

HIGHLAND COUNCIL

Committee: Lochaber Committee

Date: 23 January 2019

Report Title: Fort William 2040 Consultation

Report By: Report by Director of Development and Infrastructure

1. Purpose/Executive Summary

- 1.1 This report presents the outcome of a major consultation exercise held from September to December 2018 which brought together a wide range of stakeholders to create a vision for the future of Fort William, in its wider Lochaber context, and to prepare a Delivery Programme outlining projects, responsibilities and actions for contribute towards that vision. The report presents the findings of the consultation and seeks approval for ongoing collaboration in monitoring and implementing the vision for Fort William.

2. Recommendations

- 2.1 Members are asked to:
- i. note the comments made through the FW2040 consultation as summarised at **Appendix 1**;
 - ii. agree the new FW2040 vision statements and diagrams at **Appendix 2**;
 - iii. consider and provide feedback on the FW2040 Delivery Programme at **Appendix 3** and the corresponding FW2040 Masterplan at **Appendix 4**; and
 - iv. agree next steps and ongoing monitoring arrangements outlined at paragraph 7.1 and 7.2.

3. Background

- 3.1 A number of significant developments and service and infrastructure improvements are under active consideration for Fort William over the next few years, including major new employment opportunities, a new hospital and educational facilities. These projects will help to provide new jobs and improve public services for the town and the

wider Lochaber area. The West Highland and Islands Local Development Plan (WestPlan) – which was approved by the Lochaber Committee for submission to Scottish Ministers in April 2018 and has been under Examination since 7th August – reflects the majority of these developments and service improvements to support their future delivery. Building upon the emerging WestPlan, the FW2040 event was envisaged as a way to collaborate with local communities, businesses, landowners and potential investors to:

- create a vision for the type of place people wanted Fort William to be, in its wider Lochaber context;
- consider how particular developments or projects – both committed and aspirational - might help to achieve that vision;
- agree actions and responsibilities for delivering these developments or projects, and the overall vision; and
- initiate a programme of ongoing monitoring and engagement to review progress towards delivery and achieving the longer term vision.

3.2 The following sections of the report provide: an overview of the approach taken to the consultation (Section 4); details of feedback gathered through the consultation and the resulting vision for Fort William (Section 5); details of the FW2040 Delivery Programme to support delivery (Section 6); and the proposed next steps for this work (Section 7).

4. The FW2040 Consultation

4.1 At its 11 April 2018 meeting the Lochaber Committee agreed for a public consultation to be held on a future vision for Fort William, under the FW2040 heading. In line with the actions of that Committee meeting, details of the consultation were agreed with Members, and the main consultation event was held at the Nevis Centre on 12 September 2018. This open public event was widely advertised through the local press and social media resulting in over 120 participants attending during the day including members of the public, local community groups, business representatives, public agencies and the private sector. The event was organised in partnership with officers from Scottish Government and Highlands and Islands Enterprise, and these organisations jointly funded the event.

4.2 In the build up to the event, there was a conscious attempt to reach out to people, particularly the age groups most likely to be affected by and involved in future changes in Fort William. Tailored consultation techniques were used to engage a variety of local young people including the Highland Council Youth Convener, local High Schools and local Youth Forums. The full range of consultation methods used to gather people's views can be summarised as follows:

- views expressed at the FW2040 workshop event held on Wednesday 12th September 2018;
- Two public consultation workshops held with the South Lochaber Community Council Associations and the Fort William Area Community Council Association;
- FW2040 School Workshops held at Lochaber and Ardnamurchan High Schools;
- videos submitted by Lochaber Youth groups and the Highland Council Youth Convener;
- video interviews with students at West Highland College / UHI and local businesses which helped to create a FW2040 Promotional Video;
- views expressed through [an online consultation](#) hosted on the Council's consultation portal, which remained open until more than 2 weeks after the

- event;
- views expressed through the [FW2040 Facebook Event](#); and
- comments submitted to the Highland Council in response to the FW2040 event.

- 4.3 The collaborative approach taken in carrying out the FW2040 work was aimed directly at ensuring that a wide range of people with an interest in the future of Fort William had the chance to contribute to this future vision, and were directly involved in establishing actions and responsibilities for delivery. It also aims to provide a means of recording, communicating and monitoring the actions required to deliver individual projects, and the wider vision.
- 4.4 In carrying out the FW2040 consultation, and in view of the fact that the emerging West Highland and Islands Local Development Plan (WestPlan) had been approved by Highland Council and reached the Examination stage (which is due to conclude in early 2019), there was an eagerness to complement and build upon the outcomes and placemaking principles in the emerging plan. The event therefore used these as the foundation for agreeing a future vision for the town, and to test the potential impact of individual developments and projects.
- 4.5 Alongside, a FW2040 Masterplan diagram was prepared that identifies projects that are being actively pursued or delivered. The vast majority of these are existing commitments identified in one or more of the following: the emerging Local Development Plan, Lochaber Committee area priorities, and priorities of local community organisations, businesses and community planning groups.
- 4.6 In light of the range and significance of potential changes proposed in the town the Delivery Programme is intended to provide a framework for monitoring future projects, identify and help tackle funding challenges and, in turn, steer the delivery of the FW2040 vision and projects. The FW2040 Delivery Programme will also feed in to the formal statutory Delivery Programme that the Council has prepared to support the implementation of the emerging Local Development Plan. However, it should be noted that the Delivery Programme does not provide a mechanism for funding and individual projects are dependent on funding opportunities being identified by lead organisations identified.

5. Feedback from the FW2040 Consultation

- 5.1 The consultation used a variety of methods (outlined in paragraph 4.2) which gathered feedback on a range of issues and projects from the general public, local community groups, public agencies and the private sector. Feedback on the . **Appendix 1** summarises these comments under the three strategic, interrelated priorities that evolved through the consultation, which reflected that Fort William should be:
- **A Great Place to Live**
 - **A Connected Place**
 - **A Place Facing Water**
- 5.2 Alongside, it was acknowledged that delivering the collective ambition relies on a fourth overarching theme – **A Place with Collective Ambition** – which involves new ways of working based on strong partnership and good communication on an ongoing basis.
- 5.3 Feedback on the projects outlined on the initial FW2040 Masterplan reflected broad consensus support for the majority of projects and ideas. However, there are two particular projects where differences of opinion were highlighted – these were the Corpach Port expansion and the type of fuel to be used in the future heat supply

network in the urban area. The Corpach Port proposal is reflected in the emerging WestPlan and its inclusion in the final adopted plan is subject to the recommendations by the Reporters carrying out the current Examination process. In the event that the proposal remains in the plan, it is also recognised that implementation and delivery of these two projects will require ongoing and detailed consultation with affected parties to broker a consensus way forward. For example, there may be site-specific and/or technical solutions to resolve these differences. Careful masterplanning of the Corpach Port proposal may be able to mitigate any noise, air pollution, safety and adverse visual impact issues.

