new Day Care Centre provided by the Regional Council. More recently, the District Council erected 16 general needs dwellings. The current waiting-list shows a continuing need for rented accommodation in the village, including considerable local demand for specialist (single-person) housing. This may be met by Housing Associations, but no commitment exists at present. Although there are some limited gap sites remaining, the District Council's land-bank at Inverpark is now largely exhausted.

PROPOSAL:

The District Council intends to build 20 houses in Lochinver during 1987/89 at an estimated cost of £800,000. Possible sites for this development are indicated in para. 3.6, below.

POLICY:

Housing Policy RS4 will apply to the development of remaining gap sites at Inverpark. These might accommodate approximately 8 houses. These might best be reserved for specialist needs, particularly future amenity or sheltered houses which should be located close to the Day Care Centre.

Private Housing - Lochinver

3.5 The area has experienced an upswing in private house completions in recent years. Most demand, however, has been met outwith Lochinver in the neighbouring townships (see para. 3.7 - 3.8). This stems in part from the shortage of developable sites within the village. Whilst improvements have been made to roads and water supplies, the extremely difficult terrain is a more fundamental constraint. Outstanding planning permissions can cater for immediate needs, but there are

increasing servicing and site-selection difficulties in the Baddidarroch and Strathan-Inverkirkaig areas. Ideally, land for 15-20 further private houses should be allocated in order to cater for choice and flexibility over the plan period. With gap sites at a premium in Lochinver, any new development areas will inevitably incur high initial site servicing and preparation costs. It is very important therefore to maximise the full development potential of the land identified. Several potential areas involve longer-term planning options which are examined in para. 3.6, below.

POLICY: Housing Policy RS2 will apply to remaining infill housing sites in Lochinver, including:-

- (a) approximately 0.9 ha. of land west of the A837 at Cnoc a Mhullin. Permission exists for one house on part of this area. Shared access will be required on the A837 wherever practicable;
- (b) 0.5 ha. south of the pottery. Scope exists for further limited development subject to satisfactory details including siting and design;
- (c) upto 1.3 ha. between Canisp Road and the Culag Bridge. Permission exists for one further house at present, and a further 1-2 might be accommodated subject to negotiation of private access. The steepness and mature tree-cover of this area necessitate a very low density, with careful siting of buildings and accesses. Agreements to safeguard the best trees will be required.

Major Housing Options - Lochinver

3.6 Additional ground must be identified to meet the medium-term housing requirements, both public and private, of the village. A preliminary assessment has been made of the main options as follows:-

- (i) open hill-ground north of Baddidarroch Road - although south-facing and providing fine views, this land comprises substantial rock outcrops and wet flushes. Although the road has now been brought to a high standard, the steeply-rising terrain and pattern of existing development restrict the number of suitable junction points. Accessible to mains services, although drainage requires further investigation, and detailed site survey is required;

- (ii) open hill-ground to the east of the village - ground conditions are broadly similar to those in (a). A larger expanse of flatter land above and due south of the River Inver appears to contain a deep covering of peat and would, in any event, require very expensive access and site-servicing provisions. Close to the village centre's facilities;
- (iii) elevated and densely-forested land to the south-west of Culag - this ground is north-facing and completely land-locked by existing development and a steep escarpment. However, it may have some residual housing potential in conjunction with major land reclamation works. This requires detailed feasibility studies (see para. 3.22).

Subject to the further investigations indicated above, the views of the local community and other agencies, the Council considers that areas (i) and (iii) may provide suitable locations for future housing provision. Given the high development on-costs and prominence of these sites, it is imperative that overall layout and servicing plans are prepared in advance of any building.

POLICY:

Housing Policy RS3 will apply to the following areas:-

- (a) land to the north-west of Inverpark with access onto Baddidarroch road as indicated on the Inset Map;
- (b) land to the north-west of Inver Cottages, with access onto Baddidarroch road to the east of Ardvarack as indicated on the Inset Map;
- (c) land to the south-west of Culag in accordance with the broad framework proposals as indicated on the Inset Map.

A presumption will be maintained against any piecemeal development in advance of comprehensive design schemes for the above sites.

RECOMMENDATION:

The District Council should give early consideration to detailed survey of sites (a) and/or (b) in relation to their future building requirements at Lochinver.

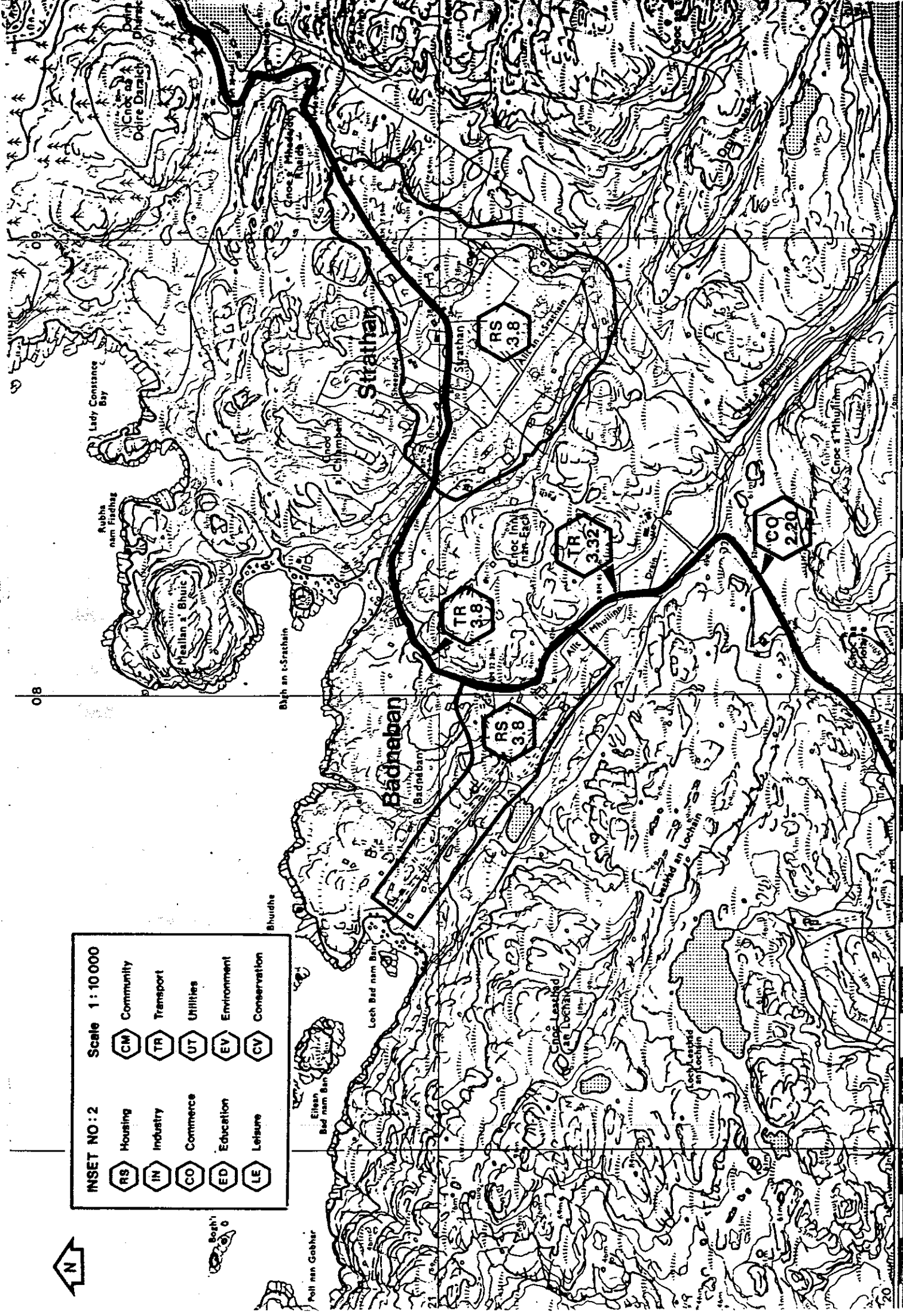
Housing - Baddidarroch

- 3.7 The crofting township at Baddidarroch extends along the sea-board west of Lochinver and into Glen Salach. Steep, broken terrain and mature deciduous woodland have created a fragmented development pattern. The two single track spur roads which serve the community are extremely substandard in terms of width, gradients and alignment. In recent years permission has been given for a number of infill housing sites including plots at Glendarroch Wood. Further development will exacerbate an already serious traffic safety hazard.



INSET NO:2 **Scale 1:10 000**

RS	Housing	CM	Community
IN	Industry	TR	Transport
CO	Commerce	UT	Utilities
ED	Education	EV	Environment
LE	Leisure	CV	Conservation



POLICY: Approximately 2.5 ha. at Glendarroch Wood is allocated for housing. Planning permission has been granted for 5 remaining houses, and Policy RS2 will apply.

POLICY: The Council will maintain a presumption against further housing at Baddidarroch, except where development can be clearly justified in connection with the working of adjoining croftland, and subject to satisfactory drainage arrangements.

Housing - Strathan/Badnaban

- 3.8 Undulating rocky ground and poorly drained pockets of lower ground have determined a disjointed pattern of development in the adjacent townships of Strathan and Badnaban. Development pressures have been absorbed at a steady rate during the past decade with a dozen single houses now completed or given planning permission. An excellent chalet scheme has been developed at Strathan. Water supplies are in process of improvement. Both communities are served however by the substandard C 1 Inverkirkaig road. It is important that the limited remaining spare capacity in these townships is reserved for permanent local needs.

POLICY: Housing Policy RS2 will apply to limited infill opportunities at Strathan and Badnaban. There will be a presumption against further development of tourist accommodation, pending improvements to the Inverkirkaig road, (see Inset Map 2).

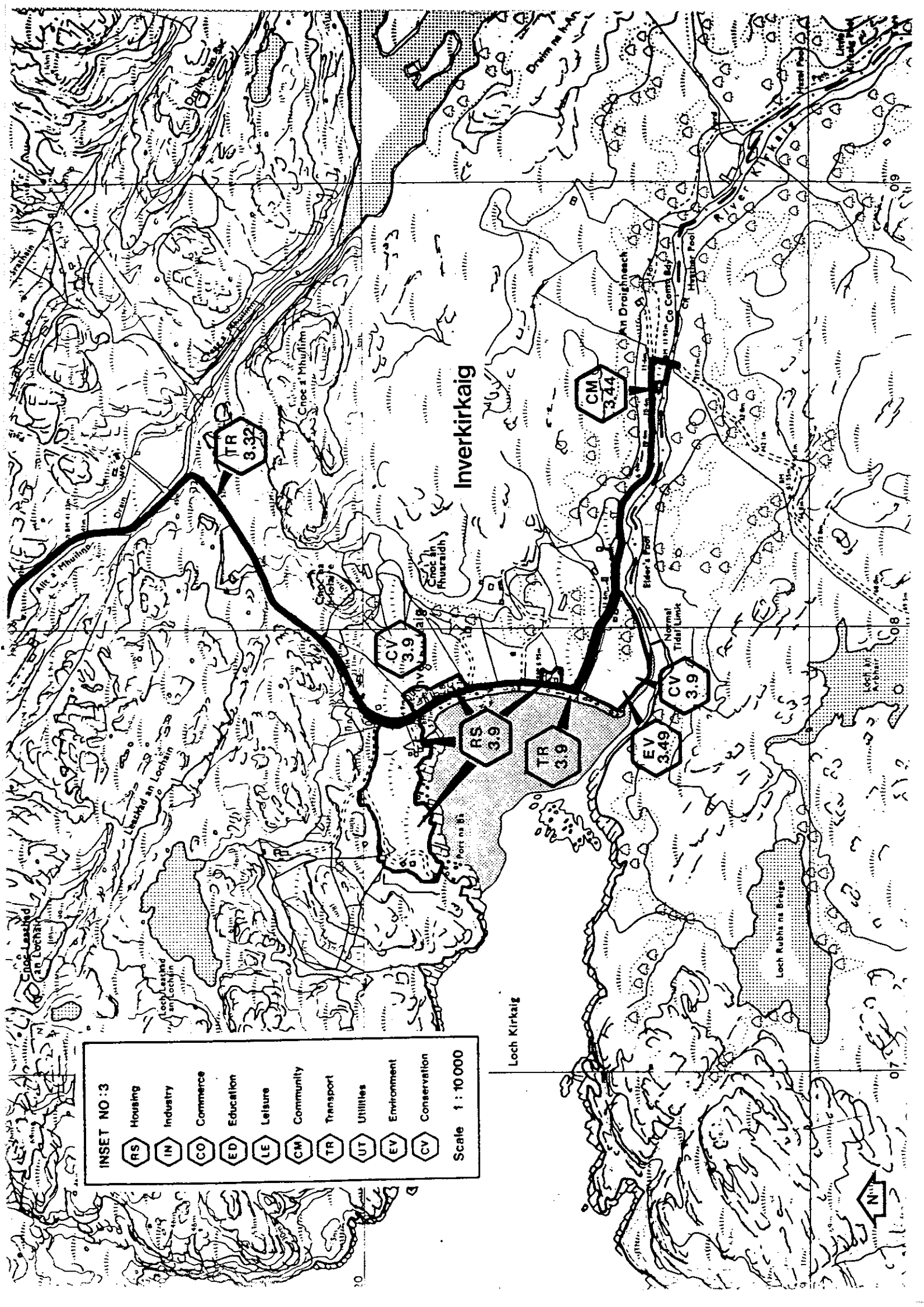
Housing - Inverkirkaig

- 3.9 Similar conditions occur at Inverkirkaig. Land rises steeply around the sheltered bay, holding development to the edge of the improved bottom land. On the northern flank a small tourist enterprise including chalets has been established. A further six self catering units were approved in 1985.

POLICY: Housing Policy RS2 will apply at Inverkirkaig. There will be a presumption against further tourist accommodation pending road improvements, and any encroachment onto the valuable in-bye croftlands, (see Inset Map 3).

Housing - Clachtoll

- 3.10 Most properties and the better croftland are located on the seaward side of the B869 at Clachtoll. A well-defined linear pattern of development has evolved, sheltered from the coast by rising land which also provides a buffer between the township and the District Council's caravan site.



Inverkirkaig

INSET NO : 3

RS	Housing
IN	Industry
CO	Commerce
ED	Education
LE	Leisure
CM	Community
TR	Transport
UT	Utilities
EV	Environment
CV	Conservation

Scale 1 : 10 000



Loch Kirkaig

Loch Rubha na Bràige

Loch Leasaidh an Lochain

Loch Leasaidh an Lochain

Normal Tidal Limits

Elder's Foot

CM 3.44

TR 3.32

CV 3.9

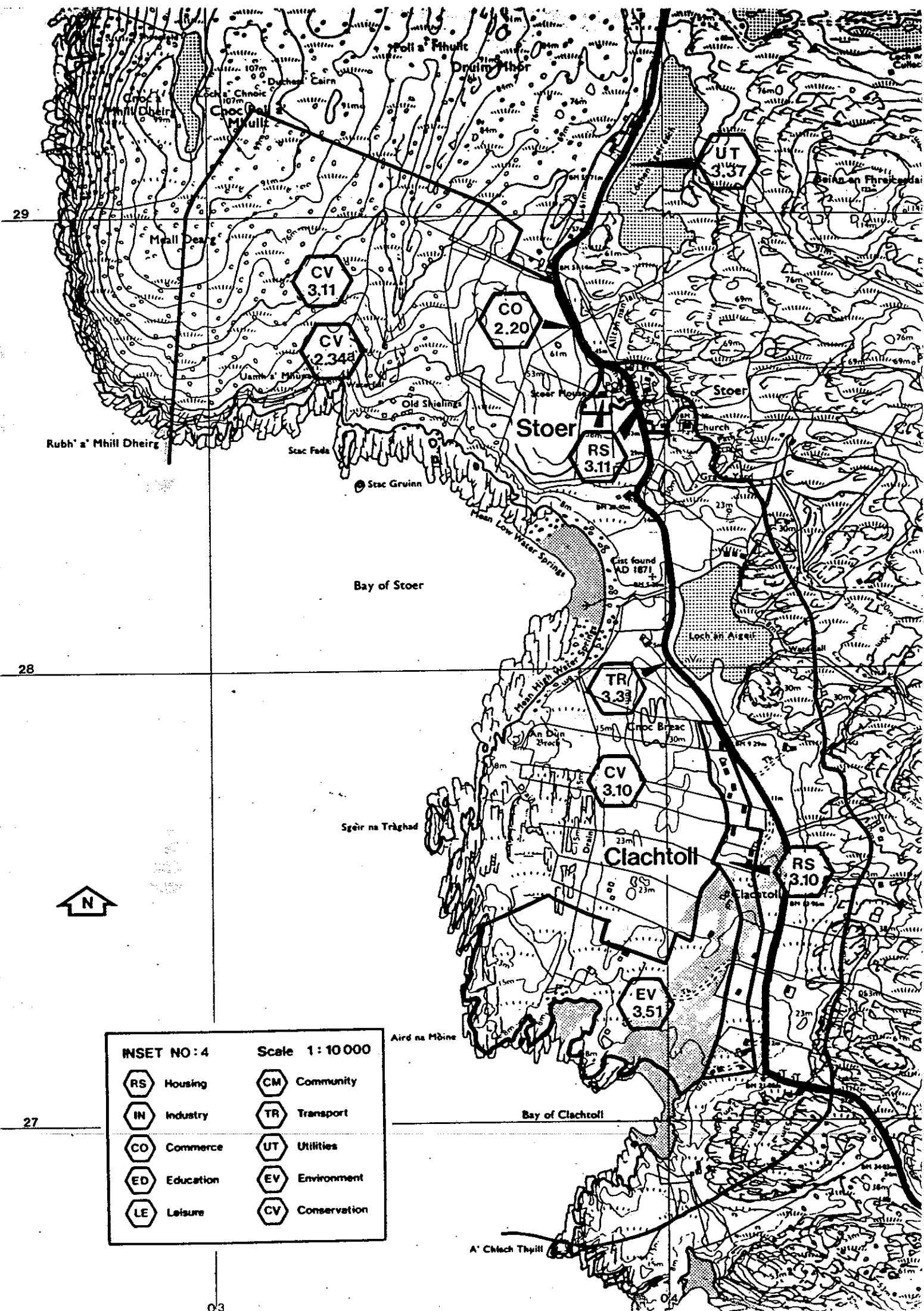
RS 3.9

TR 3.9

EV 3.49

CV 3.9





INSET NO: 4 **Scale 1:10 000**

RS Housing	CM Community
IN Industry	TR Transport
CO Commerce	UT Utilities
ED Education	EV Environment
LE Leisure	CV Conservation

POLICY: Housing Policy RS2 will apply to limited infill development at Clachtoll. Opportunities exist for rehabilitation and this is encouraged. Detailed siting of new houses should take into account the amenity of existing properties on the landward side of the B869, (see Inset Map 4).

Housing - Stoer

- 3.11 The tightly-knit settlement of Stoer commands an elevated position with a fine southerly aspect over the adjoining coast. While development pressures have been quite limited, it is important to preserve the compact, angular character of the community together with associated croftland and grazings. Opportunities for infill are scarce although British Telecom's exchange will become redundant this year.

POLICY: Housing Policy RS2 will apply to limited gap sites at Stoer. Development should be sited to safeguard the better agricultural land and the setting of the Church, a grade B listed building, (see Inset Map 4).

Housing - Culkein - Drumbeg

- 3.12 This community is scattered along a short spur road off the B869. Further sites for infill development will be determined by the steep, undulating terrain and crofting interests.

POLICY: Policy RS2 will apply to infill housing at Culkein - Drumbeg, (see Inset Map 5).

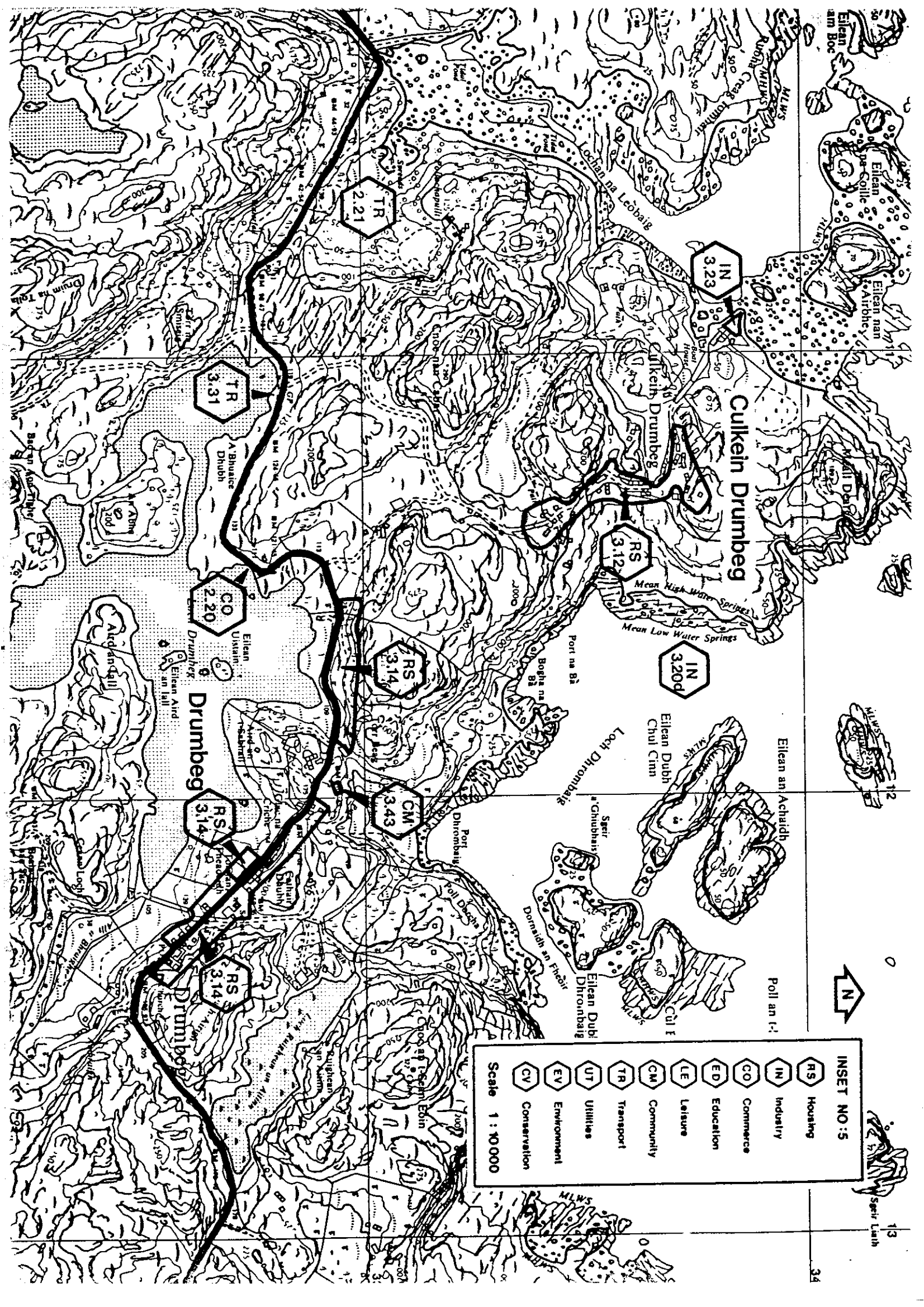
Housing - North West Assynt

- 3.13 Development off the various minor routes in north west Assynt is scattered. The land is very much more exposed and open in character. A tighter knit pattern has evolved in certain townships where croftland presents a significant constraint. The new Stoer Community Hall was completed recently.

POLICY: Housing Policy RS2 will apply to development at Achmelvich, Balchladich, Clashmore, Raffin, Culkein, Achnacarnin and Clashnessie. Good crofting land should be avoided wherever practicable.

Housing - Drumbeg

- 3.14 Drumbeg acts as a local service centre for the crofting communities of north west Assynt. While development follows a tightly knit form straddling the B869, steep terrain and better quality croftland combine to restrict infill opportunities. Ribbon development has therefore occurred west of the village in recent years. With no public drainage system at present, the HRPB are monitoring the effects of soakaways on water quality in Loch Drumbeg.



Culkein Drumbeag

Drumbeag

IN 320d

RS 3.12

FRS 3.14

TR 3.31

CO 2.20

CM 3.43

RS 3.14

RS 3.14

TR 2.21

IN 3.23

INSET NO:5

RS	Housing
IN	Industry
CO	Commerce
ED	Education
LE	Leisure
CM	Community
TR	Transport
UT	Utilities
EV	Environment
CV	Conservation

Scale 1 : 10000



Poll an I-1

Mean High Water Springs
Mean Low Water Springs

POLICY: Housing Policy RS2 will apply to limited infill development and gap sites at Drumbeg, subject to satisfactory drainage arrangements. There will be a presumption against further extension of ribbon development alongside the B869 out of the village, (see Inset Map 5).

POLICY: 0.2 ha. land opposite the Hotel may be suitable for Local Authority housing should a future requirement occur. There are no proposals within the current 5-year programme of the District Council.

Housing - Nedd

- 3.15 This township occupies an elevated north facing position overlooking Loch Nedd. Steeply sloping in-bye land and grazings limit development opportunities within the established layout of the community. Significant areas of native trees comprising parts of the Ardvar Woodlands SSSI are an important local amenity feature.

POLICY: Policy RS2 will apply at Nedd subject to satisfactory access arrangements. Particular care will be required with the siting and levels of properties in order to safeguard existing amenity, (see Inset Map 6).

