

West Highland and Islands Local Development Plan (WHILDP) - Consistent, Consensus and Actionable Outcomes

OUTCOMES	ECONOMIC GROWTH ENCOURAGED	PLACES BETTER DESIGNED	RESOURCES MANAGED	COMMUNITIES AND DEVELOPMENT SUPPORTED
<p>National Outcomes (Source: Scottish Government: last updated December 2011)</p>	<p>Scotland is the most attractive place for doing business in Europe.</p> <p>Better educated and skilled workforce.</p> <p>More and better employment opportunities.</p>	<p>Well designed, sustainable places</p>	<p>Reduced environmental impact of consumption and production</p> <p>A protected, enjoyed and enhanced natural / built environment</p>	<p>Longer, healthier lives</p> <p>A stronger, fairer and more inclusive national identity</p> <p>Empowered and more self reliant communities, young people and the elderly</p> <p>Safer from crime, disorder and danger</p> <p>Reduced inequalities</p> <p>Higher quality and more efficient and responsive public services</p>
<p>National Planning Outcomes (Source: National Planning Framework 3: 2014)</p>	<p>Planning makes Scotland a successful, sustainable place – supporting sustainable economic growth and regeneration</p>	<p>Planning makes Scotland a country of well-designed places</p>	<p>Planning makes Scotland a low carbon place – reducing our carbon emissions and adapting to climate change</p> <p>Planning makes Scotland a natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use</p>	<p>Planning makes Scotland a connected place – supporting better transport and digital connectivity</p>
<p>Highland Community Planning Outcomes (Source: Single Outcome Agreement 3: 2013-2018)</p>	<p>Widened labour market participation</p> <ul style="list-style-type: none"> 5,000 new jobs created or sustained with public support by 2018 Large scale employment growth at Kishorn 	<ul style="list-style-type: none"> Geographically and socially connected places Reduced isolation of older people Improved road safety Increased physical activity especially for the young 	<p>Sustainable management of Highland's heritage maximising its economic, health and learning benefits</p> <p>Reduced fuel poverty and, homelessness</p> <ul style="list-style-type: none"> An increase in the generation and use of renewable energy A low carbon Highland by 2025 	<p>Disadvantaged groups and deprived communities have better access to services especially education</p> <ul style="list-style-type: none"> Improved road safety Safer, multiple deprivation areas Reduced homelessness <p>Reduced geographic health inequalities especially for the very young</p> <ul style="list-style-type: none"> Fit for purpose infrastructure to support economic growth Communities more resilient to extreme weather events
<p>Highland Council Outcomes (Source: Highland First 2015 and retained elements of Working Together for the Highlands 2012-2017)</p>	<ul style="list-style-type: none"> Lower business rates for struggling town centres A dispersed Council workforce Large scale employment growth at Kishorn. More renewable energy sector research, fabrication and engineering in Highland Council procurement that supports local businesses and (youth) employment University Town status and a new science centre for Fort William <ul style="list-style-type: none"> World class tourism events and destinations retained and enhanced including Mountain Bike World Cup Greater % growth in Highland tourism compared to national change Multi purpose indoor centre as tourist facility and as sports resource 	<ul style="list-style-type: none"> Shared space traffic solutions More safer routes to school More 20mph zones Daily mile project trials in Highland schools 10% of housing capital programme spent on external works including environmental improvements More clusters of self-contained houses with care support More houses with adaptations and technology to support injured armed forces, other disabled and elderly More shared use public buildings such as community hub schools More cycle routes for key commuting and tourist routes More opportunities for active play 	<ul style="list-style-type: none"> More cycle routes for key commuting and tourist routes More locally produced, modular, energy efficient housing units More local food production Increased local access to culture, heritage and art More opportunities for community growing / allotments No biodegradable waste to landfill by 2021 More renewables investment particularly wave and tidal power Energy efficiency improvements across the Council's land and buildings More change of use of vacant, derelict and underutilised property to housing use Increased and cheaper access to grid for renewable energy developments 	<ul style="list-style-type: none"> Increased support