- 5.4 Similarly, a town network of gas supply pipes and plant could be capable of adaptation to low or zero carbon fuels such as hydrogen. There was however support for a cheaper source of heat supply to be found and there was support for district heating to be explored further. In light of feedback received the relevant feature on the FW2040 Masterplan has been amended to “Energy network and cheaper heating opportunity”.
- 5.5 The feedback gathered from the consultation evolved into the three place-based priorities outlined above which were captured in vision drawings and written statements which are enclosed at **Appendix 2**. To validate and make full use of the feedback from participants, it is proposed to publish a report on the consultation which complements the emerging WestPlan.

6. FW2040 Delivery Programme and Masterplan

- 6.1 The FW2040 Delivery Programme at **Appendix 3** was formulated from collective input to the FW2040 consultation. Its purpose is to monitor and coordinate FW2040 projects and it is intended to be routinely updated alongside the accompanying FW2040 Masterplan at **Appendix 4**. The first table of the Delivery Programme at **Appendix 3** outlines the actions, timescales and responsibilities for projects which are being actively pursued or delivered, and the second table lists the additional or aspirational projects highlighted through the FW2040 consultation. Reference to a potential funding agency does not necessarily indicate a commitment from that agency to fund any particular project. It should also be noted that the Delivery Programme does not provide a mechanism for funding and individual projects are dependent on funding opportunities being identified by lead organisations identified.
- 6.2 Elected Members’ attention is drawn in particular to the following:
- Highland Council is a delivery partner for some of the projects and ideas;
 - The degree of detail attached and existing commitment to each project and idea ranges from short term, fully designed and funded capital programme schemes to medium to longer term aspirational projects; and
 - Many participants in the consultation called for one or several projects and ideas to be progressed far sooner than 2040 and that the new vision should steer these future developments. The FW2040 Delivery Programme aims to provide greater certainty on the implementation of these projects on an ongoing basis.
- 6.3 In addition, a number of additional developments or projects were raised at the event and these are listed in the second table of **Appendix 3**. Members are asked to consider these and provide feedback on their suitability, status and their potential delivery.
- 6.4 The FW2040 Delivery Programme is intended to be used as a proactive tool for coordinating and monitoring the delivery of future development and to help tackle

barriers to delivery. It is proposed to have a 'live' status, updated on an ongoing basis in tandem with the FW2040 Masterplan. This would enable the delivery process to be responsive and flexible to any changes in the commercial markets, public funding availability, technology and the potential catalyst effect of certain developments which may affect the pace of delivery. Full details of Council and community input in ongoing monitoring and implementation is outlined in Section 7 below.

7. Next Steps

- 7.1 It is recommended that the Lochaber Committee and local communities each contribute to the ongoing monitoring and implementation of the FW2040 vision. It is proposed to hold an annual public engagement event to review progress towards implementation. Feedback from the event would assist in updating the Delivery Programme and Masterplan. These would be referred to the Lochaber Committee soon after the annual public event, and Community Council representatives would be given the opportunity to sit alongside the Lochaber Committee in considering and steering the monitoring and implementation process. This new approach would allow for consideration of new information on the delivery of projects and feedback from the engagement exercise and broker a consensus in checking whether the Delivery Programme is on track and is contributing to achieving the FW2040 vision. This monitoring activity could also identify whether any aspirational projects could be carried through to the committed projects table.
- 7.2 Subject to Committee approval of the recommendations set out in this report the next steps would be as follows:
- a. Officers will prepare and publish a feedback report on the FW2040 consultation - including the Fort William vision diagram and statements, Delivery Programme and FW2040 Masterplan agreed by the Lochaber Committee;
 - b. The approved FW2040 Delivery Programme and Masterplan will be incorporated into the wider WestPlan Delivery Programme for publication (on conclusion of the WestPlan Examination); and
 - c. The FW2040 Delivery Programme and Masterplan will be updated on an ongoing basis through an annual public engagement exercise and a subsequent annual review by the Lochaber Committee and Community Council representatives.
 - d. In publishing the FW2040 report, and as part of the monitoring for FW2040, organisations listed in the Delivery Programme will be asked for regular updates on progress in delivering relevant projects.

8. Implications

- 8.1 Resource: resources to complete and publish the Vision, Masterplan and Delivery Programme documentation are allowed for within the Service budget. Funding for individual projects is dependent on opportunities being identified by the lead organisations identified in the Delivery Programme.
- 8.2 Legal: the FW2040 Masterplan and Delivery Programme are not intended to form part of the Council's statutory development plan for the area and are therefore very unlikely to be subject to any legal challenge. The decision to include a reference to FW2040 in the WestPlan will rest with the Examination Reporters.

- 8.3 Community (Equality, Poverty and Rural): the related local development plan has been subject to Equalities Impact Assessment (EqIA) screening and found not to require a full EqIA. One of FW2040's aims is to make Fort William a more effective "engine" to drive the economy of the wider Lochaber area and to make the town a focus for infrastructure network and facility improvements that will also benefit the rural hinterland of the town. Poverty issues are addressed by the Programme's support for employment, district heating and affordable housing opportunities, and improved accessibility to facilities via free or cheaper travel modes.
- 8.4 Climate Change / Carbon Clever: the related development plan has been subject to several rounds of environmental assessment including Habitats Regulations Appraisal (HRA) and Strategic Environmental Assessment (SEA) informed through consultation with Scottish Natural Heritage and other consultation authorities. If any significant proposals not currently within the plan progress before its formal review then these would be required to undertake further environmental and other assessment work.
- 8.5 Risk: There are no known significant risks associated with this item.
- 8.6 Gaelic: the finalised FW2040 documentation will have Gaelic headings added.

Designation: Director of Development and Infrastructure

Date: 9 January 2018

Authors: Scott Dalgarno, Development Plans Manager

Background Papers:

1. West Highland and Islands Proposed Local Development Plan: (As Submitted to Scottish Ministers): July 2018
2. Lochaber Committee Minutes: 11 April 2018

The above documents are available at: www.highland.gov.uk

APPENDIX 1: FORT WILLIAM 2040 CONSULTATION - SUMMARY OF FEEDBACK

Feedback gathered through the FW2040 consultation is set out below. This includes:

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

These opinions have been grouped under the three strategic, interrelated priorities highlighted through the FW2040 consultation – **A great place to live, A connected place, and A place facing water**. Alongside, feedback related to how the FW2040 work is taken forward is summarised under a final theme: **A place with collective ambition**. The main points expressed by the two Community Council Associations for the Fort William Area South Lochaber areas are highlighted separately under these themes along with comments made about other priorities for certain South Lochaber communities.

