

BUILDING
A BRIGHTER FUTURE
FOR LOCHALSH / LOCH AILLSE

Lochalsh / Loch Aillse Local Place Plan Appendices

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- Appendix 2 [Community mapping event](#)
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APPENDIX 1: YOUNG PEOPLE

This appendix summarises the results of engagement with young people in each school in Lochalsh in January-February 2024.

Local artist Sarah Longley and independent planner Nick Wright organised arts activities in all Lochalsh schools to encourage children to use art to share their ideas for the future of their communities. The activities put the [UN Rights of the Child](#) into practice by giving young people meaningful influence over their future.

Their drawings and ideas were immensely valuable to share with adults at the community event in February 2024 (see Appendix 2) and to inform the Plan.

Nick Wright explains more:

"We asked each class a simple question: if you had a million pounds, what would you do to improve your community?

"For the Plockton High School students, the top suggestions included cinema, local gyms, more cafes and places to meet, more shops, a museum, and better play facilities for all ages.

"Other ideas from the Primary schools included trampoline parks, indoor soft play for wet days, museum, piers out into the lochs for jumping into the water, cat cafes, after-school minecraft and gaming in village halls, a museum, homeless shelter, getting rid of litter, more trees, a dirtbike track, and a Burger Queen for the girls! Children in Kyle had lots of good ideas for the Plock, like an adventure playground, community gardening and outdoor activities.

"These ideas were a great starting point for making a plan. We're not going to rustle up new shops or a zoo overnight, but some impossible-sounding ideas might not be as impractical as they first seem. For example, rather than building a new cinema, we could look at making more use of village halls for film nights.

"The highlight for each class was working with Sarah to create a giant map from scratch using charcoals. Lots of them remembered her fondly from previous arts sessions. It was great to see them enjoying expressing themselves together with such simple black and white materials in so many different ways.

"Doing these arts sessions has helped put the Community Action Plan into practice in a small way – by providing young people with more activities and opportunities, as there aren't any dedicated arts teachers in Lochalsh."

Please turn over to see images of the giant maps/drawings produced by the schools.

Auchtertyre/Uachdar Thìre Primary School P1-P3 Click on image to view higher-resolution version



Auchtertyre/Uachdar Thìre Primary School P4 Click on image to view higher-resolution version





Kyle/An Caol Primary School P1-P4 Click on image to view higher-resolution version



Kyle/An Caol Primary School P5-P7 Click on image to view higher-resolution version

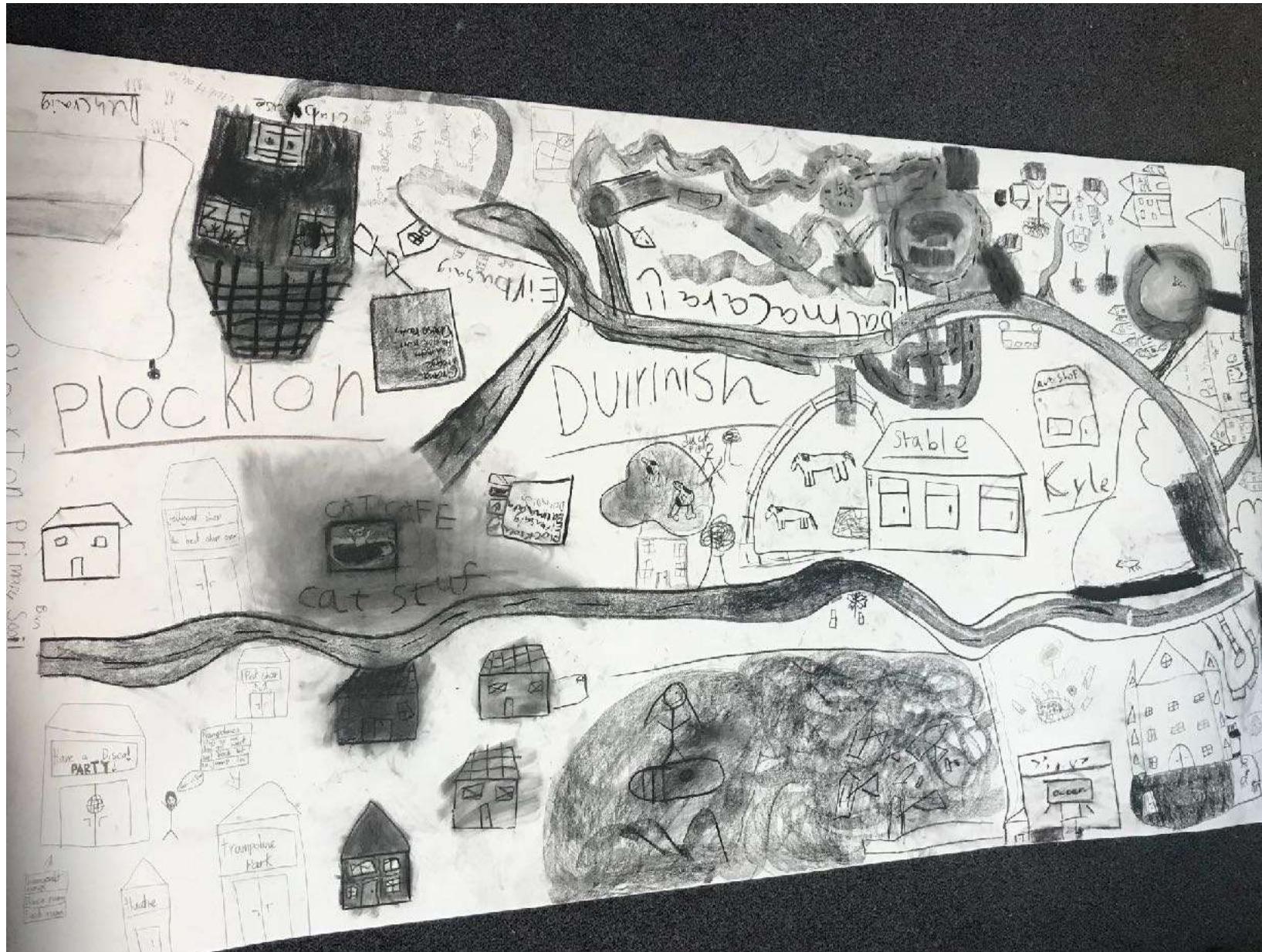




Plockton/Am Ploc Primary School P1-P3 Gaelic Click on image to view higher-resolution version



Plockton/Am Ploc Primary School P3-P7 Gaelic Click on image to view higher-resolution version



Plockton/Am Ploc Primary School P2-P7 English Click on image to view higher-resolution version



Plockton/Am Ploc High School S1-S3 Click on image to view higher-resolution version



APPENDIX 2: COMMUNITY MAPPING EVENT

This report contains a transcription of comments from a community event held on Saturday 26th February 2024 at the Lighthouse in Kyle of Lochalsh/*Caol Loch Aillse* from 11am to 3pm.

The purpose of the event was for communities from the area covered by the Lochalsh Community Action Plan – the six Community Council areas of Dornie/*An Dòrnaidh* & District, Lochduich, Glenelg/*Glinn Eilg* & Arnisdale/*Àrnasdal*, Kyle/*An Caol*, Lochalsh/*Loch Aillse*, Lochduich/*Loch Dubhthaich*, Plockton/*Am Ploc* & District, and Stromeferry/*Pòrt an t-Sròim* & Achmore/*An-t-Achadh Mòr* – to explore how to implement the priorities contained in the Community Action Plan on the ground, in order to enable preparation of a Local Place Plan as a sister document to complement the Community Action Plan.

More information about the nature of the event is shown in the event flyer (see Figure 1, right), and the introductory display boards from the event (Figure 2, overleaf).

Approximately 80 people participated in the event.

Event flyer [Click on image for higher resolution version](#)



Display posters used at the event Click on images to download higher resolution versions

Hello!

What you would like your community to look like?
Plan the future: tell us what's missing, what needs to improve, and what needs to be protected.

- Check out the pictures and ideas from children across Lochalsh.
- Share your thoughts by answering the questions on the plans.
- Enjoy a chat and a cuppa!



Our starting point is the Lochalsh Community Action Plan, produced by local communities in 2021. The Plan's priorities include young people, housing, transport & much more. *See the next poster for details.*

Now we want to work out where those priorities will land on the ground. The result will be a Local Place Plan: a new kind of community-led plan that influences planning policy, guides public services and supports community action.

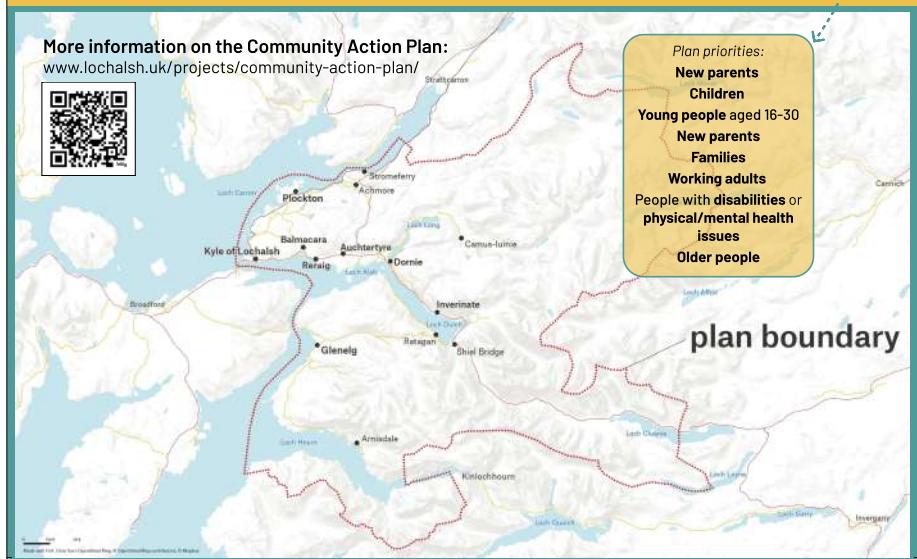
Lochalsh Community Action Plan

In 2021, the Lochalsh Collaboration prepared a Community Action Plan covering our community of 2,600 people from Plockton & Stromeferry to Glenelg & Arnisdale. The Plan was based on a survey delivered to every home. The 600 responses gave a clear picture of what's needed to sustain the community now & into the future. The Plan's 2032 vision is of a better life in Lochalsh –from the cradle to the grave.