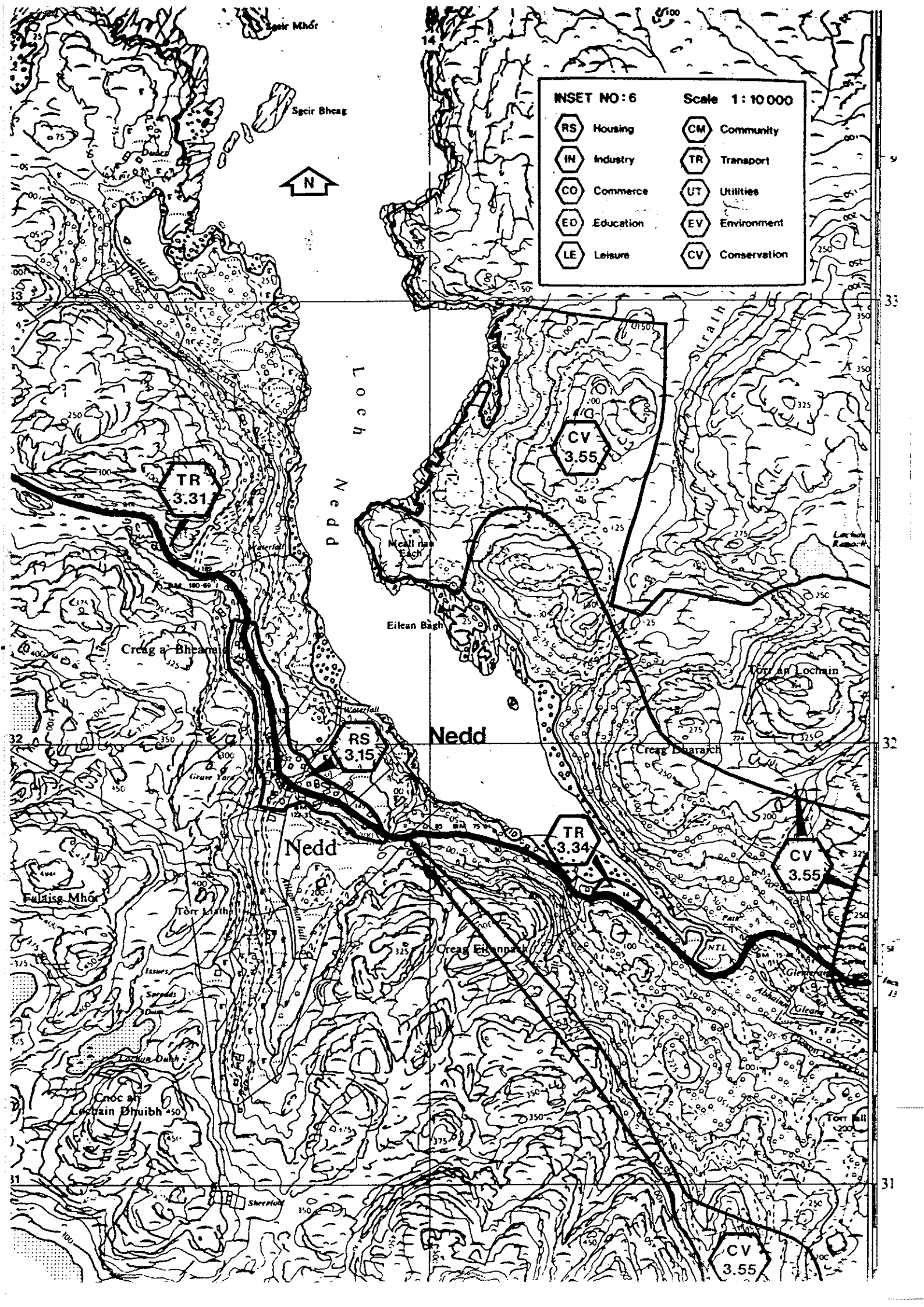
Housing - Kylesku

- 3.16 Existing development is now firmly enclosed by the re-routed A894, the bay and steeper land to the east of the community. An inaccessible shoulder of exposed ground gives shelter and visual cohesion to the properties along the spur road down to the Hotel. Further housing opportunities within Kylesku itself are extremely scarce, although sites may be found in neighbouring townships.

POLICY: Policy RS2 will apply to land to the south west of the Ferrymans Cottages. This could accommodate two houses (see Inset Map 7).

Housing - Elphin/Knockan

- 3.17 These traditional crofting communities follow a loosely defined pattern off the Ledmore-Ullapool road. Most properties lie to the east of the A835, beyond the more productive land and are served by minor spur roads. The main road executes a series of tight bends with limited forward visibility. The villages enjoy magnificent views west towards Cul Mor.



INSET NO: 6 **Scale 1: 10 000**

RS	Housing	CM	Community
IN	Industry	TR	Transport
CO	Commerce	UT	Utilities
ED	Education	EV	Environment
LE	Leisure	CV	Conservation



TR
3.31

Loch
Nedd

RS
3.15

Nedd

Nedd

TR
3.34

CV
3.55

NTL

CV
3.55

Sheepfold

Garbh Eilean



Kylesku Bridge

Stripway

EV 3.47

M.H.W.S
M.L.W.S

CAOLAS CUMHANN

Camas na Cuspa

RS 3.16

CM 3.42

EV 3.47

IN 3.24

Choc nan Caorch

CM 3.29

Kylesku

Lochan Dubh

Chalet Park

INSET NO: 7

- | | | | |
|--|-----------|--|--------------|
| | Housing | | Community |
| | Industry | | Transport |
| | Commerce | | Utilities |
| | Education | | Environment |
| | Leisure | | Conservation |

POLICY: Housing Policy RS2 will apply to infill development at Elphin and Knockan. Additional accesses directly onto the A835 should be avoided in the interests of traffic safety. Development west of the road outwith the recognised settlement pattern will not be permitted in the interests of visual amenity. (See Inset Map 8).

INDUSTRY AND COMMERCE

Forestry

3.18 Commercial forestry is a minor land use in this area, although the smaller plantations and shelterbelts are of local significance to amenity and agriculture in areas such as Lochinver and Inchnadamph. Assynt Estate have recently completed felling 13 ha. of mature Sitka Spruce and Scots Pine on five areas of ground off the A837, by the River Inver and at Culag. Agreement on early replanting is normally required before extraction of timber proceeds. Forestry Commission land holdings extend to a little more than 1,000 ha. of which 60% has been declared surplus to requirements. A 40 ha. research plantation on the south side of Loch Borrolan has been monitored for some years.











PROPOSAL: The Forestry Commission intends to dispose of 600 ha. of land, and plant their remaining holding at Ledmore during the plan period.

Minerals

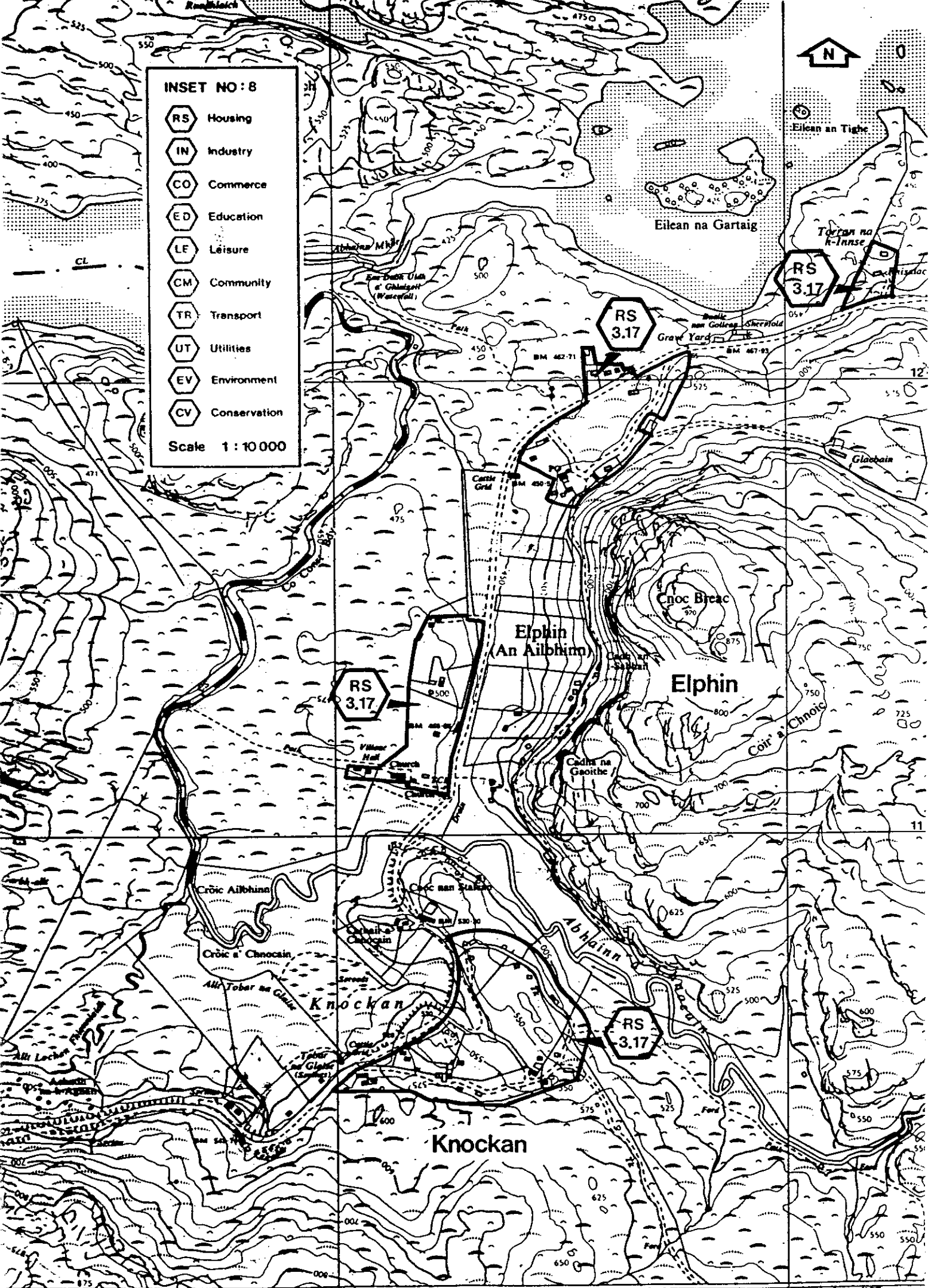
3.19 Liquid Crystals have carried out mineral exploration work in the Loch Awe area in recent years. These investigations relate to potash-bearing shales which outcrop in local fucoïd beds and may have potential as slow-release agricultural fertilisers. Large samples have been extracted for processing and commercial tests and the results are being assessed. Dolomitic limestone and hardrock are quarried and crushed on a major scale at Ullapool and this serves a wide catchment including the Assynt area. Other needs are met from small local borrow pits.

POLICY: The Council will continue to encourage investigations to determine the viability of potential mineral workings in Assynt. Temporary planning permission will normally be granted for this purpose.

INSET NO: 8

-  RS Housing
-  IN Industry
-  CO Commerce
-  ED Education
-  LF Leisure
-  CM Community
-  TR Transport
-  UT Utilities
-  EV Environment
-  CV Conservation

Scale 1 : 10 000



Fish-Farming

- 3.20 Fish-farming has proved to be a major growth industry in this area over the course of the last decade. A large number and range of sites are now operational, and these have created valuable employment opportunities in the remoter parts of Assynt. Two companies, Wester Ross Salmon and Ardvvar Fish Farms, have undertaken the majority of work, but shellfish sites have attracted smaller operators including local crofters at Loch Beag. There are a number of outstanding sea-bed leases, together with shore-bases and inland water sites with planning permission. The increasing density of sites requires closer scrutiny of their impact and integration with other interests. There is concern, inter alia, about the capacity of the B869 Drumbeg road to accommodate a significant further increase in heavy vehicle traffic associated with this industry.

POLICY:

The Council will endeavour to safeguard the following potential fish farm sites, and consult DAFS, HIDE and HRPB concerning future development which could be prejudicial:-

- (a) Loch a Chairn Bhain (cages);
- (b) Unapool burn (hatchery);
- (c) Loch na Gad (freshwater cages);
- (d) Loch Dhrombaig (cages);
- (e) Loch Inver (2 sites - shellfish).

The standard of siteworks and screening on several established enterprises falls well below the Planning Authority's expectations. Full landscaping and finishing works will be required in consideration of further development proposals at such sites.

Fishery Pier Development - Lochinver

- 3.21 Lochinver is firmly established as a major port for both white-fish and shellfish catches drawn from the Minch and local inshore waters. Business at the harbour fell away during 1978-83, but has since picked up very considerably with landings for 1985 worth £5.1 m. Indications are that this improvement can be sustained in future years. Present activities are severely hampered, however, by various deficiencies in the ports infrastructure. The west face of the quay is extremely exposed and there is a related shortage of safe berthing capacity to the east for the 40 boats using the harbour. Mooring buoys providing 'stand-off' berthing require replacement. Although the port enjoys a good extended fish-market and recently modernised ice-plant, there is restricted vehicular access around these facilities and a serious lack of back-up space for vehicle parking storage and ancillary port services. Road access to the harbour area by the A837 includes the difficult corner and narrow bridge over the Culag River. Space for port-related offices and industry

is at a premium. Consultants working on behalf of the Regional Council are examining a wide range of engineering alternatives for expansion and improvement of the harbour. These are presently being considered by the Council in consultation with other interests, including the local Port Development Committee and Community Council. As a first step, the Council intend to submit Parliamentary Orders for consideration in November 1986. The shortage of financial resources and effect of priority funding being directed towards Kinlochbervie, mean that their Fishery Harbours Capital Programme for the next five years will continue to be under severe pressure. The Council is therefore discussing, with port-users, the possibility of the harbour being operated by an independent Trust. This would facilitate capital borrowing for harbour works.

PROPOSAL: The Council intends to provide new mooring buoys in Loch Inver during 1986/87 at a cost of £87,000, as soon as funds become available.

POLICY: The Council will continue to investigate how additional berthing and quay-space might be provided at Lochinver during the plan period. A three-phase scheme incorporating major breakwater, extended quay/fish market and additional back-up land has been provisionally costed at £4.5 m.

Culag Framework Plan

3.22 The Culag Hotel, together with adjoining lands and foreshore out to the Point, hold the key to future improvement of the harbour and related development. A potential requirement exists for approximately 40,000 cu.m. of fill material for harbour and related reclamation works. Extraction from this area would achieve worthwhile savings and also help to create upto 2.5 ha. of additional developable land by rock-cutting. Detailed consideration will also need to be given to extension of roads and other mains services into this area in due course.

PROPOSAL: The Council is to acquire the Hotel, adjoining properties and approximately 18 ha. of land and foreshore at Culag from Assynt Estate at a cost of £200,000. This transaction will be completed during 1987.

POLICY: The Council will prepare a framework plan to guide future development at Culag. Development land to the south-west of the Hotel appears to hold particular scope for fishery and other marine-related uses (see para. 2.16). Other possibilities include housing (3.6) and tourist/recreational facilities (3.40). Subject to detailed technical appraisal the following elements will form part of the framework plan:-

- (a) provision for a causeway between Cruamer and Culag Road giving major improvement to the harbour's approach road;
- (b) safeguarding of Culag Park and the adjoining tree-covered escarpment which links with significant amenity woodlands abutting the Culag River;
- (c) safeguarding of the Ladies Walk and adjoining treed-scarp west of the Culag Industrial Estate, which includes fine specimens of Beech and Scots Pine and the rock knoll immediately north of the hotel which will provide an important buffer. Amenity planting schemes at selected locations are to be carried out by the Estate in consultation with the Planning Authority;
- (d) retention of the existing hotel bars and established fishery-related properties south to the Industrial Estate;
- (e) levelling of the rock bluff between the Hotel and Ice-Plant to create operational space, with surplus material used as fill for other harbour works. This could attract financial assistance from the Scottish Development Agency;
- (f) retention, sub-division or demolition of the hotel buildings in full or part. Suitable for tourist-related, commercial, institutional or community use, or a mix thereof;
- (g) a distributor road via the hotel frontage giving access to parking areas in the hotel gardens, reclaimed land on the foreshore and approximately 2.5 ha. of development land on the Culag peninsula.

Fishery Jetty and Industry - Culkein Drumbeg

- 3.23 The jetty, boathouse and adjacent land at Culkein Drumbeg are owned by the Regional Council. Storage accommodation is leased to local inshore fishermen and three boats operate from the pier, along with occasional pleasure craft. Minor improvements were made at the jetty in 1979, and further repair work may be required. An assessment of smaller marine structures around the Region is presently underway.

POLICY:

Approximately 0.1 ha. of land adjoining the jetty at Culkein-Drumbeg is allocated for ~~harbour-related~~ or other industrial use, subject to details and siting. The amenity of the Pier House will be safeguarded in relation to any proposals brought forward.

Fishery Jetty - Kylesku

- 3.24 The new landing-stage, access road and storage facilities were completed in 1984 by the Regional Council, with funding assistance from the EEC alone. These have played a vital role in regenerating local shell-fishing activity, with upto eight boats now landing catches. Concern has been expressed in the past about any building in this vicinity which would be prominent from established residential properties and tourists using the village road.

POLICY: The Council will encourage fishing-related use of the jetty and adjoining apron area. Any requirement for secure, covered storage or other accommodation will require careful siting and suitable screening. Minor rock-cutting might create a suitable site to the north-east, taking advantage of the intervening outcrop to shield any small building.

Industrial Land - Lochinver

- 3.25 There is considerable demand from fish-processing, tradesmen and other industrial concerns for accommodation in the Lochinver area. The Council's Culag Industrial Estate has never functioned properly and environmental conditions have continued to deteriorate, notwithstanding the improvements including drainage, made over the years. Proximity to the harbour and the acute shortage of space there, has attracted random storage of gear, boxes and trailers. Recognition of the site's limitations led the Council to develop a prestigious estate at Glac Mor in 1983. This occupies a prominent location on the main road into Lochinver. The Council recently completed a further 2,000 sq.ft. of floorspace on site 3 at a cost of £77,000. Approximately 60% of the site is now developed.

PROPOSAL: The Council intends to erect the following workshops/nest units at Glac Mor:-

2 x 500 sq.ft. units on site 4 at a cost of £60,000 during 1987/88.

Approximately 0.6 ha. of land is allocated for light and general industrial development at Glac Mor. Further development will be expected to maintain the high standards of visual amenity already achieved here.

POLICY: 0.5 ha. of undeveloped land at Culag Industrial Estate is allocated for general industrial use, principally harbour-related. An access reservation will be maintained to the higher part of the site which is being acquired from Assynt Estate.

Caravan Site - Brackloch/Roads Depot

- 3.26 Formerly a construction work camp, this area has been used as a caravan site for a number of years. Despite grant-aid from the Countryside Commission for Scotland for landscaping and other improvements, it has never reached the minimum standards needed to secure commercial viability. Temporary planning permission has been granted for portacabins used as an office/distribution point for a shell-fish concern. The Council's Roads Depot at Lochinver consists of a series of buildings and storage areas opening directly onto both sides of the B869 by its junction with the A837. This is an eyesore at the gateway to a major tourist route and poses potential traffic hazards.

POLICY: The Council considers that the Brackloch caravan site may have greater potential for certain storage/light industrial uses, subject to suitable drainage and measures to enhance the road frontage.

RECOMMENDATION: The Council will examine the scope for tidying up and screening parts of the existing Roads Depot. An alternative site should be considered as future resources permit. Brackloch may be suitable subject to the views of the landowner.

Touring Caravan Site - Lochinver Area

- 3.26 (a) The Caravan Club has been examining the possibility of developing site facilities in the area between Ullapool and Durness. Brackloch has been examined in the past but found to be unsuitable. Lochinver is an important centre for tourist activity and further opportunities, including Clachtoll (see para. 3.51), might be investigated.

RECOMMENDATION: Further consideration should be given by the Caravan Club or other operators to establishing a touring caravan site in the Lochinver area.

Hotel and Tourist Development - Lochinver

- 3.27 Assynt Estate have been considering a new hotel and tourist development in Lochinver. This would provide a smaller but high-quality modern tourist facility catering for sporting and general visitors to the village. A site on hill ground to the east of the village has been selected by the Estate, giving magnificent views across Loch Inver and the Minch. Planning permission was given in 1985.

POLICY: Approximately 1.0 ha. of hill ground east of the village is allocated for a new hotel and tourist development. Further accommodation such as time-share lodges may be appropriate on adjoining ground. Improvements will be required to the radio mast access road, including the junction at Cruamer.

Chalet Development - Assynt

- 3.28 A number of good quality chalet schemes have been completed in recent years at Kylesku, Strathan and Inverkirkaig, with smaller developments at Stoer and Culkein. Planning permission was given recently for 3 chalets in Culkein-Drumbeg, and the Council is presently considering further proposals at Kylesku. With the growing trend towards this form of self-catering holiday, opportunities exist in other locations. Development of such a project began at Ledmore some years ago. This has not been completed and the derelict site works are visually intrusive. The nearby Aultnacealgach Hotel recently burnt down and both sites are the subject of title and related legal disputes.

POLICY: The Council will encourage further development of chalet schemes in the Assynt area, subject to satisfactory servicing, siting, design and landscaping. A presumption will be maintained against the use of sites allocated for permanent housing and in localities where infrastructure is currently overburdened.

RECOMMENDATION: The Council will consider use of Waste Land procedures to secure clearance and reinstatement of the derelict chalet site by Ledmore. Encouragement will be given to development of similar tourist accommodation at Aultnacealgach.

Commercial/Community Development - Kylesku

- 3.29 A triangular parcel of land at the "gateway" entrance from the A894 into the village of Kylesku provides an excellent opportunity for a tourist-related project. The site has a levelled building surface with services close at hand and ready-made access. Development possibilities might include craft workshop/retail/refreshments/field-interpretive centre/tourist office.

POLICY: Approximately 0.2 ha. of land adjacent to the A894 - Kylesku spur road junction is allocated for commercial and related use. A high-quality development, preferably a single building sited clear of highway visibility splays and orientated to preserve the vista through into the village, will be required. Tidying up of this site in the interim would improve visual amenity in the village.

Commercial Area - Lochinver

- 3.30 The northern end of the Main Street has developed as a nucleus of shops and related businesses. A number of properties might usefully be renovated, and further retail or similar establishments should be encouraged to consolidate in this area, which enjoys excellent parking facilities. The possibility of the former Legion Hall site accommodating a commercial or community related use has been mooted. This site lies outwith the commercial area and is used informally for parking in relation to the village hall at present.

POLICY: The Council will encourage further development of retail and other commercial businesses (other than those requiring a port location) within the areas defined on the Proposals Map.

RECOMMENDATION: Consideration should be given to formalising parking arrangements adjacent to the Village Hall.

TRANSPORT AND UTILITIES

Roads - B869

- 3.31 The B869 coastal loop road serves an extensive crofting and tourist area. Much of the route is grossly substandard in terms of width, gradient and alignment. Further to serious concern about the condition of bridges and retaining structures, the Council has recently carried out emergency improvement works on this route at a cost of £70,000. Weight limits of 16.5 tons and 7.5 tons west and east of Glen Learig respectively are now in operation. Further major improvements will permit these restrictions to be lessened.

PROPOSAL: The Council will programme further improvements to the B869 at a cost of £360,000. Attention will be given to retaining walls, bridges and guard railing. These works will permit the present weight restrictions to be increased to 24 tons. The Council will investigate the extent of works required to increase the limit to 32 tons over part of this route.

POLICY: The Council will seek to discourage caravan traffic from using the B869 between Clachtoll and the A894 at Newton. A presumption will be maintained against touring caravan sites served off this section of the route.

C 1 Route Improvements - Inverkirkaig

- 3.32 The minor road south from Lochinver serves adjoining townships and links through the Inverpolly National Nature Reserve to the Coigach area. It is a popular tourist route for its scenic attractions, notwithstanding its substandard quality. Improvements to the decking on Kirkaig Bridge have recently been completed by the Council at a cost of £72,000. Consultants are currently examining the extent of improvements required to retaining walls on this route.

PROPOSAL: The Council intend to carry out improvements to retaining walls on the C1 route south of Lochinver. £160,000 is provisionally allocated for this work and phasing will be determined during 1987-88. Work will include minor rock cutting to improve visibility on adjoining bends.

POLICY: The Council will seek to discourage caravan traffic from using the C 1 route. A presumption will be maintained against touring caravan sites served off this road.

Village Roads - Lochinver

- 3.33 The Council has recently completed works to upgrade the roads, footpaths and parking/servicing areas of Main Street at a cost of £160,000. Resurfacing work at Cruamer is nearing completion. Major improvements to the Baddidarroch road, west of the village, have also been undertaken at a cost of £600,000. This has improved conditions for the considerable volumes of vehicular and pedestrian traffic associated with existing development, and created opportunities for further building between the Pottery and A837. The junction of the two roads is presently operating as a one-way system, and a number of design solutions are presently under consideration.

PROPOSAL: The Council intends to carry out the final phase of improvements to Baddidarroch Road, at the junction with the A837 during 1988/89 at an estimated cost of £120,000. Particular attention is required to the fine stands of mature trees in this vicinity which are an important feature of this part of the village.

Parking - Nedd and Culkein

- 3.34 Opportunities for carparking alongside the A869 are limited. Particularly fine low-level views are obtained from the promontory close by Abhainn Gleann Leiraig which is well used by visitors. No formal parking provision has been made at Culkein, where the outstanding coastal scenery also attracts holidaymakers.

RECOMMENDATION: Consideration will be given to the scope for providing small off-road carparking areas at Nedd and Culkein. Adjacent ground could accommodate simple picnic and/or interpretive facilities. These projects should attract Countryside Commission for Scotland grant assistance.

Speed Restriction - Drumbeg

- 3.35 Local concern has been expressed in relation to traffic speeds through Drumbeg village. A 30 m.p.h. speed restriction recently came into operation.

Water Supply - Lochinver Area

- 3.36 The Council recently completed improvements to the water supply serving the wider Lochinver area. This involved upgrading storage facilities and installation of a new mains distribution network at a total cost of £125,000.

Water Supply - Achmelvich

- 3.37 Difficulties are experienced in maintaining an adequate supply to Achmelvich during periods of peak demand. Improvements are required to the intake/abstraction facilities at Loch Sgeireach.

PROPOSAL: The Council intends to improve the public water supply to Achmelvich between 1989/90, at a cost of £30,000.

Drainage - Lochinver

- 3.38 Existing development on the northern flank of the River Inver discharges effluent into the mouth of the channel. Whilst these private arrangements operate without undue problems at present, comprehensive drainage facilities incorporating an interceptor sewer and communal outfall are required in the longer term.