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

A Great Place to Live

- **An exemplar, high quality place where ambitions can be realised (M)** – sufficient improvements, of a high quality and happening quickly enough to retain and attract a diverse range of residents, visitors and enterprises
- **A place with sufficient, high quality community facilities** - a modern hospital (M), more picnic areas, public toilets (M), a better swimming pool (bigger facility and better timetabling), a go-kart track, facilities for teenagers, dog walking areas, a concert hall / arts and culture venue, a sports stadium / centre / dome (including gymnastics facility, bigger gymnasium) at An Aird or Blar Mor, a pump track, a BMX track, a skate park, extensions to burial grounds (Glen Nevis and Kilmallie), a better athletics track, a covered 4G outdoor sports pitch, a trampoline park, better emergency service facilities, schools as genuine community hubs
- **A place with sufficient, high quality tourist facilities and accommodation** - more, especially wet weather facilities / attractions (Glen Nevis Outdoor Heritage and Activity Centre, visitor/recreational facility at Banavie, indoor skiing facility at Nevis Range, an ice rink, a zoo, possible event venue at Inverlochy Castle Estate

[which has and could expand its complementary accommodation], an aquarium, a museum of mountaineering, a cinema, a museum of engineering), separate suggestions for new hotels at smelter site entrance and Nevis Forest, facilities with longer daily opening hours and out of season, a caravan / camper servicing area

- **A place with a revitalised town centre** - more independent shops in High Street, free/cheap car parking for town centre, better customer care, better choice of coffee shops and eateries, more clothes shops (M), extended opening hours, an indoor shopping centre/hub (M), a music shop, more unique local artisan shops selling locally produced goods, a new attractive “commercial / service quarter” at Blar Mor, a more vibrant night time economy including nightclubs
- **A place for people who love the outdoors** – outdoor assets safeguarded and enhanced (landscape, scenery, crofting landscape), reaffirmed Outdoor Capital brand, kayaking centre at tailrace, more outdoor sports facilities at Nevis Range, a shooting/paintball range, more adrenalin sports facilities
- **A place with a distinctive, local, cultural identity** - the unique identity and history of local people, separate communities and their culture is safeguarded and promoted (M) (e.g. tourism based on diaspora homecoming, hosting the Mod, gateway entrances with a “wow factor” and local relevance in the form of public art or similar, branding the town as a traditional music capital), more meeting places to promote social cohesion
- **A place with sufficient/high quality affordable/private housing** - at least 1,000 new houses, for local people, for temporary workers, on leisure centre site, at Inverloch Castle Estate, at West End Car Park, at Black Parks, outwith right to buy and letting to tourism market, floating accommodation in loch / canal for temporary workers, houseboats, for the elderly, to retain young people
- **A safer place to live** - better control of anti-social behaviour, 20mph speed limit for residential areas and trunk roads through urban area, shared spaces wherever possible, to bring up children
- **An affordable place to live** - affordable energy prices, affordable housing via more new building, to retain young people, affordable rents/rates for town centre enterprises and school lets by the community, affordable public transport prices
- **A sustainable place to live** - green energy from local renewable sources like hydro-electric, a climate change proofed town, a level of growth that respects the physical and environmental constraints of the settlement, odour free sustainable waste management solutions (not landfill sites like at Duisy), a higher percentage of personal and business journeys made by (more) sustainable means, a town and wider area network of electric vehicle charging infrastructure, an exemplar low carbon town by 2035 or 2050 (M), energy efficient buildings, little or no traffic congestion
- **A place that hosts interesting and exciting events** - more community and other events
- **A place to learn** - better, locally based training opportunities, adequate nursery, primary, secondary and tertiary provision, 3-18 campus on Blar Mor, more courses at University, crèche at University so single parents can study, apprenticeships in all sectors not just the trades
- **A place that is a focus for the success of the wider Lochaber and West Highland area** – the benefits of growth should be dispersed to surrounding communities such as Spean Bridge (M)
- **A place with a diverse economy and sufficient, high quality employment opportunities** - not too dependent upon a few major industrial enterprises or the tourism sector and their fluctuating employment levels, to retain young people, with attractive salary levels and other inducements

- **A place with a plentiful and skilled local workforce** - skills in all sectors but particularly construction,
- **A place with an empowered local community** - widespread community land ownership, community stake in renewable energy developments, a prevalent volunteering culture
- **A place with a healthy local population** - pollution (noise, light, air) controlled and reduced (in particular at Corpach port (M), Duiskey landfill, Corpach marina), taking advantage of a safeguarded and improved network of accessible greenspace, a clean place without litter or other fly-tipped waste, more/better allotments and community growing spaces

Fort William Area Community Council Association:

- Support for a new cultural centre which would be a live music and rehearsal venue. Support for an indoor sports facility / ice rink. Belief that Nevis Centre is too small to fulfil these purposes. Support for an additional civic space and exemplar sustainability projects.
- Support for STEM Centre and Hospital proposals. Opposition to installation of a hydro carbon based heating network.

South Lochaber Community Council Association:

- Wants Fort William to be a more physically attractive place so it can compete with rival centres such as Oban. Desire for better infrastructure especially better transport connections.
- Supports continued investment in rural communications and better transport access to healthcare. Desire for free car parking, public toilets, local pharmacy and more local facilities for South Lochaber.
- Agreement that STEM Centre is critical to the long term success of the region and the need for a new hospital serving Lochaber.
- Scottish Water should engage in LDP process and invest in infrastructure where appropriate.
- Belief that developers should be encouraged towards brownfield not greenfield sites. Developer contributions should be ring fenced to the local area.

A Connected Place

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

- **A place with better internet and other information connectivity** – better visitor orientation information in town centre, people should be able to stay locally but connect globally, faster internet connections speeds (all of Lochaber, in parallel with new development, community networks, fibre to door & 4G)
- **A place with opportunities to change to more sustainable modes of travel** (M) - inter-modal freight terminal at Corpach, Park and ride facilities at the entrances to the urban area to relieve the primary source of congestion (tourist traffic), all new facilities should be walkable (i.e. they should be within the town centre), convenient and affordable network of electric vehicle charging points
- **A place with a better public transport connectivity** (M) - to Glasgow and Inverness (including rail), to Nevis Range on Sundays, to surrounding rural villages, with greater community involvement, into Glen Nevis, more reliability, faster, better timetabling, hop on/off electric bus connecting tourist and local facility sites (M), a proper bus station, real time transport timetabling information to improve public trust in the reliability of public transport
- **A place with a better active travel network** (M) - new/improved routes: through enhanced green spaces and corridors with attractive outlooks; across mouth of River Lochy; across Lochy at Muirshearlich; along Puggy Line (between Fort William and Nevis Range); across Lochy from Inverloch Castle Estate to Blar Mor; to alloy wheel plant; to Glen Nevis; to provide safe pedestrian crossing points of A830 at Banavie and Corpach; from Ballachulish to Fort William to provide a safe cycle route; to/from High School – also routes: suitable for all users; segregated; of a good quality surface; with better facilities (Great Glen Way) without mobility barriers; and, not compromised by flood and road schemes.
- **A place with a better rail network** (M) - more passing loops, a link to the Highland Mainline at Dalwhinnie, rail freight to/from Corpach & smelter, better rolling stock, better timetabling, a light rail/tram system within the urban area, light rail connections to Glenfinnan, Nevis Forest and Spean Bridge
- **A place with better air connections** - seaplane service connections to Glasgow and Skye, an airstrip, permanent helipads for search and rescue and medical emergencies
- **A place with better water transport connections** - canal and Loch Linnhe water buses and freight movements, more reliable ferry connections to the islands
- **A place with sufficient, well located event parking** - e.g. Blar Mor needed for World Cup Downhill Mountain biking
- **Appeal for General Transport Infrastructure Improvements:**
The Fort William Area Community Council Association (FWACA) suggests that the major local community concern is the urgent need for transport infrastructure improvements. It asserts that traffic congestion, especially during the tourist season, is already hugely problematic to heavy commercial vehicles, business, emergency services and everyone else. Any proposed Delivery Programme is dependent on transport infrastructure being made fit for the future, and to match the delivery of the projects on the masterplan. FWACA believes that it is crucial that Transport Scotland takes forward the STAG appraisal in the next 6 months to ensure that Fort William's transport issues are properly considered during the Strategic Transport Projects Review 2 process.