Priorities for action

- Housing** that's affordable on local salaries
- Employment** Better year-round, well-paid **employment**
- Training, apprenticeships & work premises** More training, apprenticeships & work premises
- Childcare** for parents to work & socialise
- Cultural, sporting & social facilities & activities** for all ages, especially <30s
- Visitor facilities** to increase benefit & reduce harm from tourism
- Social care** Better social care & support locally, especially for older & disabled people
- Mental health** support services for all ages, particularly <30s
- Transport** Better transport: public transport, walking & cycling, community transport & low carbon options
- Recycling** Recycling options locally
- Food** Local food: land for growing & promotion of local produce

More information on the Community Action Plan: www.lochalsh.uk/projects/community-action-plan/



Plan priorities:

- New parents
- Children
- Young people aged 16-30
- New parents
- Families
- Working adults
- People with disabilities or physical/mental health issues
- Older people

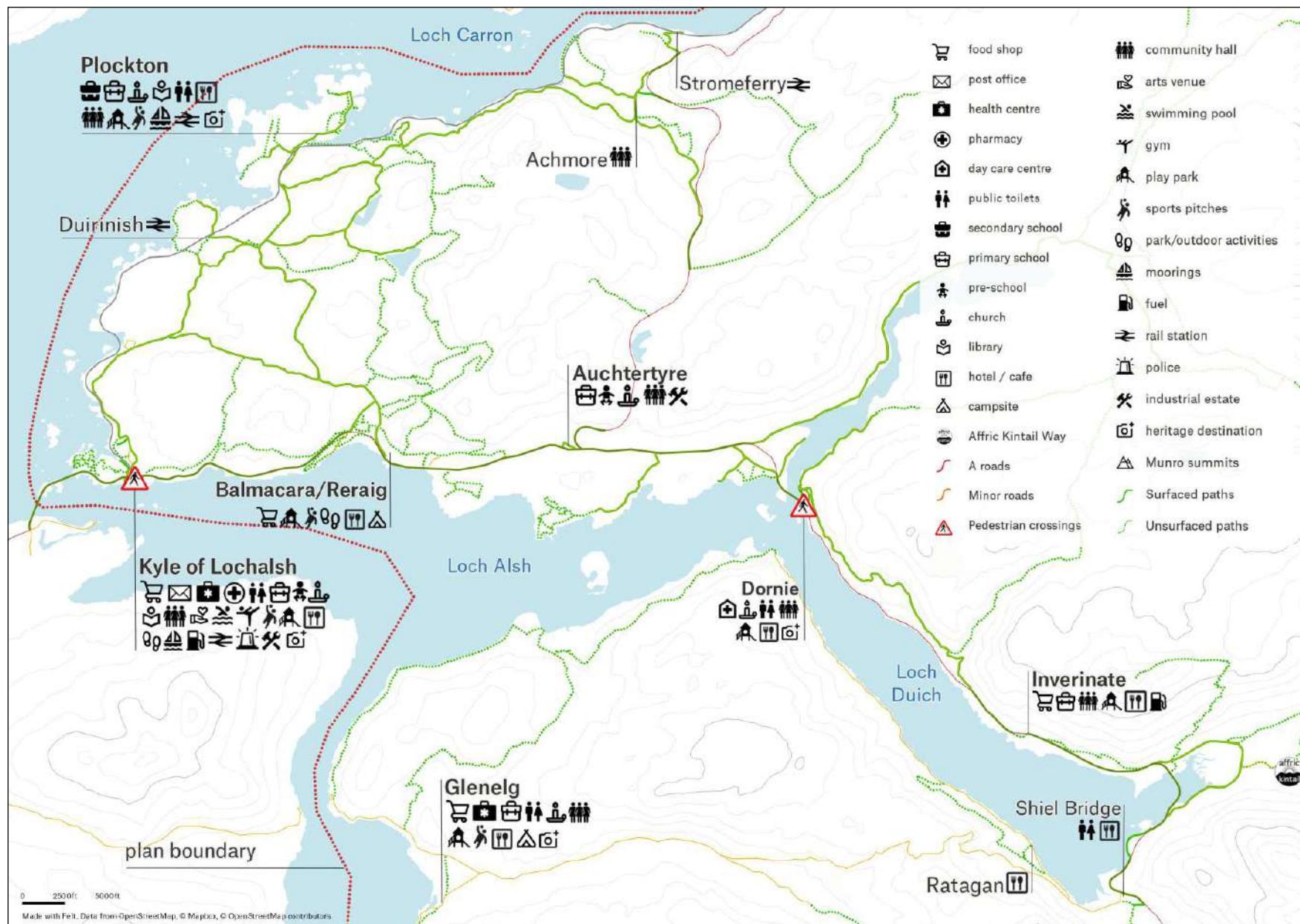
Three types of materials were presented at the event:

- **What would do if you had a million pounds to improve your community?** Giant maps and other artwork produced in response to this question by children from each of the six schools in the area covered by the Plan (see Appendix 2). A short summary of the most popular ideas was also available (see Figure 3, overleaf). The aims were to share young people's ideas and encourage adults to consider them as they commented.
- **Maps of the area as a whole (see pages 45-45) and of each of the main villages (see page 50 onwards)** for people to comment on, in response to the questions below which were based on the Community Action Plan's priorities. The maps did not contain proposals but landmarks for orientation, existing roads and paths, and areas zoned for future development in the Local Development Plan – in order to focus comments on the questions below:
 1. **Facilities & services:** Where should they be improved or gaps filled? Shops, education, health, childcare, elderly care, toilets, visitor facilities, work premises, recycling etc
 2. **Halls & indoor places to meet:** Where are the gaps, or improvements needed? Films, music, art, social event, indoor sports, classes etc
 3. **Outdoor activities:** Where are the gaps, or improvements needed? Sports pitches & facilities, playparks, rural paths etc
 4. **Special places:** Where should be protected or enhanced? Landscape, views, heritage, natural habitats etc
 5. **Getting about:** Where are the gaps, or improvements needed? Road safety, walking, cycling, bus stops, pedestrian crossings, parking
 6. **Affordable homes:** Where & what type are needed? Where do existing homes need to be improved? How about specialist accommodation, like care homes?
 7. **Anything else?**

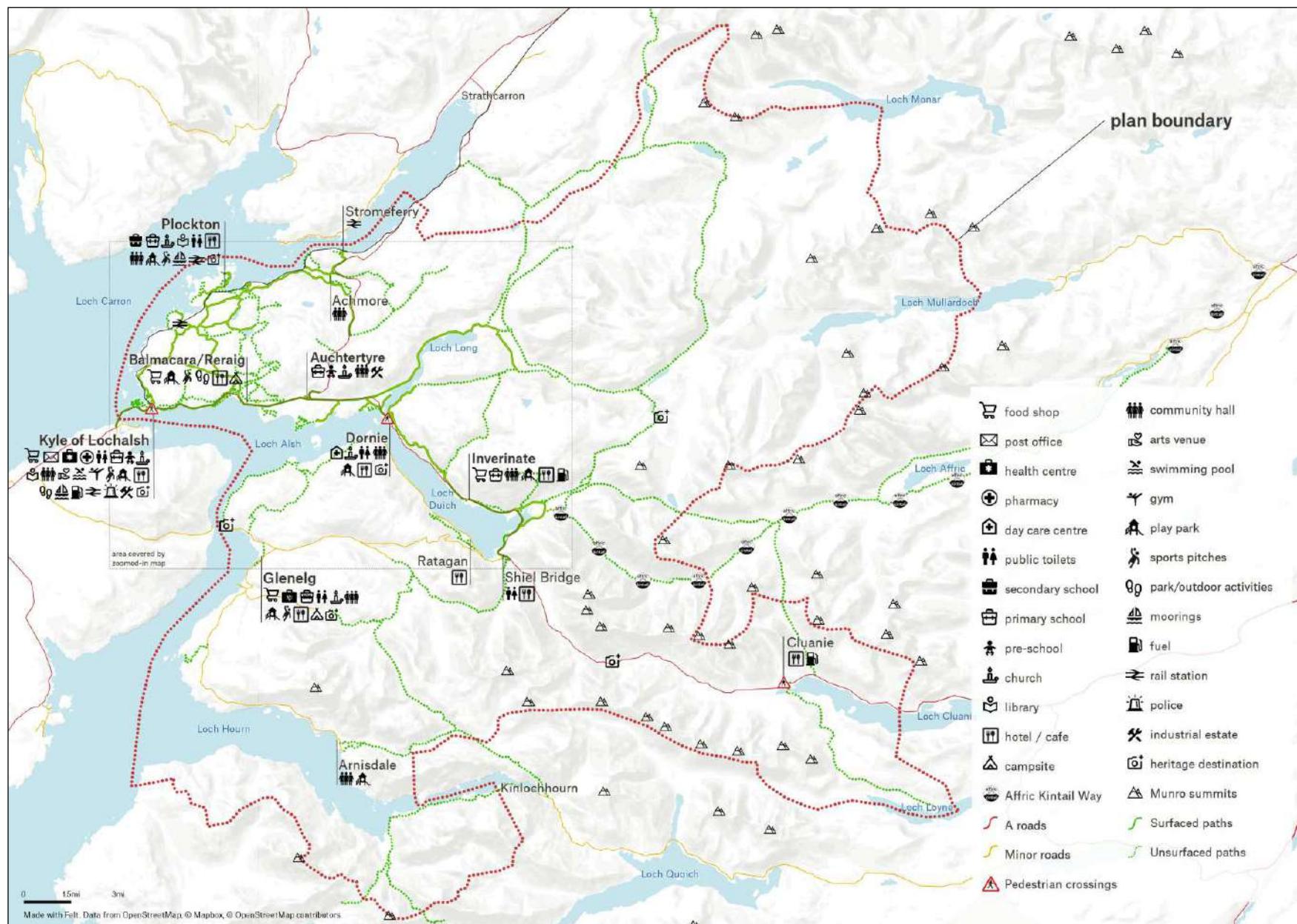
- **A map of a potential walking and cycling network for Lochalsh as a whole,** with this question: Have a look at our proposed active travel walking and cycling routes. Can you think of any that should be added?

The maps and responses to the questions are contained in the remainder of this appendix.

Map of Lochalsh/Loch Aillse area as a whole used at the event for general comments, which are transcribed on page 48. Click on image for higher resolution version.



Map of populated area of Lochalsh/Loch Aillse used at the event for general comments, which are transcribed on page 48. Click on image for higher resolution version.

