

Agenda Item	7.8
Report No	PLN/034/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 10 June 2026

Report Title: 25/03337/FUL: Mr Gareth Cotten
The Highland Fling
Station Road
Kyle
IV40 8AE

Report By: Area Planning Manager (North)

Purpose/Executive Summary

Description: Change of use of first floor of the building to hostel (retrospective)

Ward: 05 - Wester Ross, Strathpeffer and Lochalsh

Development category: Local

Reason referred to Committee: number of objections exceeding 5

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

Recommendation

Members are asked to agree the recommendation to **GRANT** the application as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 Planning permission is sought to regularise the use of a small part of the ground floor and the whole of the first floor of a building located on Station Road, within the town centre of Kyle of Lochalsh. The first-floor accommodation, which historically operated as a restaurant, has in recent years been converted to 6-bedroom hostel. The ground floor continues to operate as a restaurant, trading as The Silver Seal Café. No external works to the building were undertaken to facilitate the change.

The application site comprises a detached, two-storey building occupying a prominent position along the main road through Kyle of Lochalsh.

- 1.2 Access to the first floor is provided via a small lobby directly from the pedestrian pavement along the street, with toilet facilities located at ground floor level. There is no vehicle parking within the curtilage of the site.
- 1.3 Pre Application Consultation: none
- 1.4 Supporting Information: Accompanying Statement, Parking Appraisal, Building Photographs
- 1.5 Variations: none

2. SITE DESCRIPTION

- 2.1 The application site comprises a detached, two-storey building positioned on Station Road within the defined town centre of Kyle of Lochalsh. The ground floor of the building is in use as a restaurant (The Silver Seal Café), while the first floor has been adapted to provide hostel accommodation. The hostel comprises six bedrooms, supported by shared bathroom facilities (located at ground floor level), together with a communal kitchen and lounge area for guests. Access to the first floor is taken directly from the street via a small entrance lobby.
- 2.2 The building occupies a prominent roadside location and forms part of a mixed-use area characterised by a combination of commercial, tourism and residential uses. The Skye Bridge Hotel is located immediately to the East, while a flatted residential building is situated to the West. The wider area comprises a variety of commercial and business units, contributing to an active streetscape along this part of Station Road. As such, the site occupies a sustainable and accessible location where a mix of uses is both established and expected.

3. PLANNING HISTORY

- 3.1 27.02.2024 22/00286/ENF Unauthorised use of the building as accommodation Case closed, retrospective planning application submitted

4. PUBLIC PARTICIPATION

- 4.1 Advertised: Unknown Neighbour
Date Advertised: 17 October 2025

Representation deadline: 31 October 2025

Timeous representations: 5, including one from Kyle Community Council

Late representations: None

4.2 Material considerations raised are summarised as follows:

- a) insufficient car parking provision within Kyle, particularly during the holiday season, and the potential impact on local businesses and disruption within the area.

Officer's comment: This matter has been carefully assessed in consultation with the Transport Planning and Development Plans teams. It is noted that the previous restaurant use generated a higher parking demand than the proposed hostel use. This matter is considered in further detail later in the report (paragraph 8.10).

- b) continued expansion of short-term letting accommodation within the village centre and the perceived adverse impact on the local community and existing businesses

Officer's comment: The issues are acknowledged. However, the application site is not located within a Short-Term Let Control Area and there are no planning policies which preclude such development in this location. Furthermore, the site is not identified or allocated for any alternative use within the development plan. The proposal must therefore be assessed on its individual planning merits, having regard to the suitability of the site for the proposed use and all other material planning considerations, as set out elsewhere in this report.

- c) road safety, specifically the proximity of the site entrance to the public road and the potential hazard associated with the loading and unloading of luggage.

Officer's comment: Parking Appraisal has been provided to the satisfaction of Transport Planning team. No traffic related incidents have been reported in the recent years and it is not anticipated that the development will increase road safety risks.

- d) anti-social behaviour associated with guests, impacts arising from increased noise and light pollution affecting neighbouring residential properties

Officer's comment: The applicant's supporting statement advises that previous antisocial behaviour was associated with the building while vacant and then used as a bar and that these issues have been resolved since the hostel became operational. Any potential noise and light pollution is considered to be acceptable for use of the building as a hostel in town centre.

- e) adequacy of the existing sewage management infrastructure.

Officer's comment: Existing arrangements have been maintained and any technical issues would be a matter for Building Standards to assess.

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet <https://www.highland.gov.uk/planning/view-comment-planning-applications>.

5. CONSULTATIONS

5.1 **Development Plans** initially commented that the proposal is likely to accord with the approved development plan, subject to provision of dedicated off-site parking and safe, secure and convenient cycle parking. Where off-site parking cannot be secured, a commuted sum towards local active travel infrastructure is recommended to be sought in lieu of on-site parking provision. Following further discussions, revised comments were provided confirming that, due to the lower parking demand associated with the proposed hostel use compared to the lawful former restaurant use, and in accordance with the Transport Planning assessment, no objections are raised to the development and no developer contributions are required.