Spean Bridge, Roy Bridge and Achnacarry Community Council believe that an upgrade of the A86 between Spean Bridge and Dalwhinnie would be a more cost effective and practicable solution to relieving congestion in the wider Fort William area than a major realignment of the A82. They list the following reasons: a major upgrade of the A82 will be very expensive and therefore unlikely to be implemented; it will take far too long (beyond 2040); the Scottish Government has

agreed to dual the A9 in its entirety by 2025 and an improved A86 connection to it would give Fort William access to the dual carriageway/motorway system to the south of England; and, the Coire Glas surplus rock could be used to infill the Loch Laggan section.

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

The Association of South Lochaber Community Councils (ASLCC), comprising Nether Lochaber, Kinlochleven, Glencoe & Glen Etive, Ballachulish and Duror & Kentallen CCs suggest that the key to resolving connectivity is a road tunnel, linking the A82 at an appropriate location on Rannoch Moor, directly to Fort William or its immediate outskirts. They suggest a route between the vicinity of Kingshouse Hotel near Black Corries Estate and that of lands on the Liberty Estate close to their smelter and proposed alloy wheel factory development, or the Fort William Golf Course.

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

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

Fort William Area Community Council Association

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

South Lochaber Community Council Association

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

A Place Facing Water

- **A place with better marine access** - Town Pier improved (for business and tourism, down to MLWS, 120m longer, THC owned so easier to implement), an even more popular cruise liner destination because of faster and more efficient on/off shore transfers, a town centre marina, retention and improvement of the Camasnagaul ferry route and associated facilities
- **A place with an attractive, seaward outlook (M)** - active travel route along all of waterfront, a more colourful waterfront, the town centre re-connected with the loch (by demolition / redevelopment of town centre buildings), and reduction of the severance and adverse visual impact of the A82 perhaps using tree planting between town centre and A82
- **A place with a productive waterfront** - tidal / run-of-river energy scheme at mouth of Lochy, local economic spin offs of cruise liner visits maximised, underwater diving centre retained / improved, land reclamation (perhaps using surplus Coire Glas scheme material) for housing, commercial uses and/or a new sports / arts / museum / cultural venue on the waterfront, more / better berthing at Corpach port for industrial users
- **A waterfront with safeguarded historic and ecological interests** – in particular at Eilean nan Craobh
- **A place with an attractive and accessible canal-side** – additional / improved facilities

Fort William Area Community Council Association

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

South Lochaber Community Council Association

- No comments.

A Place with Collective Ambition

- **A new harbour authority (M)** - to cover Lochs Linnhe and Eil to coordinate the many interests/projects and to lead on a Fort William marine tourism plan
- **Community benefit revenue from development proposals** – for example, a common good fund established or more money to community councils to be effective delivery partners
- **Formalised, ongoing communication between all (M)** - required between young people, community groups and public / private agencies - community need to have adequate say on proposals especially Corpach Port expansion which requires careful masterplanning, Glen Nevis and Ben Nevis which needs a Strategic Action Plan to look at enhanced facilities and visitor management, and sports facility design and funding where local clubs need to integrate with public agencies
- **Housing delivery** – a working group of landowners, developers, employers and public agencies required but also joint research on the most efficient and effective way to build on peat (to minimise carbon release but also to reduce costs)
- **Redistributed monies for specific delivery purposes** - tax/fees/rates/rents reductions/ exemptions for community projects and to revitalise the town centre, a local tourist tax to subsidise an urban electric bus service,
- **Avoiding duplication and displacement** - coordinate the location and provision of new/improved facilities so that they enhance rather than unnecessarily duplicate or displace existing provision (marinas, tourist accommodation, tourist facilities, sports facilities, retail outlets, housing)
- **Place-making** – via good masterplanning of the bigger projects / sites - involvement of an agency like Architecture and Design Scotland
- **Joint Ventures** – project specific joint venture companies where formal coordination required
- **A FW2040 that results in benefits greater than the sum of its project parts** - cross over benefits between the projects that increase the case for investment from all parties: UHI outdoor education courses using kayaking facility; sports / recreational facilities will promote lower demand for stretched health facilities; a Corpach port intermodal freight facility will reduce HGV congestion on trunk road network; constructing new trunk roads will allow for fibre optic cabling to be installed at the same time; new trunk roads could have new active travel routes incorporated during construction; Caol Link Road could incorporate a tidal / run-of-river energy scheme; mountain medicine could be an enhanced specialism at the New Belford Hospital, an Adventure Tourism degree could be available at the new STEM centre; new/improved indoor/outdoor recreational opportunities will help retain/attract young people; the kayaking facility could be used by the emergency services for training in flood rescue; there will be a district heating opportunity from industrial operations at the smelter site; and, recreational facilities for teenagers within Fort William will reduce anti-social behaviour and improve their health.

