

Minutes of Meeting held 18:15 on Monday 27 August 2018 at Kilmallie Community Centre

Present

Kilmallie Community Council

Christine Hutchison (Chair)
Russell Leaper
Jan MacLugash
Jim Ramsay

John McHardy
Stuart Graham (ThreeSixty Architecture)

8 members of the public

Highland Council

Cllr Allan Henderson
Cllr Denis Rixson
Cllr Ben Thompson

Apologies

Carol Anne Campbell
Mandy Ketchin
Sgt Ross McCartney (Police Scotland)

1. Declarations of interest

None.

2. Treasurer's report

The total balance available on 01/08/2018 was £1427.20. Current income is not sufficient to support the printing costs of the newsletter. An application for discretionary funding to support the newsletter had been prepared and would be submitted. Other possible funding was discussed including establishing a Paypal account to make it easy for people to make donations towards the newsletter. It was also agreed to ask those involved with Westword how they managed their printing and what was the page costs.

3. Consultation on Blar Mor masterplan and proposed housing developments on the Blar

John McHardy from Highland Council and Stuart Graham from ThreeSixty Architecture attended to discuss their proposed housing development on land to the east of the Police Station. KCC had already submitted comments on the two related planning applications based on input at the consultation event (18/03314/MSC and 18/03647/PIP). The current application is for 'Planning in Principle' which would normally just cover the strategic issues including transport implications and environmental impact. Mr McHardy explained that they had provided more detail than usual on the design of the individual houses in order to speed up the process towards a full planning application. However, there are many major issues associated with the development that still need to be considered. Many of these issues relate to whether the site is an appropriate place for a major housing development, and how it would impact on environmental obligations, the town and wider area. It was noted that it was strange for Highland Council to be providing details of the individual building designs before these wider issues had been considered. Scottish Planning Policy specifically requires the developer to assess the likely effects of developments on carbon dioxide (CO₂) emissions but this information was not yet available. Concerns were raised about the impact of the development on traffic flows, particularly between the Blar and town centre which has had another summer of severe congestion. Mr McHardy noted that the predicted traffic levels are likely lower than they would have been for the Tesco supermarket but others noted that the current levels of traffic are already causing severe congestion and so an increase will be cause further difficulties. Suggestions were made for specific provision for play areas for young children, more integration of accessible housing, a direct route to the medical centre and High School for walkers and cyclists, efficient heating through communal heating systems (e.g. ground source heat pumps) and specific provisions for bus connections. Mr McHardy undertook to consider these suggestions and also to respond to the comments of KCC on the planning application.

4. Consultation related to Transport Scotland's design proposal for a pedestrian crossing on A830 at Corpach Co-op

The consultation event was advertised in the newsletter and notices were also delivered to the properties most likely to be affected, including the Co-op. The proposed design that was discussed resulted in loss of some parking spaces on both sides of the road in order to meet the minimum visibility distances for traffic at 30mph. For eastbound traffic, 8 spaces are lost and 3 retained, for westbound traffic 5 spaces are lost and 6 retained. In addition the bus stop was moved 60m east such that the bus would stop on the road rather than in a lay by. Both of the current traffic islands would also be removed. There was considerable discussion about the merits of this proposal, but it was acknowledged that it was the best that was likely to be achieved in order to provide a controlled crossing for those who really need it to allow them to cross the road with confidence. It was noted that if the speed of the traffic could be reduced to 20mph for a short zone either side of the crossing then the shorter sightlines could result in less loss of parking. However, Transport Scotland had previously indicated that achieving a 20mph speed restriction was unlikely. However, 20mph limits through villages are becoming more common including some on trunk roads and are currently the subject of a private members bill in the Scottish Parliament. It was agreed by all at the meeting that Kilmallie Community Council should recommend that the pedestrian crossing proposal is implemented. In addition it was agreed to continue to push for a 20mph zone in the centre of Corpach and 30mph at the Banavie swing bridge where a crossing had also been considered. The swing bridge remains a particular concern because many people cross in an area of poor sight lines with a current speed limit of 40mph

5. Presentation by Ferguson Transport on new plans at Annat

Due to a traffic accident, no one was available to give the presentation which was deferred to the September meeting.

6. Update on meeting with SSE regarding Coire Glas pumped storage scheme

Three members of KCC had met with Corinna Scholes and Sean Kelly of SSE on 12 July to discuss their proposed scheme. An earlier scheme had been given planning permission and the current discussions related to a proposal for a larger scheme with higher generating capacity. The main aspect that will affect Kilmallie related to this development is the transport of rock. The current estimates of 3.9 million tons are maximum 'worst case' scenarios. This would require around 80,000 lorry movements or transport by canal. All agreed that this level of road traffic would not be acceptable. SSE were meeting with Scottish Canals to discuss transport by canal and said that this was their preferred option. Barges would take around 1000 tons. Plans are currently very uncertain on amount of rock which depends on geological surveys, where the turbine house is situated relative to Loch Lochy and how much is re-used in the dam. The destination for the rock has also not been determined and may go north or south along the canal. It was agreed to maintain contact with SSE as the project develops and more details are available.

7. Complaints of smell from Duiskey

A Fassfern resident had complained about the smell from the Duiskey landfill site. SEPA had been in touch with the operator and were investigating further.

8. A830 sunken waste water gully drain covers in Corpach

Several waste water gullies along the A830 in Corpach are below the level of the road surface. HGVs often run over these creating a loud noise. These also cause problems for cyclists. Some of these have been marked by cones or paint and it was agreed to write to BEAR to request that they are repaired. It was noted that this was a common problem throughout the road network.

9. Corpach railway station building

KCC had been informed that the future of Corpach Station had been discussed by the Community Rail Partnership because the building has been closed for some time and ScotRail are considering possible demolition. The building was designed by Simpson and Wilson, built by Robert McAlpine and Sons and is typical of small railway stations of the period. It was noted that the building was of historical significance and also contributed to the experience of passengers on the West Highland line including the very popular Jacobite steam train. It was agreed that efforts should be made to avoid demolition and there were many

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uses for the building but that it would require considerable work to restore it to a state where it could be used.

10. Potential Loch Linnhe Harbour Authority

There are concerns that proposed developments at Corpach harbour that could involve an LNG terminal and deep water port will have a range of impacts on Corpach and the wider area along Loch Linnhe. A port authority with strong community involvement could help to mitigate those impacts whereas it would be more difficult to address these if there was an authority that was controlled by individual business interests. Highland Council had commissioned a study in 2015 which had concluded that a port authority was not financially viable, but at the time this was mainly focussed on encouraging cruise ships and the area considered did not include Corpach or the Underwater Centre pier. It was agreed to further pursue the idea of a Trust Port with strong community involvement and to request that Highland Council revisit their previous appraisal in the light of potentially greatly increased shipping traffic.

11. Glenloy Woodlands Long Term Forest Plan and Forest Certification

KCC had been approached to comment on this plan and had received comments from a Glen Loy resident. KCC endorsed these comments and particularly those related to maintaining public access during forestry operations.

12. Highland Council review of the Community Council Scheme

Highland Council had distributed a long questionnaire related to a review of the Community Council Scheme. It was agreed to try and respond to this questionnaire as a joint response from the Community Council rather than as individuals.

13. Banavie war memorial

KCC had been informed that a stonemason had been contracted to undertake the cleaning work which will be completed by November. JR is still investigating the possibilities for improved access.

14. Next meeting

The next meeting of KCC will be at 19:15 on Monday 24 September in Kilmallie Community Centre.