POLICY: The Council wishes to improve drainage facilities at Lochinver after 1990.

Electricity

- 3.39 The NOSHEB have recently completed minor extensions to the overhead 11 kv. supply at Achmelvich and Baddidaroch.

Radio Mast - Cnoc Frith Dhughail

- 3.39 (a) Further to international agreements, police and emergency radio systems require to change to a micro-wave frequency. This will necessitate a new network of radio relay stations.

PROPOSAL: The Northern Constabulary intend to install a radio relay station and mast at Cnoc Frith Dhughail by Inverkirkaig. Work is expected to be carried out during 1986-87 at a cost of £45,000, subject to planning permission.

COMMUNITY FACILITIES

Leisure and Recreation - Lochinver

- 3.40 The District Council are responsible for leisure and recreation facilities. Land in their ownership to the rear of the Cruamer houses has been considered for various uses in the past, including housing and a major interpretive/community project. Apart from a small strip immediately adjoining existing gardens, most of this ground contains a deep peat deposit. A wider range of recreational facilities would cater for both local residents and the summer visitor, increasing the village's appeal for centre-based holidays. The provision of golfing facilities could be investigated. Opportunities appear to be restricted by the uncompromising terrain although there may be scope, for example, in the Stoer area.

RECOMMENDATION: The feasibility of developing a small park in the Cruamer area should be investigated by local community interests.

Water-Based Recreation

- 3.41 There are limited opportunities for putting boats into the sea, and sufficiently sheltered locations to enable simple recreational sailing. Some provision may be possible in connection with proposed works at Lochinver harbour, which might cater for the larger touring boats and day use by smaller craft. The former ferry slip at Kylesku provides a ready-made facility, with adjacent parking and hotel accommodation.

POLICY: The Council will encourage provision for recreational sailing and other water-based pursuits at Lochinver and Kylesku. Facilities should be available for public use.

Children's Play Area - Kylesku

- 3.42 Land has been fenced and set aside for use as a children's play area at the centre of the village.

POLICY: Land to the south-west of the Ferrymens Cottages will be reserved as a play area. Equipment has yet to be put in place.

Public Conveniences - Drumbeg

- 3.43 Drumbeg has no public toilets at the present time. Many visitors stop at the carpark/viewpoint facilities which were improved recently.

PROPOSAL: The District Council intends to provide public conveniences on a site adjacent to the carpark during 1986/87 at a cost of £10,000. A good standard of design will be expected.

Public Conveniences - Inverkirkaig

- 3.44 The carpark and picnic site by Kirkaig Bridge have been upgraded in recent years with assistance from the Countryside Commission for Scotland. This area now forms a popular tourist facility.

PROPOSAL: The District Council intends to provide public conveniences at Inverkirkaig during 1987/88 at a cost of £10,000. A site adjoining the carpark would be appropriate subject to servicing arrangements and a good standard of design.

CONSERVATION AND ENVIRONMENT

Environmental Improvements - Lochinver

- 3.45 The character of the village derives largely from the attractive layout of development around the splendid waterfront setting, backed by higher ground and fingers of mixed woodland which follow the Culag, Inver and Baddidarroch rivers. Substantial improvements have been made in recent years to the seaward margins including coast protection, parking and amenity areas. Scope exists for further low-cost enhancement work.

RECOMMENDATION: Consideration should be given by private interests, community and public agencies to further minor environmental improvements at Lochinver. A number of individual properties on Main Street would benefit from a face-lift to their frontages. Attention needs to be given to the fringes of the car park adjacent to the Church, and simple seating might be incorporated in any scheme here. Potential exists for suitable hardy tree/shrub planting in open spaces such as the margins of the play area.

Environmental Improvements - Inverpark

- 3.46 The District Council's Inverpark development requires early attention to the quality of open spaces, footpaths and fences enclosing groups of dwellings. These give the area a neglected appearance at present. The various groups of lock-up garages are underused and vandalised.

RECOMMENDATION: The District Council should give early consideration to a package of measures to enhance the older housing areas and open spaces at Inverpark. Particular attention might be given to garage court areas - a system of off-street parking convenient to each group of housing may provide a more appropriate long-term arrangement.

Environmental Improvements - Kylesku

- 3.47 Further to construction of the new bridge and approach roads at Kylesku with the attendant loss of local jobs on the ferry service, the Council has undertaken a major improvements package for the village. This has had the dual objectives of creating an attractive environment and facilities for visitors to the area, together with the infrastructure for generating additional employment for the community. Extensive works have been carried out, but the project depends upon community initiatives and support for minor improvements.

RECOMMENDATION: Various measures remain outstanding in relation to the framework plan for Kylesku village:-

- (a) removal of redundant overhead GPO equipment;
- (b) demolition/resiting of unauthorised structures, including a half-completed garage, and caravans occupying the seaward margin of the village road;
- (c) rationalisation of private signs;
- (d) tidying of the ferry slip and adjoining land, including possible refurbishment of the public toilets;
- (e) group-planting of trees around the village. The Council has not been able to make progress with local crofting interests in order to carry this out.

The above matters deserve early attention.

Environmental Improvements - Rhuba Stoer

- 3.48 Remnants of the MOD's wartime occupation of this area are scattered throughout this locality. A number of abandoned structures are used for sheltering stock and storage by local crofters. The majority continue to deteriorate and detract significantly from the visual amenity of this area.

RECOMMENDATION: The Council will identify disused MOD properties throughout the area which represent eyesores. Subject to consultation with landowners and other interests, the Council will endeavour to attract an SDA project for their removal and rehabilitation of sites.

Coast Protection - Inverkirkaig

3.49 Kirkaig Bay faces due west. The attractive foreshore area by the village is exposed to storm action and substantial coastal erosion has occurred in recent years. The Council has installed armouring where this threatened to undermine the public road and sea wall. Good agricultural land to the immediate south of the village continues to be undermined by wave action however.

RECOMMENDATION: The Council will keep under review the requirement for further coast protection works at Inverkirkaig. Action to safeguard and reinstate the good agricultural land is the responsibility of the landowner/crofters.

Visitor Management - Achmelvich

3.50 The attractive bay at Achmelvich is extremely popular with both day visitors and longer-stay holidaymakers. Overnight facilities include the camping and caravan site together with a youth hostel. Additional private facilities are under consideration at present. During the past decade, a package of measures aimed at improving visitor facilities and combatting the adverse effects of recreational pressures has been in progress. These include the provision of a car park and toilets, public access improvements, dune-regeneration and a Ranger service. Heavy seasonal usage of the footpath system requires additional works.

PROPOSAL: The Council intend to reinforce boardwalks on footpaths at Achmelvich during 1986/87 at a cost of £2,500. The effects of visitor pressures on the facilities and environment at Achmelvich will continue to be monitored.

Conservation Management - Clachtoll

- 3.51 Clachtoll Bay is another major tourist attraction of this area. The District Council operates the caravan site, although local crofters also provide land with visitors using the core facilities of the District's site by arrangement. The Regional Council owns some ground and has undertaken dune conservation measures in the past. Sustained visitor use of the fragile environment has compounded erosion by natural forces. Without a comprehensive management scheme and firm action to recover the situation, much of the area's ecological and amenity value will be totally lost in coming years. The Caravan Club have expressed some interest in operating a high standard facility in this locality.

RECOMMENDATION: The District Council and Countryside Commission for Scotland should consider effective measures to contain and treat erosion of land at Clachtoll. This will require control over caravan parking and pedestrian movement in the most fragile areas, subject to safeguarding access to salmon netting operations on the foreshore. Wild camping and caravanning in this area should be discontinued and discouraged in the long-term interests of the community.

Visitor Facilities and Management - Clashnessie

- 3.52 Clashnessie is the northernmost of the attractive beaches of Assynt. Wind blow has created some erosion along the fringes of the dunes, and this occasionally creates hazards for traffic on the adjoining section of the B869. The District Council are considering provision of additional visitor facilities in this area. A large carpark with grassy margins is located on the landward side of the public road. This gives fine views across the beach and out into the bay and this open vista should be maintained.

PROPOSAL: The District Council intends to provide public conveniences and a small picnic site at Clashnessie during 1986/87 at a cost of £10,000. These facilities should be located on the landward side of the road in conjunction with existing parking provision. A properly formed pedestrian access from the road down onto the beach should be considered immediately opposite the carpark.

Viewpoints - Assynt

- 3.53 Magnificent panoramic views are available from a number of vantage points off the main road network throughout Assynt. Visitors tend to stop their vehicles at these locations and properly formed off-road viewing facilities would remove potential hazards and increase visitor enjoyment and understanding of the area.

RECOMMENDATION:

Considerations will be given to the provision of simple parking and roadside viewing facilities in the following areas:-

- (a) off the B869 above Loch Ardbhair - views over Eddrachillis Bay and the skerry-studded coastline;
- (b) off the A894 above Loch Assynt looking south to Canisp and west to Quinag. This could be undertaken in association with the tidying of the roadside borrow pit;
- (c) provision of a viewpoint indicator and interpretive material by the carpark and picnic site at Rhuba Stoer;
- (d) off the B869 using a redundant loop of the road above Strone Braes with views eastwards into Glen Canisp and the mountainous interior.

These should be eligible for grant-assistance from the Countryside Commission for Scotland. The Nature Conservancy Council may contribute towards the provision of interpretive facilities.

Amenity Woodland - Lochinver

- 3.54 The village derives considerable benefit from significant parcels of deciduous, mixed and Scots Pine woodland. These are particularly notable in the Glen Salach/Baddidarroch, Cnoc a Mhuillin/River Inver margins and Culag areas. Many of these trees are mature and some are suffering from die-back or damage. Additional planting, including underplanting, of suitable species should be undertaken to ensure the continuity of these features. The best areas should be safeguarded in relation to new development proposals, with new planting in other localities to soften the appearance of new buildings, improve amenity and shelter.

POLICY:

The Council will seek to conserve important trees in the above areas and encourage suitable management practices. Technical advice is available to landowners and other interested parties from the Regional Council.

Nature Conservation - Assynt

- 3.55 The Nature Conservancy Council are reviewing land within the area which best characterises aspects of the natural environment. Revision of Loch Beannach Isslands SSSI was recently notified.

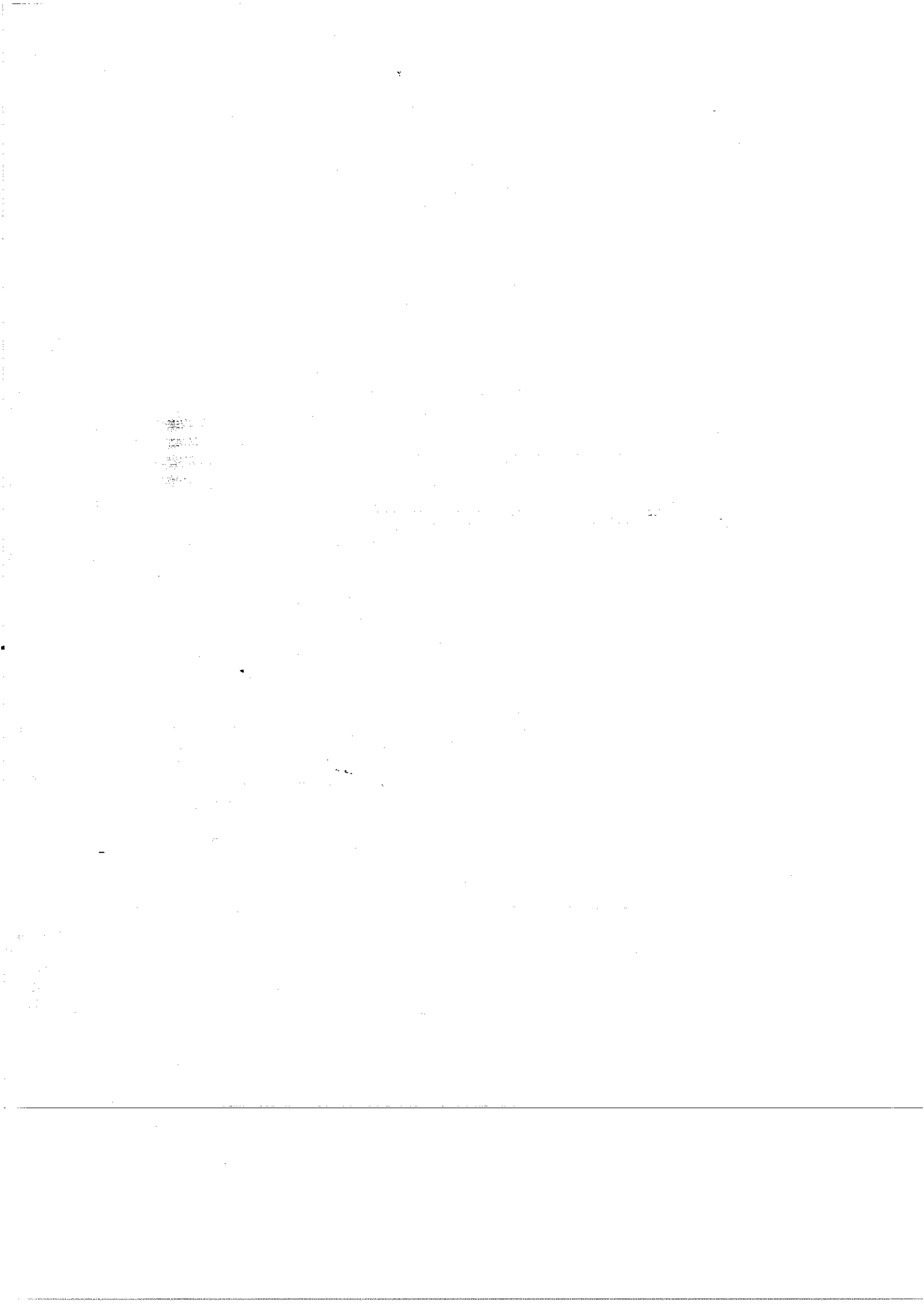
PROPOSAL: The Nature Conservancy Council intend to amend the boundaries of the following SSSI's during the plan period:-

- (a) Ardvar Woodlands (major revision);
- (b) Ben More Assynt (major revision);
- (c) Cam Loch Islands (extension);
- (d) Knockan Cliff (major revisions);
- (e) Loch Assynt Quarry (to be denotified).

Proposed AGLV - Ardvreck Castle

- 3.56 Ardvreck Castle commands a superb setting projecting into Loch Assynt amidst a spectacular mountain amphitheatre. This 16th century fortified towerhouse is a scheduled Ancient Monument and grade B Listed Building with historical connections with the Marquis of Montrose. Located within easy reach of the A837, the castle attracts considerable visitor interest. However, the present layby parking facilities are inadequate and the deteriorating structural condition of the Castle, together with the remains of Calda House, are a hazard to public safety. The Council is continuing discussions on the future of these properties with the landowner and steps have been taken to discourage public access for the present.

PROPOSAL: The Council intends to designate the area around Ardvreck Castle as an Area of Great Landscape Value, and expects to negotiate an Agreement with the landowner governing future management. A scheme to improve public access will include: a roadside car park on land to be acquired by the Council; interpretive facilities; and footpath to viewing point at a repaired drystone wall in front of the Castle. Subject to a leasing agreement essential repairs will be made to the Castle fabric with a view to preventing further deterioration, but clear warning will be given of the continuing dangers of entering the property. In the longer-term, the Castle should be made safe for public access. The total cost of this scheme, which will be eligible for Countryside Commission grant assistance, is estimated at £30,000. It is expected that initial works will commence during 1987-88.



4. sgoibh a'fionh SCOURIE

INTRODUCTION

Prospects

- 4.1 This area comprises the seaboard from Eddrachillies Bay to Loch Laxford and lochan - studded upland south west of Lochs More and Stack. Population fell by 13% during 1971-81 and currently stands at approximately 300. Most people are dispersed throughout the crofting communities off the A894 and A838 routes and at the small service centre of Scourie. Agriculture, crofting, estate activities and tourism are the traditional mainstays, but in recent years, fish-farming has provided a tremendous fillip to the economy. A number of enterprises now employ up to 40 people locally. While consolidation of the areas primary activities is therefore vital, opportunities for deriving greater benefit from tourism should also accrue following the opening of the Kylesku Bridge. The renowned birdlife of Handa Island is a major tourist attraction.

Development Factors

- 4.2 The main objectives of the local plan are to:-
- (a) secure continued employment in resource based activities, including fish-farming;
 - (b) create a framework for the areas development requirements and improvements to community facilities and infrastructure;
 - (c) promote the range of facilities available to visitors.

POPULATION AND HOUSING

Housing - Scourie

- 4.3 Scourie is set in a natural amphitheatre ringed by steep hills which open out onto the tidal inlet of An Fhaoghailinn. A substantial pocket of better quality agricultural and crofting land extends between the village and the shore and climbs the north-facing slopes towards Scouriemore. In the past, development of poorer, elevated land to the south west has dislocated the community. Further building at Achlochan would be visually prominent, encourage ribbon development and increase pressures for unprogrammed public expenditure. Very few private houses are built locally. Scope exists for consolidating the layout of the village and outlying townships.

POLICY: Housing Policy RS2 will apply to infill development at Scourie. It is important that development of frontage gap sites and rehabilitation of properties along the Free Presbyterian Church road maintain the existing character. This row of traditional cottages contains three Listed Buildings and creates a fine 'streetscape' which should be retained. Care will be required in terms of form, scale and design. There will be a presumption against further development on land opposite, and to the south west of the Church.

Local Authority Housing - Scourie

- 4.4 The District Council recently completed 4 amenity houses at Moffat Place. Further housing would be appropriate on land owned by the District Council east of this development. Existing rudimentary play facilities for children require improvement (see para.4.21).

PROPOSAL: The District Council intend to build 2 general needs houses at Scourie at a cost of £80,000 in 1989-90.

POLICY: 0.8 ha. of land east of Moffat Place is allocated for housing. Policy RS4 will apply. This land is appropriate for further public sector requirements and might accommodate a limited number of private feus. Scope exists for up to 12 dwellings and amenity tree planting within the site.

RECOMMENDATION: Given the modest requirement for further local authority housing, the District Council may wish to consider releasing part of their land at Moffat Place for the development of private feus as local demand arises.

Housing - Scouriemore

- 4.5 Scouriemore is a traditional crofting community occupying an elevated but sheltered situation above Scourie Bay. The bulk of the township is contained on the seaward side of the A894. Development follows the margins of the spur road, with in-bye land descending a gentle north facing slope towards the coastal edge. There is no pedestrian footpath at present.

POLICY: Housing Policy RS2 will apply to infill development at Scouriemore. Care will be required with siting in order to avoid skylining.

RECOMMENDATION: Consideration will be given to the scope for a footpath with streetlighting at Scouriemore. Removal of rock bluffs to improve visibility could form part of this scheme. Work will depend on completing priorities and the availability of resources.

Housing - Upper Badcall

4.6 This community occupies a steep south-facing slope and enjoys an attractive aspect across Badcall Bay. The distribution of properties either side of the township road has been determined by rock outcrops on the upper side and better quality croftland on the lower. Further requirements can be accommodated within this pattern.

POLICY: Policy RS2 will apply to infill housing at Upper Badcall (see Inset Map 10).

Housing - Tarbet

4.7 At Tarbet approximately a dozen croft houses are scattered on higher ground around Loch Dubh. This pattern should be maintained in order to safeguard improved lower ground.

POLICY: Housing Policy RS2 will apply at Tarbet (see Inset Map 11). A presumption will be maintained against development of the better croftland.

Housing - Foindle

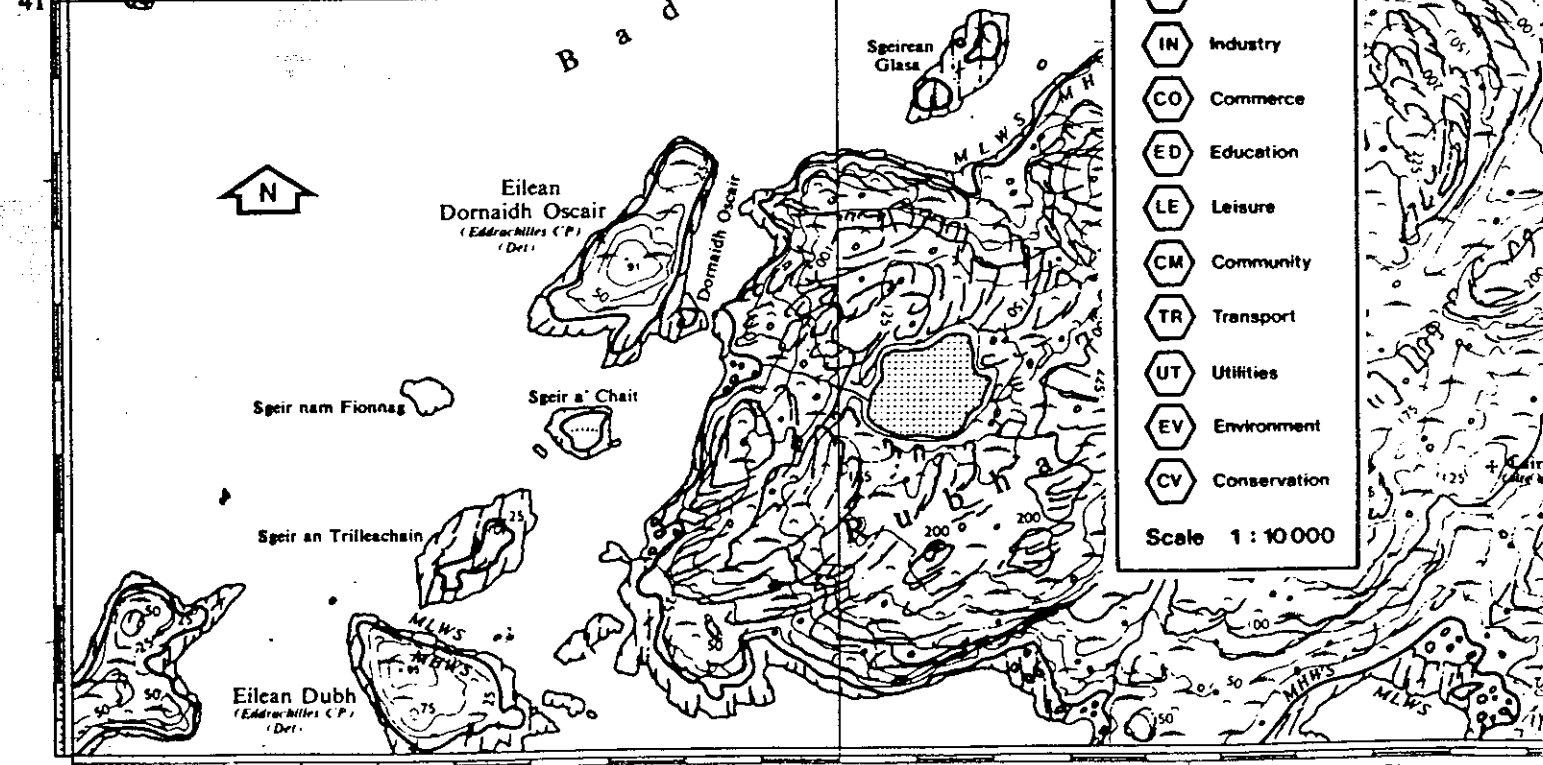
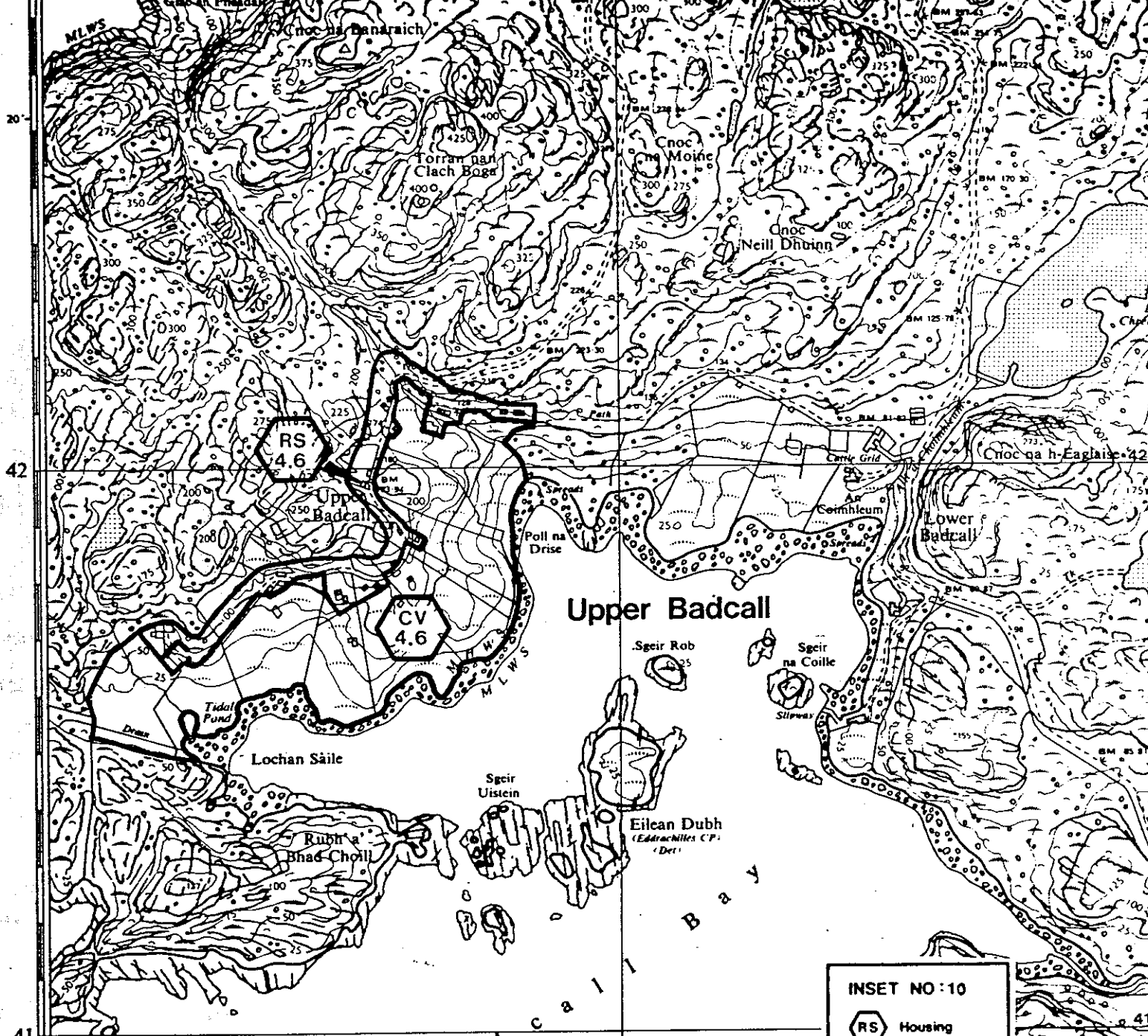
4.8 Properties at Foindle follow a linear pattern along the edges the tortuous township road. The better in-bye land is contained between the road and coastal inlet below.