Fort William Area Community Council Association

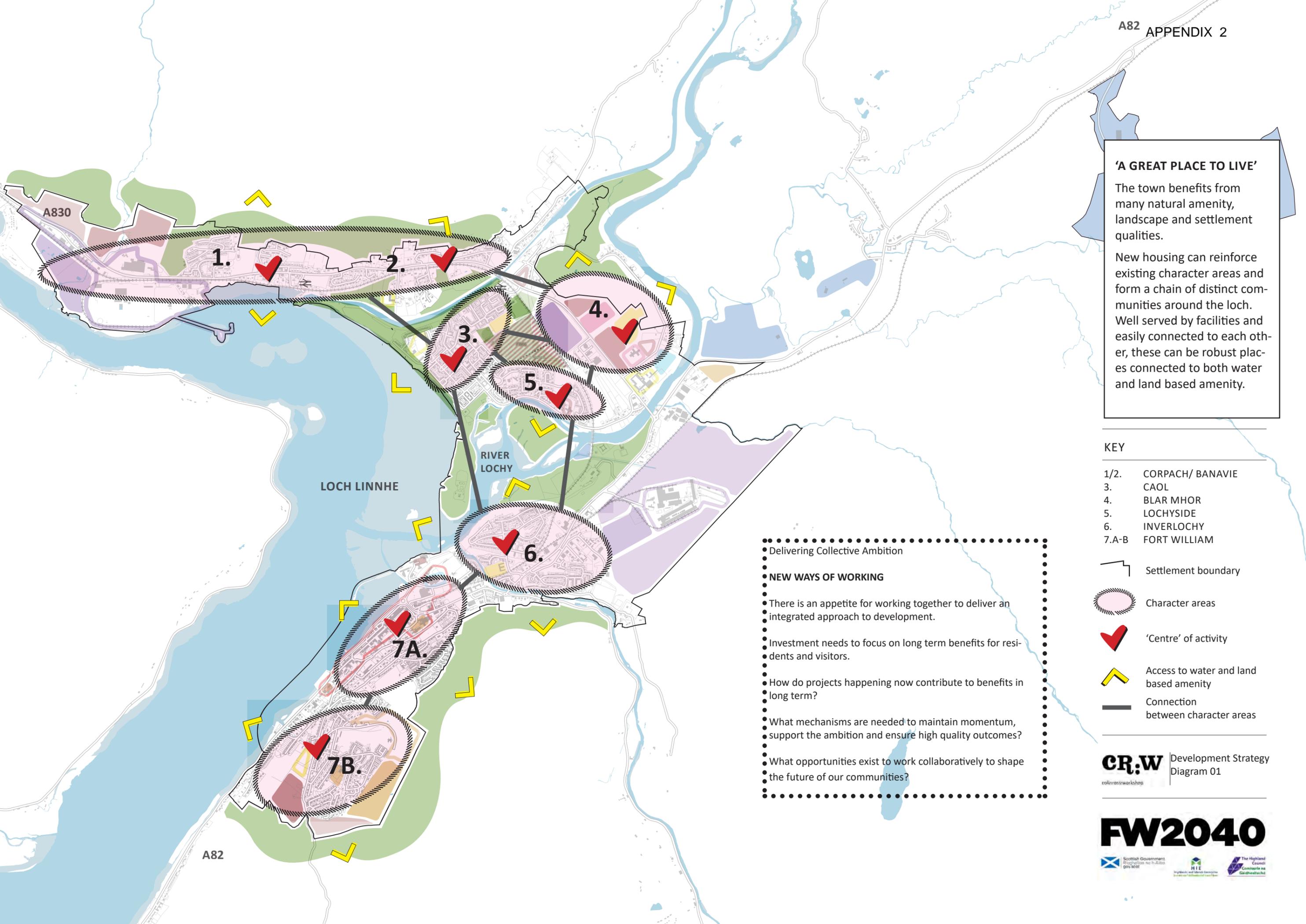
- Request that the list of key projects be revised / augmented to reflect local opinions for example consideration of climate change issues.
- Desire for ongoing and meaningful public consultation. Agreement with need for consultation with young people. Belief that communication between community councils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

South Lochaber Community Council Association

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

Comments from Community Councils on Other Settlements/Areas

- Kinlochleven needs redevelopment of brownfield land, larger houses, better transport connections and more of an emphasis on tourism.
- Ballachulish needs better engagement with public agencies, a better primary school, more land for housing and more funding for the maintenance of the fabric of the village.
- Duror & Kintellan needs more affordable housing, better public / community transport.
- Glencoe is overwhelmed by tourism and needs more housing for local people and local workers.
- Onich / Nether Lochaber needs better transport routes but in particular a new route to bypass the existing A82 and/or better rail and sea access to Fort William, further sewerage investment to increase capacity and to connect in all existing properties.



'A GREAT PLACE TO LIVE'

The town benefits from many natural amenity, landscape and settlement qualities.

New housing can reinforce existing character areas and form a chain of distinct communities around the loch. Well served by facilities and easily connected to each other, these can be robust places connected to both water and land based amenity.

KEY

- 1/2. CORPACH/ BANAVIE
- 3. CAOL
- 4. BLAR MHOR
- 5. LOCHYSIDE
- 6. INVERLOCHY
- 7.A-B FORT WILLIAM

- Settlement boundary
- Character areas
- 'Centre' of activity
- Access to water and land based amenity
- Connection between character areas

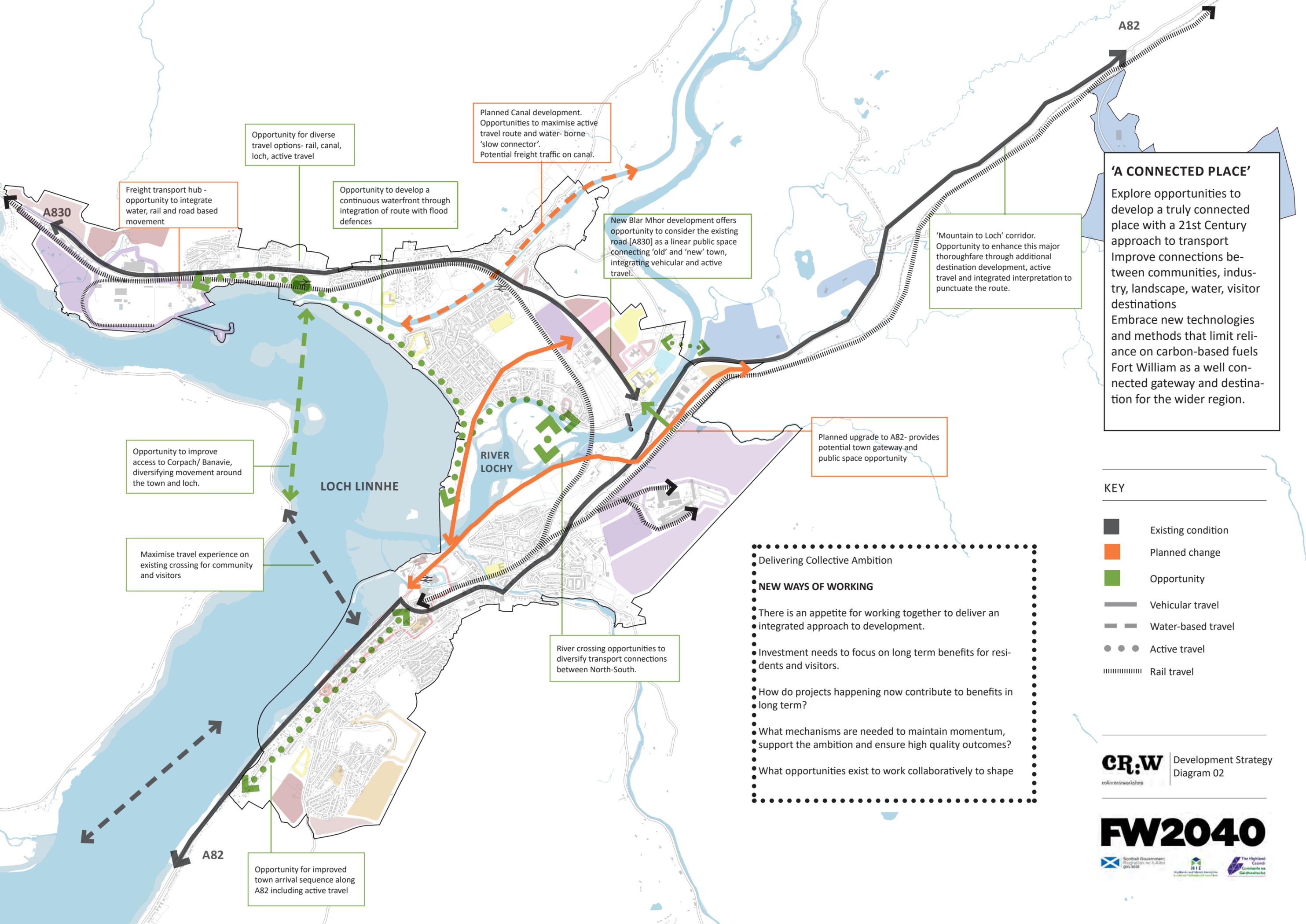
● Delivering Collective Ambition

NEW WAYS OF WORKING

- There is an appetite for working together to deliver an integrated approach to development.
- Investment needs to focus on long term benefits for residents and visitors.
- How do projects happening now contribute to benefits in long term?
- What mechanisms are needed to maintain momentum, support the ambition and ensure high quality outcomes?
- What opportunities exist to work collaboratively to shape the future of our communities?