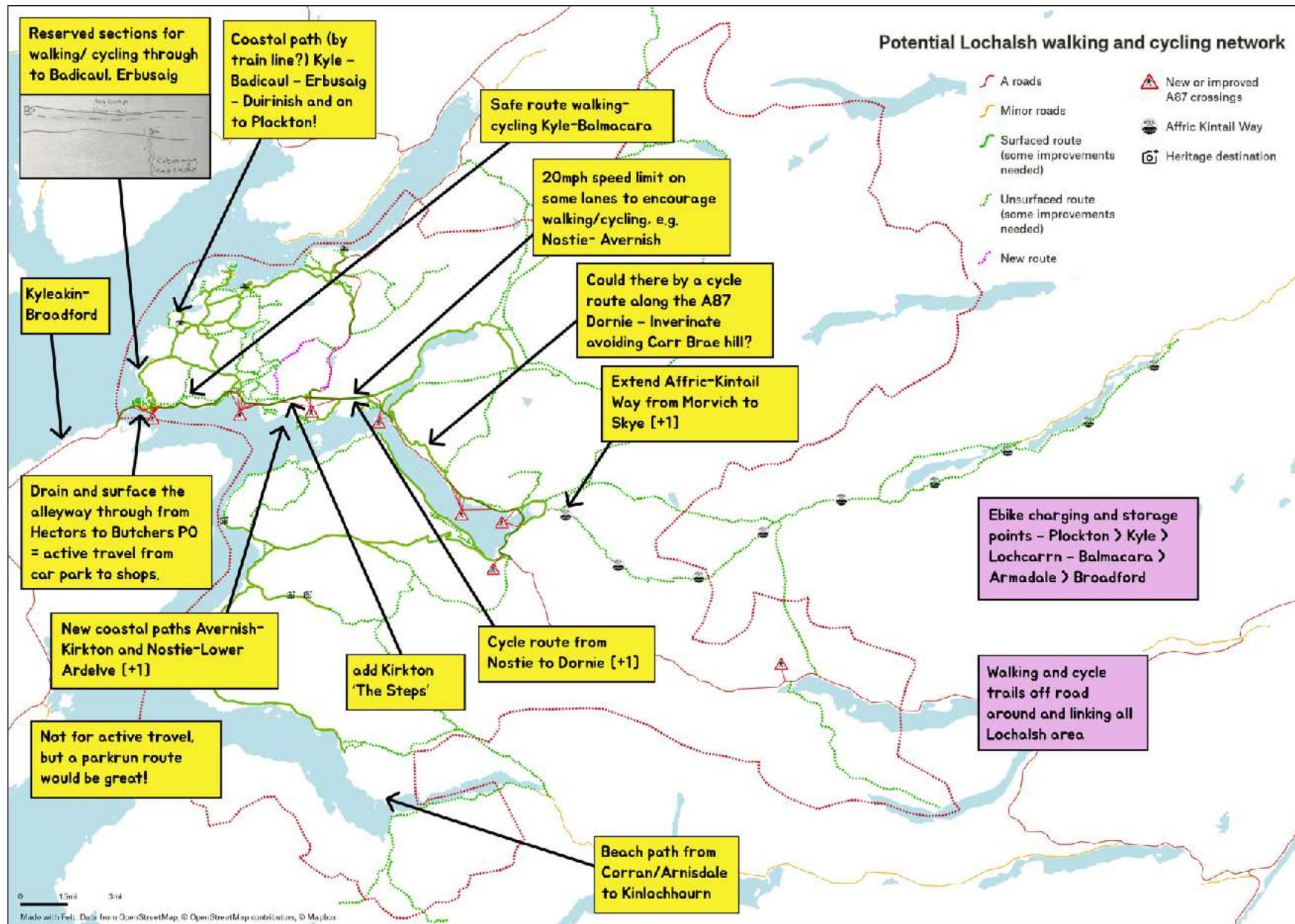


General comments on Lochalsh/Loch Aillse maps

The following comments were left by event participants on the maps shown on pages 46 and 47 above:

1. "Local recycling and reuse site for plastic, metal etc in Lochalsh – could include Enviro friendly incinerator to provide heating for community and/or facilities."
2. "Suggested that there might be space in Auchtertyre for a large facility on the industrial land. This could house a gym, pool, soft play, climbing wall, café, space for hire for parties. I think this would be widely used by locals and tourists as well."
3. "A whole new community site with climate change in mind, built on a hillside in order to be able to bring the earth over the site to protect from extreme storms, heat and rain. Building would include pod homes, food growing, facilities, rainwater, harvest, methane, harvest, solar, wind, and hydropower, hospital, schools, community space. All accessible from outside, but with tunnels behind structure, with space for small electric vehicles, bikes, walkways. Completely off grid. This could be an example to the world in how to adapt to our changing world."
4. "20 mph speed limit on some minor roads to encourage walking/cycling/riding and increase safety for all including drivers."
5. "Road signage – caution walkers/cyclists, etc"

Potential Lochalsh/Loch Aillse-wide walking and cycling network shared at the event. This map was a transparent overlay above the area-wide map shown on page 46. The version below shows transcribed comments; [+1] indicates how many other people supported a comment. Click on map for higher resolution version.

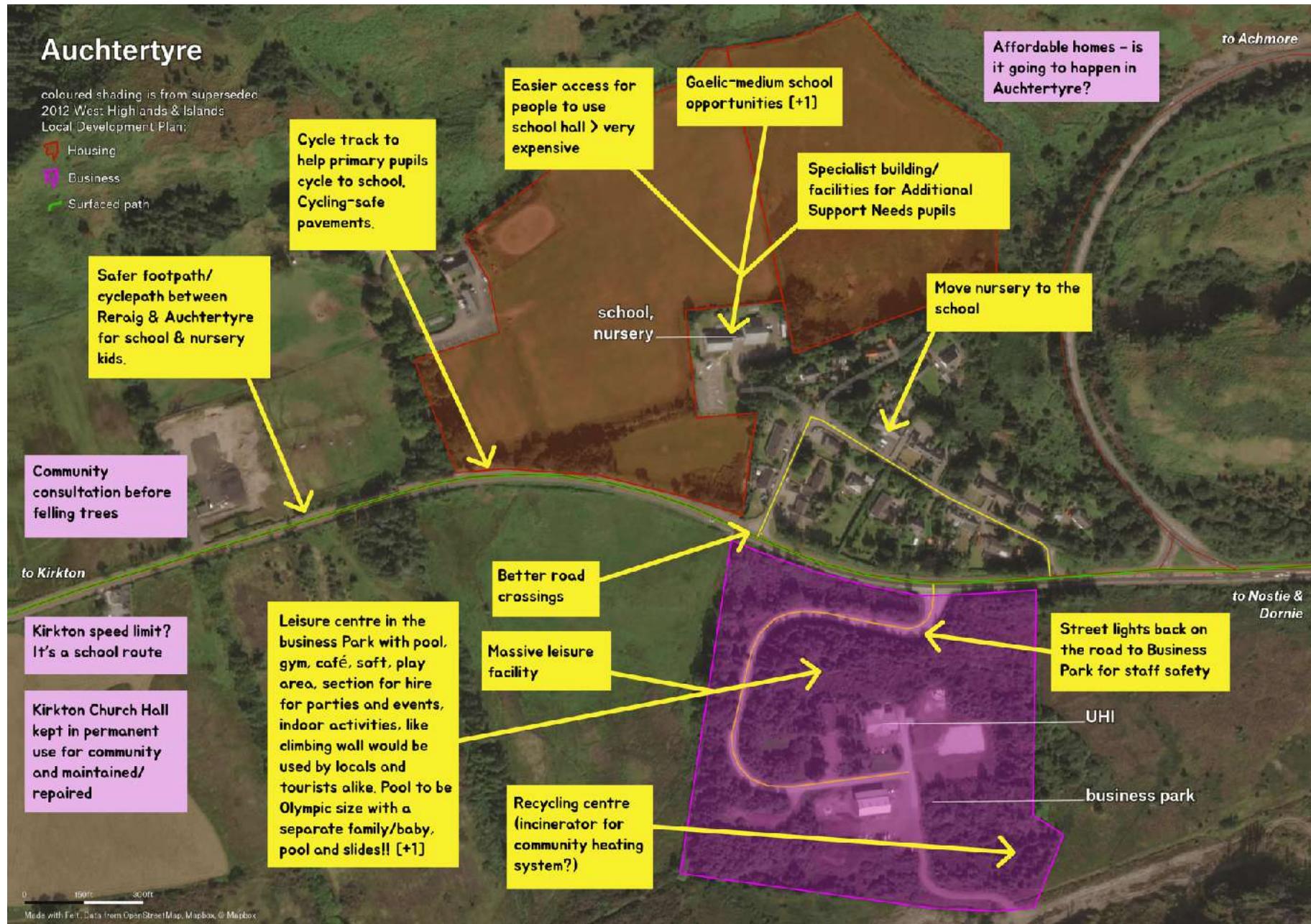


Village maps

8 detailed maps of the main villages were shared for comment at the event, with the questions shown on page 45 above.

The maps are reproduced on the following pages. Each map includes transcriptions of people's comments from the event. [+1] indicates the number of other people who supported a particular comment.

Auchtertyre/Uachdar Thire map with transcribed comments from the event. Click on image to view higher resolution version



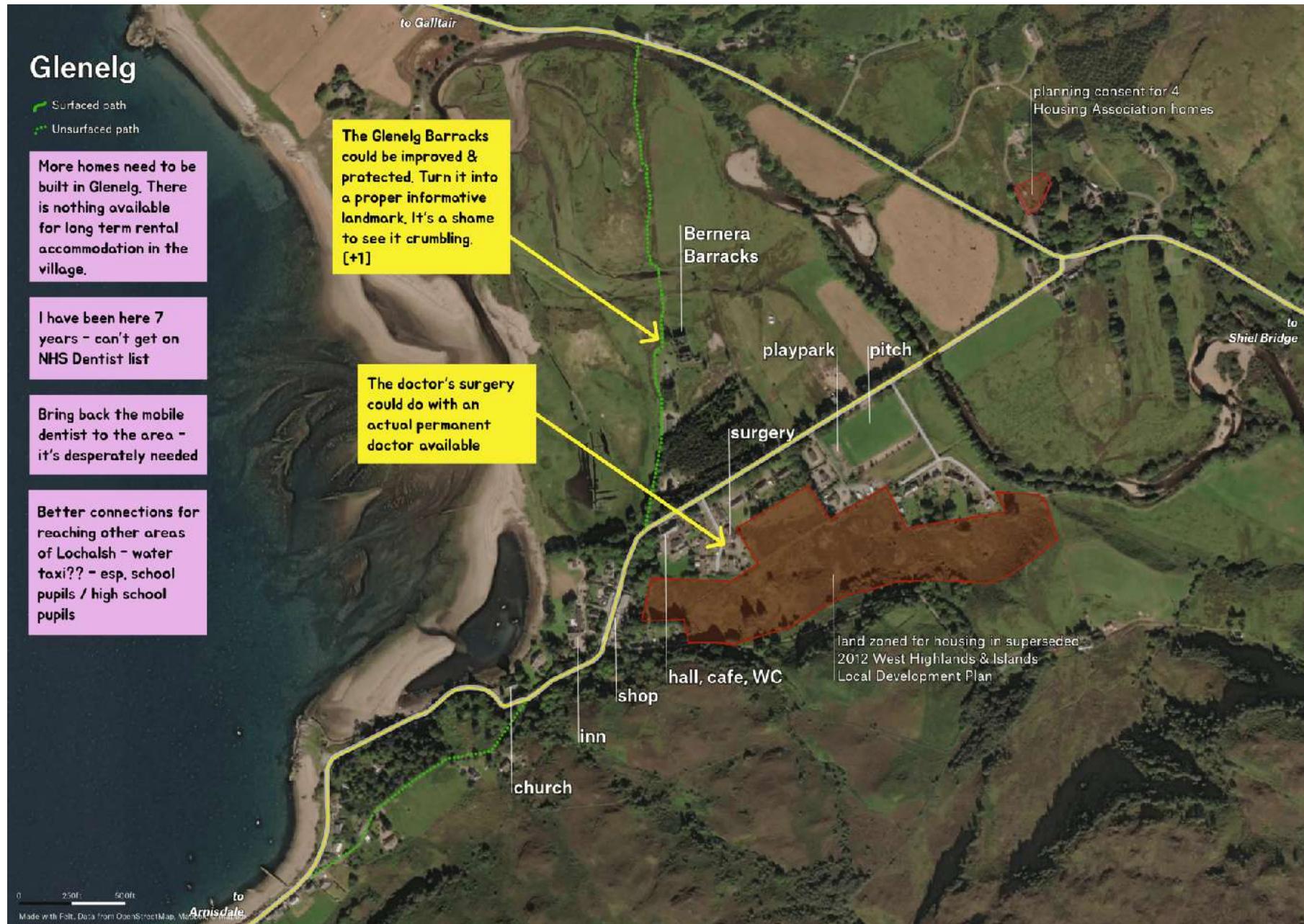
Balmacara/Baile Mac Ara and Reraig/Rèaraig map with transcribed comments from the event. Click on image to view higher resolution version