5.2 **Planning Enforcement Team:** no comment to make

5.3 **Transport Planning Team** initially requested further information in relation to parking arrangements, including cycle parking provision. Following submission of the Parking Appraisal, no objection was raised to the proposed development, subject to a developer contribution being secured in lieu of two parking spaces, to be directed towards local active travel infrastructure. A contribution of £5,000 was suggested as an appropriate and sufficient amount. However, following further discussions and taking into account the former café use of the site, the Transport Planning Team revised their consultation response and confirmed that they raise no objection to the proposal, with no developer contribution in lieu of parking required. They note that although no on-site parking is proposed, the site occupies a highly accessible town centre location with good access to public transport, local services, and existing public parking provision. When compared with the lawful former café use, which would typically generate a higher turnover of vehicle trips, the proposed accommodation is not considered to result in a material increase in parking demand or an unacceptable impact on the surrounding road network.

The team also advised that the proposed shared cycle parking arrangement with the adjoining hotel is acceptable.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 **National Planning Framework 4 (2023) (NPF4)**

Policy 1 - Tackling the Climate and Nature Crises

Policy 2 - Climate Mitigation and Adaptation

Policy 3 - Biodiversity

Policy 13 - Sustainable Transport

Policy 14 - Design Quality and Place

Policy 26 - Business and Industry

Policy 27 - City, Town, Local and Commercial Centres

Policy 30 – Tourism

6.2 **Highland Wide Local Development Plan 2012 (HwLDP)**

28 - Sustainable Design

29 - Design Quality and Place-making

31 - Developer Contributions

- 34 - Settlement Development Areas
- 43 - Tourism
- 44 - Tourist Accommodation
- 56 - Travel
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage

6.3 **West Highland and Islands Local Development Plan (2019) (WestPlan)**

Within Kyle of Lochalsh Town Centre

6.4 **Highland Council Supplementary Planning Policy Guidance**

Developer Contributions (March 2018)
Sustainable Design Guide (Jan 2013)

7. **OTHER MATERIAL POLICY CONSIDERATIONS**

7.1 Lochalsh Local Place Plan (2024)

8. **PLANNING APPRAISAL**

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

Determining Issues

8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

Planning Considerations

8.3 The key considerations in this case are:

- a) compliance with the development plan and other planning policy,
- b) impact on public parking infrastructure,
- c) impact on neighbouring amenity and
- d) any other material considerations.

Development plan/other planning policy

8.4 Sections 25(1) and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended), collectively require that this application be determined in accordance with the development plan unless material considerations indicate otherwise. Section 24(1) requires that all planning applications must now be determined in accordance with the provisions of NPF4 and those of any the relevant, extant Local Development Plan unless material considerations provide justification otherwise. Section 24(3) states that in the event of any incompatibility between a provision of the National Planning Framework and a provision of a local development plan, whichever of them is the later in date is to prevail.

- 8.5 WestPlan (2019) recognises importance of Kyle of Lochalsh as “a gateway to the Isle of Skye and Western Isles”, employment and service centre, but also as a tourism asset. Parking availability is recognised as limited, particularly during the busy summer months. Long-term solutions are being explored, including commuted payments for developments expected to increase off-site parking demand. Placemaking Priorities for Kyle of Lochalsh include supporting employment and business growth by regenerating key sites and expanding business and industrial opportunities, reinforcing Kyle’s role as a strategic gateway and tourism hub at the Skye Bridge, and enabling well-planned settlement growth to support a sustainable local economy. These priorities also highlight the need to address long-standing parking issues to improve the function, accessibility and attractiveness of the town for residents, businesses and visitors.

Placemaking Priorities - Kyle of Lochalsh

- Maximise Kyle's locational advantage as a strategic gateway location at the eastern end of the Skye Bridge.
- Regeneration of prominent sites within northern and central Kyle.
- Focus sensitively sited strategic masterplanned housing expansion to the north of the settlement.
- Realise the potential of the Plock of Kyle by developing its recreational and tourism facilities as well as potential for a limited amount of housing.
- Development of business and industrial opportunities to allow Kyle to diversify its employment base.
- Preserve the integrity of the rich natural heritage of Loch Alsh.
- Secure a long term solution to overcome current parking issues in the settlement.
- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities, in particular the Kyle-Plockton SLA.

- 8.6 NPF4 Policy 30 (Tourism) is the main policy against which the planning assessment is based. The intent of Policy 30 is to encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with net zero and nature commitments, and inspires people to visit Scotland.