for Gaelic education including 2 new Gaelic primaries Greater recognition of the Gaelic language 5,000 new homes started or built between 2012 and 2017 1,700 of which to be affordable More temporary supported accommodation for homeless people Better community warning schemes for flood events Greater local community control of social care delivery, local budgets, local transport, underutilised land and buildings, Crown Estate assets, energy, local emergency planning, funding bids, ports & harbours, housing, and benefits from renewable energy developments A long term solution to the Stromeferry rockfall problem and Corran Crossing A830 extended (Caol Link Road) Flood Risk & Surface Water Management Plans produced Caol Flood Scheme progressed Strategic Investment Plan for Highland ports and harbours completed Ferry timetabling that supports employment and tourism opportunities Government forward funding of strategic affordable housing sites New hospitals on Skye and at Fort William Improved broadband, Wi-Fi and mobile connectivity More efficient public service provision including online Integrated health and social care provision Improvement of the A82 and A832 Improved rail provision New and enhanced air services to Skye Improved seaborne connectivity and facilities Petrol stations in fragile areas retained Modern schools investment programme completed
<p>HEADLINE OUTCOMES FOR WHILDP</p>	<p>The local economy is growing and diverse. West Highland has an enhanced reputation as a heritage tourism destination, as a base for marine renewables and as an effective place for working at home and with the land.</p>	<p>All places are better designed. Larger settlements and their centres have retained and expanded facilities. Their populations have increased because of this better access to facilities and because they are safe, attractive and healthy places to live.</p>	<p>Resources are better managed:</p> <ul style="list-style-type: none"> a higher proportion of journeys are shorter, safer, healthier, more reliable and made in a carbon efficient way; water, heat sources, land and buildings are used, sited and designed in a way that is carbon clever and respectful of heritage resources; waste is reduced, reused, recycled or treated as close to source as possible to generate renewable energy. 	<p>Communities are better supported to become more self reliant, to have more pride in their area and identity, to diversify their populations, and to have more control of local resources. Public agencies and other partners co-ordinate and optimise their investment in agreed growth locations.</p>
<p>Plan Delivery Outcomes</p>	<ul style="list-style-type: none"> Large scale employment allocation at Kishorn to serve marine renewables An encouraging policy for rural business proposals including live / work units and new crofts Land allocations to take advantage of the economic potential of Gaelic culture and heritage (Kilbeg), and the food & drink sector (Teangue and Dunvegan). Land allocations / safeguards to support new, faster and more reliable transport connections for business and tourist users: link roads for Fort William and Portree; A82 improvements; ferry service improvements; cycle network improvements; air service improvements; recreational sailing improvements Land allocations to support high class tourism facilities developed at Inverloch Castle, Nevis Forest and Mountain Resort, and Dunvegan Castle 	<ul style="list-style-type: none"> More mixed use allocations to allow greater flexibility, economic viability and reduced travel Support for more transport mode options and easier interchange between modes (e.g. implementation of Fort William active travel masterplan, Corpach freight interchange, extension of safer routes to school programme, and safeguarding and developer contributions toward more active travel routes) Allocations and safeguards for plus developer contributions toward active recreation opportunities (e.g. Fort William and Portree) Allocations within every larger settlement for accommodation suitable for the elderly / disabled 	<ul style="list-style-type: none"> Any Energy from Waste facility at Portree to incorporate a district heating capability Protected, connected and enhanced green networks within / around every larger settlement Allocations and safeguards for plus developer contributions toward active travel opportunities in every larger settlement Special Landscape Area boundaries reviewed for accuracy and relevance Site selection in larger settlements to prefer energy efficient locations 	<ul style="list-style-type: none"> Revamp and implementation of Fort William Active Travel Masterplan New Gaelic primary school completed at Portree Extension to