POLICY: Housing Policy RS2 will apply at Foindle (see Inset Map 12).

INDUSTRY AND COMMERCE

Fish-Farming

4.9 Salmon hatcheries at Duartmore and Geisgill are operated by Joseph Johnston and Sons, together with on-growing marine cages in the sheltered waters of Loch Laxford and Badcall Bay. Permission was recently given for further cages in Loch Nam Brac and a shore base at Fanagmore. Wester Ross salmon have a shore base at Kylestrom and sea cages offshore. Fish-farming provides employment for a substantial proportion of the workforce and is important in terms of sustaining local communities. There are presently no undeveloped sea bed leases although further opportunities may exist in freshwater and coastal locations.



INSET NO: 10

RS	Housing
IN	Industry
CO	Commerce
ED	Education
LE	Leisure
CM	Community
TR	Transport
UT	Utilities
EV	Environment
CV	Conservation

Scale 1 : 10 000



Rubh' an Tiompain

Poll an Turrabain

Cnoc Gorm

Fannamòr

Cnoc Poll an Turrabain

Cnoc na Cythaige

Loch Gobhloch

Tarbet

can Glasa 49

Eilean nam Meant

Bealach Tharbet

Eilean Dubh

Port of Tarbet

Loch Dubh

Cnoc Tigh Adhamh

Sgeir nan Airbhe

TR 4.16

RS 4.7

CV 4.7

Port Mòr



The Reef

48

dh' Iuman

achan Mianach

Achadh nam Brac

Caol Loch

Mullach na Creige Deirge

INSET NO: 11 **Scale 1: 10 000**

RS Housing	CM Community
IN Industry	TR Transport
CO Commerce	UT Utilities
ED Education	EV Environment
LE Leisure	CV Conservation

POLICY: Further development of fish-farming activity will be encouraged within the area subject to adequate servicing and visual amenity considerations. It is important to safeguard the scenic qualities of the area and the requirements of existing interests.

Industry - Scourie

- 4.10 A fish-farm service base incorporating a fish disease laboratory has been developed at the old camp site south-west of the village. Undeveloped land lies within the curtilage and water, an electricity supply and access from the A894 are available. However, the site is open to views from the road. A suitable form of screen planting would be beneficial in relation to existing and further development.

POLICY: 0.4 ha. of land at the old camp site is allocated for industrial development. Tree and shrub planting along the northern margin of the site would help to soften the impact of development.

Light Industry/Commercial Development - Scourie

- 4.11 A small craft retail outlet presently operates from premises on the Free Presbyterian Church road. It is important to identify land or buildings suitable for further commercial or light industrial tourist-related use which might require a retail outlet. The redundant Post Office has the advantage of a prime frontage location onto the A894 and limited forecourt parking.

POLICY: The former Post Office at Scourie is allocated for light industrial or commercial purposes. Scope exists for rehabilitation or redevelopment subject to satisfactory off street parking.

Tourist Accommodation and Facilities











- 4.12 Accommodation for visitors includes the hotels at Eddrachilles and Scourie; bed and breakfast; and excellent caravan and camping facilities. Existing establishments compliment tourist-related commercial businesses including restaurants, craft enterprises, and a range of natural attractions such as Handa Island Bird Sanctuary and the area's fishing and hill walking assets. However, there is a lack of self-catering accommodation. Individual or small scale chalet developments could be accommodated in crofting areas subject to careful siting, landscaping and availability of services. Larger groupings may be appropriate for example within policy woodlands, provided that suitable access and drainage arrangements can be made.



AGMORE BAY



INSET NO: 12.

-  Housing
-  Industry
-  Commerce
-  Education
-  Leisure
-  Community
-  Transport
-  Utilities
-  Environment
-  Conservation

Scale 1 : 10 000

BÀGH NA FIONDALACH MÒIRE

Foindle

HALWMOIST

Low Water Mark of Ordinary Spring Tides

An Sogach

Loch Bruim na Coille

Lochan na Rà Knatdhe

Lochan na Rà 49 tthe

Bàgh a' Choin

Cnoc Ràthag

Eilean Dubh an Teoir

Eilean a' Mhadaidh

Eilean na Carraig

Cnoc nan Lochan Quilce

Blàr an Tairbh

Clar Loch

Gillar-locha

48

48

23

49

5

58°

POLICY: The Council will encourage the development of small scale chalet schemes within the area. Careful siting together with good design standards reflecting the character of the area and incorporating adequate landscaping, would be appropriate.

Caravans - Tarbet-Fanagmore

- 4.13 A considerable number of visitors are drawn to the Tarbet-Fanagmore area on route to Handa Island. A build-up of overnight caravan parking in disused borrow pits and other roadside locations exceeds a reasonable level during the height of the summer season. This raises concern in relation to visual amenity and public health. Measures to prevent access to these sites have been agreed with the Estate. Work is underway at present. An opportunity may exist for providing basic site facilities on poorer but suitably drained croftland. However, the local road network comprising single track carriageway with steep gradients and limited visibilities, is unsuited to use by large numbers of caravans. Signposting of any facility at the A894 junction will not therefore be appropriate.

RECOMMENDATION: Consideration should be given to providing basic caravan site facilities at a suitable location on croftland in the Tarbet-Fanagmore locality. This will require to take due consideration of access and visual amenity factors. Signposting at the A894 - loop road junction will not be permitted.

Advertisements - Tarbet-Fanagmore

- 4.14 Tourist related commercial enterprises in the Tarbet and Fanagmore communities include the Handa ferry, a restaurant, boat trips, and sea angling excursions. Individual signs advertising these facilities at the A894 junction and at secondary points on the township loop road create clutter. Traffic safety and visual amenity could be enhanced by well designed composite signing.

POLICY: The Council will encourage local businesses and operators of visitor facilities to provide composite signing at the B894 junction with the Fanagmore-Tarbet loop and at selected points along this minor route. Designs in accordance with the Councils specifications will be eligible for grant assistance.

TRANSPORT AND UTILITIES

Parking - Scourie

- 4.15 Roadside parking along the A894 in the vicinity of the shop and filling station at the centre of the village creates a potentially dangerous situation restricting visibility at junctions. There is insufficient off street provision opposite.

RECOMMENDATION: The Council will investigate the scope for additional off street parking at the centre of Scourie village.

Parking - Tarbet

- 4.16 Seasonal excursions to the RSPB sanctuary at Handa Island operate from Tarbet jetty. An average of 5,000 people visit the Island each year. Parking for approximately 20 cars is available adjacent to the jetty. This is insufficient to cope with demand at peak times. 'Overspill' parking causes damage to verges and congestion. Picnic facilities would be beneficial.

RECOMMENDATION: The Council will examine the scope for additional parking and picnicking facilities at Tarbet. An area adjoining the existing car park would be suitable and discussions with the landowner will be pursued. This may attract Countryside Commission grant assistance.

Speed Restriction - Scourie

- 4.17 Recent demands locally for an appropriate speed restriction on the A894 at Scourie have not satisfied the Scottish Development Department criteria.

Water Supply - Scouriemore

- 4.18 Scouriemore consumers are served by an inadequate distribution network. Existing pipes are too small to deliver an adequate supply of water. Although recent improvements have been made, replacement of the existing infrastructure is required to increase the carrying capacity of the system.

POLICY: The Council expect to improve the public water supply to Scouriemore after 1990.

Sewerage - Scouriemore

- 4.19 Existing drainage arrangements at Scouriemore comprise individual septic tanks and soakaways. Installation of a public sewer with connection to the mains system is required for the longer term.

POLICY: The Council expect to install public drainage facilities at Scouriemore after 1990.

COMMUNITY FACILITIES

Picnic Area - Scourie Beach

- 4.20 Ample visitor parking is available adjacent to the attractive sandy bay at Scourie. There is sufficient flat land east of the car park to provide a small picnic site. The adjoining mainland coast is a designated Site of Special Scientific Interest of geological significance.

RECOMMENDATION: Consideration will be given to providing a picnic area adjacent to the beach car park at Scourie and interpretation of the SSSI. This might be undertaken with assistance from the Countryside Commission. These facilities should be signposted from the A894.

Play Area - Scourie

- 4.21 Playing facilities at Handa View are inconveniently located in relation to housing in the main part of the village.

RECOMMENDATION: The District Council should endeavour to set aside a small parcel of land for improved play facilities within the area allocated for housing east of Moffat Place (see para. 4.4). This could be linked to the footpath at the rear of Park Terrace.

CONSERVATION AND ENVIRONMENT

Agricultural Safeguard - Scourie

- 4.22 The bulk of land lying either side of the A894 on the approach to the village from the south comprises important agricultural and crofting ground. Most is classified by the Department of Agriculture as C quality land. Pockets of poorer land are capable of improvement.

POLICY: The Council will safeguard from development, the better quality agricultural and crofting ground either side of the A894 at Scourie where proposals are not related to the working of the land for these purposes.

Proposed Conservation Area - Achfary

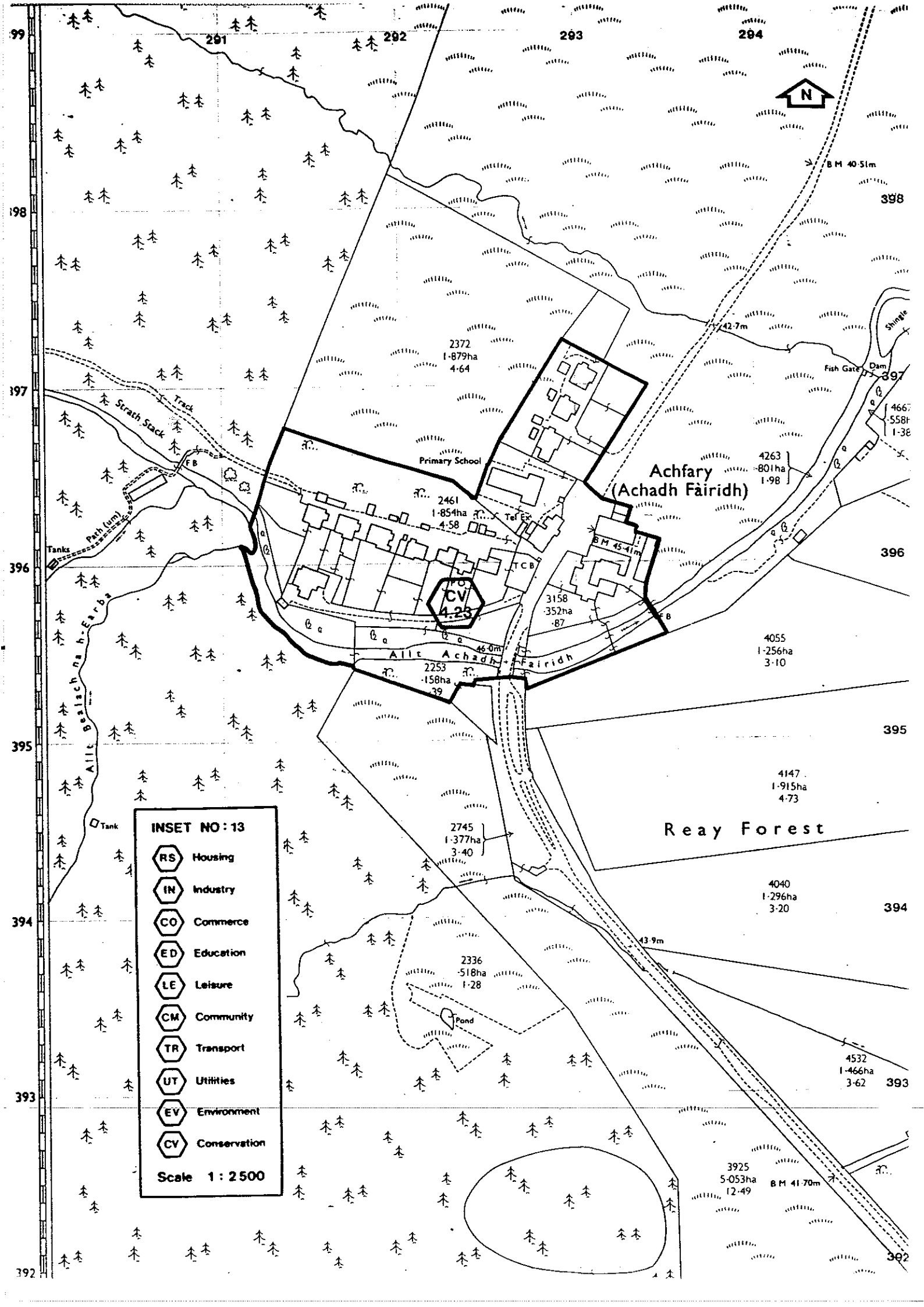
4.23 Achfary nestles below an impressive backdrop of afforested slopes alongside the A838 at the north-west end of Loch More. The settlement was established during the mid-nineteenth century by the Westminster Estate. It derives a unique character from its historically self-contained role incorporating basic community facilities including public hall, primary school and post office; the angular, close knit arrangement of stone, timber and harl finished properties and matching outbuildings; and the detailing of features such as the telephone kiosk and boundary walling. This quality has been maintained in recent conversion work. An imposing lodge and steadings overlook the village from the west side of the road. The avenue of deciduous trees, giving definition to the village along its southern boundary, is important to the overall setting.

RECOMMENDATION: The Council is investigating the designation of the estate village at Achfary as a Conservation Area (see Inset Map 13). This will be subject to discussion with the Estate and separate advertisement and consultation procedures.

Visitor Facilities - Duartmore

4.24 The descent of the A894 through Duartmore presents a magnificent southern prospect. Coniferous woodland interspersed by lochs and flanked to the east and west by rising land creates an outstanding foreground setting beyond which the spectacular pinnacle of Quinag rises almost 2,500'. The Council's roadside car park at Duartmore is well used but presently lacks a viewpoint indicator. Potential exists for creating a network of forest walks in association with this and other existing parking facilities.

RECOMMENDATION: The Council will examine the scope for providing a viewpoint indicator in the car park at Duartmore. The possibility of establishing walks through parts of the neighbouring Duartmore Forest, could be examined with the Estate.



INSET NO: 13

- RS** Housing
- IN** Industry
- CO** Commerce
- ED** Education
- LE** Leisure
- CM** Community
- TR** Transport
- UT** Utilities
- EV** Environment
- CV** Conservation

Scale 1 : 2500

**Achfary
(Achadh Fàiridh)**

Reay Forest

Alle Achadh Fairidh

**CV
4.23**

Primary School

T.C.B.

Tef Ex



BM 40.51m

BM 45.41m

BM 45.41m

BM 41.70m

Strath Stack

Path (um)

Tanks

Alle Dalach na h-Earba

Tank

Tank

Tank

Tank

Pond

Dam

Fish Gate

Shingle

291

292

293

294

398

397

396

395

394

393

392

199

198

197

196

195

194

193

192

**2372
1.879ha
4.64**

**2461
1.854ha
4.58**

**3158
352ha
.87**

**2253
158ha
.39**

**2745
1.377ha
3.40**

**2336
518ha
1.28**

**4263
801ha
1.98**

**4055
1.256ha
3.10**

**4147
1.915ha
4.73**

**4040
1.296ha
3.20**

**4532
1.466ha
3.62**

**3925
5.053ha
12.49**

42.7m

46.0m

43.9m

Shingle

Dam

1.466

1.558

1.38

1.466

1.558

1.38

1.466

1.558

1.38

1.466

1.558

1.38

1.466

1.558

1.38

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1.38

1.466

1.558

1.38

Sites of Special Scientific Interest

4.25 The Nature Conservancy Council is reviewing remaining land within the area which best characterises particular aspects of the natural environment.

PROPOSAL: The Nature Conservancy Council intends to renotify the following SSSI's during the plan period with amended boundaries:-

- (a) Handa - Duartmore (to be split);
- (b) Laxford Moors (minor revision);
- (c) Loch Laxford (significant change).

Details of these changes have to be discussed with the owners and occupiers concerned.

100
100
100

100
100

5. ceann Loch Bìorbhàidh

KINLOCHBERVIE

INTRODUCTION

Prospects

- 5.1 This wedge-shaped area extends northwards from Arkle and Loch Laxford to the watershed at Gualin House and magnificent Sandwood Bay. It supports a population of approximately 400 persons. The poorer gneiss-underlain lands to the south and east are now almost uninhabited, although they do provide a base for the renowned Adventure School at Ardmore. Most of the population occupies a series of crofting townships extending from Achlyness, along the northern flank of Loch Inchard, into gentler sandstone country by Oldshoremore and Sheigra. Crofting and tourism are the main economic activities across the area as a whole.
- 5.2 Kinlochbervie is the principal settlement, now firmly established as one of the premier whitefish ports in the U.K. With landings for 1985 rising towards 20,000 metric tonnes, the port and related activities dominate the local economy. This has required a major ongoing investment programme to provide supporting infrastructure by the Regional Council, with assistance from Government and other agencies. Under favourable circumstances, some 70-100 additional jobs could be created during the next decade. Such an increase, met in part by incoming workers, will place increasing strain upon the local housing stock and related services.

Development Factors

- 5.3 The main objectives of the revised Local Plan are therefore:-
- (a) to provide a framework within which the opportunities for port development, associated downstream activities and local jobs can be realised;
 - (b) to identify sufficient land for future housing requirements, taking into account the needs of crofting, site servicing and general amenity;
 - (c) to safeguard sites needed for basic infrastructure, social and recreational facilities serving the growing community.

POPULATION AND HOUSING

Housing Needs - Kinlochbervie

- 5.4 It is essential that local housing provision keeps pace with expansion of the port. Shortage of accommodation will otherwise become a "brake" on the creation of jobs, and greatly reduce the benefits derived from the considerable investment being made in the community. Although a good deal of

uncertainty attaches to forecasts for 5-10 years ahead, the current backlog and short-term housing needs are clear. Housing stock in the wider Kinlochbervie area totals a little more than 150 dwellings, of which approximately 25% comprise second homes together with caravans and other substandard accommodation. The District Council's priority waiting-list now contains 18 names, and the rate of planning applications for private housing has increased sharply since 1983. Further to a detailed assessment of job prospects, it is estimated that some 50 additional houses will be required during the next five years. The most pressing need is for a range of rented accommodation - general needs, sheltered/amenity and specialist 1-2 person units, including provision for incoming key workers. A small, but growing, requirement for owner-occupied housing is also indicated.

Housing Land Availability

- 5.5 Development conditions in the Kinlochbervie area are among the poorest in Scotland. The community occupies sharply-undulating terrain, pinched between Lochs Clash, Bervie and Innis. Rock outcrops and deep pockets of peat predominate. The almost treeless ground is testimony to the degree of exposure and severity of climate. Sheltered locations are at a premium. Development has traditionally occurred in small scattered clusters, usually in conjunction with the limited areas of better in-bye croft land. This pattern of building has also proved compatible with the rudimentary road and drainage systems. However, it has resulted in essential services and community facilities being spread out and separated by considerable walking distances. The Council considers that approximately 4-6 ha. of land must be identified for housing purposes at Kinlochbervie. Selection of sites should allow for the variety of needs established above, both public and private. Locations should equally make the best use of infrastructure (existing and proposed), and help to consolidate the form of the settlement. As far as possible, sites should not impinge upon the amenity of existing householders or valuable croftland. It is important that land allocated in the Local Plan is available for development as required.

Local Authority Housing - Kinlochbervie Garage

- 5.6 The District Council have determined to give the highest possible priority to Kinlochbervie in their forward housing programme. Additional capital allocation has been made available by the S.D.D. for this purpose. The Council see additional general needs housing as their main responsibility, with Housing Associations catering for specialist requirements. Land opposite the Garage has been acquired for early development. Overhead services cross part of the area.

PROPOSAL: The District Council expect to complete 16 general needs houses on approximately 0.8 ha. of land opposite the Garage during 1986, at a cost of £800,000. The layout will safeguard access and mains drainage provisions for ground to the immediate south (see para. 5.8).

Specialist Housing - Kinlochbervie

5.7 At present, there is no purpose-built accommodation for the frail elderly or smaller households in the Kinlochbervie area. Provision of sheltered or amenity housing would meet a real need in the community, which has a higher than average proportion of residents over retirement age. A further benefit would result from the associated release of family housing for re-occupation. Both Kirk Care Housing Association and the Albyn Housing Society have expressed interest in providing specialist housing accommodation. Albyn are considering development of upto 16 units including 1-2 apt. and key worker houses. Sites for these have still to be confirmed, and the District Council are presently negotiating to acquire further land opposite Kinlochbervie garage.

PROPOSAL: Kirk Care Housing Association intend to build 8 amenity houses on 0.4 ha. of land opposite the Garage during 1986/87, at a cost of £207,000. This will adjoin ground reserved for future day-care facilities (see para. 5.45).

POLICY: (a) 0.3 ha. of land at the Old Manse is suitable for amenity/sheltered housing. Access may be taken from the B801 or the road serving the adjoining District Council scheme. Overhead services may constrain layout and a minor reservation will be required along the site frontage for improvements to the B801 (see para. 5.37).

POLICY: (b) 0.5 ha. of land to the immediate west of houses at Manse Road is allocated for specialist housing. This could accept 6-8 single-storey units sited to preserve the outlook over Loch Innis from existing properties. Development will require extension of Manse Road and connection to the proposed mains drainage scheme. Housing Policy RS4 applies.

Longer-Term Public Sector Housing

- 5.8 Additional land will be required to meet the balance of houses being contemplated by the Albyn Housing Society, and against the medium to long-term needs of the District Council. Poorer grazing land immediately to the south of their present site could be serviced at reasonable cost. It is sheltered from the west by the flank of Cnoc Ruadh and enjoys a splendid outlook down Loch Incharð to the south-east.

POLICY: Housing Policy RS3 will apply to approximately 1.6 ha. of land adjoining the District Council site. This comprises land to the south, suitable for a mix of housing subject to negotiation with the Estate. An overall layout plan will be required prior to any development here, showing the arrangement of roads, services, open space and landscaping. Full use should be made of the contours to maximise views for each house.

Private Housing - Kinlochbervie

- 5.9 Until recently, the rate of private house-building has averaged about one completion per annum locally. This demand has been absorbed on individual sites located throughout the various townships. Stronger pressures have become evident in the last two years and, although the pattern of dispersed building will continue, other needs can be foreseen. Sites close to the harbour may be required for certain key personnel. Demand is also expected for smaller low-cost private plots, grouped for economy of servicing and conveniently-located in relation to the main community facilities. Subject to availability, a choice of sites should be identified for these purposes.

POLICY: Housing Policy RS2 will apply to the development of infill/gap sites in the following areas:-

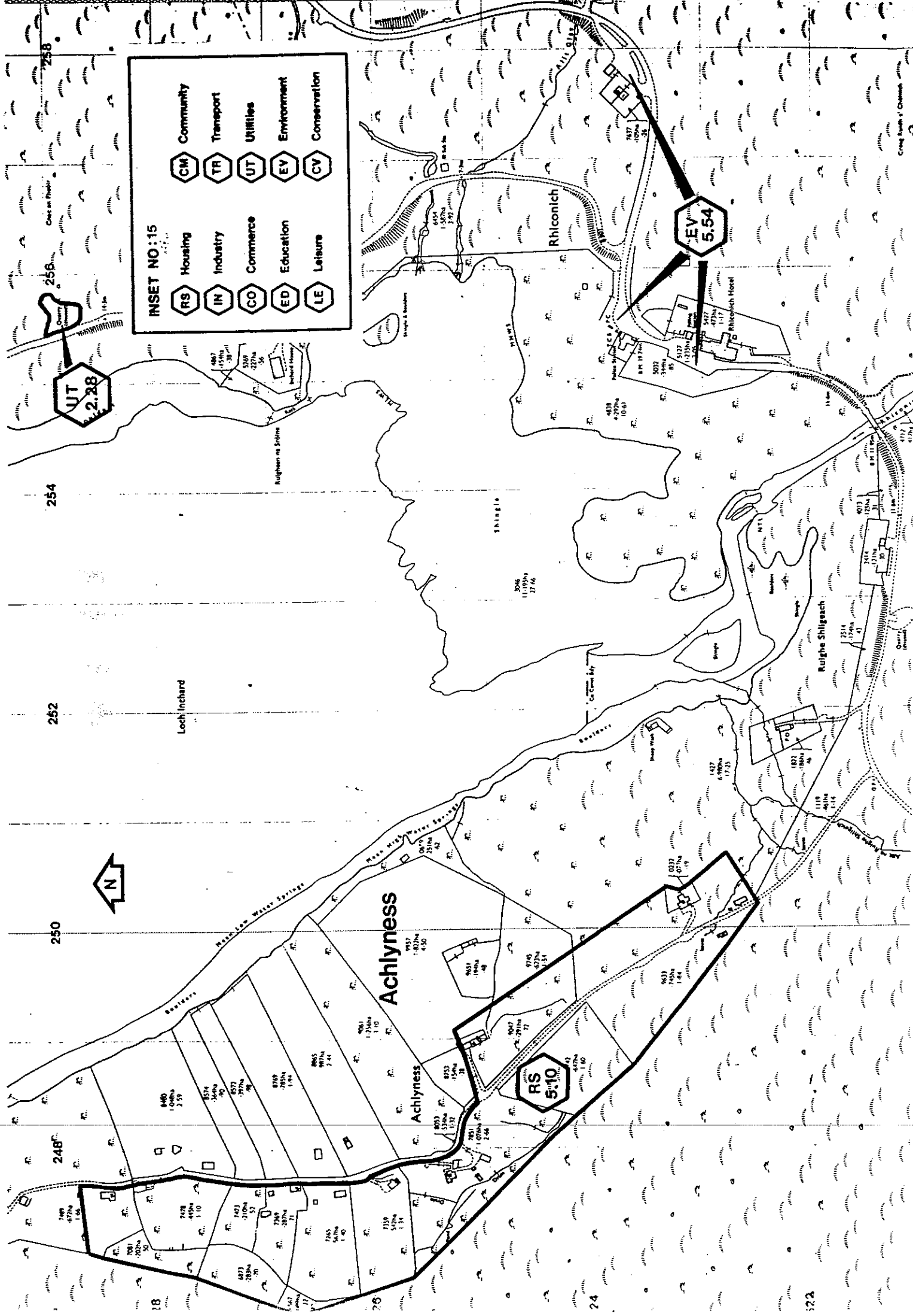
- (a) Late Inn: planning permissions have been granted for four houses here, one of which is under construction.
- (b) Dog Lane: derelict outbuildings present an opportunity for redevelopment.