The application also requires to be assessed against Policy 44 of the HwLDP (Tourist Accommodation). Under this policy, tourist accommodation is generally supported where it can be demonstrated that a demand exists for this type of accommodation; that it can be achieved without adversely affecting the landscape character or the natural, built and cultural heritage features of the area; and it is consistent with the other guidance on siting and design set out in Policy 28 of HwLDP (Sustainable Design). This policy sets out a range of general criteria against which proposals will be assessed including impact on local amenity, design, and servicing considerations.

- 8.7 Policy 14 (Design, Quality and Place) of NPF4 encourages developments that makes successful places by taking a design-led approach improving quality of an area. Successful places are characterised as being healthy, pleasant, connected, distinctive, sustainable and adaptable. Policies 28 (Sustainable Design), 29 (Design Quality and Place-Making) and 34 (Settlement Development Areas) of HwLDP

require developments to be sensitively sited to integrate into the existing pattern of development and respect the distinctiveness of the landscape setting and to conform with existing and approved adjacent land uses. The application is for the change of use from a restaurant to a hostel, and as such the proposed use conforms to the surrounding land uses.

- 8.8 NPF4 Policy 13 (Sustainable Transport) supports development that reduces car dependency through accessible locations, active travel, public transport and appropriate parking. Proposals with limited or no public parking may be supported if they are suitable to the location and form of development.
- 8.9 The key issues for this application are what impacts the proposal would have on the availability of public parking in Kyle, but also impacts on adjoining residential amenity. For the following reasons it is considered that sufficient information has been submitted with the application to address a number of these key issues and consequently, it is considered that the proposal accords with the development plan

Impact on public parking infrastructure

- 8.10 The application seeks retrospective planning permission for the change of use of the first floor of an existing building from a café/restaurant to a 6-bed hostel. The site occupies a town centre location fronting the A87, trunk road, and benefits from continuous footways, street lighting and close proximity to sustainable transport options, including Kyle of Lochalsh railway station and local and regional bus services. The submitted plans confirm that the building footprint extends to the full extent of the site, with pedestrian access taken directly from the public footway and no opportunity to provide on-site parking.

It is recognised that parking availability within Kyle of Lochalsh is constrained, particularly during the peak tourist season, as acknowledged in WestPlan. However, the proposed development represents a change from a restaurant use to a small-scale hostel, which is considered likely to generate a lesser and more dispersed parking demand, given reduced staffing levels (2 staff members) and the likelihood of guests arriving by public transport or other sustainable modes. Transport Planning initially raised no objection in principle, subject to the submission of a Parking Appraisal and the identification of appropriate mitigation. Following the submission of the Parking Appraisal and taking into consideration the former lawful use of the building, Transport Planning has confirmed no objection to the proposal with no Developers Contributions required. Development Plans team also revised their comments and, similarly to Transport Planning, considered the change of use as likely to reduce parking demand and to comply with the approved development plan and relevant policies.

Based on the submitted parking appraisal plan, there is a reasonable public parking available within walking distance of the site, although with recognised capacity pressures at peak times. The plan identifies several nearby public car parks, including Plock Road Car Park (approximately 37 spaces), Village Car Park to the South of Station Road/A87 and the Bus Station (approximately 40 spaces), a smaller parking area adjacent to the Kyle Prospect (approximately 20 spaces) and 13 spaces along Main Street, all within a short walking distance of the site. While these facilities are publicly available and cannot be guaranteed for exclusive use by the development, their proximity reflects the town centre's role as a shared parking

environment. Given the site's highly accessible location, the strong presence of public transport, and the reduced parking demand associated with a change from a restaurant use to a small 6-bedroom hostel, the proposal is unlikely to result in a material increase in pressure on local public parking.

- 8.11 An agreement with owner of the adjacent hotel has been reached for sharing 4 cycle parking stands to address active travel requirements. Such a proposal is deemed acceptable.
- 8.12 The transport and parking impacts associated with the change of use are considered acceptable as the hostel use generates less traffic and less demand for parking. On this basis, it is concluded that the proposal complies with relevant transport policies and would not result in an unacceptable impact on public parking provision within Kyle town centre.

Impact on neighbouring amenity

- 8.13 Concerns have been raised by neighbouring residents regarding the potential for anti-social behaviour associated with the building, together with possible impacts arising from increased noise and light pollution affecting nearby residential properties. These concerns are acknowledged and have been carefully considered in the assessment of the application. In support of the proposal, the applicant advises that incidents of anti-social behaviour previously associated with the property occurred when the building was vacant and during its former use as a bar, rather than as a hostel. The supporting statement further notes that these issues have reduced and have not persisted since the hostel became operational.