CR:W Development Strategy Diagram 01
collinrossworkshop

FW2040



'A CONNECTED PLACE'

Explore opportunities to develop a truly connected place with a 21st Century approach to transport

Improve connections between communities, industry, landscape, water, visitor destinations

Embrace new technologies and methods that limit reliance on carbon-based fuels

Fort William as a well connected gateway and destination for the wider region.

- KEY**
- Existing condition
 - Planned change
 - Opportunity
 - Vehicular travel
 - Water-based travel
 - Active travel
 - Rail travel

Delivering Collective Ambition

NEW WAYS OF WORKING

- There is an appetite for working together to deliver an integrated approach to development.
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- What mechanisms are needed to maintain momentum, support the ambition and ensure high quality outcomes?
- What opportunities exist to work collaboratively to shape

Freight transport hub - opportunity to integrate water, rail and road based movement

Opportunity for diverse travel options- rail, canal, loch, active travel

Opportunity to develop a continuous waterfront through integration of route with flood defences

Planned Canal development. Opportunities to maximise active travel route and water-borne 'slow connector'. Potential freight traffic on canal.

New Blar Mhor development offers opportunity to consider the existing road [A830] as a linear public space connecting 'old' and 'new' town, integrating vehicular and active travel.

'Mountain to Loch' corridor. Opportunity to enhance this major thoroughfare through additional destination development, active travel and integrated interpretation to punctuate the route.

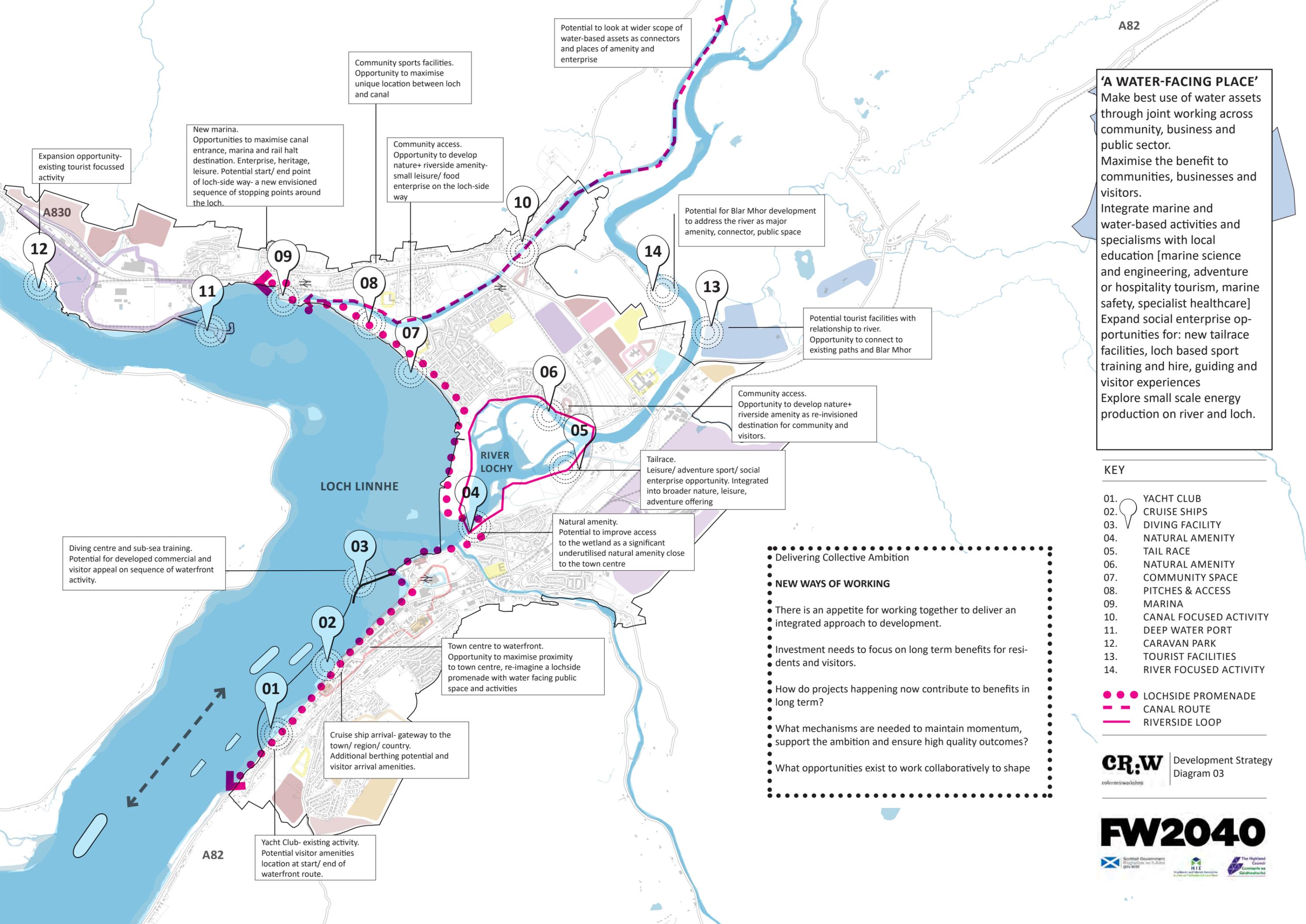
Planned upgrade to A82- provides potential town gateway and public space opportunity

Opportunity to improve access to Corpach/ Banavie, diversifying movement around the town and loch.

Maximise travel experience on existing crossing for community and visitors

River crossing opportunities to diversify transport connections between North-South.

Opportunity for improved town arrival sequence along A82 including active travel



'A WATER-FACING PLACE'
 Make best use of water assets through joint working across community, business and public sector. Maximise the benefit to communities, businesses and visitors. Integrate marine and water-based activities and specialisms with local education [marine science and engineering, adventure or hospitality tourism, marine safety, specialist healthcare] Expand social enterprise opportunities for: new tailrace facilities, loch based sport training and hire, guiding and visitor experiences Explore small scale energy production on river and loch.