POLICY: Housing Policy RS2 will apply to development of the following areas, suitable for small groups of houses using shared access facilities:-

- (c) 0.7 ha. off the Oldshoremore road. Layout will be restricted by rock outcrops and overhead services.

INSET NO: 15

RS	Housing	CM	Community
IN	Industry	TR	Transport
CO	Commerce	UT	Utilities
ED	Education	EV	Environment
LE	Leisure	CV	Conservation



Achlisch

RS 5:10

EV 5:54

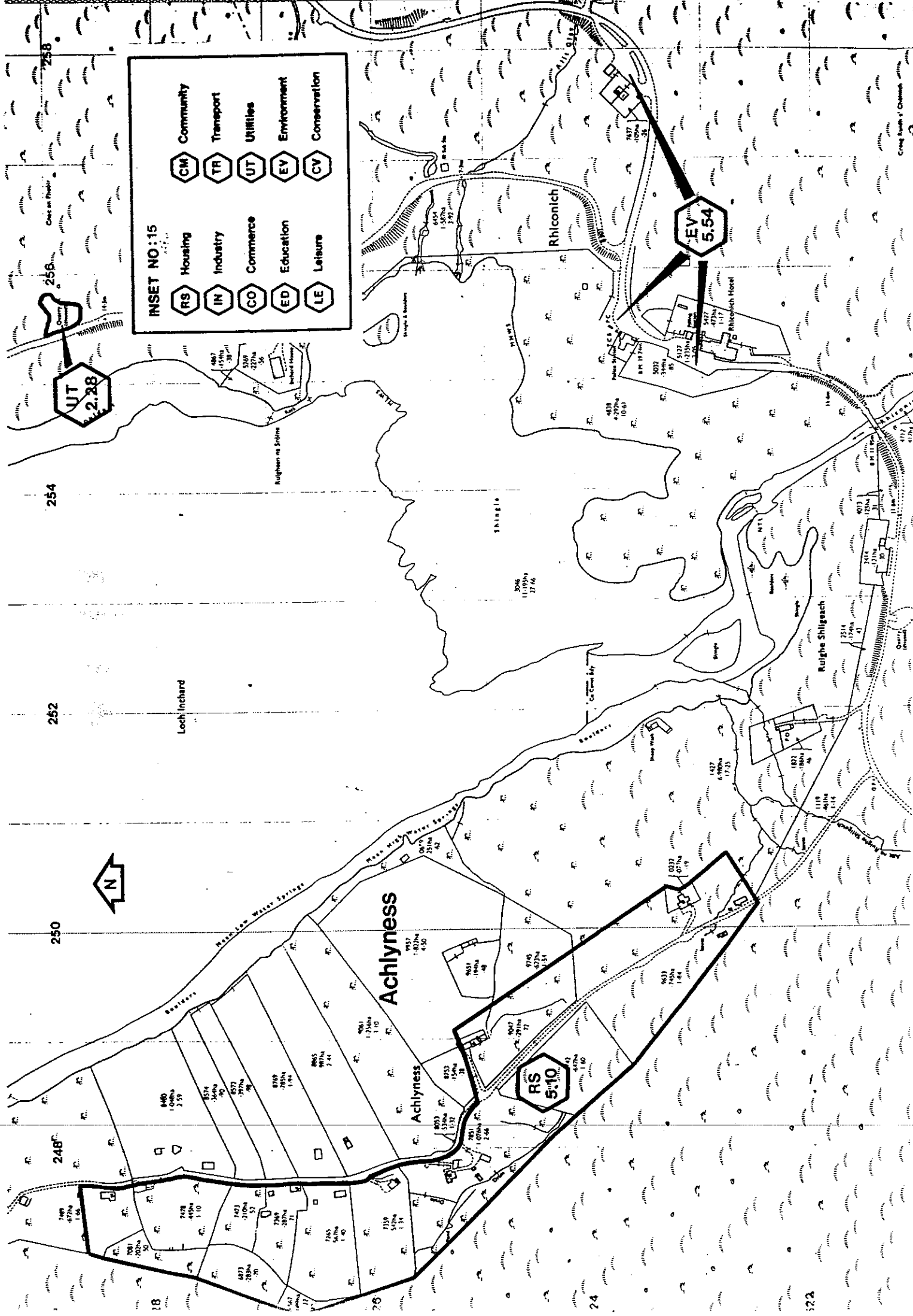
UT 2:28

Loch Inchar

Rhiconich

Ruige Shigeach

Achlisch



- (d) 0.6 ha. west of the Free Presbyterian Church using a single access from the new harbour road. The former Manse may offer scope for improvement or redevelopment here. Existing trees along the western boundary should be reinforced with additional planting. (See para. 5.22(c)).
- (e) 0.4 ha. above the Industrial Estate. A shelf of land suitable for 2-3 houses, with access to be shared with the adjoining commercial site. Particular care will be expected to minimise underbuilding on this prominent site. (See para. 5.34).
- (f) 0.4 ha. south-west of the Hotel. This rocky flank could accommodate 2-3 plots subject to satisfactory drainage. Underbuilding should be minimised by cut and fill. Access to hill ground further north will be safeguarded.
- (g) 0.3 ha. north of the Church of Scotland, with access reserved between the Manse and proposed school playing-field (see para. 5.47). Fine boundary dykes in this area should be retained wherever possible.

Housing - Achlyness

- 5.10 Achlyness is a traditional crofting settlement which occupies steep ground overlooking the head of Loch Inchard. Houses hug both sides of the township road which was recently upgraded by the Council as far as Rimichie. Opportunities for further development outwith the recognised township are severely restricted by the steep terrain.

POLICY:

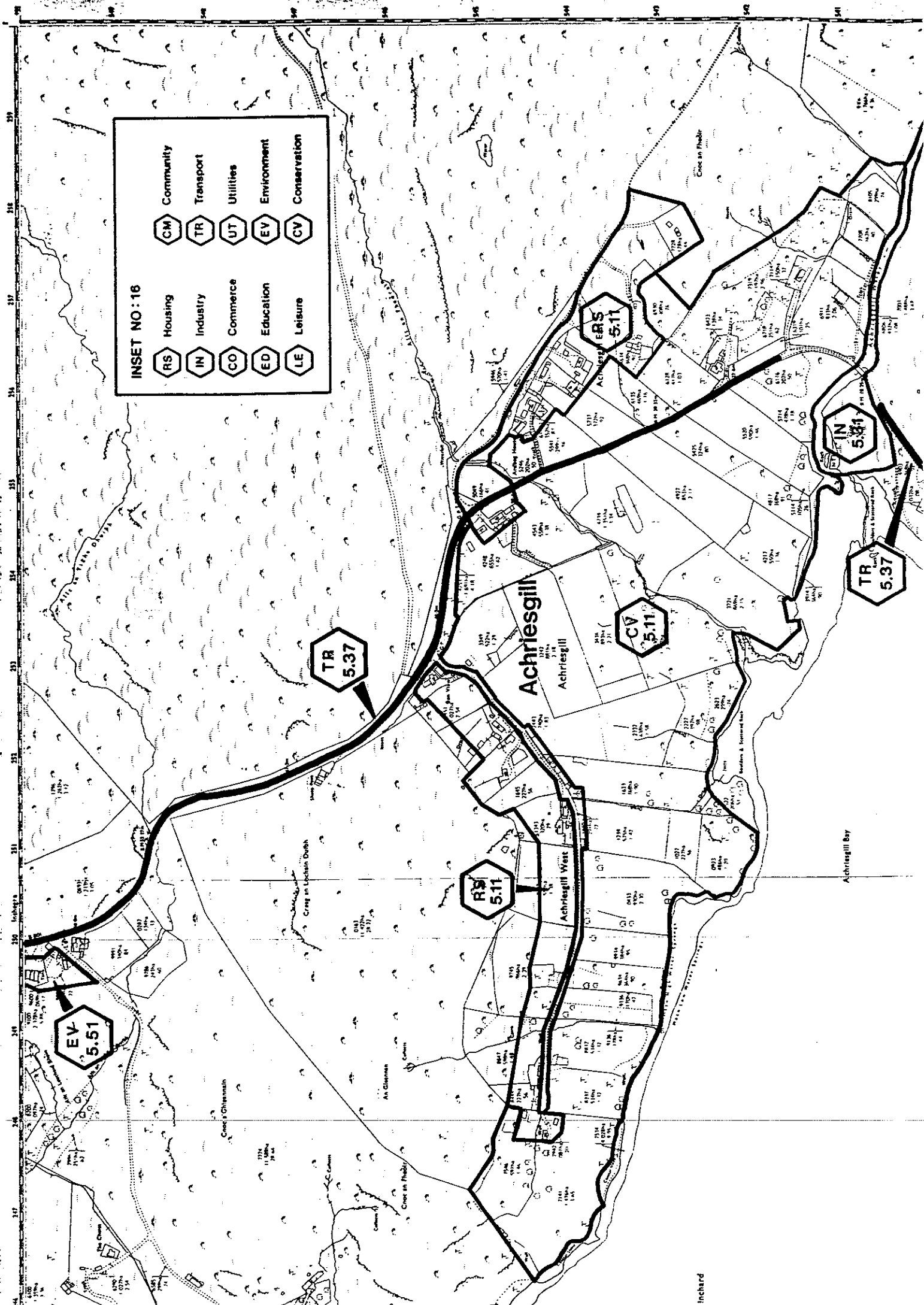
Housing Policy RS2 will apply to infill development at Achlyness (see Inset Map 15). Houses should be sited to maintain the privacy and amenity of neighbouring properties. Excessive underbuilding should be avoided by careful design.

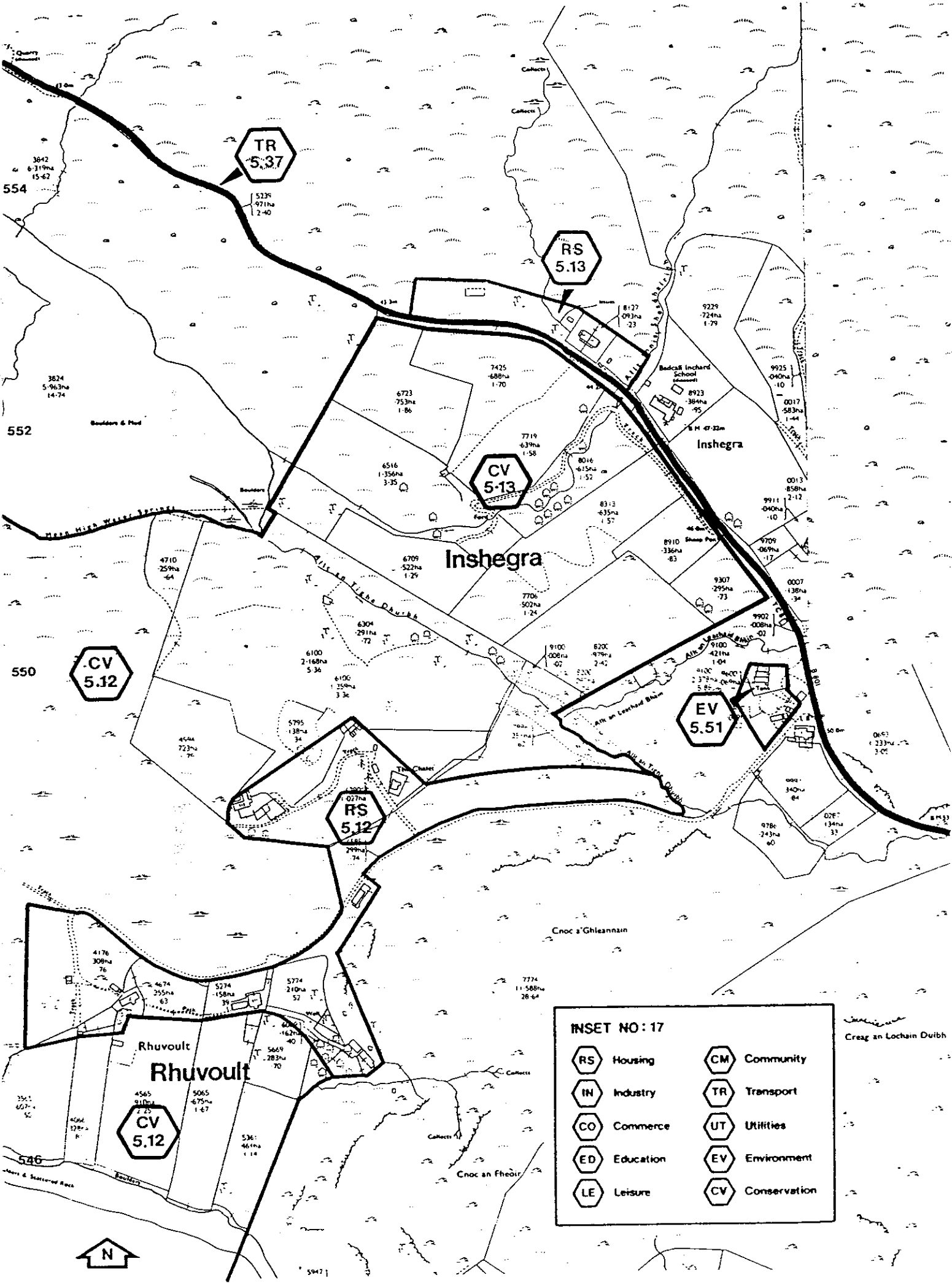
Housing - Achriesgill

- 5.11 Development at Achriesgill extends across both sides of the B801, which also bisects the township's in-bye land. The western township is contained predominantly on the upper flank of the spur road, thereby protecting the better croftland. To the east, the steeply-sloping ground limits infill opportunities to the lower areas.











INSET NO : 16

RS	Housing	CM	Community
IN	Industry	TR	Transport
CO	Commerce	UT	Utilities
ED	Education	EV	Environment
LE	Leisure	CV	Conservation





INSET NO: 17

 RS	Housing	 CM	Community
 IN	Industry	 TR	Transport
 CO	Commerce	 UT	Utilities
 ED	Education	 EV	Environment
 LE	Leisure	 CV	Conservation

Craig an Lochain Duibh



POLICY: Housing Policy RS2 will apply to infill development at Achriesgill East and West, (see Inset Map 16). New building should conform with the established layout in order to protect the valuable in-by lands.

Housing - Rhuvoult

5.12 This township enjoys a sheltered setting on the lee side of a spectacular promontory between Inshegra Bay and Loch Inchard. One house has been erected in a very prominent position towards the head of this peninsula, detached from the main township.

POLICY: Housing Policy RS2 will apply to infill development at Rhuvoult (see Inset Map 17). A presumption will be maintained against further housing to the north-west of the community in the interests of visual amenity and limited access capacity.

Housing - Badcall/Inshegra

5.13 Planning permissions have been granted for a number of single house sites located along the B801 in recent years. Development on the landward side of the road between Badcall and Inshegra has taken up much of the potential available, given steeply-sloping land.

POLICY: Housing Policy RS2 will apply to infill development at Badcall-Inshegra (see Inset Map 17). A presumption will be maintained against development on the seaward side of the B801 outwith established township areas.

Housing - Oldshoremore

5.14 This township occupies a wedge of in-by land between higher rocky ground to the south, and undulating dune ridges to the north-west. The development pattern largely follows the seaward margins of the B801 and two spur roads, the lower of which gives access to the cemetery and beach facilities.

POLICY: Housing Policy RS2 will apply to infill development at Oldshoremore, subject to satisfactory service arrangements (see Inset Map 18). The Council will particularly encourage rehabilitation of older properties in this township.

Housing - Polin/Oldshorebeg

5.15 These townships enjoy a sheltered north-westerly aspect, with the landform restricting building sites to the lower side of the public road. The carpark and footpath to the beach form a stop to further development to the south-west. A number of properties are capable of improvement within the community.













Oldshoremore

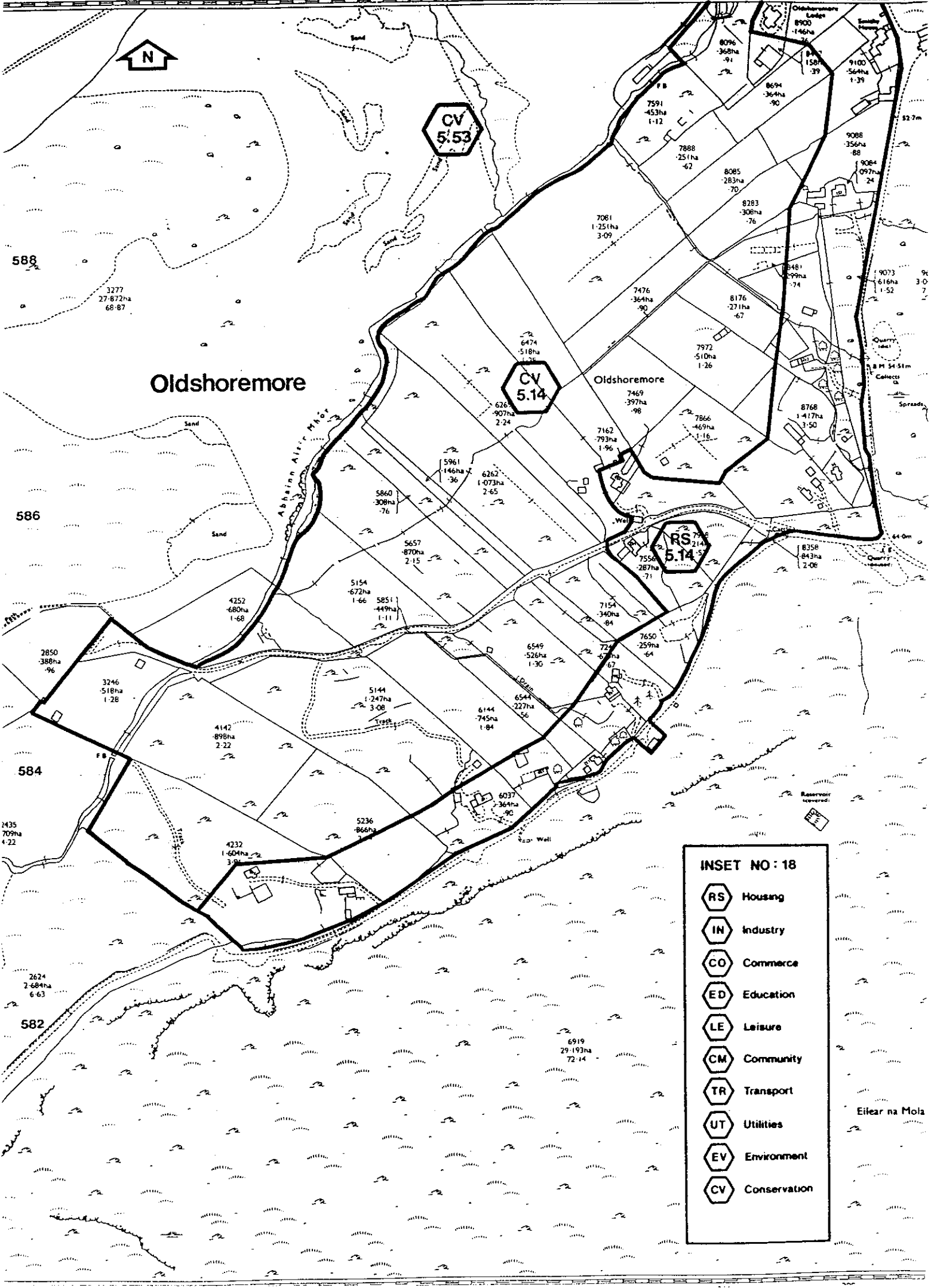
CV 5.53

CV 5.14

RS 5.14

INSET NO: 18

-  Housing
-  Industry
-  Commerce
-  Education
-  Leisure
-  Community
-  Transport
-  Utilities
-  Environment
-  Conservation

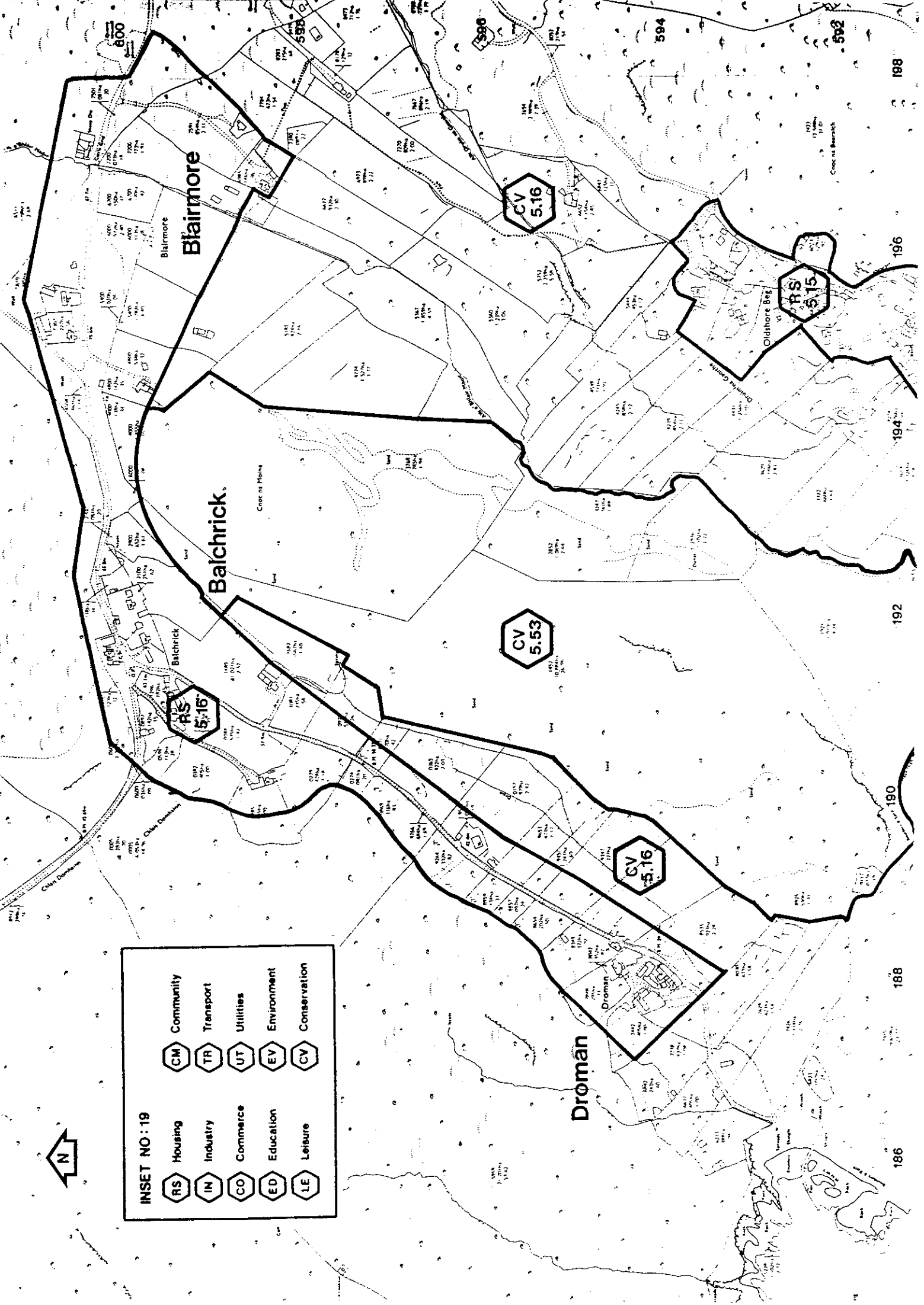


Eilear na Mola



INSET NO: 19

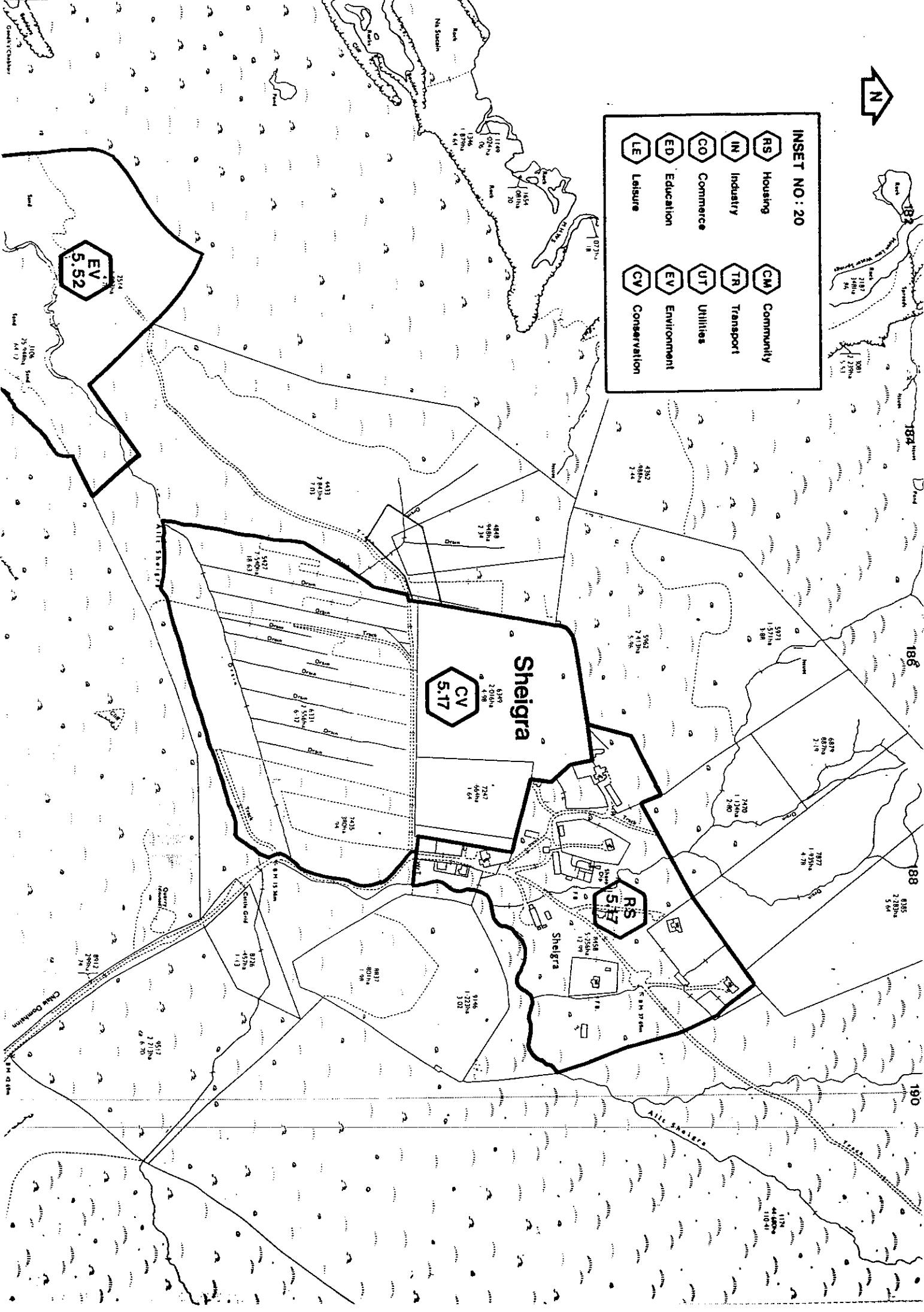
- | | | | |
|--|-----------|--|--------------|
| | Housing | | Community |
| | Industry | | Transport |
| | Commerce | | Utilities |
| | Education | | Environment |
| | Leisure | | Conservation |