The proposed use relates to a small-scale 6-bedroom hostel operating within an established town centre location where a degree of activity, noise and evening comings and goings are characteristic of the surrounding mixed commercial environment. The use is materially less intensive than the former bar and restaurant use and is not considered likely to generate levels of disturbance beyond those reasonably expected within a town centre setting. In terms of noise and light pollution, no significant external alterations or intensified outdoor activity areas are proposed, and the occupation of the building as overnight accommodation is considered compatible with neighbouring uses. On balance, it is considered that the proposal would not result in an unacceptable impact on residential amenity and that any associated noise, lighting or activity would remain within acceptable limits for this location.

- 8.14 Concerns have also been raised regarding noise associated with deliveries and the occasional blocking of access. These matters are acknowledged however, the scale of the proposed hostel use is relatively modest and is not expected to generate a significant volume of servicing activity. Deliveries are likely to be limited in frequency and comparable to, or less intensive than, those associated with the lawful café/restaurant use previously operating from the premises. The site is located within an active town centre environment fronting the A87, where servicing, short-term stopping and general commercial activity are characteristic features of the area. While there may be occasional temporary inconvenience associated with deliveries, this is not considered likely to result in a severe or unacceptable impact on neighbouring properties or the safe operation of the local road network. On balance,

the level of servicing activity associated with the proposal is considered appropriate for the site and compatible with its town centre context.

Other material considerations

- 8.15 There are no other material considerations.

Non-material considerations

- 8.16 The issue of any physical damage to adjacent building is not a material planning consideration.

9. CONCLUSION

- 9.1 The proposed development is considered to meet the relevant planning policy discussed above. The site is within the Settlement Development Area, and, in addition, it can be supported on the basis of meeting the Kyle of Lochalsh Placemaking Principles. The demand for tourist accommodation in the village and the whole of the region is well known. The development addresses such need and has revitalised a no longer operational restaurant.

- 9.2 The key considerations in the assessment of this application relate to the impact of the hostel use on public parking infrastructure and neighbouring amenity. While the development does not provide on-site parking and results in a shortfall of two spaces against RTGND standards, the site occupies a highly sustainable town centre location with excellent access to public transport, walking and cycling infrastructure. The proposal represents a change from a restaurant/bar use to a modest 6-bedroom hostel, which is considered likely to generate a lower and less intensive level of parking demand and servicing activity. Transport Planning has confirmed no objection and noted the decreased demand on parking brought by the change of use from a café to hostel.

Concerns raised by neighbouring residents regarding anti-social behaviour, noise, light pollution and delivery activity have also been carefully considered. The evidence provided indicates that previous issues were associated with the building when vacant and during its former bar use, rather than the current hostel operation. Given the small scale of the hostel, the absence of significant external alterations, and the established mixed-use town centre context, the proposal is not considered likely to result in unacceptable impacts on residential amenity or the operation of the local road network.

- 9.3 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable

10.3 Community (Equality, Poverty and Rural): Not applicable

10.4 Climate Change/Carbon Clever: Not applicable

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued No

Notification to Scottish Ministers No

Conclusion of Section 75 Obligation No

Revocation of previous permission No

Subject to the above actions, it is recommended to **GRANT** the application subject to the following conditions and reasons:

1. Within one month of the date of this planning permission, cycle parking spaces for a minimum of 4 bikes shall be provided as detailed within the Parking Appraisal submitted on 15th December 2025 and shall thereafter be maintained for this use in perpetuity.

Reason: In order to reduce dependency on the private car and to encourage greater use of public transport.

REASON FOR DECISION

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

INFORMATIVES

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.

2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

Septic Tanks and Soakaways

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

Transport Scotland Advisory Note and Contact Details:

The applicant should be informed that the granting of planning consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland Roads Directorate. Where any works are required on the trunk road, contact details are provided on Transport Scotland's response to the planning authority which is available on the Council's planning portal.

Trunk Road modification works shall, in all respects, comply with the Design Manual for Roads and Bridges and the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect, signed by the design organisation.

Trunk Road modifications shall, in all respects, be designed and constructed to arrangements that comply with the Disability Discrimination Act: Good Practice Guide for Roads published by Transport Scotland. The developer shall provide written confirmation of this, signed by the design organisation.

The road works which are required due to the above Conditions will require a Road Safety Audit as specified by the Design Manual for Roads and Bridges.

Any trunk road works will necessitate a Minute of Agreement with the Trunk Roads Authority prior to commencement.