Dornie/An Dòrnaidh & Ardelve/Àird Eilbh map with transcribed comments from the event. Click on image to view higher resolution version



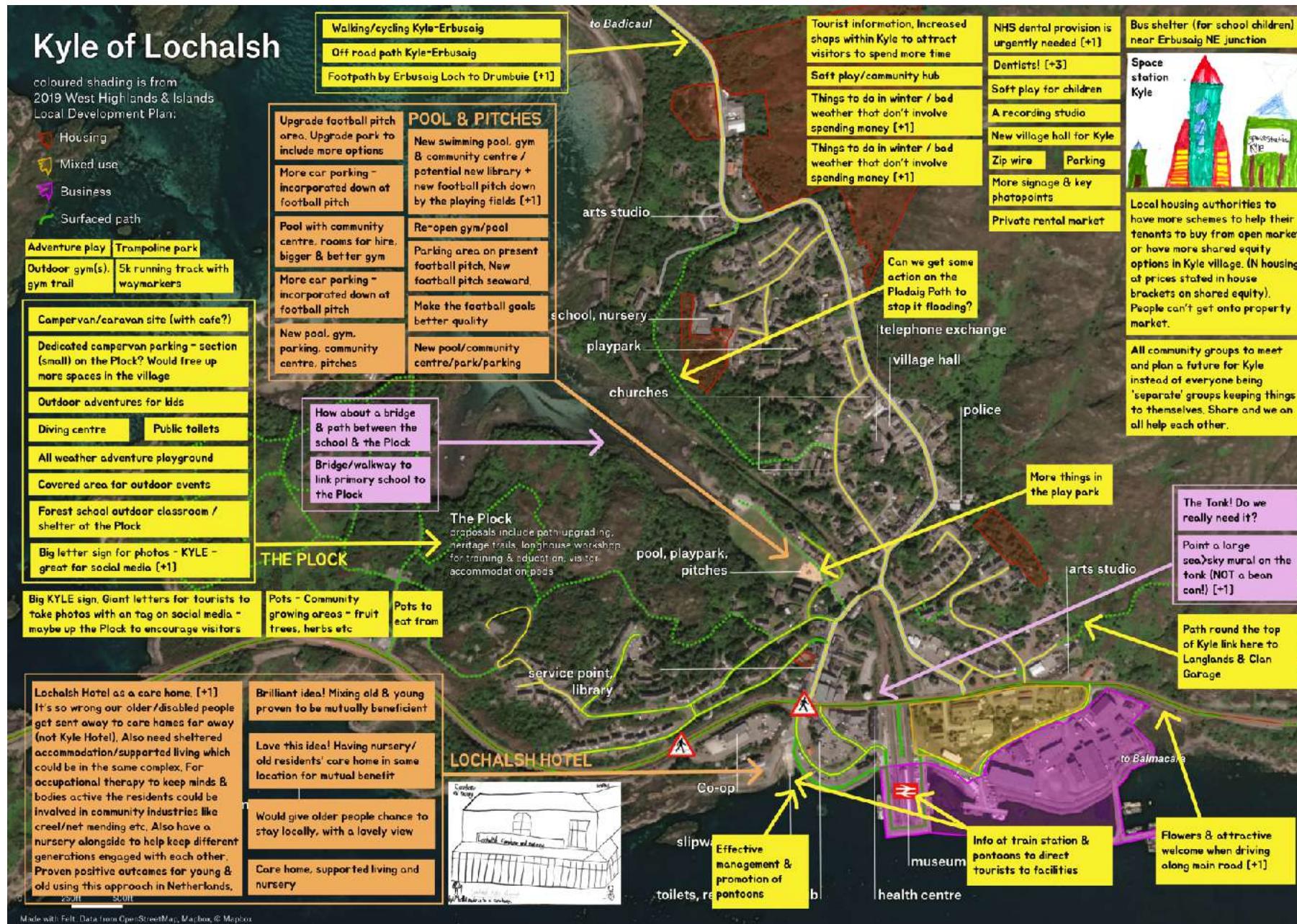
Glenelg/Glinn Eilg map with transcribed comments from the event. Click on image to view higher resolution version



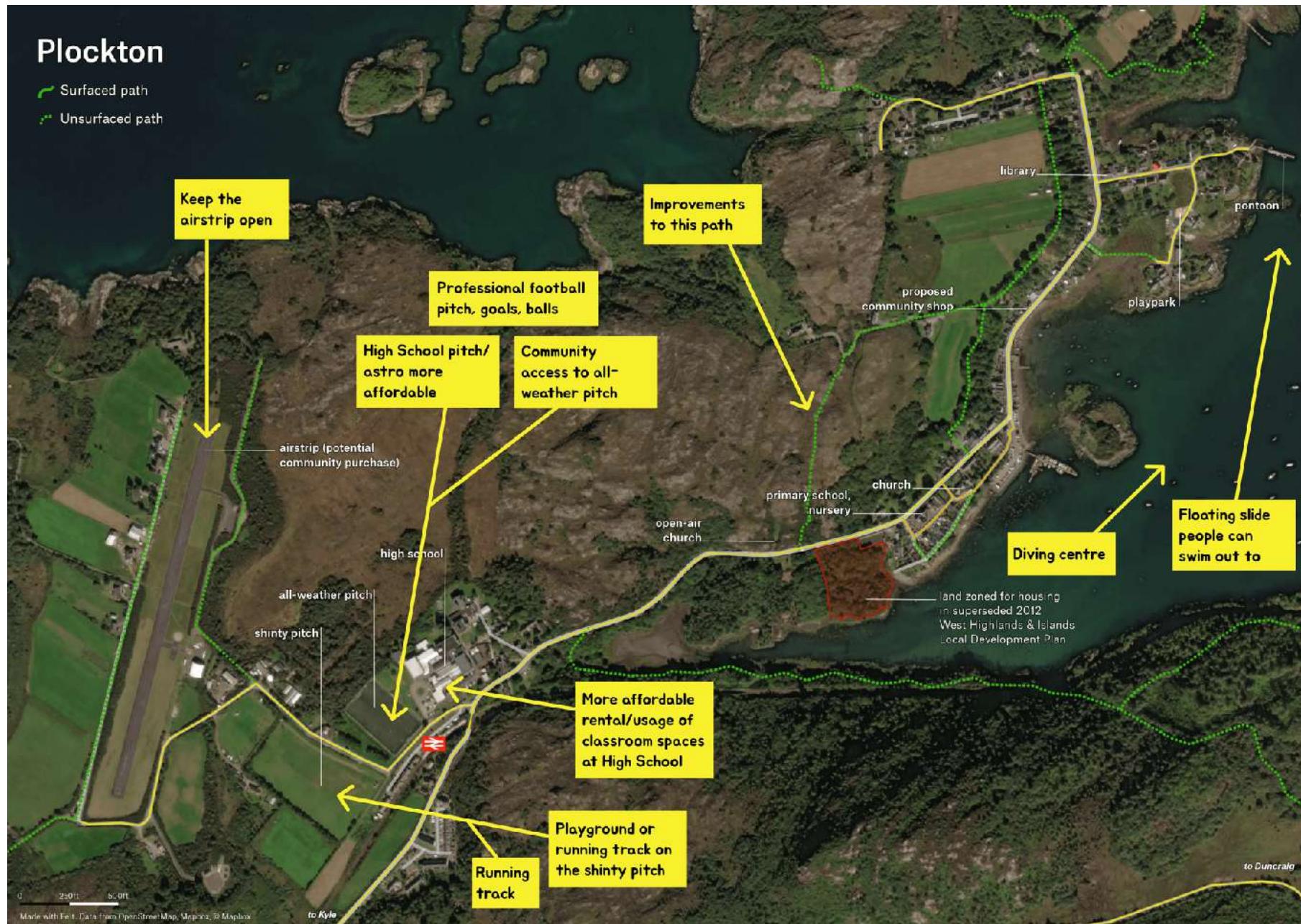
Inverinate/Inbhir Ionaid an Iar map with transcribed comments from the event. Click on image to view higher resolution version