- KEY**
- 01. YACHT CLUB
 - 02. CRUISE SHIPS
 - 03. DIVING FACILITY
 - 04. NATURAL AMENITY
 - 05. TAIL RACE
 - 06. NATURAL AMENITY
 - 07. COMMUNITY SPACE
 - 08. PITCHES & ACCESS
 - 09. MARINA
 - 10. CANAL FOCUSED ACTIVITY
 - 11. DEEP WATER PORT
 - 12. CARAVAN PARK
 - 13. TOURIST FACILITIES
 - 14. RIVER FOCUSED ACTIVITY

- LOCHSIDE PROMENADE
- - - CANAL ROUTE
- RIVERSIDE LOOP

Delivering Collective Ambition

NEW WAYS OF WORKING

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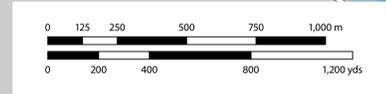
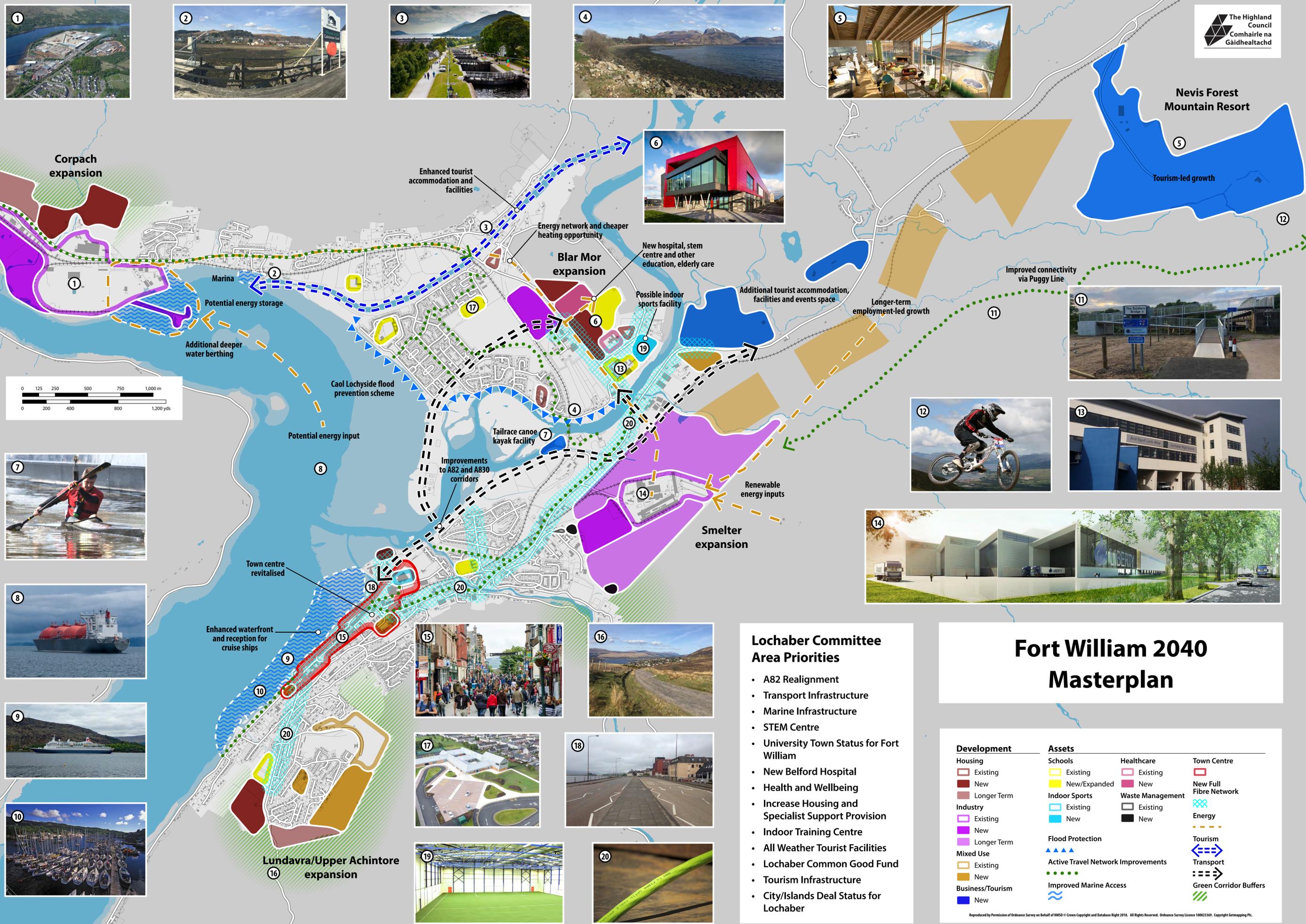
CR:W Development Strategy
 collinsrsworkshop Diagram 03

DELIVERY PROGRAMME FOR FW2040 PROJECTS																			
PROJECT	How do projects deliver outcomes? <i>(outcomes defined in footer notes below)</i>				How are projects influenced by principles? <i>(principles defined in footer notes below)</i>						When will it happen?				Who will make it happen?	How will it happen?	Interlinkages <i>(between numbered projects)</i>	Other comments	
	Growing communities	Employment	Connectivity & transport	Environment & heritage	1	2	3	4	5	6	UP TO 2025	2025-2029	2030-2035	BY 2040					
1. Corpach Port Expansion											MASTER PLAN	PROJECTS	AS SOON AS	POSSIBLE	THC, HIE, Network Rail, Marine Interests, Harbour Trust? Marine Tourism Network Group	Masterplan STAG Appraisal? Integrated Transport Study? Project Delivery Group?	2,3,8,9,10,14,18,20	Needs of local community should be respected, need for rail link to transfer freight movements from road, should help tackle food poverty, could be used to take out Coire Glas rock	
2. & 10. Waterfront Access (Corpach Marina & additional town centre berthing)															THC, Crown Estate, Scottish Govt., Transport Scotland, Marine Scotland, SSE, SEPA, SNH, Thomas Telford Corpach Marina Ltd, Scottish Canals, Fort William Marina & Shoreline Co.		1,3,7,8,9,10,11,15,18	Turn town towards the loch, town centre and Corpach Canal marina	
3. Canal Related Projects															Crown Estate Lochiel Estate Scottish Canals community? Scottish Govt.? THC	All joined up together?	1,2,7,10,11		
4. Caol Lochyside Flood Protection Scheme															THC, community, Scottish Govt.	Scottish Govt. & THC funding,		Combine with renewable energy scheme, better access to beach, active travel along defence, future proof for greater climate change, extend to town centre waterfront and reclaim land	
5. Nevis Forest (tourism accommodation and facilities)															FCS, FES, THC, HIE, Scottish Govt., Scottish Water	Expand on success of existing facilities, improve connections to FW town including sewer connection, design of buildings suitable to forest context	2,3,9,10,11,12,15,18,19	Possible new rail halt?	
6. Blar Mor Expansion Including STEM Centre and Hospital											STEM 2020 HOSPITAL 2022				THC, private developer NHS, UHI, SFC WHC, HIE, Scottish Govt.	Scottish Govt. grant, NHS funding, UHI funding, HIE, closer public agency working	7,8,9,12,13,14,15,17,18,19,20	Other housing options NE of smelter and Blackparks, better hospital – don't affect the High Street – need for helipad(s)	
7. Tailrace (and other "world class" projects)															Kayak clubs University Liberty Group Scottish Canoe Association Sports Scotland HIE International Canoe Federation	Working group needs to drive project	3,6,8,14,18	Host competitions and training courses	
8. Energy Network															Developers, THC, HIE, Scottish Govt., OFGEM		1,2,6,8,13,14,16,17		
9. Enhancement of Cruise Ship Reception															FW and Loch Linnhe Trust Integrated Steering Group Yachting, Chamber of Commerce, community, SSE, Scottish Canals, THC, Crown Estate	HIE, LEADER funding for research	5,6,10,11,12,15,18,20	Need to maximise income in town from this, business opportunity – seaplane service and reception	
10. See 2 above																			
11. Active Travel Network											AS QUICKLY AS POSSIBLE BUT AT LEAST IN PARALLEL WITH NEW DEVELOPMENT				Project sponsors THC, Sustrans, LEG, CCs, Landowners, Crown Estate, Scottish Govt., Community Trust(?), Sponsorship & donations from local businesses	Implement existing Audit, implement exemplar schemes early, secure developer contributions.	3,4,5,12,13,14,15,16,17,18	Network should also enhance environment, sense of place and accessibility for all users - plug gaps in existing provision - Safer Routes to School	
12. Nevis Forest (recreational facilities)															FCS, FES, THC, HIE, Scottish Govt., Nevis Range	Expand on success of existing facilities, improve connections to FW town, design of any structures suitable to forest context	11	Possible new rail halt?	
13. & 17. Schools expansion											IN ADVANCE	OF SERIOUS NEED			THC, Skills Development Scotland, Scottish Govt.	Forecast capacity relative to future housebuilding, teacher recruitment & retention, get volunteers to work in schools	6,7,8,11,14,15,16,19,20	Schools should be hubs of community, better use of buildings out of hours, 3-18 campus provision, incorporate sports facilities,	