Contact details: Roads - Development Management

Transport Scotland, 2nd Floor, George House, 36 North Hanover St, Glasgow G1 2AD

Telephone Number: 0141 272 7100

e-mail: development_management@transport.gov.scot

Mud and Debris on Road

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

Construction Hours and Noise-Generating Activities

You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

Protected Species – Halting of Work

You are advised that work on site must stop immediately, and NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species>

Signature:

Designation: Area Planning Manager North

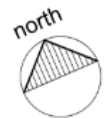
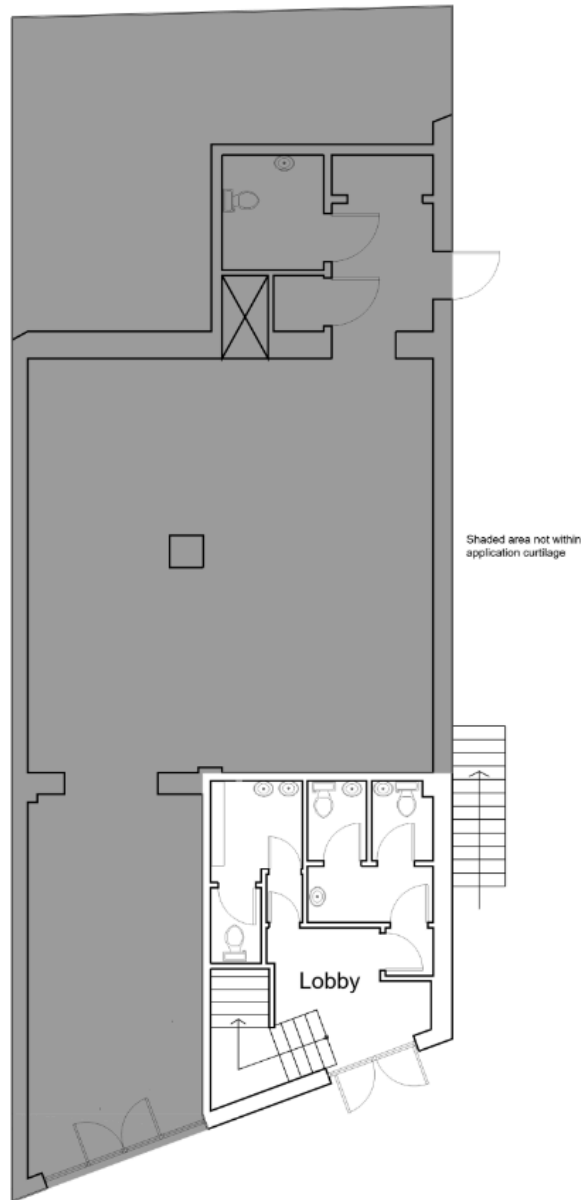
Author: Karolina Slotwinska

Background Papers: Documents referred to in report and in case file.

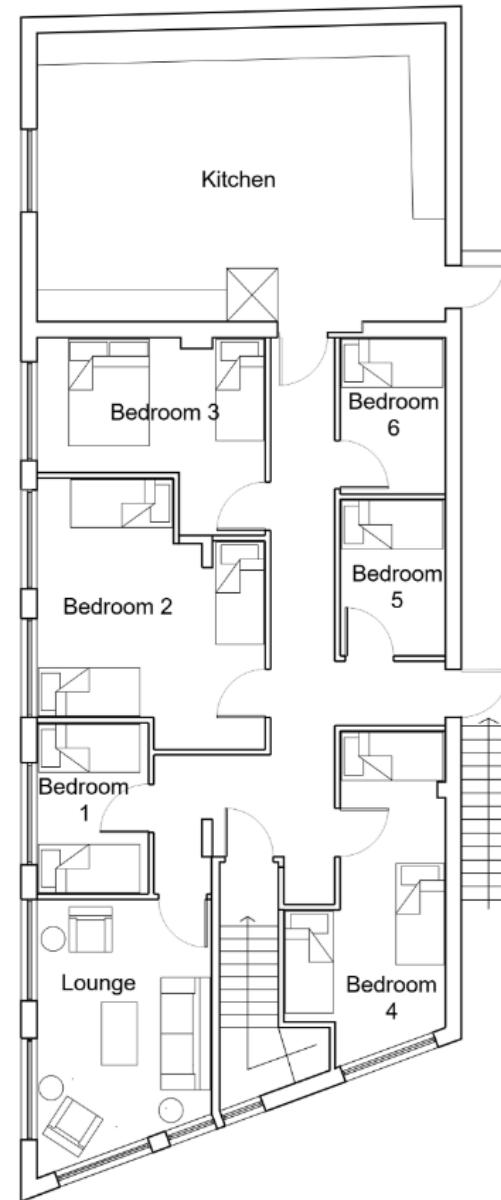
Relevant Plans: Plan 1 - 25:39:00 Location Plan