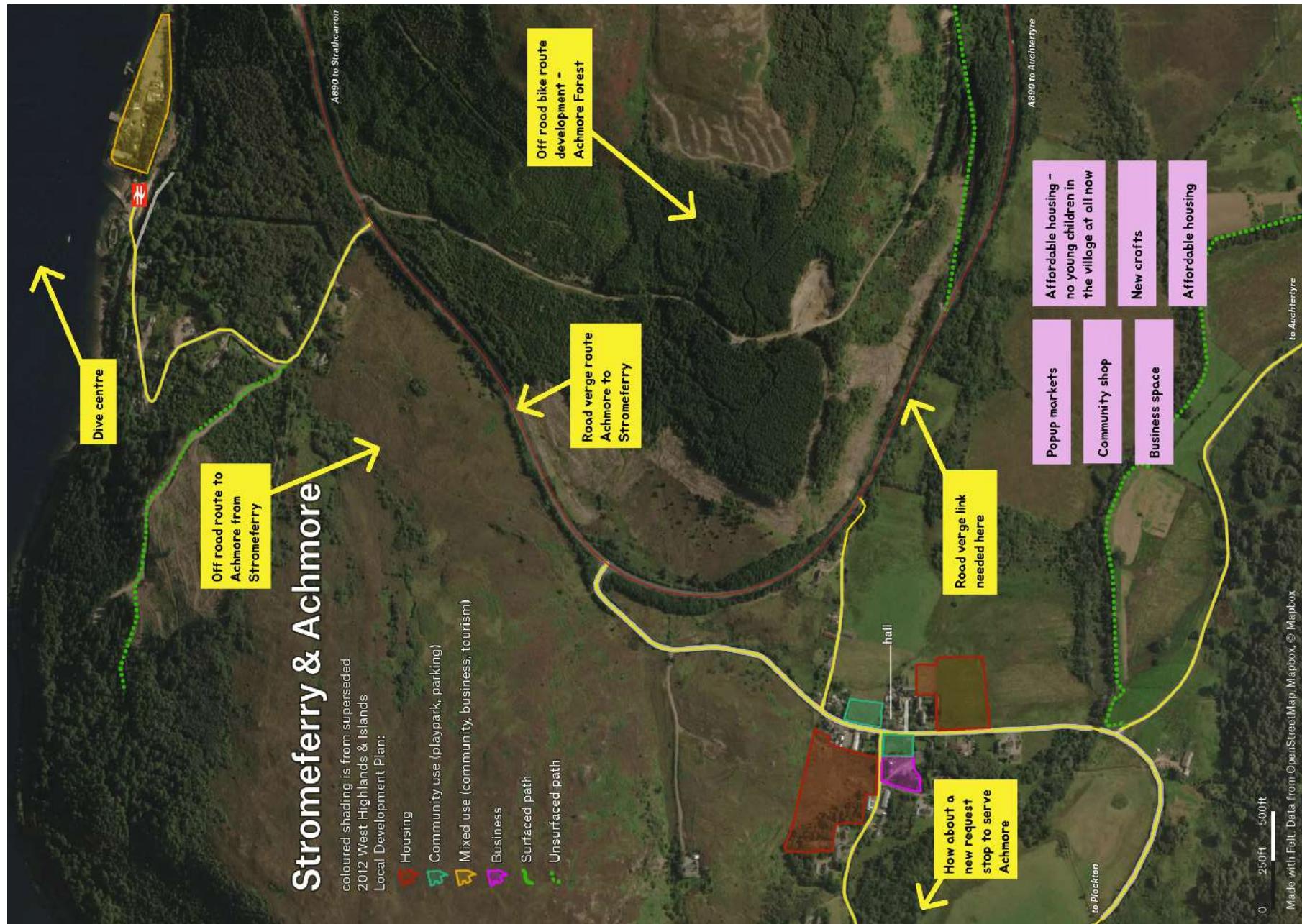
Kyle of Lochalsh/Caol Loch Aillse map with transcribed comments from the event. Click on image to view higher resolution version



Plockton/Am Ploc map with transcribed comments from the event. Click on image to view higher resolution version



Stromeferry/Pòrt an t-Sròim & Achmore/An-t-Achadh Mòr map with transcribed comments from the event. Click on image to view higher resolution version



APPENDIX 3: CONSULTATION ON DRAFT PLAN

Consultation on the draft Local Place Plan took place primarily online via a dedicated webpage on Kyle and Lochalsh Community Trust's website at www.lochalsh.uk/preliminary-lpp/ between 20th May and 20th June 2024 (an extension from the original closing date of 10th June).

The consultation followed earlier stages of engagement on the Local Place Plan and its sister document the [Community Action Plan](#), as explained at www.lochalsh.uk/preliminary-lpp/

The consultation was promoted locally via the May edition of CommUnity News (see Appendix 1), schools, posters, community organisations, social media, email and word of mouth. Formal “information notices” were also emailed to local Ward Councillors and Community Councils as required by planning legislation.

The consultation was based on a series of annotated maps: one covering Lochalsh as a whole, followed by eight village maps. People were asked if they would like to suggest any changes to the maps, and – at the end – if there was anything else that they would to suggest. The online consultation form, including maps, is reproduced in Appendix 2.

Personal details were not requested in order to remove a potential barrier to people replying.

The response to the consultation was as follows:

- 10 people responded to the online consultation form.
- 9 individual residents contacted Nick Wright, the plan facilitator, by email or telephone to discuss amendments to the draft Plan.
- Online meetings and correspondence were held with representatives from Community Councils and other local groups in 2 areas: Glenelg/ *Glinn Eilg* and Stromeferry & Achmore/*Pòrt an t-Sròim & An-t-Achadh Mòr*.

- Discussions held with members of the Lochalsh Collaboration (including local Community Councils and Development Trusts).

Sincere thanks are offered to all those who viewed the draft Plan, and particularly those who responded. The comments helped to finalise the Plan to reflect community aspirations, as explained in this appendix.

Comments received and subsequent changes to the Plan are summarised on subsequent pages of this appendix, organised by the maps/sections used in the draft Plan and comments form. One comment has been redacted because of personal content. No comments were received in relation to the map/section of the draft Plan relating to Loch Duich settlements

Comments are either transcribed or, in the case of longer comments, summarised in the left-hand column of each table. For comments which are summarised, every effort has been made not to lose the primary focus of the comments.

Changes to the Plan are summarised in the right-hand column of each table. Most suggestions resulted in changes to the Plan. The only exceptions are suggestions which:

- Were already incorporated into the Plan, so no further changes were needed.
- Conflicted significantly with the overall strategy and principles established in this plan's sister document, the existing [Community Action Plan](#).
- Were beyond the scope of the spatial / place-based focus of a Local Place Plan.

Lochalsh/Loch Aillse-wide / general comments

COMMENTS	CHANGES TO THE PLAN
<p>"I love that there is so much space mapped out for affordable housing across Lochalsh. At one time we were struggling to find a place to live and I would never want to stand in the way of someone else finding a home here." (1 respondent)</p>	<p>Expresses support - no change needed.</p>
<p>"Affordable supermarket. Intensive driving lessons. Better paid jobs. Off road cycle network. Mountain bike hub/trails/park for locals and to encourage visitors from outside of the area; providing income sources over a wider part of the year. Holiday home restrictions in all areas not just Plockton. Accommodation for public sector staff who need accommodation when moving into the area. Dentist and orthodontist in the local area. Mental health facilities - support for young adults who fall between services and those aged 18-30. Car share scheme particularly for young people enabling them to access driving lessons, work, college and leisure. Evening classes for extending learning and socialising." (1 respondent)</p>	<p>Taking these suggestions individually:</p> <ul style="list-style-type: none"> • The area does have a supermarket in Kyle/An Caol, but its affordability is unfortunately not something which the community can have any realistic hope of controlling. Similarly, intensive driving lessons and better paid jobs are beyond the scope of this plan, although the plan does emphasise the need for more intensive use of Auchtertyre business park. • Off-road cycling trails are already proposed in the plan. • The need for homes for local workers is already proposed in the plan. • The need for dental services to be reinstated has been added to the plan. Discussions are already underway with NHS Highland. • A car share scheme has been added to the plan. • The need for more mental health services for young adults is already a priority in the Community Action Plan, and has been added to this plan. • More evening activities are already proposed in the plan.
<p>"I think the extension of the Affric Kintail way would be better suited to link to Glenelg/Skye or Knoydart" (1 respondent)</p>	<p>The suggested extension to Kyle/An Caol is based on availability of existing paths for much of the route, public transport at the route terminus, and facilities between Morvich/A'Mhormhaich and Kyle/An Caol. Alternative routes are of course a possibility and has been added.</p>
<p>"There is no mention of care of the natural environment or conservation of wildlife. It is totally anthropocentric yet many residents care deeply about the natural environment and want to see it protected better." (1 respondent)</p>	<p>The plan reflects the aspirations expressed by residents in its sister document, the Community Action Plan, which includes a section about sustainability, environment and climate resilience (pages 24-25 of the Community Action Plan). Protection of the natural environment and conservation of wildlife has been added to the plan by emphasising the importance of continued protection for the many biodiversity and landscape designations in Lochalsh/Loch Aillse.</p>
<p>"Keep the wider community informed of the excellent work being done in order to avoid hiding lights under bushels!" (1 respondent)</p>	<p>Expresses support - no change needed.</p>

<p>"Not enough consideration of the children's requests and jobs for young people and young adults" (1 respondent)</p>	<p><i>The plan's sister document, the Community Action Plan, contains a wide range of actions to benefit young people (including employment, see page 19 onwards).</i></p> <p><i>The input from young people has been incorporated into this plan as far as possible, focussing on things which can be mapped spatially: safer walking and cycling, better public transport, improved indoor and outdoor leisure facilities, more activities for young people, more affordable homes etc.</i></p> <p><i>Additional reference to young people has been made on pages 5 and 6 (including Map 2).</i></p>
<p>"It needs far more strategic planning" (1 respondent)</p>	<p><i>It is difficult to know what the respondent has in mind without more specific information. Being a community-led plan, it reflects the views of the local community, as expressed through the existing Community Action Plan and additional subsequent community engagement. Only one person has suggested it is not strategic enough, which suggests that this is not a widespread view.</i></p>
<p>"There should be a block on any new houses until we can accommodate people in suitable care homes instead of shipping them away to Inverness or further. There should be restrictions on development for tourists including pods and sheds in gardens. we get enough visitors and now we should improve what we have already instead of adding more poor quality accommodation to the glut we have." (1 resident)</p>	<p><i>The need for social care in Lochalsh is already emphasised in the Community Action Plan (page 27), and this plan suggests the Lochalsh/Loch Aillse Hotel as a potential location for a care home if it ceases to be a hotel.</i></p> <p><i>It seems unreasonable to prohibit further housing development until the care issue is resolved – it would deprive younger people of much-needed homes in the area on the basis that older people in need of care cannot access care homes locally.</i></p> <p><i>The Community Action Plan already seeks an improvement in the quality of tourism facilities and infrastructure. This plan complements that by suggesting that new housing should be focussed on people who live and work locally.</i></p>
<p>"Nothing else to suggest except very excited at the thought of all the paths connecting the communities." (1 respondent)</p>	<p><i>Expresses support - no change needed.</i></p>

"Kinlochshiel Shinty & Community Sports Hub and Lochalsh Leisure Centre: These two should feature on the Lochalsh plan in Retain and Enhance Community Facilities & Amenities as they serve the whole area, not just the villages where they are located"

"All place names should be given in Gaelic and English. Reasons:

- This would make a very clear statement to any readers or users of the plan the importance of Gaelic heritage in Lochalsh.
- The 2022 census[1] shows that 20% of the population aged 3+ of Lochalsh and Kintail have Gaelic skills and it is important to support this sector of the population. This is 2nd highest mainland area in Scotland. The % is significant because the draft Scottish Languages Bill references 'areas of linguistic significance' and proposes them to be areas with 20% people with Gaelic skills.
- It would also demonstrate to those families who have chosen Gaelic-medium education and the pupils who are learning Gaelic as a second language that the area values Gaelic.
- A sense of place contributes to community confidence.
- It contributes to the attractiveness of the area to visitors and provides an authentic experience of Gaelic culture."