INSET NO : 20

	RS	Housing		CM	Community
	IN	Industry		TR	Transport
	CO	Commerce		UT	Utilities
	ED	Education		EV	Environment
	LE	Leisure		CV	Conservation



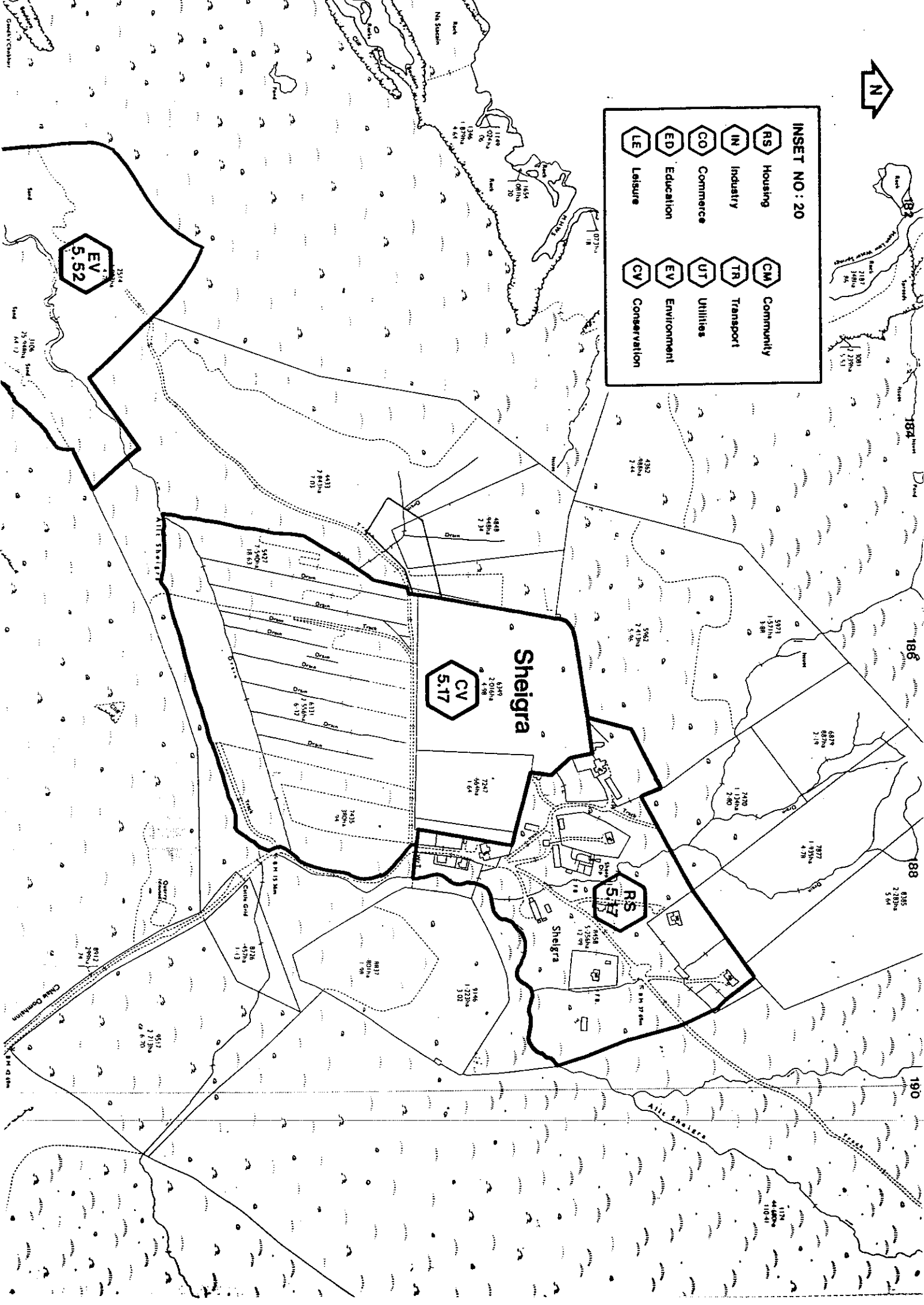
EV
5.52

CV
5.17

RS
5.17

Sheigra

Sheigra



POLICY: Housing Policy RS2 will apply to infill development at Polin/Oldshorebeg, subject to satisfactory servicing arrangements (see Inset Map 19).

Housing - Blairmore/Balchrick/Droman

5.16 Development here is pinned tightly to the B801, with a knot of properties occupying firmer ground above the raised beach at Droman.

POLICY: Housing Policy RS2 will apply to infill development in the above communities (see Inset Map 19). New houses should be sited to avoid the limited good agricultural land and achieve reasonable separation from existing properties.

Housing - Sheigra

5.17 Sheigra is a compact community located at the B801 road end. The more productive croft lands lie within a rift between the distinctive sandstone and gneiss headlands. It is anticipated that augmentation of the water supply to the wider area will improve the supply to the outlying townships north of Kinlochbervie. (See para. 5.41).

POLICY: Housing Policy RS2 will apply to infill development at Sheigra (see Inset Map 20), subject to satisfactory servicing arrangements.

Construction Workforces - Accommodation

5.18 The number of large-scale projects underway and programmed for the Kinlochbervie area during the plan period will inevitably create a need for sites on which to house contractor's workforces. Particular care will be required in the selection of areas for temporary camp purposes, notably in relation to proximity of residential properties, drainage arrangements and access.

POLICY: Where subject to planning control the Council will consider temporary work camps on their individual merits within the guidelines of Development Control Policy No. 3 (see Appendix). A preference will be given to sites which have scope for permanent after-use.

INDUSTRY AND COMMERCE

Port Development

- 5.19 The last six years have witnessed a phenomenal upsurge in fishing-related activity at Kinlochbervie. Landings have steadily advanced to the stage where the village is now the third largest whitefish port in the UK. This derives principally from the port's proximity to important fishing grounds and changes arising from the EEC Fisheries regime. Operations are estimated to support some 90 - 100 local jobs at present, notwithstanding that the bulk of the catching fleet is drawn from the East Coast. Potential exists for creation of a further 70 - 100 jobs, provided that port and related infrastructural improvements are carried out in the near future. The Regional Council has invested heavily in the port since 1975. Provisions have included a fish market extension, stores, dredging of the harbour basin and reclamation of land at the head of Loch Bervie. These projects have attracted financial assistance from DAFS, SDA, HIDB and the EEC. Private sector investment, notably in enlarging the ice and fuel facilities, has proceeded in parallel. Demand has consistently outstripped provision however, and the inadequacy of facilities continues to exact a heavy price in terms of congestion, inefficiency and development opportunities deferred or foregone.
- 5.20 The Regional Council has assembled a comprehensive package of measures designed to remedy this situation. These have been prepared in close conjunction with harbour users, other local interests and statutory agencies, and enjoy their strong backing. Due to historical spending patterns and current government expenditure constraints, however, the Council has been unable to progress these schemes at the necessary rate or in the most cost-effective manner. The Council intends to proceed with a number of port developments courtesy of a covenant funding arrangement and further assistance from the Scottish Development Agency, with the intention of transferring responsibility for the harbour to an independent Trust. This will be administered on a long-lease basis and will effectively relieve the Council of any continuing burden against its capital allocation. It is anticipated that the initial contracts (see paras. 5.23 and 5.27) can commence during the current financial year.

Harbour Framework Plan - Loch Bervie

- 5.21 The following schemes and related planning considerations affect land around the margins of Loch Bervie. These are arranged in approximate sequence from north to south.

Industrial Land

5.22 Several areas to the north of the new harbour access road have been set aside for small industrial and/or commercial concerns associated with the port. Reinforcement of the mains electricity supply, including a new transformer sited off Loch Clash road, has recently been completed by NOSHEB. Demand for factory space and sites is much greater than current provision will satisfy. Further ground towards the Free Presbyterian Church may have potential in this respect.

PROPOSAL: (a) The Council is about to conclude leasing arrangements in respect of one 1000 sq.ft. and three 500 sq.ft. advance factory units on ground to the west of Loch Clash road. A fourth 500 sq.ft. unit is occupied by a boat painting enterprise. These units have cost £150,000 to develop and are suitable for light or general industrial uses only. Reservation for future road widening has been made.

POLICY: (b) Approximately 0.25 ha of land to the east of Loch Clash Road is allocated for light or general industrial use. Additional landscaping will be required along the northern and eastern margins of this site which is also crossed by overhead services. Access will be taken from Loch Clash Road only. The Council is concluding leasing arrangements with E. & M. Engineering.

POLICY: (c) Approximately 0.6 ha. of land to the west of the Free Presbyterian Church is considered suitable for industrial or commercial use. Access should be taken from a single junction onto the new harbour access road, with additional landscaping along the eastern site boundary (see also para 5.9(d)).

RECOMMENDATION: The Council will carry out a further review of the need for serviced industrial land for bespoke developments, together with additional nest unit/workshop provision. This is dependent on the scale and speed of overall port development.

North and West Quays - New Fish Market

5.23 Additional berthing and landing quay space is required urgently at the port. 1.2ha of land at the head of Loch Bervie was reclaimed in conjunction with dredging works during 1984. The present Fish Market is grossly overloaded. Boxes are stacked five deep and at times of peak landings, fish are left outside on the open apron to the detriment of quality and the prices received by the fishermen.

- PROPOSAL:
- (a) The Council intends to provide additional berthing by infilling and sheet-steel piling of the north and west quays. Dredging works will complete deepening of the adjacent sea bed and reclamation of the quay return.
 - (b) A 10m apron will be finished off and kept clear of development around these quays except at the Fish Market. Emergency landing stairs and space for storage of trawl doors will be provided on the southern face of the North Quay return.
 - (c) Reclaimed land adjoining existing housing close by the North Quay will be landscaped by a contoured bund and planting of hardy shrubs. The adjacent quayside will be used by smaller boats with a restricted range of activities and lighting compatible with house-holders amenity. No buildings will be permitted within this area. A footpath will be constructed linking the North Quay to the harbour access road by the junction with Bervie Place.
 - (d) Existing reclaimed back-up land at the North Quay will be used for parking of cars, minibuses, lorries and trailers together with the main box-storage area and space for net repairs. This area could also accommodate gear storage accommodation in future years. Access will be taken from a single point off the new harbour access road towards the south-west corner of this area. No development will be permitted within the sightlines across the bend to the north.

- (e) The new West Quay will incorporate 4,500 sq.m. of additional back-up land, a new 130m. Fish Market, together with widening and sheet-steel piling of the present pier collar. The market, incorporating offices for harbour personnel at its northern end, will be designed to facilitate mechanical handling of fish boxes. Alterations will also be made to the existing market for this purpose.

The estimated cost of the above works (including the proposals outlined in para. 5.27) is £3.5m. It is anticipated that the contract can start during 1986 with funding assistance from the Scottish Development Agency.

Pier and Ice Plant

- 5.24 The ice plant is owned by the Kinlochbervie Fish Selling Company and has been increased in capacity on several occasions. The pier is the main service point of the port where boats take on boxes, ice, water and fuel.

PROPOSAL: The Council intends to bolster the ice plant foundations as part of the above contract to permit additional ice making and storage capacity to be installed. Improved box pool facilities will be available subject to storage being kept clear of the adjoining quay apron.

Fisherman's Mission and Oil Tanks

- 5.25 Major rebuilding and extensions to the Mission are now complete. Adjoining land houses the Harbourmaster's accommodation and emergency services. The Council is seeking to acquire the fuel oil storage tanks at the harbour from B.P. Fuel will be acquired centrally in future, although distribution will continue to be handled by agents. Supplies are topped up by road tanker deliveries from the depot at Lairg.

POLICY: Land opposite the pier will be reserved for essential operational support service purposes and to ensure suitable visibility/manoeuvring space for traffic at the centre of the port.

RECOMMENDATION: The Council is presently considering the best arrangement for future fuel supplies at the harbour, and particularly the need for competitive pricing of oil to the fleet. Attention will be given to increasing oil storage capacity and tidying up the environs of the existing tanks. In the longer term, consideration should be given to the scope for delivery by coastal tanker.

Fish Selling Company and Net Stores

- 5.26 The John Wood Group expect to extend their offices and chandlery facilities in the near future. The adjacent net stores may be replaced by a more suitable building on the North Quay in future years and may be capable of conversion for other purposes.

POLICY: Land to the West of the existing Market is allocated for office and related port facilities, subject to provision of associated parking and without detriment to essential vehicle manoeuvring space at the Market.

West Headland

- 5.27 Space is required to cater for specific down-stream harbour activities if the port's full economic potential is to be realised. Boat repair and maintenance facilities are rudimentary at present. Most skippers return their vessels to home ports for any significant repairs and annual overhauling. The nearest commercial repairyards are located at Wick, Stornoway and Kyle. Fish processing is a key activity capable of adding value to local landings, creating employment and reducing the bulk tonnage which requires to travel across the Region's substandard road network. At present, this activity is restricted to one local processor based at Loch Clash.

PROPOSAL: (a) The Council have acquired 1.2 ha. of land at the West Headland and intend to reclaim this area by rock cutting and upfill of the foreshore. Access to this area will be taken from two points, adjacent to the Chandlery and net stores. Surplus material from this project will be used as fill for the quay works at the head of the loch. These works will be undertaken as part of the main contract (see para. 5.23) at a cost of £398,000. The balance of material will be recovered in association with the main harbour works at an estimated cost of £130,000.

POLICY: (b) Land towards the north east of the reclaimed area will be reserved for the future construction of a repair/slipway facility. The operation of this facility and related services will be provided by a commercial consortium.

POLICY: (c) Ground to the south of the boat repair yard is allocated for fish processing and related port industrial uses. Special priority will be given to "bad neighbour" activities which cannot be accommodated elsewhere within the harbour area. Access space will be reserved along the southern boundary of the above site to allow for possible future development of a deep-water berth in this vicinity.

Moorings

5.28 Boats frequently have to stand off from the harbour in Loch Inchar due to congestion or the limited depth of the entrance channel at low water.

PROPOSAL: The Council intends to provide mooring buoys off Rhuvoult in Loch Inchar during 1986/87 at a cost of £82,000.

Loch Clash Pier

5.29 The deteriorating structural condition of the old reinforced concrete pier at Loch Clash has necessitated highly restricted working for a number of years. Land behind the pier contains several buildings in a very poor state and derelict ice plant owned by the John Wood Group. These facilities are valuable for overspill fishing purposes and may have further potential in relation to specialist users such as the oil industry (para. 2.16).

PROPOSAL: The Council intends to undertake remedial works to the pier at Loch Clash as part of the main harbour works at an estimated cost of £150,000.

POLICY Approximately 0.3 ha. of land at Loch Clash is allocated for further port-related industrial use. Subject to relocation of existing occupants, the Council would encourage a comprehensive clearance and development scheme for this area.

Port Buffer/Expansion Lands

5.30 Land at the head of Loch Clash and on the eastern margins of Loch Bervie is presently used for crofting and salmon net storage purposes, together with isolated residential properties. These areas may have long term potential in relation to harbour operations.

POLICY: The Council will maintain a strict presumption against any piecemeal development of land in the above areas.

Fish Farming

- 5.32 Present fish farming activity within the area is restricted to the sheltered anchorage of Loch A Chad Fi, off Loch Laxford. Salmon sea-cages occupy two sites here. Most of the coastline is too exposed for further aquacultural development with the exception of the bay in Loch Inchard off Achriesgill. This area is remote from sources of pollution and also enjoys a major freshwater source from the Achriesgill Water. Planning permission has been granted for shore base facilities and interest has been shown in siting cages off-shore. The Estate are presently marketing this opportunity.

POLICY: The Council will endeavour to safeguard the following potential fish-farm site, and consult DAFS, HIDB and HRPB concerning future development which could be prejudicial:-

Achriesgill Water (hatchery)

Mineral Extraction

- 5.32(a) Existing workings at the head of Loch Innis contain considerable reserves of material which can be worked as local demand requires. A further extension of the quarry was recently granted planning permission. Technical investigations have shown that the gneiss which underlies a large part of the wider area is suitable as a source of aggregate. There is increasing commercial interest in the availability of large quantities of such material immediately adjacent to deep water for direct export by bulk carriers to S.E. England and further afield. Consultants acting on behalf of the Estate have made initial appraisals of areas at Carn Ruadh and Dronnach on Loch Inchard. However, experience with the first such coastal quarry at Glensànda in Lochaber suggests that these sites are probably much too small for commercial viability. Their proximity to Kinlochbervie could generate insuperable nuisance and amenity problems for the community. Navigational and other considerations would also require much more detailed examination.

POLICY: The Council will encourage further investigation of the areas mineral resources. Temporary planning permission will normally be given for exploratory trials.

POLICY: 1.5 ha. of land by Loch Innis is allocated for further quarrying purposes subject to satisfactory drainage arrangements. There will be a requirement for suitable screen bounding during operations and rehabilitation of the site thereafter. (see also para 5.40).

Shops - Kinlochbervie

- 5.33 In addition to the shop at Badcall Inchard, a general retail store has been opened in the last few years off the Loch Clash Road. This serves the busy harbour area and nearby housing.

POLICY: The Council will consider favourably proposals to extend the village store. Space is restricted given possible future roadworks around the site, and related visibility/off street parking requirements. Additional floorspace may be possible in the form of an extension set back to the north of the present building.

Restaurant Development - Kinlochbervie

- 5.34 The possibility of developing a restaurant/snack bar in the vicinity of the harbour has been mooted by the Estate for some years. Elevated land to the west of the harbour access road offers an interesting aspect over Loch Bervie and port activity.

POLICY: Approximately 0.2 ha. of land above Loch Bervie is allocated for development of a restaurant. This is subject to provision of good standard access road from the shop which will also serve adjoining land allocated for housing (see para. 5.9(e)). Appropriate car parking and a direct pedestrian link south east towards the harbour will also be required. In view of its prominence, a high standard of design will be expected of any building with exposed underbuilding kept to a minimum, and all side slopes suitably graded and dressed.

Tourist Accommodation and Facilities

- 5.35 This area offers hotel, let cottages, B & B and camping/caravan site accommodation for visitors. Good quality self catering facilities would widen the area's appeal and make a useful contribution to the local economy. A variety of provisions could be made ranging from single units or small groups in crofting areas, to a larger free-standing chalet scheme. An emphasis on such centre based holidays requires that the area offer a suitable range of activities to supplement the beaches, walks and fishings, for example, recreational sailing, other water-based pursuits and pony trekking.

POLICY: The Council will encourage the development of further self-catering accommodation and related activities/ recreational provision within this area, subject to satisfactory siting, design and servicing arrangements. Suitable locations for grouped schemes might include Loch Innis and a number of possibilities along the northern flank of Loch Inchard. Important croftland and grazings should be avoided.

Composite Signs and Advertisements

5.36 The Council recently erected brown and white advance composite signs at the B801/A838 junction by Rhiconich. These advise tourists of the range of facilities available along the Kinlochbervie cul-de-sac route. A number of unauthorised advertisements for individual businesses are evident at this junction and also where the road separates above Loch Bervie.

RECOMMENDATION: The Council has provided "secondary" advance composite sites at appropriate places elsewhere in the Region and this will be considered for the important junction between the harbour access and Oldshoremore roads. Enforcement action will be taken against unauthorised advertisements which are persistently displayed.

TRANSPORT AND UTILITIES

B801 - Kinlochbervie to Rhiconich

5.37 This route forms part of the Council's Strategic Road Network in recognition of its vital role supporting the fishing industry. Major improvements, including widening, easing of the worst bends and replacement of Achriesgill Bridge, have been carried out in recent years. The Council completed the first phase of the B801 harbour access during 1986 at a cost of £122,000. This short-circuited the hazardous approach to the port via Loch Clash. However, significant stretches of the road remain grossly substandard in terms of gradient, alignment, narrowness and poor junction layout. These deficiencies create particular problems in relation to the large number of heavy articulated vehicles serving the port. Conditions are exacerbated during the winter months, and the Council has recently invested £160,000 in snow-blowing and plough/gritter equipment which is stationed at Kinlochbervie.

PROPOSAL: The Council intends to undertake widening, realignment and junction improvements between the Free Presbyterian Church and bend at Kinlochbervie Brae. This work is scheduled between 1986/90 at an estimated cost of £715,000. The junction with Manse Road will be realigned and a footpath and streetlighting will be provided. Land will be safeguarded in relation to adjoining development proposals.

PROPOSAL: The Council intends to carry out further widening and realignment of the B801 between Kinlochbervie and Rhiconich during 1987-89 at a cost of £350,000.

Future Improvements - Loch Clash Road

5.38 Although intensively-used at present, the narrow section of the B801 linking Loch Clash and Loch Bervie will carry less traffic on completion of the new harbour access road. Development off this road is continuing however, and priority for future improvements will also need to be considered against long-term use of the Loch Clash pier.

POLICY: The Council will continue to safeguard land adjacent to the Loch Clash link road against widening as future resources permit. A 5 m. reservation has been established in recent planning permissions.

Manse Road - Kinlochbervie

5.39 Manse Road currently serves 19 houses, the school, village hall and Church of Scotland. Further land is allocated for development off this spur access. The section from the school to the bottom of Kinlochbervie Brae is narrow. The steep, angled junction to a blind bend on the B801 which is particularly unsatisfactory, will be improved as part of the wider improvements detailed in para. 5.37.

RECOMMENDATION: The Council will consider the scope for widening the remainder of Manse Road, as future resources permit.

Roads Depot - Kinlochbervie

5.40 The local depot was relocated from Rhuvault to a site on the Oldshoremore road during 1981/82. The new facilities have been completed with the exception of the main garage for vehicles, for which expenditure is not programmed during the next five years. Land abutting the margins of the Depot and nearby Quarry access road has been used to tip materials. Although this has recently been regraded, the area is highly prominent from the public road, a popular tourist route.

RECOMMENDATION: The Estate and Regional Council should consider minor tidying-up works in this area. These should include re-seeding and simple screening/amenity planting, subject to visibility requirements.

Water Supplies

5.41 Longstanding problems have affected public water supplies in the Kinlochbervie area. Deficiencies in both the quantity and quality of water available for harbour operations and to some of the outlying townships have steadily worsened. Given the major expenditure needed to renew the system and regionwide claims on their limited capital resources, the Council recently agreed to undertake a private "covenant-financing" deal to enable this project to proceed immediately - the first such funding anywhere in Scotland.

PROPOSAL: The Council intends to augment the water supply system serving Loch Inchard during the plan period.

(a) First phase works have begun. These involve replacement of the mains network, for completion in 1986 at a cost of £565,000.

(b) The second phase will provide new reservoir storage and water treatment facilities during 1987-89 at an estimated cost of £560,000.

Drainage - Kinlochbervie

5.42 There is no mains drainage at Kinlochbervie. Several of the septic tank outfalls are less than satisfactory. Conditions in Loch Bervie and at Loch Innis are particularly poor, and the Highland River Purification Board are concerned should further development proceed which could worsen the position. The scattered nature of existing development and rugged topography will necessitate two pumped drainage systems. The "covenant" financing arrangement will also facilitate this project.

PROPOSAL: The Council intends to install two mains drainage networks serving the following localities at a total cost of £200,000:-

(a) the Loch Innis catchment area including Manse Road, Dog Lane, Late Inn and the proposed District Council housing opposite the garage. This will necessitate pumping to a central collection point on Allt Innis, with gravity connection to a new settlement tank, and outfall to Loch Inchard. This scheme will be completed during 1986;

- (b) the harbour area including Bervie Place and the perimeter of Loch Clash. This will involve the provision of a pumping station on the reclaimed land at the head of Loch Bervie connecting to a settlement tank on the west headland and outfall to Loch Inchard, all of which will form part of the overall harbour development contract (see 5.23 and 5.27). Details of the remainder of this scheme require to be finalised.