Plan 2 - 25:39:01 Site Plan

Plan 3 - 25:39:03 Floor Plan

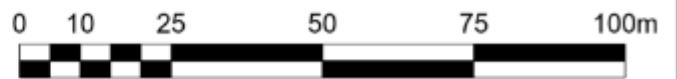
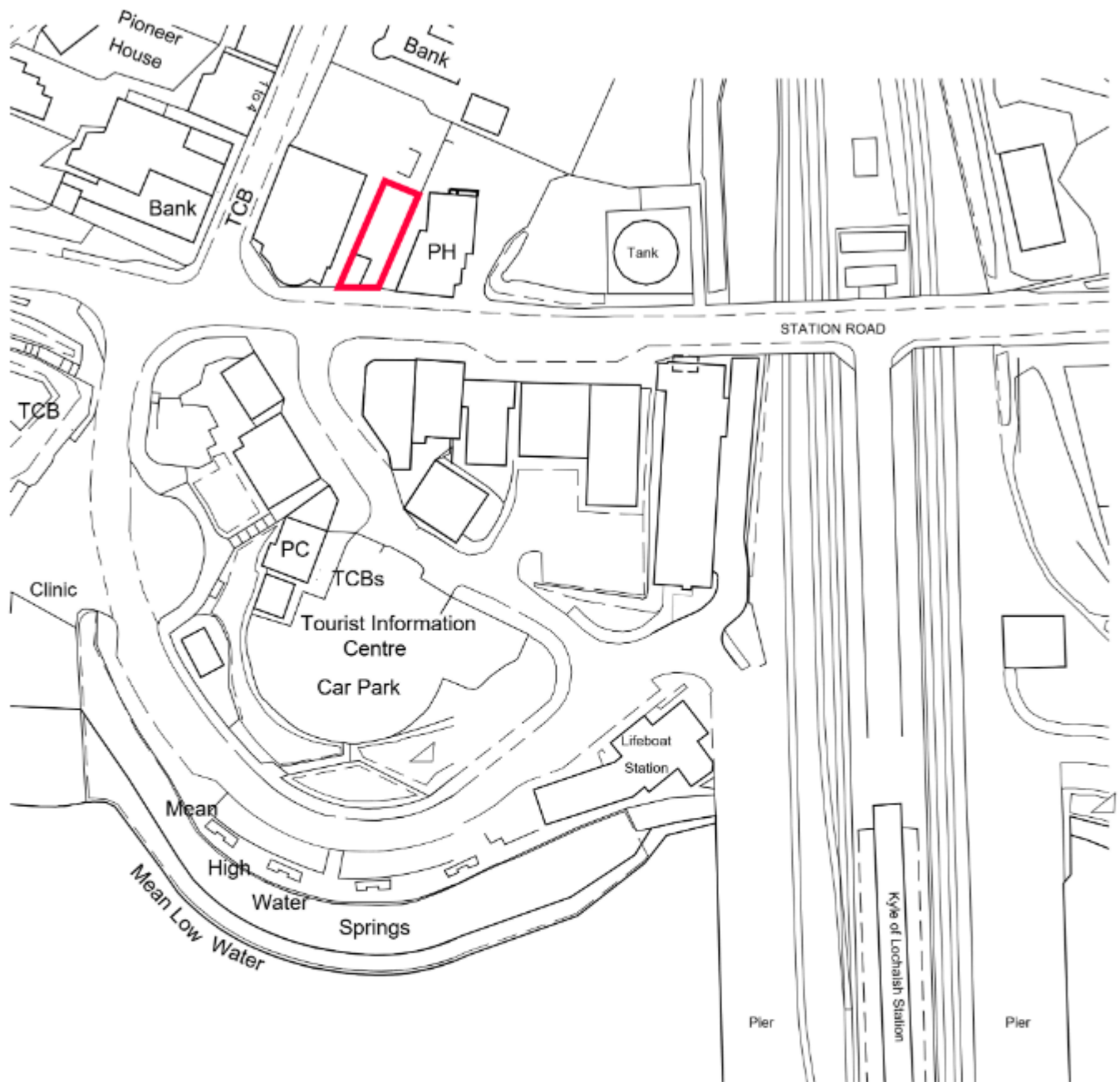