Spean Bridge Primary School completed Education and employment expansion at Sabhal Mor Ostaig Opportunities to upgrade the A82 and A830 investigated Superfast broadband available to 90 % of Highland premises At least 40% of Council services online by 2017 Stromeferry rockfall constraint solution chosen and funding investigated by 2017 3,627 houses completed over the next 20 years within the Plan area of which at least 907 affordable A890 dual tracked between Balnacra and Lair by 2020 Growth directed to settlements and sites where spare existing infrastructure and other capacity exists or can be added most efficiently Fragility and non-accessibility to services reduced directly by site allocations for larger settlements and indirectly for other areas by better and smarter use of technology Commercial allocations for largest settlements to clawback leakage of expenditure outwith Plan area Improved quantity and quality of ferry connectivity Caol / Lochside Flood Scheme consents completed by 2017 Land safeguarded for Ashaig and Loch Linne improved air services New hospitals provided at Broadford and Fort William Portree Link Road funding and design solution by 2020 Harbours enhanced at Ullapool, Gairloch, Portree, Uig, Kyle, Armadale, Mallaig and Fort William,
<p>Other Strategy Outcomes (Sources: Highland wide Local Development Plan (HwLDP), Highlands & Islands Regional Transport Strategy, Local Transport Strategy, Highland River Basin Management Plans, Local Housing Strategy, Flood Risk Management Plan, Scotland's Zero Waste Plan)</p>	<ul style="list-style-type: none"> Faster and more reliable business / tourism journeys A parking policy that encourages commerce 	<ul style="list-style-type: none"> Reduced congestion Increased diversity / choice of housing tenure, price, and location More people with care needs living at home in adapted accommodation More, local, segregated recycled material collections and deposit opportunities Parking demand managed Better integration and choice of travel modes New development designed to encourage active travel and efficient public transport routing Journeys safer and healthier Real-time information has encouraged greater use of public transport 	<ul style="list-style-type: none"> Journeys more sustainable Transport scheme routing and design followed best practicable environmental option methodology At least 70% of waste recycled and at most 5% landfilled by 2025 Flood risk better assessed, avoided, reduced and mitigated Water flow, level and quality safeguarded / improved Presence and risk of invasive, non-native species managed More energy efficient housing 	<ul style="list-style-type: none"> Land available for 6,020 houses to be completed over the period 2011-2031 Developer contributions secured to offset transport impact of development Active travel audits / plans, core path, school travel plans and employer green travel plans completed and implemented A higher proportion of freight moved by rail and sea Proportionate developer contributions sought to offset adverse impacts on public facilities Better air connections Caol Flood Scheme implemented Continued support for community and school transport schemes Level of transport service maximised for lowest subsidy cost Lifeline transport connections maintained Reduced homelessness
<p>Highland Adopted Plans Outcomes (Source: West Highland & Islands Local Plan 2010 and Highland wide Local Development Plan 2012)</p>	<p>A more diverse economy</p> <p>A greater and more diverse population</p>	<p>Faster, more reliable, safer and more frequent connections</p>	<p>A re-connection with the local environment and its natural resources which respects its limits</p> <p>More marine renewable energy developments</p> <p>A West Highland area that has re-established and promoted its unique identity</p> <p>A place of outstanding natural and cultural heritage</p>	<p>More affordable housing</p> <p>Faster, more reliable, safer and more frequent connections</p> <p>More efficient public service provision</p> <p>Rationalised but protected lifeline services in larger villages</p>