(1 respondent)

(1) *Both were already included, but the text and graphics have been enhanced to emphasise this.*

(2) *Gaelic placenames have been added.*

Auchtertyre & Kirkton / Uachdar Thìre & An Clachan Aillseach

COMMENT	CHANGE TO THE PLAN
"Affordable supermarket in the business park" (1 respondent)	<i>The suggestion of a supermarket has been added to the plan.</i>

Balmacara & Reraig / Baile Mac Ara & Reàraig

COMMENT	CHANGE TO THE PLAN
"Forest school" (1 respondent)	<i>This has been added to the plan.</i>
Pedestrian Crossings and bus stop upgrade at the western junction with the A87: suggest removing this due to unsafe location on the A87..	<i>This change has been made.</i>
Remove reference to restoration of the Ice House.	<i>This change has been made.</i>

Dornie / An Dòrnaidh

COMMENT	CHANGE TO THE PLAN
"Gym - Dornie is 'accessible' from all areas" (1 respondent)	<i>The suggestion of a gym has been added to the plan.</i>
"Placemaking Priorities : Include tackling traffic congestion. Pedestrian Crossings : Suggest better signposting for the underpass rather than creating a pedestrian crossing at the bus stops beside the castle. Car parking : there is already significant shortage of parking for locals and visitors in Dornie. This needs to be addressed as a priority before further developments are undertaken." (1 respondent)	<i>All suggested additions have been made. The draft Plan's proposal for a pedestrian crossing at the castle has, however, been retained as the walking route via the underpass is a circuitous route to/from the southbound bus stop.</i>
"My recommendation [is] that the 20mp zone in Dornie is extended to the end of the Bundalloch road. It currently ends just where the road narrows! There are about another 50 houses in the 3/4 mile beyond it and particularly where it ends, there's no verge to walk on far less put a pram or a wheelchair. I think there's a category of roads 'Quiet Roads' which has signage to indicate walkers, cyclists and cars all use the road." (1 respondent)	<i>This has been added to the plan.</i>

Glenelg / Glinn Eilg

COMMENTS	CHANGES TO THE PLAN
<p>Summary of suggestions from representatives of various community groups via a Zoom discussion:</p> <ol style="list-style-type: none">Housing: expanding the population is a priority, particularly for younger people, families and key workers (e.g. medical and ferry staff) who need affordable or seasonal accommodation. There should be a range of affordable accommodation available, such as plots, shared equity and woodland crofts. The plan should contain a presumption in favour of such housing, and also identify a number of specific sites in and around the village.Additional community facilities: the plan should also make provision for community growing space (e.g. on former agricultural land at Moyle/A'Mhaoile), new workshops for business use, a new co-working space or men's shed, and a replacement mountain rescue base.	<p><i>The plan has been updated as suggested.</i></p>

Kyle of Lochalsh / Caol Loch Aillse

COMMENTS	CHANGES TO THE PLAN
"A pronounced involvement in the use of young people's talents centered on a Youth Club facility supported by the community all year round" (1 respondent)	<i>The suggestion of a youth club facility has been added to the plan.</i>
"Dentist and orthodontist" (1 respondent)	<i>The need for dental services to be reinstated has been added to the plan. Discussions are already underway with NHS Highland.</i>
"There needs to be a mix of housing in Kyle. There is no balance between social housing, former council houses and private homes. Any suitable building land should be offered as individual plots for self build with permanent residence a legal requirement. A better social mix is required and will make Kyle a more desirable place to live. Currently it is viewed as a last resort just to get a cheap house. Such housing options will make it more desirable for professionals in the area. For example, none of our doctors live in the community they serve. Housing and social opportunity are the main barriers." (1 respondent)	<p><i>The overall plan already prioritises the need for affordable housing for people who live and work locally, in Kyle/An Caol and every other settlement in Lochalsh/Loch Aillse. Self-build is one of a number of options for delivery of affordable housing; it will be added to the list of options in the plan, alongside others which are more accessible to people with less money such as shared or community ownership.</i></p> <p><i>The wider package of proposals for Kyle/An Caol are specifically designed to make the village an easier and more desirable place to live, exactly as suggested.</i></p>
Summary of a longer response about housing site 2: no objection to housing on the site, but it includes some mature trees to the rear of existing properties and should be designed and developed sensitively, with community involvement, particularly given the scale of the site.	<i>The south-western boundary has been amended to exclude the wooded area, and a note included about the sensitivity and scale of the site and the need for community involvement in the design process.</i>

Plockton / Am Ploc

COMMENT	CHANGE TO THE PLAN
The public car park needs to be extended to increase its capacity, and the opportunity could also be taken to provide other such facilities such as a jetty, seating, workshops and toilets/showers. (summary of comment from 1 person)	<i>The suggestion has been added to the plan.</i>
Road safety improvements are needed between the new houses at Burnside and the school, particularly at the crossing point near the rail bridge where there are no footways (summary of comment from 1 person)	<i>The suggestion has been added to the plan.</i>

Stromeferry/Pòrt an t-Sròim and Achmore/An-t-Achadh Mòr

COMMENTS SUMMARY	CHANGES TO THE PLAN
<p>Summary of suggestions from the Community Council:</p> <ol style="list-style-type: none"> Affordable homes: the community is keen to see young families return and the population grow, which needs more affordable homes. Water and sewerage constraints: water pressure in Stromeferry/Pòrt an t-Sròim and sewerage capacity in Achmore/An-t-Achadh Mòr need to be improved to enable development. Former Marconi yard: the site is a blight on the village in its current state. Many people would like to see this become public greenspace and/or housing (noting that the land's suitability for building is unknown as it is reclaimed), rather than developed for heavy or noxious industrial purposes (particularly aquaculture) because of the poor access, and disturbance to nearby householders from noise and smell. Aquaculture / fish farming on Loch Carron/Carrann: people are concerned about an increase to the 16 cages already on Loch Carron/Carrann, because of marine habitat pollution; 24 hour noise, smell and light pollution for residents; and shore-based industrial operations in residential areas. A moratorium on further fish farming proposals has been suggested pending resolution of these issues with operators and local communities, and removal of unused cages and equipment. Former Stromeferry Hotel: the ruined buildings are a blight on the community. Renovation and reopening seems unlikely, so the Highland Council is urged to support future plans to demolish the buildings, tidy up and/or redevelop the site. More community-focussed development: a desire for more community gathering spaces (e.g. a cafe or pub) and affordable homes for people who live or work locally. Pedestrian safety and links between the villages: to create a safe link between the facilities in the two villages, Achmore/An-t-Achadh Mòr and Stromeferry/Pòrt an t-Sròim Paths Group proposes a footway alongside the A890 between the Achmore/An-t-Achadh Mòr and Stromeferry/Pòrt an t-Sròim junctions,. There should also be a 20mph speed limits in each village. Improve old hill path between villages: the local community is actively trying to reconstruct the old hill path as a rough footpath (as distinct from inaccessible cycling/walking route). Rural path network: the community is keen for the villages to be linked to the wider network of off-road paths and trails in the area, including off-road mountain biking for young people. 	<p><i>Taking each point individually:</i></p> <ol style="list-style-type: none"> The villages' aspiration for population growth has been noted as suggested. Water and sewerage constraints: the plan has been updated to suggest that these constraints are tackled as suggested. Former Marconi yard - the plan will be changed as follows: <i>The yard appears to be derelict and unused. The owner is encouraged to engage with the local community about its future, and the Council to use its influence and powers to support. Redevelopment of the site should incorporate public greenspace with path network and access to the shore & beach beyond, and could include affordable housing for people to live & work locally and community or small business use which does not cause nuisance for residents though noise etc.</i> <i>The site is not appropriate for heavy industrial or aquaculture use due to impacts from noise, smell and industrial activities in a residential area and poor vehicular access (steep, narrow residential road with no footway and sharp bends).</i> Aquaculture on Loch Carron/Carrann: the plan has been updated that, whilst fish farming is an important part of the local economy, there are concerns about the current impact, and particularly of any future expansion on marine habitats (the loch is a Nature Conservation Marine Protected Area), and the noise, smell & light pollution. Derelict cages and equipment should be removed from the loch with a moratorium on further expansion pending resolution of these issues.. Former Stromeferry/Pòrt an t-Sròim Hotel: the plan has been updated to urge the Highland Council to help the owner to demolish the ruined buildings, tidy up and/or redevelop the site.. Safe link between the villages: the alignment of the proposed active travel route between the village has been clarified to reflect the route proposed by the Paths Group, and the plan has been updated to propose design to accessible standards, 20 mph speed limits in both villages and appropriate signage/road markings to compensate for the lack of footway in Stromeferry/Pòrt an t-Sròim. More community-focused development: the plan has been updated to include a general aspiration for this kind of development in the villages. Improve old hill path between villages: this has been added to the plan. Rural path network: the plan has been updated to emphasise the need for connections from the villages to the wider network of off-road walking and cycling routes, including for mountain biking.

<p>With the support of the local Community Council, Achmore/An-t-Achadh Mòr and Stromeferry/Pòrt an t-Sròim Paths Group has already established a preferred route for a safe and accessible pedestrian route between the two villages, involving construction of a new path along the north-west verge of the A890 between the junctions for the villages. The Group is currently seeking funding for a study to progress design of the route, and requests that the Local Place Plan records the need for a safe pedestrian connection between the two villages in line with the Highland Council Road Safety Plan to 2030.</p> <p>The Group has also requested some corrections to the Active Travel Initiative: Foot and Cycle Path Study (which was linked to from the Local Place Plan), which have been fed back to the Study's author.</p>	<p><i>The plan has been updated to reflect the Path Group's suggestions, as described in point 6 on the previous page.</i></p> <p><i>The Active Travel Study has been updated.</i></p>
<p>Summary of telephone discussion with local resident about the former Marconi yard in Stromeferry/Pòrt an t-Sròim (1 respondent):</p> <ul style="list-style-type: none"> • Site is currently unsightly with industrial materials and a crane seemingly dumped there and not used. • Industrial use not appropriate given proximity to houses, poor access and importance of tourism to the local economy. • Ideally it should be greenspace with a path to the beach just to the east. 	<p><i>Plan has been changed as described in point 3 on the previous page.</i></p>
<p>Summary of telephone discussion with local resident about the former Marconi yard in Stromeferry/Pòrt an t-Sròim: concerned about future use relating to aquaculture / fish farming because smell and noise in a residential area (1 respondent)</p>	<p><i>Plan has been changed as described in point 3 on the previous page.</i></p>
<p>Summary of telephone discussion with local resident about the former Marconi yard in Stromeferry/Pòrt an t-Sròim: concerned about future use relating to industry or aquaculture / fish farming because of poor road access and marine pollution concerns, suggests the site should be greenspace (1 respondent)</p>	<p><i>Plan has been changed as described in point 3 on the previous page.</i></p>
<p>"Stromeferry does not want an industrial site at the old Marconi site or the hotel, and I would want that removed from the plan, as would I think other residents. I have no issue with leisure or housing." (1 respondent)</p>	<p><i>Plan has been changed as described in point 3 on the previous page.</i></p>
<p>"A tunnel between North & South Strome" (1 respondent)</p>	<p><i>The plan already includes this as one of the options for completing the A890 Stromeferry by-pass.</i></p>