Proposed Ground Floor Plan



Proposed First Floor Plan

PLANNING



Location Plan
The Highland Fling, Kyle of Lochalsh

Scale: 1:1250

Date: 03 Sept 2025

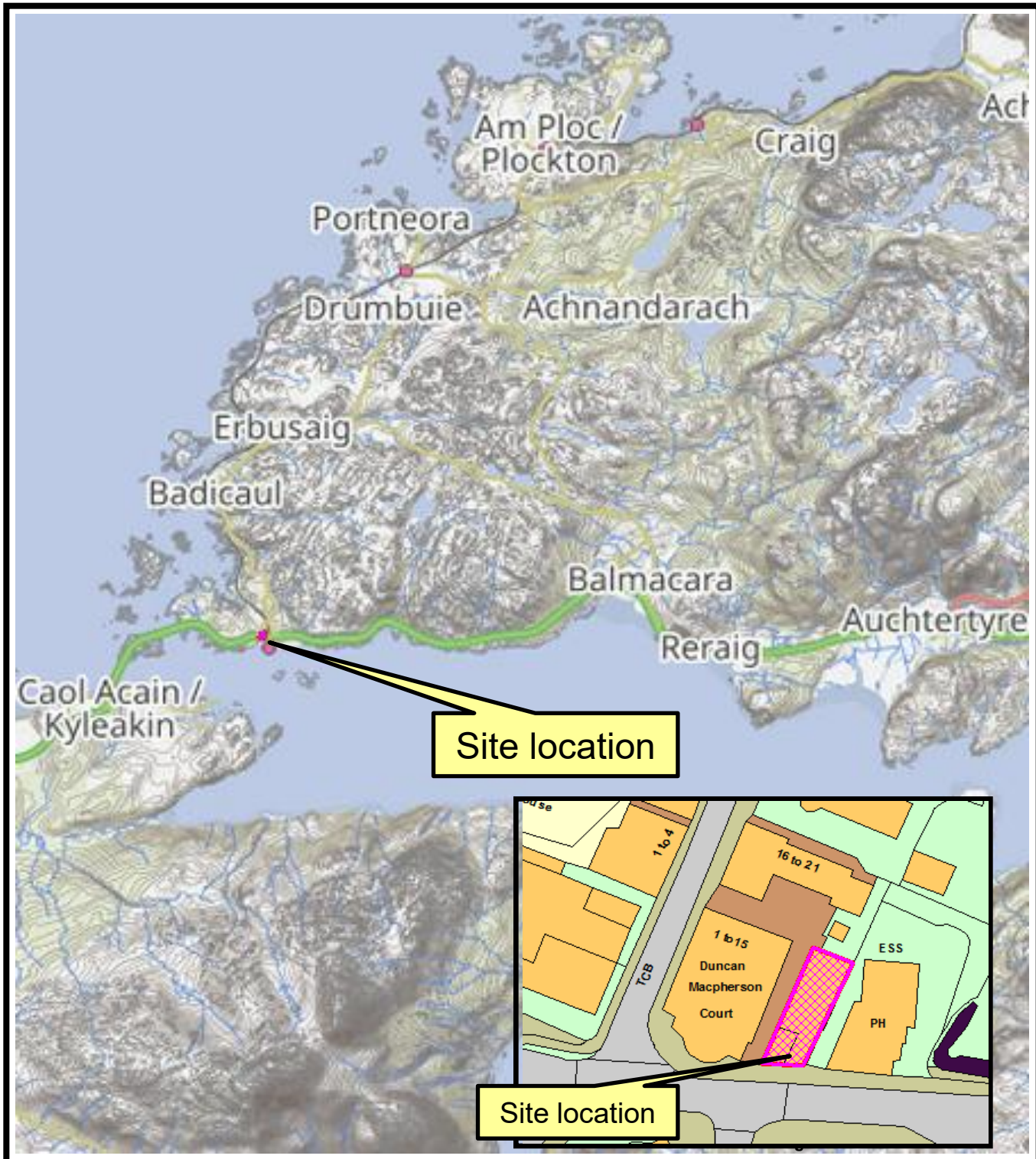
WITTETS
ARCHITECTS

Riverbank, Broadford, Skye IV49 9AB
T 01471 822434 F 01471 822477
e. mw@wittets.co.uk www.wittets.co.uk