Refuse Disposal

- 5.43 The District Council's landfill site at the head of Loch Innis is expected to reach capacity shortly. A possible replacement site to the north of Rhiconich within the Foinaven SSSI has been identified and negotiations are underway for its acquisition. The Council recently gave favourable consideration to this proposal. Further to objection from the Nature Conservancy Council, the matter has now been referred to the Secretary of State.

PROPOSAL: The District Council expects to develop a new refuse tip by Creag-an-Ullt, extending to approximately 0.3 ha. with access from the A838. Subject to negotiations for the land and grant of planning permission, £20,000 has been allocated for acquisition and preliminary works during 1986-87. The site would be operational by 1987-88.

RECOMMENDATION: The District Council should undertake appropriate reinstatement measures at an early date after closure of their present tip.

Radio Station - Meall na Moine

- 5.44 Further to international agreements, police and emergency radio systems require to change to a micro-wave frequency. This will necessitate a new network of radio-relay stations.

PROPOSAL: The Northern Constabulary intend to install a radio-relay station at Meall na Moine by Gualin during 1986-87. This will be accessed off the A838. Particular attention will be given to minimising the visual impact of the access track and electricity supply cables will be undergrounded.

COMMUNITY FACILITIES

Day Care Centre - Kinlochbervie

- 5.45 Further to para. 5.7, local provisions for the elderly are restricted to domiciliary services at the present time. The Council is endeavouring to provide a network of day care facilities at strategic points around the Region. These are best integrated with sheltered-type housing, but also provide a focus for social work services in the wider community. The nearest equivalent facilities are located at Lochinver and Melness. However no provision has been made for building at Kinlochbervie in the current programme.

POLICY: Approximately 0.25 ha. of land adjoining the proposed amenity housing scheme is allocated for future provision of a Day Care/Respite Centre at Kinlochbervie. No firm date can be given for this development at the present time, although the Council will consider the possibility of providing this facility in concert with the amenity housing proposed by Kirk Care.

War Memorial Site - Kinlochbervie

- 5.46 Removal of a large rock bluff in association with roadworks on the B801, has created a vacant site on the shoulder adjacent to the War Memorial. This is a central location, with ready-made access loop, and offers fine elevated views over the length of Loch Innis. The area may have some potential for a community or commercial development. Alternatively, a small environmental improvement scheme to grass-over the area, provide seats and carparking by the Memorial might be appropriate.

RECOMMENDATION: The Council will consider the scope for providing an amenity area on 0.1 ha. of land adjacent to the War Memorial as part of the B801 realignment contract (see para. 5.37) subject to agreement with the landowner. This could include car parking, landscaping and seating/picnicking facilities. Alternatively, this site could accommodate a community-related or commercial use.

Playingfields and Amenity Space - Manse Road

- 5.47 The village sports ground off Manse Road is an important local amenity, with priority use given to local clubs and organisations. There are no playingfield facilities available to the school. Further to discussions with the Estate, the Council is negotiating a lease of open land to the west of the Manse. This is subject to a requirement to reserve a strip of intervening ground for private access purposes. The play area could be connected to the school by a short path across open land adjoining Loch Innis. No funds have been allocated for this project to date.

POLICY: Approximately 0.3 ha. of land by the Manse is allocated for the purposes of a school playingfield. This area will require to be suitably fenced, and some related shrub planting would be beneficial in terms of shelter and amenity. Land to the south will be safeguarded for incidental open space and appropriate pedestrian access.

Village Hall - Kinlochbervie

- 5.48 Plans for alterations and extension to the Village Hall have been approved, subject to confirmation of titles. Following considerable local fund-raising by the Hall Committee, work is now underway.

POLICY: Improvements to the Village Hall will be made during 1986/87, at a cost of £120,000. The Regional Council is contributing 25% of the approved costs of this project.

Public Conveniences

- 5.49 The District Council have recently provided new toilets together with improved carparking and footpaths at Oldshoremore. The District Council recently refurbished the public conveniences at Kinlochbervie harbour at a cost of £8,000. These facilities share a new septic tank arrangement with the Mission.

CONSERVATION AND ENVIRONMENT

Environmental Improvement - Housing Areas

- 5.50 The District Council recently undertook an external facelift of their properties along Manse Road. This has been complimented by improvements to the road and footpaths, including tidying up of the turning/parking area at the road end by the Church of Scotland. Further attention to minor environmental works could make a big difference to the appearance and amenity of local housing developments.

RECOMMENDATION: The District Council should consider the scope for environmental improvements in the following areas:-

- (a) Manse Road: renewal of fencing;
- (b) Innis Place: shrub and tree planting;
- (c) Bervie Place: tidying up of open spaces/planting.

Former Roads Depot - Rhuvoult

- 5.51 The condition of various buildings on the margins of this site, together with related operations on the ground, detract considerably from local amenity. The area is prominent from several points along the B801. Planning permission has recently been granted for a contractor's yard at this location.

POLICY: The Council will continue to encourage environmental improvement at the Rhuvoult road end. Suitable screening and planting measures will be a requirement of any development proposals in this location.

Caravan and Camping Site - Sheigra

- 5.52 The machair and grazings adjoining Sheigra beach are used as a seasonal caravan and camping site with the support of local crofters. Pressure of use, particularly by vehicles, is creating erosion of the machair surface. The area forms part of the Southern Parphe SSSI.

RECOMMENDATION: Simple management action is required to repair and maintain eroding ground at the Sheigra caravan/camp site. This might include fencing-off, upfilling and re-seeding of the worst areas. The Council could advise on the technical requirements, and financial assistance may be available from the Countryside Commission for Scotland and the Nature Conservancy Council.

Coastal Conservation - Droman/Polin

- 5.53 Severe erosion has been taking place to the machair lands and frontal dune ridges at Droman/Polin for a number of years. Much of the damage has been attributed to rabbit infestation and grazing pressures. The worst-affected land is elevated and exposed to the south-west. This is highly susceptible to blow-out, resulting in continuing loss of important grazings and natural habitat, as well as creating a considerable visual scar on the landscape. The area forms part of the Southern Parphe SSSI.

RECOMMENDATION: A long-term programme of reinstatement works for the Droman/Polin grazings and associated dunes should be drawn up and implemented as quickly as possible by the Estate and crofting interests. This would qualify for upto 70% grant assistance from DAFS. Other agencies such as the Nature Conservancy Council may also be prepared to contribute.

Environmental Improvements - Rhiconich

5.54 Rhiconich straddles the junction of the A838 and B801. Visitor facilities include a hotel, shop, filling station, toilets and tourist information point. However, these currently present a poor prospect, the buildings and spaces being disjointed and in need of better maintenance.

RECOMMENDATION: Consideration should be given by the relevant interests, public and private, to the scope for environmental enhancement at Rhiconich. Possible steps include -

- (a) resurfacing of the layby adjacent to the T.I.P. and tidying of adjoining open spaces.
- (b) improvement or replacement of the portaloos facilities.
- (c) treatment of the open space adjacent to the District Council houses.
- (d) a general facelift to the exteriors of tourist-related properties.

Proposed AGLV - Sandwood Bay

5.55 The Sandwood Bay complex includes the largest beach in North West Sutherland, backed by dunes and machair leading to a large freshwater loch and on into Strath Shinary. Public access can be obtained from the track and footpath which make up a right of way extending almost four miles from Balchrack on the B801. Despite its relative inaccessibility, the secluded grandeur of this locality attracts many visitors. Further potential could be created with development of through walking routes from the Cape Wrath area of the North (see para 6.36). The poor condition of the access track from Balchrack to Loch Na Gainimh and lack of formal parking at either end, creates difficulties for visitors. Sections of the footpath also require attention. Appropriate signing/interpretive material would help with appreciation of the many interesting natural features and the evidence of man's occupation of the area through the ages.

RECOMMENDATION: The Council is considering designation of the Sandwood area as an Area of Landscape Value. This will be subject to further investigation of possible improvements to the access and car parking and discussions with land-owning, crofting, conservation and other interests in the area.

Sites of Special Scientific Interest

5.56 The Nature Conservancy Council are reviewing land within the area which best characterises the natural environment. SSSI's at Stack Woods and Loch Stack were recently renotified and other changes are in prospect.

PROPOSAL: The Nature Conservancy Council intends to renotify the following SSSI's during the plan period with amended boundaries -

- (a) Foinaven (part) (minor revision)
- (b) Loch Laxford (part) (significant change)
- (c) Southern Parphe (reduction in area, with identification of a separate Sheigra - Oldshoremore SSSI).

Details of these changes have still to be discussed with the owners and occupiers concerned.

6. DÌURANAIS

DURNESS

INTRODUCTION

Prospects

- 6.1 This area comprises the extreme north-west of Sutherland stretching between Cape Wrath and the Mhoine watershed. Complex geological stata create richly diverse landforms and scenery. Ben Hope, Cranstackie, and the Foinaven range dominate a vast mountainous interior. These extensive sporting lands are deeply incised by narrow straths which extend northwards to meet the sea inlets of the Kyle of Durness, shallow with tidal sand flats, and Loch Eriboll, a natural deep water anchorage. The seaboard between holds the bulk of the areas pastoral limestone-based country and the important local sheep stock club interests. Between Durness and Rispond the littorals magnificent sandy beaches, dune and machair, cliffs and headland are protected by a National Trust Conservation Agreement. In contrast, abandoned wartime installations are evidence of the areas longstanding role in national defence, continuing today with the remote Cape Wrath peninsular providing a landfall for Naval bombardment exercises. The area's population of approximately 350 has remained constant since 1971. The majority live in the small centre of Durness and a series of neighbouring townships. Local employment is firmly dependent upon agriculture, crofting, estate activities and tourism. While some limited potential exists for fish-farming, prospects for broadening the economic base appear to rest with development of the areas mineral resources in the longer term.

Development Factors

- 6.2 The local plan must therefore be directed towards:-
- (a) consolidating employment based on the areas natural resources;
 - (b) providing a planning framework within which local development needs can be accommodated;
 - (c) conserving the area's outstanding scenic qualities and achieving significant environmental improvements;
 - (d) upgrading and promoting visitor facilities.

POPULATION AND HOUSING

Housing -Durness

- 6.3 Durness commands an outstanding promontory position on headland overlooking the North Minch. Good quality agricultural and crofting land surround the village, pinning development tightly to the margins of the A838 and adjoining minor roads. It is important to maintain this relatively compact form and character and avoid ribbon development beyond the existing limits of the settlement. With only two houses built locally during the last five years, pressures are very modest. There is plenty of scope by way of infill opportunities.

POLICY: Housing Policy RS2 will apply to infill development and the following gap sites at Durness:-

- (a) 0.2 ha. of land between the garage and Primary School. Development of this lower ground will be subject to satisfactory drainage arrangements. Access will be shared.
- (b) 0.4 ha. of land fronting the Durness - Balnakeil road at Balvolich.
- (c) 0.1 ha. of land north-east of the Primary School. Access to adjoining agricultural ground will be safeguarded.

Care will be required to avoid skylining and opportunities exist for rehabilitation of properties.

Local Authority Housing - Druim Bhlar

- 6.4 The District Council housing development at Druim Bhlar was completed during 1977. Existing development is extremely exposed and the surrounding environment less than satisfactory. Substantial landscaping and planting to enclose the scheme to the west would considerably improve amenity for residents and help soften the appearance of development. The District Council own additional land at Druim Bhlar. However, with this locality inconveniently placed, relative to Durness village and lacking any form of shelter at present, there is concern about the unsuitability of the site for substantial further development.

POLICY: Approximately 0.1 ha. of land at Druim Bhlar is available to the District Council for limited infill housing. This would complete the site 'frontage' and development may be of single storey form.

RECOMMENDATION: The District Council should consider an environmental improvement scheme for Druim Bhlar. This should include:-

- (a) a substantial planting scheme to the west of existing development comprising an outer coniferous shelter belt enclosing deciduous amenity trees. The Regional Council will be willing to offer technical advice on planting species. Grant assistance may be available from the Forestry Commission;
- (b) enhancement of open spaces within the existing layout and provision of a formal play area.

Local Authority Housing - Durness

6.5 There are no plans at present for future general needs house-building locally. Further to para. 6.4 however, there is a requirement to identify land suitable for future District Council requirements. The bulk of poorer land in the locality like Druim Bhlar, is elevated and exposed. An area off School Road however obtains some protection from rising land to the west. This land is well placed in relation to services and community facilities in the village and enjoys an excellent easterly aspect.








POLICY: 0.7 ha. of land west of School Road is allocated for housing in the longer term. This would be appropriate for future District Council general needs building. Policy RS3 will apply and release of this area will depend on remaining zoned land being developed.

Specialist Housing - Sangomore

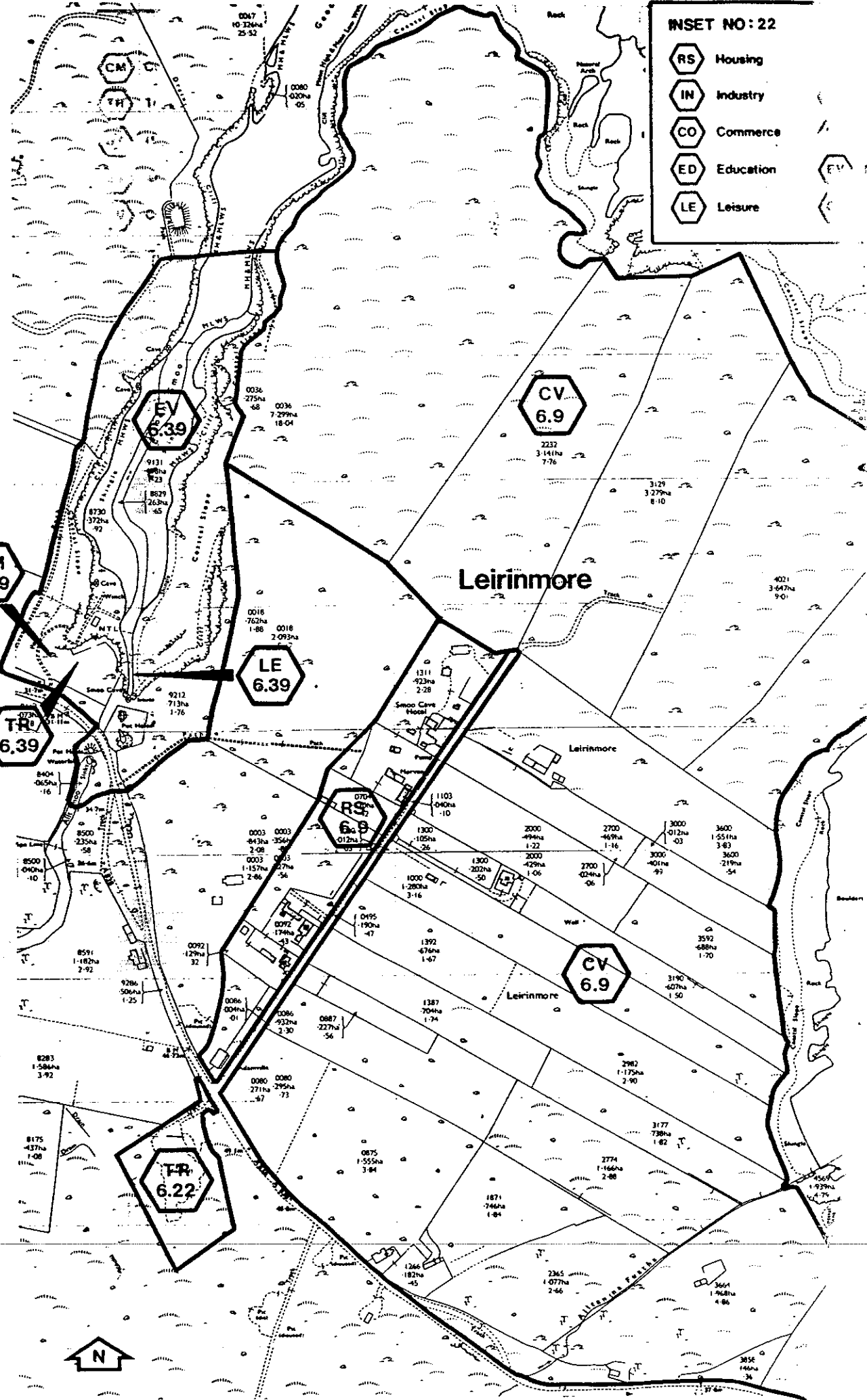
6.6 The District Council have acquired land and redundant buildings adjacent to the church at Sangomore. Two amenity houses were recently completed at a cost of £70,000. The District anticipate a future need within the community for specialist housing for the elderly. This site is relatively close to community facilities in Durness.

POLICY: A further 0.2 ha. of land at Sangomore is allocated for housing. This would be suitable for a small amenity or sheltered scheme. Access to the A838 will require upgrading and the avenue of deciduous trees along the eastern boundary of the Glebelands should be retained.

INSET NO: 22

-  RS Housing
-  IN Industry
-  CO Commerce
-  ED Education
-  LE Leisure
-  EV
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670
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Housing - Sangomore

- 6.7 The Sangomore township follows the A838 hairpin immediately east of Durness. The traditional form of building has created two parallel ribbons of development separated by important in-bye land. Opportunities exist for infill within the established pattern, subject to land availability.

POLICY: The Council will apply housing Policy RS2 to gap sites at Sangomore. There will be a presumption against further development out-with the established settlement pattern in order to safeguard croftland and visual amenity.

Housing - Smoo

- 6.8 Improvements to the public drainage network in this area have recently been completed at a cost of £102,000. Land south of Druum Bhlar is capable of accommodating further one-off plots.

POLICY: Housing Policy RS2 will apply to land south of the District Council housing at Smoo. There may be a requirement to improve the access road.

Housing - Leirinmore

- 6.9 With few exceptions, properties at Leirinmore follow a linear pattern hemmed along the western margin of the spur road. Elongated apportionments extend east as far as the coastal slope, with the adjoining headland to the north comprising local grazings.

POLICY: Policy RS2 will apply to infill sites at Leirinmore (see Inset Map 22). Further building should conform with the established layout in order to protect valuable in-bye land, grazings and the character of the adjoining coast.

Housing - Sangobeg

- 6.10 In-bye land at Sangobeg descends a steep northerly slope towards the bay. Most properties are contained on the landward side of the A838, although permission was given recently for a single house on the lower flank.

POLICY: Housing Policy RS2 will apply at Sangobeg (see Inset Map 23). Excessive under-building should be avoided by careful design.

Housing - Laid

- 6.11 The traditional crofting township at Laid extends for some two miles along the western edge of Loch Eriboll. Development lies almost exclusively along the seaward margin of the A838, with good separation maintained between properties. Improved land falls gently east to the loch shore.

POLICY: Policy RS2 will apply to infill development or replacement housing at Laid (see Inset Map 24). The firmly established linear pattern should be maintained in order to safeguard amenity and in-bye land.

INDUSTRY AND COMMERCE

Minerals

- 6.12 Geological surveys indicate considerable potential for mineral working in the Eriboll area. Measured reserves of Feldspar exceed 2.5 million tonnes, with 'inferred' reserves possibly comprising a further 7.5 million. Surface samples of potash bearing shales were extracted from an area west of Loch Eriboll recently by McCrone Research Associates. This is applied as an agricultural fertiliser. However, exposures are understood to be difficult to work. While economic viability and market considerations appear to militate against extraction on a commercial basis in the short term, Loch Eriboll provides an excellent sheltered anchorage to facilitate the bulk movement of minerals. A feasibility study commissioned by Sutherland County Council in 1974 examined the potential of the area for oil-related development including a pipeline landfall and supply base. With exploration now moving into the waters off the north-west coast, Loch Eriboll may be reappraised against the potential of several possibly better placed west coast sites.

POLICY: The Council will continue to support exploratory investigations to determine the viability of potential mineral workings. Temporary planning permission will normally be granted for this purpose.

INSET NO: 24



Housing



Community



Industry



Transport



Commerce



Utilities



Education



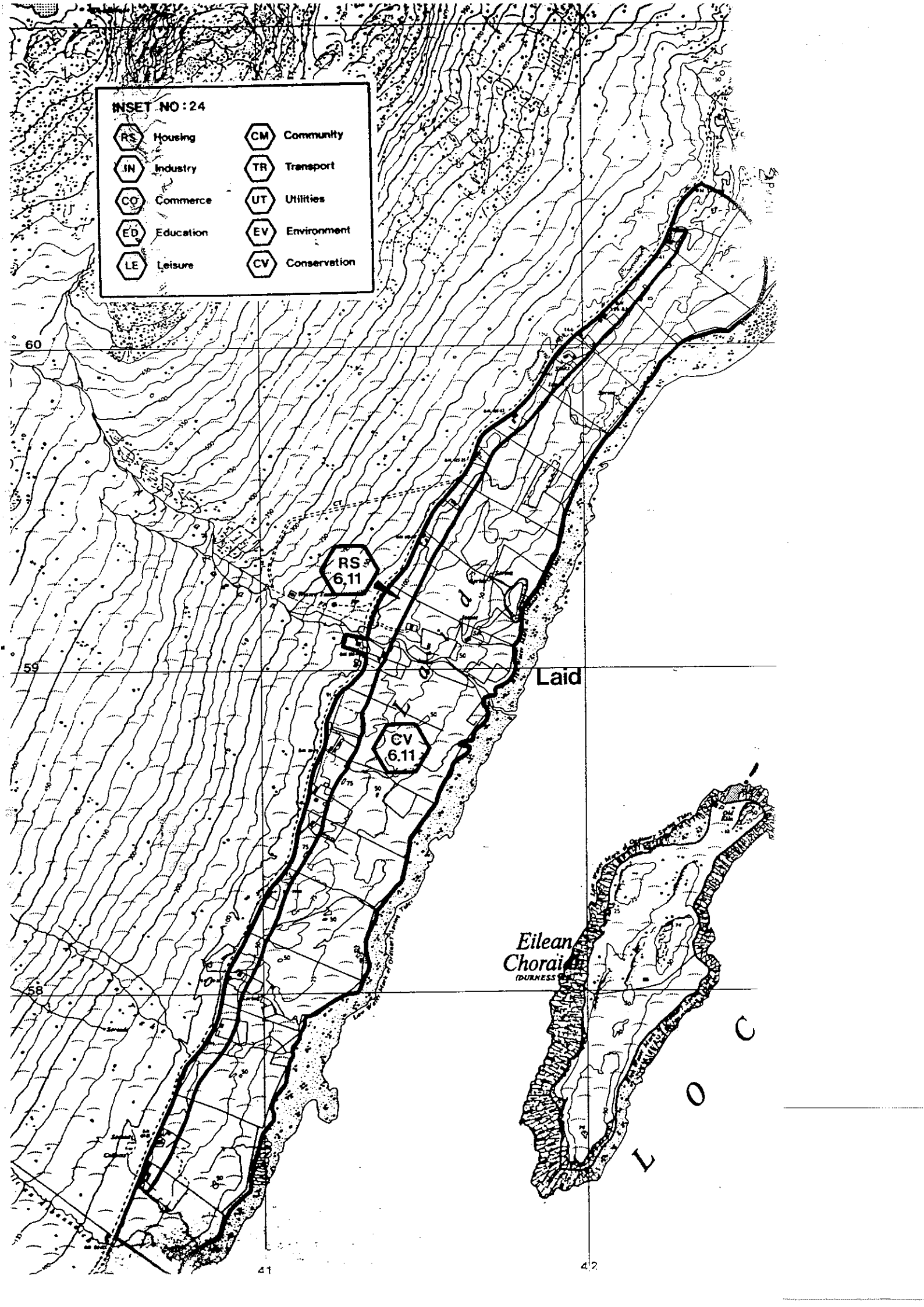
Environment



Leisure



Conservation



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Laid

Eilean
Chorai
(DURNESS)

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Fish Farming

- 6.13 Although much of the areas coastline is too exposed for fish farming, Loch Eriboll provides favourable conditions. Small scale shellfish cultivation is underway west of Eilean Choraidh. Camas an Duin is the subject of detailed investigation by a Finnish group as a possible marine site. A number of locations offer potential for related shore-based requirements. However, compatibility with existing activities and adequate access must be achieved at Portnancon and Kempie, and amenity considerations will be paramount at Ard Neackie (see para. 6.40). The minimum dry weather flow recorded in the river (Strathbeag) at the head of Loch Eriboll appears sufficient to support a hatchery. Planning permission was recently given for the development of such a facility at Polla, together with on growing cages in Loch Uamh Dhadhaidh and Loch Sian. Development by a major Finnish company is underway. This is expected to create 15 jobs during the next 3 years.

POLICY: The Council will endeavour to safeguard the following potential fish-farm sites, and consult with DAFS, HIDB and HRPB concerning future development which could be prejudicial:-

- (a) Camas an Duin (sea cages);
- (b) Polla (hatchery);
- (c) Lochs Uamh Dhadhaidh and Sian (smolt rearing cages).

Craft Industry - Balnakeil

- 6.14 Balnakeil craft village is an important element of the areas economy. More than a dozen small businesses now operate on a community cooperative basis. Former MOD buildings provide integrated workshop, residential accommodation and a range of community and visitor facilities. However, the appearance of the village leaves much to be desired at present. Consultants commissioned by the Scottish Development Agency have examined the scope for enhancement of properties, treatment of open spaces, remodelling the entrance to the village, shelter walling and other features, in consultation with community interests. A scheme recently received planning permission, although some details require agreement with residents. Vacant land and premises within the village are capable of accommodating further craft/light industrial uses or community or visitor facilities.

PROPOSAL: The Scottish Development Agency intend to carry out environmental improvements at Balnakeil craft village subject to the agreement of detailed elements of the scheme with interested parties. Work will commence at such time as funds become available.

POLICY: Vacant land/premises within the village are capable of accommodating further craft/light industries or uses associated with established enterprises.

Light Industry

6.15 Outwith the craft village, local demand for sites and premises for light and service industry maintains an extremely low level. Redundant buildings, such as the former church in Durness, are occasionally converted for this purpose.