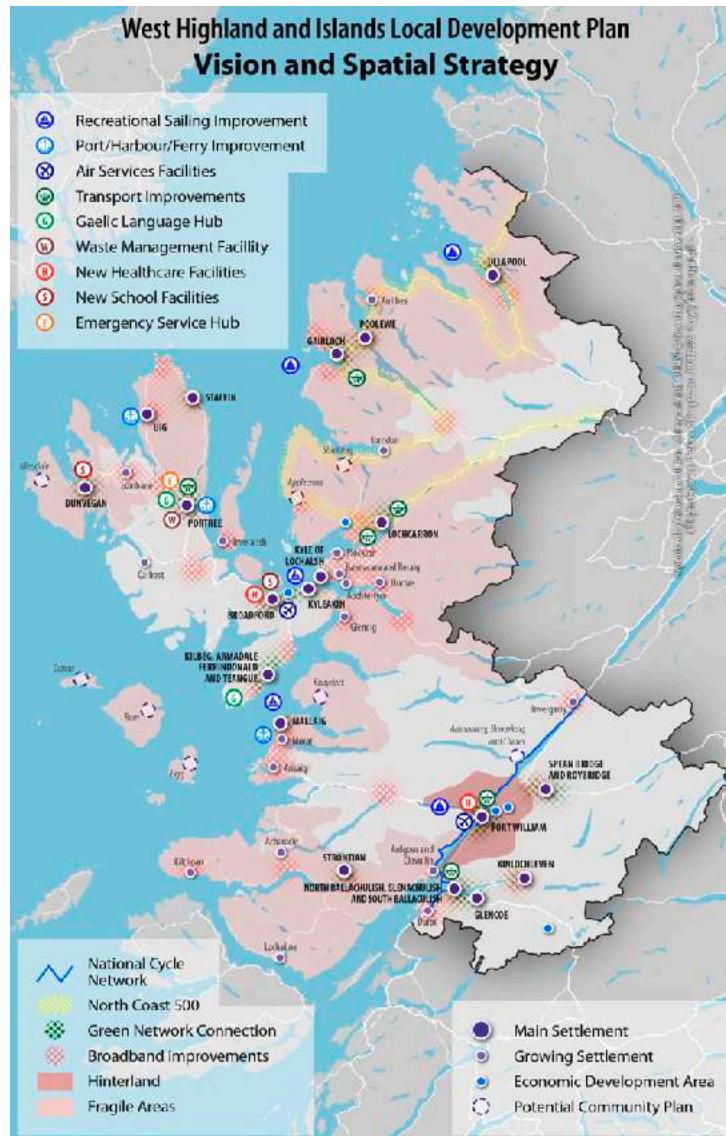
<p>Summary of a longer submission and telephone discussion about Strome ferry/ Pòrt an t-Sròim (1 respondent):</p> <ul style="list-style-type: none"> • Old hotel site shown as derelict includes private garden ground. • Poorly maintained railway bridge should be included. • 20mph speed limit needed. • Old Marconi yard should be limited to community recreational use. It is unsuitable for industrial use (especially aquaculture) because of proximity to houses, noise, smell and poor access. • Water supply and sewerage capacity need to be upgraded before more development can take place. requires upgrading before any more houses or businesses are planned. • Too much investment and new development for the benefit of tourists and nothing for local people. 	<p><i>Taking these points individually:</i></p> <ul style="list-style-type: none"> • <i>Former hotel: the plan has been revised to exclude private garden ground.</i> • <i>Rail bridge: this is a maintenance issue for Network Rail and the Highland Council.</i> • <i>20mph speed limit: this has been added to the plan (see point 6 on page 66 above).</i> • <i>Former Marconi yard: the plan will be changed as described in point 3 on page 67 above.</i> • <i>The need to tackle water and sewerage constraints has been added to the plan (see point 2 on page 66 above)).</i> • <i>The changes to the Strome ferry section of the plan will provide benefit for local people.</i>
<p>“The path that is drawn in Strome ferry village behind derelict hotel has no safe way down. Please delete. ... Use the road.” (1 respondent)</p>	<p><i>The path route has been amended as explained in point 6 on page 67 above.</i></p>
<p>“Mountain bike park in the forestry area at the glen along with parking, toilets, showers and cafe/shop. Redevelop the pub in Strome ferry. More walking routes linking old forestry roads. This is a good area for leisure development. Public transport - train service is useless! No bus service at all. Young people are not able to go anywhere independently. Woodland crofts e.g. Fernaig trust land or forestry land.” (1 respondent)</p>	<p><i>The potential for a mountain bike park has been added to the Lochalsh/Loch Aillse-wide map.</i></p> <p><i>The plan suggested that the ruined pub (hotel) should be demolished, and includes redevelopment as an option.</i></p> <p><i>Development of off-road walking and cycling routes is already included in the plan.</i></p> <p><i>Woodland crofts are already included in the Community Action Plan (page 25) and the Loch Duich/Loch Dubhthaich map of this plan. They have been added to the overall map under the affordable housing heading.</i></p> <p><i>Improved public/community transport is already proposed in both the Local Place Plan and the Community Place Plan.</i></p>

<p>Summary of a longer submission (1 respondent):</p> <ul style="list-style-type: none"> Upgrade Achmore/An-t-Achadh Mòr sewerage. Affordable housing in Achmore/An-t-Achadh Mòr should focus on site 3; site 1 has drainage issues. Redevelop Stromeferry/Pòrt an t-Sròim Hotel as a community pub/meeting place. Create pontoons in Stromeferry/Pòrt an t-Sròim for leisure/commercial access. 	<p><i>Taking these points individually:</i></p> <ul style="list-style-type: none"> <i>The plan now notes the need to tackle potential sewerage constraints in order to enable construction of more homes.</i> <i>Location of affordable housing in Achmore/An-t-Achadh Mòr – the drainage issues have been noted in the plan and the sites renumbered to focus on site 3.</i> <i>Redevelopment of Stromeferry/Pòrt an t-Sròim Hotel – the plan has been revised as described in the comment immediately above.</i> <i>Pontoons could be created as part of future redevelopment of the former Marconi yard in Stromeferry/Pòrt an t-Sròim for public greenspace as is now suggested in the plan.</i>
<p>Summary of longer submission (1 respondent):</p> <ul style="list-style-type: none"> Concern at the plan seeking to restrict the use of privately owned land and operations, rather than encouraging engagement and discussion with owners to resolve issues. The plan should focus on basic utilities such as the need for superfast broadband and mains electricity to all homes. 	<p><i>The relevant sections of the plan have been updated with a more positive tone, and the need for basic utilities such as broadband and mains electricity has been added to the Lochalsh/Loch Aillse-wide map.</i></p>

APPENDIX 4: LOCAL DEVELOPMENT PLAN EXTRACTS

This appendix contains extracts from the West Highland and Islands Local Development Plan, adopted in 2019, which directly relate to Lochalsh/Loch Aillse.

The full document can be seen at www.highland.gov.uk/info/178/development_plans/582/west_highland_and_islands_local_development_plan



4.2 Kyle of Lochalsh | Caol Loch Aillse

4.7 Kyle of Lochalsh is a gateway to the Isle of Skye and Western Isles. It is an important service, employment and tourism centre in Lochalsh. Much of the settlement has an attractive outlook over Loch Alsh and the distinctive landscape in northern parts of the settlement and its setting are recognised by its designation as part of the Kyle-Plockton Special Landscape Area (SLA). The settlement has developed around its busy harbour and train station.



4.8 Areas of rocky, steep and carbon rich soils and the physical barrier of Loch Alsh limits development potential in much of the settlement. There are some opportunities for small scale infill development and regeneration within the settlement. There is also potential for expansion and intensification of use at the village hall site within the community. Larger short and long term development opportunities are concentrated in the northern part of the settlement. The Plock of Kyle is an asset to the community and there are further opportunities to build upon its recreational and tourism potential as well as potential for a limited amount of new housing development.

4.9 Limited availability of parking, particularly in the busy summer months is a widely recognised issue in Kyle. Long term solutions to provide additional parking are currently being explored including commuted payments for all development expected to generate a net increase in demand for off site parking.

4.10 Development in Kyle of Lochalsh has the potential to have a likely significant effect on the Inner Hebrides and the Minches Special Area of Conservation (SAC) and/or the Lochs Duich, Long and Alsh Reefs SAC, alone or in combination with other developments affecting the SACs. Any development of sites KL07 or KL09 will be required to assess and demonstrate appropriate mitigation measures which ensure avoidance of any adverse effect on the integrity of the Inner Hebrides and the Minches SAC and the Lochs Duich, Long and Alsh Reefs SAC.

4.11 Other important natural heritage designations include the Loch Duich, Long and Alsh Marine Protected Area (MPA), the Loch Carron Marine Consultation Area, and the Kyle-Plockton SLA.

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.

Settlement Map Legend

Settlement Development Area	Town Centre	Land Uses
		 Housing
Roads and Access	Open Space	 Community
 Core Path (existing)	 Green Network	 Long Term (Housing)
 Proposed Road Safeguard	 Cherished Open Space	 Business
		 Mixed Use
		 Industry
		 Long Term (Mixed Use)
		 Retail

Kyle of Lochalsh Map



Development Sites

Housing

KL01

KL01: Kyle North

Use: Housing **Area (ha):** 4.2 **Indicative Housing Capacity:** 30

Developer Requirements: Developer to prepare masterplan for the site in consultation with environmental agencies and other stakeholders, to be agreed with the Council who may adopt this as Supplementary Guidance; Watercourse to be bridged, not culverted; Minimum 6 metre buffer between watercourses and development; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Protect and enhance existing trees, woodland, and/or green network; Protected species survey; Transport Assessment; Active travel connection required to village amenities; Peat management plan to demonstrate how impacts on peat have been minimised and vegetation survey to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; Landscape and visual impact assessment; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Kyle-Plockton SLA; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation.

KL02

KL02: Opposite Clan Garage

Use: Housing **Area (ha):** 0.6 **Indicative Housing Capacity:** 7

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protect and enhance existing trees and woodland wherever possible; Protected species survey may be required; Transport statement; Commuted parking contribution if parking requirements cannot be met on site; Improve active travel connection to village amenities; Land Contamination Site Investigation required; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Kyle-Plockton SLA.

KL03

KL03: Langlands Terrace

Use: Housing **Area (ha):** 0.5 **Indicative Housing Capacity:** 6

Developer Requirements: Transport statement and adoption of Langlands Terrace; Active travel connection required to village amenities; Commuted parking contribution if parking requirements cannot be met on site; Peat management plan to demonstrate how impacts on peat have been

minimised, and vegetation survey to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; Survey and evaluation of farmstead remains prior to removal.

KL04

KL04: Kyle North (Long Term)

Use: Long Term Housing **Area (ha):** 6.7

This is identified as a 'Long Term Site'. These sites indicate the likely preferred direction for growth beyond the initial Plan period. They are not being invited for development within this period and therefore developer requirements have not been identified in this Plan. More information about Long Term Sites is provided in the Glossary.

Mixed Use

KL05

KL05: West of Wemyss Place

Use: Mixed Use (Housing, Community) **Area (ha):** 0.6 **Indicative Housing Capacity:** 6

Developer Requirements: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Protect and enhance existing trees and woodland wherever possible. Compensatory planting may be required; Protected species survey; Transport Statement; Retain and where possible enhance the core path network. High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Kyle-Plockton SLA.