14. Smelter Site Expansion															Liberty Group THC Scottish Govt., HIE	Use renewable energy	1,6,7,8,11,13,15,16,17,18,19,20	Accommodation needed for workers and families District heating opportunity Impact on Infrastructure Safeguard air quality
15. Town Centre Revitalisation															Housing Developers, THC	Link green spaces, better non car accessibility, housing, attractive waterfront	6,8,9,10,11,14,16,18,19,20	"Wow factor" at entrances to town
16. Lundavra / Upper Achintore															Link Group (as landowners), Housing Association, THC Chamber of Commerce	Overcome technical challenges of peat, Scottish Govt. money	6,8,11,13,14,17,18,19,20	Need to restrict new housing being lost to holiday accommodation market
17. See 13 above																		
18. Trunk Road Network Improvement															Hi-Trans, Scottish Govt., Transport Scotland, THC, community in liaison with Congestion Working Group	Transport Scotland to fund and lead next phase of STAG to make case For STPR bid in 2020/2021	1,4,5,6,7,8,11,14,15,16	Prioritise short term junction improvements. Don't let new trunk roads sever community from the loch.
19. Indoor (Sports / Training) Facility Provision															All stakeholders	Audit existing facilities, set a strategy and vision then implement it	5,6,8,12,13,14,15,16,17,20	Need for new / better multi purpose spaces indoor and outdoor - as venues for sports, arts, culture, tourists, leisure, healthy activity, possibly at Blar Mor with existing leisure centre site sold for housing
20. Improved Internet Connection Speeds															Community ownership, Scottish Govt.	Fibre to door & 4G Support Community Broadband	1,5,6,9,13,14,15,16,17,19	Not just Fort William – improvements to wider Lochaber area

ADDITIONAL PROJECTS IDENTIFIED DURING THE FW2040 CONSULTATION

PROJECT	How do projects deliver outcomes? <i>(see footer notes below)</i>				How are projects influenced by principles? <i>(see footer notes below)</i>						When will it happen?				Who will make it happen?	How will it happen?	Inter linkages <i>(to other projects)</i>	Other comments
	Growing communities	Employment	Connectivity & transport	Environment & heritage	1	2	3	4	5	6	UP TO 2025	2025-2029	2030-2035	BY 2040				
New Trunk Road Tunnel Between Rannoch Moor and North of Fort William																	Suggestion by the Association of South Lochaber Community Councils	
Improved trunk road between Spean Bridge and Dualled A9 at Kingussie																	Suggestion by Spean Bridge, Roybridge and Achnacarry Community Council	
Campervan hub service point											BY 2020				Strengthen existing facilities + service point central location	Education Redefine rules for campervans		
Hop on hop off bus (electric)											BY 2019				Community, THC, local bus operator	Feasibility study Focus group Key players Routes / cost	Nevis Partnership looking at electric bus provision into Glen Nevis	
Glen Nevis Outdoor Heritage and Activity Centre (exhibition are, facilities for groups, protection of glen and ben, connected by hop on bus)															Nevis Partnership, Local groups FCS, SNH, NTS, HIE	Bring all stakeholders together, tie in to other projects e.g. hop on bus and tourism strategies		
FW Arts Centre (gallery, retreat + events, work spaces, education)															Local arts groups Tourism providers THC / HIE	As above		
Glen Nevis and Ben Nevis Strategic Action Plan (protect and manage the key natural assets, enhance all ?, ? sustainable management e.g. parking money)															Nevis Partnership THC SNH / NTS etc Local groups and tourism operators	As above		
Water taxis																		
Land reclamation for housing															Scottish Canals, SEPA, SSE, THC	Use rock from Coire Glas hydro scheme to build out into the loch		
Temporary housing for workers															THC, Lochaber Chamber of Commerce, Scottish Govt, construction companies	Floating accommodation. Modular housing with potential to become mainstream in longer term		
Research ways to limit cost of housing development															Construction Scotland Innovation Centre, THC, Liberty Group, Skills Development Scotland	Innovative ways to build on peat to get build cost down, off-site construction - economic assessment / viability of sites		
A housing task force to figure out delivery mechanisms															THC, Liberty, SEPA, Landowners (including Forest Enterprise Scotland)	Enable development on peat. Use Government loan funds. Create new villages with good public facilities. Reduce developer contributions where sites unviable.		
Airport / Airstrip																	In Great Glen	
Community Transport Scheme in South Lochaber																	Identified by South Lochaber Community Council Association as a current problem / priority	



- ### Lochaber Committee Area Priorities
- A82 Realignment
 - Transport Infrastructure
 - Marine Infrastructure
 - STEM Centre
 - University Town Status for Fort William
 - New Belford Hospital
 - Health and Wellbeing
 - Increase Housing and Specialist Support Provision
 - Indoor Training Centre
 - All Weather Tourist Facilities
 - Lochaber Common Good Fund
 - Tourism Infrastructure
 - City/Islands Deal Status for Lochaber

Fort William 2040 Masterplan

Development	Assets	Healthcare	Town Centre
Housing	Schools	Existing	Existing
Existing	Existing	New	New Full Fibre Network
New	New/Expanded	Waste Management	Energy
Longer Term	Existing	Existing	Tourism
Industry	New	New	Transport
Existing	Indoor Sports	Improved Marine Access	Green Corridor Buffers
New	Existing	Active Travel Network Improvements	
Longer Term	New		
Mixed Use	Flood Protection		
Existing	Existing		
New	New		
Business/Tourism			
Existing			
New			

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