25:39:00

Drawn by: MW

A4



The Highland
Council
Comhairle na
Gàidhealtachd

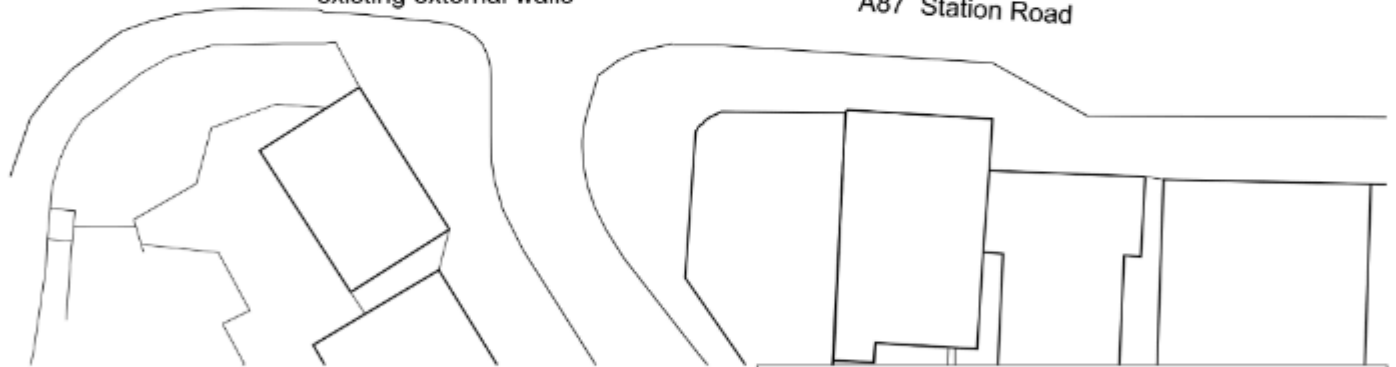
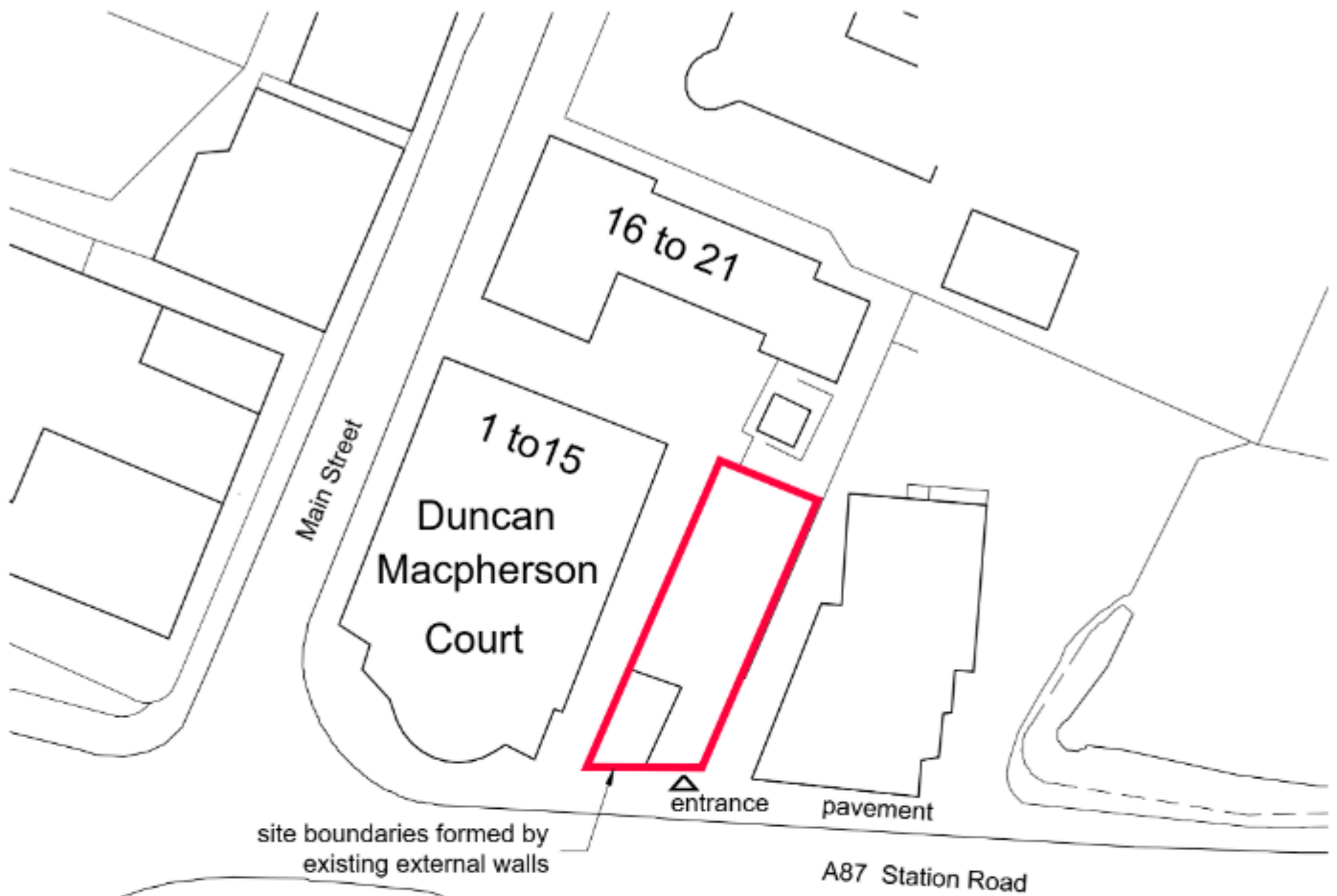
Development & Infrastructure
Service

25/03337/FUL

**Change of use of first floor of the building to hostel
(retrospective)**

The Highland Fling, Station Road, Kyle

June 2026



PLANNING



Site Plan
The Highland Fling, Kyle of Lochalsh

Scale: 1:500
Date: 02 October 2025

WITTETS
ARCHITECTS

Riverbank, Broadford, Skye IV49 9AB
T 01471 822434 F 01471 822477
e mw@wittets.co.uk www.wittets.co.uk

25:39:01

Drawn by: MW A4