KL06

KL06: Corner of Main Street and A87

Use: Mixed Use (Housing, Business/Tourism, Retail) **Area (ha):** 0.05 **Indicative Housing Capacity:** 12

Developer Requirements: Development in accordance with conditions of planning permission 15/02637/FUL. If a new application is submitted then the following requirements must be addressed: Setback from existing trees; Commuted parking contribution if parking requirements cannot be met on site; High quality of architectural siting and design.

KL07**KL07: Plock of Kyle**

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 49.7 **Indicative Housing Capacity:** 5

Developer Requirements: Minimum 6 metre buffer between watercourse and development; Assessment and resolution of any slope stability issues; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Protect and enhance existing trees and woodland with integration to the green network; Protected species survey; Development proposals should be accompanied by recreational management plan; Retain and where possible enhance the core path network; Development Proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches and Lochs Duich, Long and Alsh Reefs SACs or Loch Duich, Long and Alsh MPA (including during construction as well as any operational activities that arise from development); Upgrade access in consultation with Transport Scotland; Commuted parking contribution if parking requirements cannot be met on site; Site History and possible Land Contamination Site Investigation; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Kyle-Plockton SLA; Possible archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Siting and design should not adversely affect the setting of the Station and Pier Listed Building.

KL08**KL08: South of A87**

Use: Mixed Use (Business/Tourism, Industry, Retail) **Area (ha):** 1.8

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Transport Statement and possible Transport Scotland consultation if there is an impact on traffic or access from A87; Commuted parking contribution if parking requirements cannot be met on site; Site History and possible Land Contamination Site Investigation; Siting and design should not adversely affect the setting of the Station and Pier Listed Building.

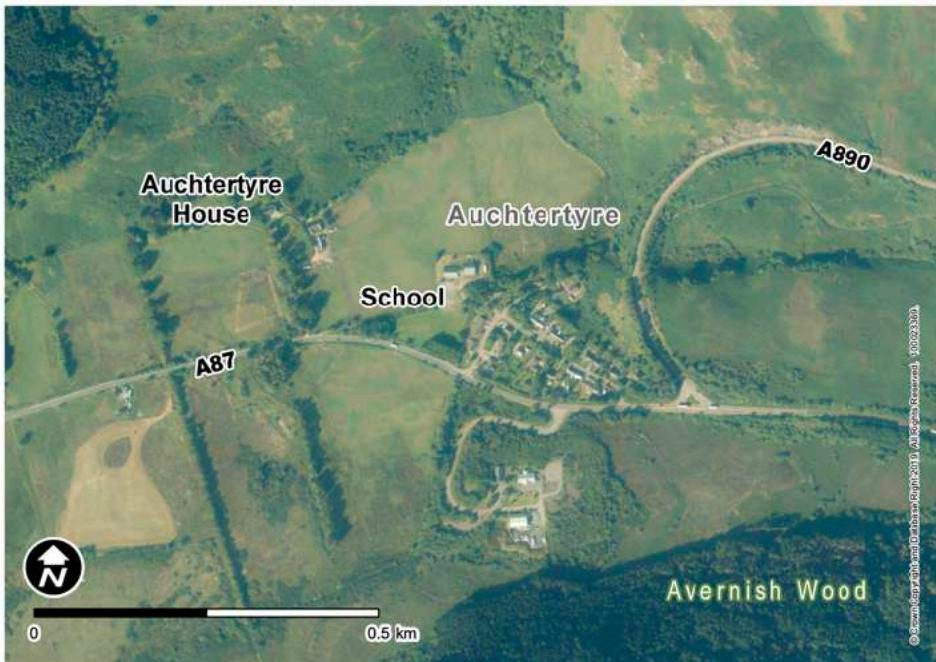
Industry**KL09****KL09: Kyle Harbour**

Use: Industry **Area (ha):** 5.3

Developer Requirements: Flood Risk Assessment required to inform layout and design. Only low vulnerability uses or operationally essential uses in areas shown to be at risk of flooding, to be accompanied by resilience measures; Protected species survey; Development Proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches and Lochs Duich, Long and Alsh Reefs SACs or Loch Duich, Long and Alsh MPA (including during construction as well as any operational activities that arise from development); Commuted parking contribution if parking requirements cannot be met on site; Site History and possible Land Contamination Site Investigation; Consultation with Health and Safety Executive due to notifiable hazard on site; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Siting and design should not adversely affect the setting of the Station and Pier Listed Building.

4.6.1 Auchtertyre | Uachdar Thire

Map 4.4 Auchtertyre



Placemaking Priorities - Auchtertyre

- To make the most of Auchtertyre's locational advantages and to mitigate its constraints.
- To rationalise the village junctions with the A87 most sensibly by creating a new junction with better visibility at the western edge of the settlement.
- To support housing development close to the primary school subject to adequate servicing.
- To be more flexible in land use terms to attract new enterprises and jobs to the business park and adjoining land including the possibility of tourism related enterprises.
- To safeguard local natural heritage interests including woodlands.

Issues

- Auchtertyre has competitive locational advantages over other settlements within Lochalsh. It has trunk and A road commercial visibility and connectivity, it has a relatively new primary school and business park both with spare capacity, and has relatively flat land which is free of ownership and crofting restrictions.
- However, there are also other development factors that constrain development opportunities: poor ground conditions/surface water drainage issues; limited sewerage facilities and the length of pipe connection to reach a sea loch outfall; trunk road severance and need for improved access/traffic calming; locally important agricultural land; steep ground to the north and lack of winter sunlighting.

4.6.3 Balmacara and Reraig | Baile Mac Ara agus Rèaraig

Map 4.6 Balmacara and Reraig



Placemaking Priorities - Balmacara and Reraig

- To locate development as close as possible to the core of each settlement and where adequate servicing can be achieved.
- To secure a mix of uses including the completion of the shinty pitch and associated facilities at Reraig, a tourist/community facility most sensibly at the former caravan park at Balmacara and housing infill or croft based development elsewhere.
- To preserve views from the A87 major tourist route by retaining the tree screen at Balmacara and preventing seaward side of the road development at Reraig.
- To safeguard local natural heritage interests, particularly woodlands that contribute to the setting of Balmacara and Reraig

Issues

- Although not significantly sized, Balmacara and Reraig have grown at the same rate as other Lochalsh settlements due to lesser constraints in accommodating local need and market demand.
- Both have adequate access off the A87 trunk road, limited sewerage capacity, and relatively good aspect, gradient and ground conditions. Most importantly, land ownership and crofting restrictions have not inhibited the release of sites for development at these locations.
- The following development factors shape development opportunities: prominence from the A87 major tourist route, locally important croft land and areas of woodland with amenity and other value.

4.6.4 Dornie | An Dòrnaidh

Map 4.7 Dornie



Placemaking Priorities - Dornie

- To support Dornie's continued role as a local housing, tourism and agricultural employment centre.
- To safeguard Dornie's attractive loch side setting, views of it from the A87 tourist route and public views over open water.
- To support infill development, particularly closer to the settlement's facilities and where suitable servicing can be undertaken.
- To safeguard local natural heritage interests, particularly woodlands that contribute to the setting of Dornie.

Issues

- The following development factors shape development opportunities: the attractive outlook over Loch Long which is part of a Special Area of Conservation; the prominence of development from the key A87 tourist route; the high quality of local in bye croft land; limited sewerage capacity (although this could be expanded in response to proven demand); the limited capacity of the spine access road and the location on the edge of the Kintail National Scenic Area.
- Dornie has experienced significant recent expansion in terms of affordable housing, day care provision and a business use refurbishment of Graham House but there is little developable and available land left on which to support further growth.
- The closeby and internationally renowned tourism asset at Eilean Donan Castle, which has good pedestrian links to the village, yields tourism trade and employment for Dornie.

4.6.5 Glenelg | Glinn Eilg

Map 4.8 Glenelg



Placemaking Priorities - Glenelg

- To consolidate additional housing, community facilities and employment opportunities as close as possible to the historic core of the village at Kirkton and its supporting community facilities.
- To allow more dispersed single private housing plots in Galltair particularly on the Glebe land.
- To encourage continued community empowerment and local land use planning initiatives.
- To retain and enhance local green networks along the coastal edge and including the areas of woodland.
- To protect the fabric and setting of the Barracks.
- To investigate the potential for an authorised campsite close to the village centre to offset the impact of wild camping and to diversify the range of local tourist accommodation/facilities.
- To safeguard local natural heritage interests, including (but not limited to) the Inner Hebrides and the Minches Special Area of Conservation (SAC), Cosag Sallow Carr Site of Special Scientific Interest (SSSI), and the woodlands that contribute to the setting of Glenelg.

Issues

- Glenelg serves a wide, remote, fragile peninsula within Lochalsh and therefore has a relatively good range of facilities for its size. It is served by a single lifeline road link, albeit seasonal ferry connections also exist which bring passing tourist trade.
- Limited capacity exists in all infrastructure networks but site preparation costs will be high on the poorer but available croft land.
- The following development factors shape development opportunities: built heritage features at Kirkton and the scheduled monument Barracks; steep or poorly drained ground away from the coastal edge; locally important croft land especially at the southern end of the village and the land availability restrictions; coastal and river flood risk areas and the tree lined 'village approach road' and other clusters of amenity woodland.

4.6.6 Plockton | Am Ploc

Map 4.9 Plockton



Issues

- Plockton is a key tourist destination village, conservation area (which may merit review by the Council during the Plan period), and employment centre in the Lochalsh area. It also has spare water, sewerage, high school and primary school capacity. It benefits from a rail connection and a relatively good, sheltered, microclimate. The water and sewerage network may require extension.
- However, its constraints to development outweigh these advantages. The built heritage quality is a constraint to growth as well as an asset. The single spine road into the main village only has one point of access and is congested by width, alignment, on road parking and lack of suitable turning opportunities. Perhaps most importantly, National Trust ownership and crofting interest control continue to restrict the availability of land for development to such an extent that no significantly sized, viable sites are likely to come forward. There may be limited development potential on the common grazings subject to ground conditions.
- The following other development factors shape development opportunities: the absence of flat, well drained, infill sites within the old part of the village; listed buildings and archaeological sites; the adjacent Inner Hebrides and the Minches Special Area of Conservation (SAC), designated for harbour porpoise; the attractive seaward outlook afforded by most parts of 'old Plockton'; important public views from Harbour and Cooper Street over Loch Carron and the restricted railway bridge junction visibility close to the High School.

Placemaking Priorities - Plockton

- If there are any changes in the ownership and crofting position then expansion would most sensibly located in the newer part of Plockton close to the High School subject to comprehensive servicing and where it will not compromise the historic core of the village.
- Otherwise, development opportunities will be limited to very minor infill proposals subject to heritage and servicing factors.
- The community has aspirations to improve parking and pier facilities but land availability, funding and heritage constraints may curtail this potential.
- The implications of the constraints listed above and the expressed opinion of the community are to divert growth elsewhere.





Lochalsh Collaborates