RECOMMENDATION: Scope may exist for converting a surplus MOD property for light industrial use. While para. 6.32 refers to the removal of such structures, a suitable building could be identified and retained. This would require to be readily accessible and close to services.

Commercial Development - Durness

6.16 A concentration of tourist facilities and related commercial businesses has developed on the seaward side of the A838 immediately east of Durness. These include the Tourist Information Centre, car park, camping and caravan site, restaurant and shop. Important grazings lie to the north although intervening land may offer scope for limited expansion of the caravan site. Further development beyond the Information Centre would encroach upon the fine open headland above Sango Bay.

POLICY: The Council will seek to consolidate visitor facilities and related commercial development in the area between the caravan/camping site and Tourist Information Centre, without prejudice to established enterprises elsewhere in the area. There will be a strict presumption against further development on the headland to the east, in the interests of amenity.

Tourist Accommodation and Facilities

6.17 This area offers hotel, let cottages, Bed and Breakfast and camping/caravan site accommodation for visitors. Good quality self-catering facilities would widen the area's appeal and make a useful contribution to the local economy. A variety of provision could be made, ranging from single units or small groups in crofting areas, to a larger freestanding chalet schemes. Potential exists to develop schemes in association with the areas sporting assets.

POLICY: The Council will encourage the development of further self-catering accommodation and related activities/recreational provision within this area, subject to satisfactory siting, design and servicing arrangements. Suitable locations for grouped schemes might include the Keoldale and Eriboll areas.

Composite Signs and Advertisements - Durness

6.18 There are a number of advance directional signs throughout the Durness area which create clutter at junctions. The Council recently erected a brown and white sign at Smoo Caves. Composite signing of tourist facilities and commercial businesses in a similar way or by prescribed signs would improve amenity and traffic safety at other locations. Possibilities exist at the A838 - Balnakeil side road junction and in the vicinity of the village square.

POLICY: The Council will encourage local businesses and community interests to consider rationalising signposting within the area. Designs in accordance with the Council's specifications would be eligible for 50% grant assistance.

TRANSPORT AND UTILITIES

Roads

6.19 Reconstruction of a section of the A838 over the Mhoine was completed by the Regional Council at a cost in excess of £800,000 during 1981. More recent localised improvements include the realignment of the A838 - Keoldale junction. With no further major works programmed, minor improvements at selected locations are to continue during the plan period. The A838 between Sangomore and Leirinmore is sub-standard in terms of width and visibilities and the junctions linking the minor Sango Bay side road are unsatisfactory.

RECOMMENDATION: Consideration will be given to the scope for improvements to the A838 between Sangomore and Leirinmore and minor remodelling of the Sango Bay side road junctions. Work will depend on competing priorities and the availability of resources.

Parking - Cape Wrath Ferry

6.20 Considerable numbers of visitors to the area enjoy day excursions to Cape Wrath. Parking facilities on the approach to the ferry at Keoldale accommodate vehicles for lengthy periods. Existing capacity for approximately 20 cars is insufficient to cater for demand at peak times.

RECOMMENDATION: The Council will examine the scope for additional car parking facilities at Keoldale in association with the Cape Wrath Ferry service. A site on the landward side of the road opposite existing facilities would be appropriate and discussions with the landowner will be pursued. Any exposed sideslopes will require careful attention.

Roads Storage Depot

6.21 The Council's salt and grit storage area at Keoldale represents a prominent visual intrusion in a sensitive area popular with visitors. The provision of further visitor facilities at this site (see para. 6.35) is dependent upon this use being relocated.

PROPOSAL: The Council intend to relocate their salt storage facilities in a redundant quarry at Leirinmore during 1986-87.

Footpath - Durness-Balnakeil

6.22 The Regional Council has recently made improvements to the footpath network in Durness. Many visitors and local people walk between the village and Balnakeil. A roadside footpath provided along part of this route is incomplete. The Council has been unable to make progress with land acquisition and has recently determined to pursue a Compulsary Purchase Order.

PROPOSAL: The Council intend to complete the footpath between Durness and Balnakeil at a cost of £1,000. The scheme will be completed as soon as the land becomes available.

Layby - School Road

6.22 (a) There is no layby for setting down children at the Primary School gate. This causes an occasional obstruction for traffic using School Road.

RECOMMENDATION: The Council will consider the scope for forming a layby off School Road at such time as funds become available.

Car Parking - Youth Hostel

6.22 (b) There is a lack of suitable car parking facilities at Smoo Youth Hostel. At peak times parking alongside the A838 creates a potential hazard. The neighbouring public car park serving the caves is not a satisfactory alternative.

RECOMMENDATION: Consideration should be given by the Scottish Youth Hostel Association to the scope for adequate parking in the vicinity of their facility at Smoo.

Ferry Service - Cape Wrath

- 6.23 In excess of 3,000 visitors used the privately operated seasonal ferry service to Cape Wrath in 1984, almost twice as many as during the previous year. Occasional navigation problems are reported on the approach to the western slip, with sand bars becoming exposed during spring ebb tides. The most difficult circumstances necessitate alternative rudimentary landing arrangements and a hazardous ascent by passengers to the road. The Council has examined the scope for dredging in the past, although the natural rate of silting is unlikely to make this a cost effective prospect. Concern has also been expressed locally about the retaining wall alongside the Cape Wrath Road at the western slip.

RECOMMENDATION: The Council will monitor the position with regard to the Cape Wrath ferry service. Consideration may be given to access improvements as resources permit.

RECOMMENDATION: The Council will continue to monitor the condition of structures on the Cape Wrath Road and undertake minor improvements as required.

Water Supply - Durness

- 6.24 Minor problems occur with the water supply to the Durness locality. A new pumping station, additional storage capacity and treatment facilities are earmarked to remedy the situation.

POLICY: The Council intend to improve the public water supply to the Durness area after 1990.

Drainage - Durness

- 6.25 The existing drainage system serving Durness discharges directly into Sango Bay. In order to meet the Highland River Purification Board requirements improvements to the septic tank and sea outfall are necessary.

POLICY: The Council intend to carry out improvements to the drainage system at Durness after 1990.

Refuse Disposal

- 6.26 Spare capacity at Leirinbeg is now very limited and further tipping space is required. However, the District Council are to transfer local refuse to a new site at Rhiconich by 1987/88. Leirinbeg is intended to operate as an amenity tip thereafter.

PROPOSAL: The District Council intend to extend the Leirinbeg refuse tip during 1986/87. Land on the eastern side of the existing site would be appropriate subject to agreement with the landowner and satisfactory working practices.

COMMUNITY FACILITIES

Golf Course

6.27 The possibility of developing golfing facilities in the Durness area has been mooted in the past. With the nearest courses located at Brora, Reay and Gairloch, local provision would significantly enhance the areas visitor appeal. Between 50-60 acres will be required for a 9-hole course. The superb expanse of machair and headland west of Balnakeil offers an ideal setting with magnificent views. This area comprises part of the Cape Wrath - Durness SSSI and important stock club grazings. Agreement with conservation and local agricultural interests is therefore essential. A low-cost, low maintenance facility has been successfully integrated with grazing interests elsewhere.

RECOMMENDATION: Consideration should be given to the formation of a golf course locally. Land west of Keoldale - Balnakeil may be suitable subject to agreement with agricultural interests. This facility might eventually be provided by way of a joint venture involving the local authorities, national agencies and local community effort.

Playing Fields - Durness

6.28 The small park off School Road is an important play area close to the primary school. The existing perimeter fencing around this facility requires attention. Grazings west of the caravan and camping site perform a dual purpose providing a full size sports field for the community.

PROPOSAL: The Council are to reinforce stock fencing around School Road park during 1986.

POLICY: The Council will safeguard the park off School Road from development and encourage the continued use of the grazings as a playing field as far as this is compatible with agricultural interests.

Public Conveniences - Smoo

- 6.29 The provision of public toilets form an important part of the overall package of visitor facilities earmarked for Smoo Caves (see para. 6.39).

PROPOSAL: The District Council intend to provide public conveniences at Smoo Caves in 1986/87. £10,000 is allocated for this purpose. Grant assistance is being given by the Countryside Commission for Scotland.

Water Based Recreation - Portnancon

- 6.30 Loch Eriboll provides the areas most favourable inshore sailing waters. Potential exists at Portnancon to supplement existing visitor provision with small boating facilities. The existing jetty, formerly part of the Portnancon - Ardneakie ferry link, is in a dangerous condition and inappropriate for further use.

POLICY: The Regional Council will look favourably on proposals for the development of water based recreation facilities at Portnancon, subject to site specific criteria. However, the existing pier is not appropriate for this purpose and consideration should be given to its removal.

CONSERVATION AND ENVIRONMENT

Naval Bombardment Range

- 6.31 Substantial tracts of land at Cape Wrath and An Garbh-eilean provide the landfall for Naval bombardment exercises. Leasing arrangements embracing a further 21 year period became effective in 1979. This activity has given vent to local concern in the past. While the Planning Authority has no powers in relation to the use of land for this purpose, the Council and MOD have agreed measures aimed at regulating operations. These include a moratorium on use of the range at certain times. While the Councils overall objective is to encourage the MOD to phase-out bombing exercises in the longer term, a Liaison Group has been set up to monitor the position and investigate means by which MOD interests can be reconciled further with the requirements of the community and visitors to the area. Warning notices and flags have recently been erected alongside the Dail-Cape Wrath road, at Durness and Keoldale; and multi-language handouts are now available. The effect of bombing exercises on the wider area is to be investigated shortly by MOD.

POLICY: The Council will encourage the MOD to continue to investigate ways in which to enhance public safety and awareness and safeguard the interests of the local community during the period in which the bombardment range remains in use.

Environmental Improvements - Surplus MOD Buildings

- 6.32 Numerous abandoned MOD properties are scattered across the areas seaboard. Many, including those at Leirinbeg, interrupt exceptional coastal views. Some occasionally provide shelter for stock. Removal of the worst eyesores would greatly benefit visual amenity. The Scottish Development Agency have invited the Council to identify opportunities for land renewal/ environmental improvement schemes.

RECOMMENDATION: The Scottish Development Agency should consider the scope for the demolition and removal former MOD properties throughout the Durness area as an environmental improvement project. In this regard the Council will consult with landowners and other interested parties to identify the most significant eyesores. Consideration will need to be given to replacement shelters in appropriate cases.

Environmental Improvements - Balnakeil

- 6.33 The car park and public conveniences at Balnakeil are well used by visitors to the beach and Faraidh Head. These facilities have a somewhat neglected appearance at present and would benefit from improvement. Approximately 300 metres west, wild caravanning and camping occurs on the headland alongside the cemetery. No facilities are presently available for use exclusively by campers, and public health and amenity problems occur at peak times.

RECOMMENDATION: Consideration should be given by the landowner to measures to regularise wild caravanning/camping at Balnakeil, by provision of facilities suitable for a seasonal caravan site licence.

RECOMMENDATION: Consideration will be given by the relevant public interests to the scope for environmental improvements at Balnakeil. Possible steps include:-

- (a) resurfacing the car park and tidying the adjoining margins;
- (b) improvement or replacement of the portaloo facilities and litter bins.

Visitor Management - Sango Bay

- 6.34 The excellent beach at Sango Bay attracts many visitors. Existing parking and picnicking facilities appear over subscribed at peak times. Beach access from the Information Centre and the headland car park further east follows an extremely hazardous descent of the coastal slope. This is creating erosion at a number of places. Attention is needed to measures aimed at holding the public back from the adjacent cliff edges, including the promontory which encloses the bay to the west.

RECOMMENDATION: The Council will examine the scope for further parking provision on the headland above Sango Bay, together with measures to combat erosion and improve public safety and beach access. Such a package may take the form of a future countryside scheme. The Nature Conservancy Council will contribute towards the provision of interpretive material.

Visitor Facilities - Keoldale

- 6.35 The A838 offers magnificent views over the Kyle of Durness. Provision for roadside parking is inadequate at present. Recent reconstruction of the Keoldale junction offers an excellent opportunity to provide visitor facilities at a key vantage point. Parking and picnicking facilities could form a base for exploring archaeological remains in this vicinity. Information relating to the ferry service would also be appropriate.

RECOMMENDATION: The Council will consider the provision of a small car park and picnic site at Keoldale. Scope exists to combine these facilities with interpretation of neighbouring archaeological features, nature conservation sites and ferry information. Measures to discourage overnight parking would be appropriate. This project will be eligible for Countryside Commission grant assistance, and the Nature Conservancy Council have offered to contribute.

Countryside Project - Footpaths

- 6.36 The areas natural attractions appeal to a large number of visitors seeking a range of outdoor pursuits. Walking is particularly popular. The Council have identified opportunities for footpaths and short walks throughout the area, including a route linking Cape Wrath and Sandwood Bay. A Project Officer has been appointed to develop this theme, improve paths, and offer guided walks.

PROPOSAL: The Council intend to promote a number of footpaths in the Durness - Cape Wrath area in 1986-87. £5,000 is allocated for this purpose, minor improvements to paths and associated literature.

Amenity Woodland

- 6.37 The harsh climate and extreme exposure affecting the north coast severely restricts amenity woodland. However the policies of Eriboll House, a Grade B Listed Building, contain notable deciduous trees. These are suffering die-back and major surgery may be contemplated.

POLICY: The Council will encourage maintenance of amenity woodland within the policies of Eriboll House, and will be willing to provide technical advice on selective felling or replacement planting if requested.

Agricultural Safeguard/Landscape Conservation - Durness

- 6.38 Better quality agricultural and crofting ground surrounds Durness and extends in intermediate pockets throughout the sea-board to the east. The bulk is classified 'C' by the Department of Agriculture and is significant in terms of local grazings interests, amenity, and the open setting of the village. Particularly fine views are obtainable from the A838 north of the War Memorial and the rocky knoll adjacent to Shean Villas provides a natural buffer to development.

POLICY: A presumption against development unrelated to the working of the land will apply to the better quality agricultural ground and to land important in terms of amenity and the setting of the village. Such areas are identified on the proposals map.

Proposed AGLV - Smoo Caves

- 6.39 Set amidst spectacular cliff scenery alongside the A838, east of Durness, Smoo Caves, the adjoining sink holes and geo present a landform unique in the Highland Region in terms of accessibility. These features, comprising a designated SSSI, attract intense visitor interest. However, the range and quality of existing facilities is presently inadequate. Deficiencies are manifested in terms of restricted parking provision, including a shortage of space for coaches, inadequate public access, and the absence of interpretive material. Visitor pressures have created significant environmental damage including severe erosion in recent years, and positive management is therefore required to conserve the areas character and scenic qualities.

PROPOSAL: The Council intends to designate approximately 8 ha. of land at Smoo Caves as an Area of Great landscape Value. Some of this land was recently acquired.

PROPOSAL: The Council are to provide additional parking, interpretive material, picnicking facilities and a circular headland walk with viewing platforms at Smoo Caves during 1986. The total cost of this OPMAC-assisted scheme is expected to be £30,000. These facilities will be supplemented by public conveniences to be provided by the District Council (see para. 6.29) and will be eligible for 75% grant assistance from Countryside Commission for Scotland. Assistance is being given by the Nature Conservancy Council towards provision of interpretive material.

RECOMMENDATION: Consideration will be given to the possibility of floodlighting the inner cave in future years.

Proposed AGLV - Ard Neakie

6.40 The intimate limestone peninsula at Ard Neakie provides a focus for magnificent views from the A838 as it climbs above the eastern shores of Loch Eriboll. The limekilns and pier represent magnificent industrial archaeological examples of the areas by-gone associations with local mineral workings. These Scheduled Ancient Monuments and Grade B Listed Buildings are suitable for interpretation. Scope exists for the development of a small roadside parking facility and improved public access.

PROPOSAL: The Council wishes to designate Ard Neackie peninsula as an Area of Great Landscape Value in accordance with their general policy for AGLV's. The Planning Authority will seek to control development and enter into agreement with the landowner regarding the provision of a small roadside car park, improved pedestrian access and interpretive material.

Sites of Special Scientific Interest

6.41 The Nature Conservancy Council is reviewing land within the area which best characterises particular aspects of the natural environment.

POLICY: The Nature Conservancy Council intends to renotify the following SSSI's during the plan period with amended boundaries:-

- (a) Southern Parphe (part)
(major revision);
- (b) Smoo Caves (significant change);
- (c) Inverhope (reduced in area);
- (d) Foinaven and Meallhaven (part)
(minor revision);
- (e) Eriboll (moderate revision);
- (f) Cape Wrath - Durness (major revision);
- (g) Ben Hope (part) (minor revision);
- (h) Ben Hutaig (part) (minor revision).

Details of these changes have to be discussed with the owners and occupiers concerned.

APPENDIX I

SUMMARY OF PROPOSALS 1985-90

YEAR	AGENCY	PROJECT	PLACE	COST £000's	REMARKS
1986/87	District Council	Refuse Tip	Rhiconich	20	Subject to land acquisition.
1986/87	District Council	Refuse Tip	Leirinbeg, Durness.	-	Extension.
1986/87	Regional Council	Footpath	Durness	1	C.P.O. procedures to be followed.
1986/87	Regional Council	Footpath Improvements	Achmelvich	2	Boardwalk reinstatement.
1986/87	Regional Council	Footpaths	Durness - Cape Wrath	5	Countryside project. Promotion of routes, improvements and associated literature.
1986/87	Regional Council	Area of Great Landscape Value	Smoo	30	Additional parking; interpretive material; a circular headland walk with viewing platform and picnicking facilities.
1986/88	Regional Council	West Headland	Kinlochbervie	398	Land Reclamation with substantial funding assistance from S.D.A.
1986/87	District Council	Public Conveniences	Clashnessie	10	
1985/87	District Council	16 houses	Kinlochbervie	800	Layout to safeguard access and mains drainage provision relative to adjoining land.

YEAR	AGENCY	PROJECT	PLACE	COST £000's	REMARKS
1986/87	Regional Council	North/West quyas - new fish market.	Kinlochbervie	3500	Includes addi- tional berthing, dredging minor reclamation, new fish market and offices.
1986	Regional Council	Water Supply	Loch Inchard	565	First phase in progress.
1986/87	Northern Constabulary	Relay Station	Cnoc Firth Dhughail, Inverkirkaig	45	Subject to planning permission.
1986/90	Regional Council	Road Improvement	B801 Kinlochbervie	715	Between F.P. Church and Kinlochbervie Brae.
1986/90	Regional Council	Road Improvement	B801	1190	Rhiconich - Kinlochbervie.
1986/87	District Council	Public Conveniences	Drumbeg	10	Adjacent to car park.
1986/87	Kirk Care Housing Assoc.	8 houses	Kinlochbervie	207	Amenity needs.
1986/87	District Council	Public Conveniences	Smoo	10	
1986/87	Regional Council	Mooring Buoys	Loch Inchard	82	
1986/87	Regional Council	Drainage	Kinlochbervie	200	Two schemes to serve main catchment areas.
1986/87	Regional Council	Ice Plant	Kinlochbervie		Bolstering foundations.
1986/88	Regional Council	Loch Clash Pier	Kinlochbervie		As part of main harbour contract.
1987	Regional Council	Acquisiton of Culag Hotel, adjacent buildings and 18 ha. of land.	Lochinver	200	To facilitate port expansion.
1987/88	District Council	Public Conveniences	Inverkirkaig	10	Adjacent to car park.

YEAR	AGENCY	PROJECT	PLACE	COST £000's	REMARKS
1987/88	Regional Council	Workshop/ Nest Units	Lochinver	60	Glack Mor Industrial Estate 2 x 500' sq. units on site 4.
1987/88	Regional Council	Area of Great Landscape Value	Ardvreck	30	Car park, interpretive facilities, foot- path, viewing point. Repairs to Castle fabric.
1987/89	District Council	20 houses	Lochinver	800	General needs.
1987/89	Regional Council	Road Improvement	B801	350	Kinlochbervie to Rhiconich.
1987/89	Regional Council	Water Supply	Loch Inchar	560	Phase two includ- ing storage and treatment works.
1988/89	Regional Council	Road Improvement	Lochinver	120	Final phase of Baddidarroch scheme. Attention required to existing trees.
1988/90	Regional Council	Water Supply	Achmelvich	30	Improvements at source.
1988/90	District Council	2 houses	Scourie	80	Moffat Place.

PROPOSALS

NO DEFINITE START DATE

AGENCY	PROJECT	PLACE	COST	REMARKS
NOSHEB	Rationalisation of supplies.	Laxford Bridge/Rhiconich and communities north.	-	Including new infrastructure, sub-station at Rhiconich and down-rating of supplies to the north.
Forestry Commission	Planting	Ledmore	-	Approx. 400 ha.
NCC	Renotification of SSSI's.	Throughout North West Sutherland	-	Including modifications to 19 sites.
Regional Council	Additional Berthing/Quayside space.	Lochinver	4,500 (provisional)	Three phase scheme incorporating break-water, extension to quay and fish market.
Regional Council	Mooring Buoys	Lochinver	87	As soon as funds become available.
Regional Council	Drainage Improvements	Lochinver	-	Comprehensive scheme for properties on northern flank of River Inver.
Regional Council	Road Improvements B869	Assynt	360	Retaining walls, bridges, guard railing.
Regional Council	Road Improvements Cl	Lochinver to Inverkirkaig	160	Retaining walls and minor works.
Regional Council	Water Supply	Scouriemore	-	After 1990.
Regional Council	Drainage	Scouriemore	-	After 1990.
Regional Council	Water Supply	Durness	-	Pumping station, additional storage and treatment facilities. After 1990.

AGENCY	PROJECT	PLACE	COST	REMARKS
Regional Council	Drainage	Durness	-	To meet HRPB requirements. After 1990.
Regional Council	Area of Great Landscape Value	Ard Neackie	-	Parking, public access improvements and interpretive material.
Regional Council	Area of Great Landscape Value	Sandwood Bay	-	Possible improvements to access, parking interpretive facilities.
S.D.A.	Environmental Improvements	Balnakeil Croft Village	-	Subject to details being agreed and availability of funds.

APPENDIX II

MAJOR LAND USE ALLOCATIONS

<u>ALLOCATION</u>	<u>PLACE</u>	<u>AREA (ha.)</u>	<u>REMARKS</u>
Housing	Lochinver - Cnoc a Mhuillin	0.9	Permission for one house. RS2.
Housing	Lochinver - South of pottery.	0.5	Scope for further limited development subject to satisfactory details including siting and design.
Housing	Lochinver - Between Canisp Road and Culag Bridge.	1.3	Permission for one house. Low density further development subject to access. Requirement to safeguard better trees. RS2.
Housing	Lochinver - North West of Inverpark.	Unspecified.	Subject to detailed survey by District Council. RS3.
	Lochinver - North West of Inver Cottages.	Unspecified.	Subject to detailed survey by District Council. RS3.
Housing	Lochinver - South West of Culag	Unspecified.	In accordance with broad framework proposals and further detailed study. RS3.
Housing	Baddidarroch.	2.5	Permission for 5 houses. RS2.
Industry	Culkein-Drumbeg	0.1	Requirement to safeguard amenity of Pier House.
Industry	Lochinver-Culag	0.5	Reserved for fishery-related needs, pending investigation of harbour proposals. Regional Council Industrial Estate.
Commercial/Community	Kylesku	0.2	High quality development, preservation of views, visibility requirements important.

MAJOR LAND USE ALLOCATIONS

<u>ALLOCATION</u>	<u>PLACE</u>	<u>AREA (ha.)</u>	<u>REMARKS</u>
Leisure and Recreation	Lochinver	0.8	Cruamer. Subject to investigation by local community interests.
Housing	Kylesku	0.2	South-West of Ferrymans Cottages.
Housing	Scourie	0.8	Owned by District Council. Scope for 12 houses. RS4.
Industry	Scourie	0.4	Old camp site. Requirement for landscaping.
Housing	Kinlochbervie	0.8	Development of 16 houses underway.
Housing	Kinlochbervie	0.3	Opposite garage. Suitable for amenity/sheltered needs.
Housing	Kinlochbervie	0.5	West of Manse Road. Scope for 6-8 single storey units subject to mains drainage connection. RS4.
Housing	Kinlochbervie	1.6	Land adjoining District Councils site opposite the garage. Subject to overall layout plans.
Housing	Kinlochbervie	0.7	Off Oldshoremore Road.
Housing	Kinlochbervie	0.6	Adjacent to F.P. Church. (Site also suitable for industry).
Housing	Kinlochbervie	0.4	Above industrial estate. Suitable for 2-3 houses with shared access.
Housing	Kinlochbervie	0.4	Rocky flank opposite hotel.
Housing	Kinlochbervie	0.3	North of Church of Scotland.
Industry	Kinlochbervie	0.25	Regional Council Industrial Estate. 5 units.

ALLOCATION	PLACE	AREA (ha.)	REMARKS
Industry	Kinlochbervie	0.25	Off Loch Clash Road. Lease E. & M. Engineering to be concluded.
Industry	Kinlochbervie	0.6	West of F.P. Church. (Site also considered suitable for housing).
Industry/Harbour-related Uses	Kinlochbervie	Unspecified	Harbour apron and adjoining land.
Industry/Harbour-related Uses	Kinlochbervie	1.2	Head of Loch Bervie.
Industry/Harbour-related Uses	Kinlochbervie	1.2	West Headland suitable for 'bad neighbour uses' and boat repair facilities. Safeguard access to possible future deep water berth.
Port-related Industry	Kinlochbervie	0.3	Loch Clash pier.
Mineral Extraction	Loch Innis	1.5	Extant planning permission.
Restaurant	Kinlochbervie	0.2	Joint access. High standard of design required.
Community Facility	Kinlochbervie	0.25	Day Care Centre. Site within District Council housing land.
Playing Field	Kinlochbervie	0.3	Primary school facility.
Housing	Durness	0.2	Between garage and primary school.
Housing	Durness	0.4	Fronting Durness-Balnakeil road.
Housing	Durness	0.1	North east of primary school.
Housing	Durness	0.1	Druim Bhlar local authority infill.
Housing	Durness	0.7	West of school road. Suitable for District Council needs in the longer term.
Housing	Durness	0.2	Sangomore. Suitable for amenity needs.