<p>Key Agency and Call for Sites & Ideas Vision & Strategy Comments</p>	<ul style="list-style-type: none"> Increased live / work units and homeworking (HIE) A87 should be a strategic tourism route Broadford to Portree Off Road Cycle Route as tourism asset Increased recreational sailing facilities as tourism asset (HIE) More interpretative facilities to maximise opportunities from heritage resources – e.g. Geoparks 	<ul style="list-style-type: none"> Accessible, high quality sport, recreation and other physical activity opportunities provided Croft houses on poorer agricultural land (CC) More clusters of self-contained houses with care support (NHS) Better connectivity between travel modes (HITRANS) 	<ul style="list-style-type: none"> Existing "dark skies" areas protected as a heritage and tourism asset via a wide ranging light pollution policy Green networks incorporate generous water body setbacks (SEPA) Croft houses and other development in keeping with existing settlement pattern (SNH) Development has, where possible, avoided disturbing peat and other carbon rich soils (SEPA & SNH) Green networks identified, safeguarded, enhanced and extended (SNH) Special Landscape Area boundaries reviewed for accuracy and relevance (SNH) Better survey, recording and safeguarding of historic environment 	<ul style="list-style-type: none"> More good quality affordable housing to attract and retain young people A Lochcarron rockfall solution progressed before development is encouraged in the area Better quality and safer roads A strategic flood risk assessment produced and applied (SEPA) More crofts and croft houses as a way of regenerating rural communities (CC) More and safer strategic cycle routes and active travel connections (HITRANS) Improved Uig to Western Isles ferry connection (HITRANS) Reintroduced scheduled air services to Skye (HITRANS) Monitoring of potential sewerage capacity constraints at Ballachulish and Staffin (SW) More cost effective and practicable alternatives to copper / fibre optic cabling for improved broadband speeds in remoter areas New hospitals provided at Broadford and Fort William (NHS) Strategic mixed use development sites opened-up by pooled public / private investment (HIE) Improved A82 (HITRANS) Localised safety and alignment improvements on A87 (HITRANS) Improvement of other regionally significant / lifeline roads (HITRANS) Monitoring of potential water capacity constraints at Broadford, Dunvegan and Portree (SW)
<p>Monitoring Statement Issues (Source: West Highland & Islands Local Development Plan: Monitoring Statement 2016)</p>	<ul style="list-style-type: none"> 5.2% growth in Plan area population 2003-2013 (similar to national change but half that of Highland) Growth fuelled by net in-migration being high enough to mask deaths exceeding births 10% growth projected between 2012 and 2037 and housing requirement of c. 200 units p.a. 17,500 employed 2013 Higher than Scotland and Highland reliance on primary, tourism and construction sectors Lower than Scotland and Highland average incomes Annual house completion totals now running at half of 2008 peak Average but markedly seasonal unemployment 	<ul style="list-style-type: none"> Sparsity of population (2x more spare than Highland average, 17x more than Scotland average) 15% of the land area of Scotland within Plan area Predominantly rural (only one sizeable town) coastal settlement pattern Most common form of development pressure single houses particularly in Skye and Wester Ross 	<ul style="list-style-type: none"> In terms of national and international protected heritage designations, sites and areas and comparing to the Plan area's 15% share of Scotland's land area, there are 10% of Scotland's Sites of Special Scientific Interest, 28% of its National Scenic Areas, 3% of its scheduled monuments, 2% of its Category A Listed Buildings and 15% of its Natura sites Large areas of nationally important carbon-rich soils, deep peat and priority peatland habitats 	<ul style="list-style-type: none"> 39,000 residents in over 21,000 houses in 2013 Whole Plan area has unaffordable house prices (mortgages > 6 times local incomes) partly caused by high second / holiday home demand Higher than Scotland and Highland % of elderly people Lower than Scotland and Highland % of young people Highest levels of multiple deprivation Fort William (Plantation and Central), South East Caol and North East Skye Land for 3,627 houses + 20% allowance for flexibility / choice - 50% windfall (% of houses likely to built outwith allocations) = 2,177 = larger settlements allocations yield required over next 20 years (significant reduction from previous Plan period because of reduced forecast population growth, met by new build affordable housing need, and household size reduction) Many, previously allocated sites ineffective due to site / market conditions and lack of forward funding for servicing larger sites Sufficient, allocated land but effectiveness problems Worst fragility (depopulation, poor geographic access to basic services and low economic output) at Strathcarron, Duirinish, Coigach, Aultbea, Laide, north east Skye, Ardnamurchan, Small Isles 39 of 62 primary schools operating at less than 60% of capacity indicating need for rationalisation Monitoring of potential primary school capacity issues at St Bride's, Inverloch and Portree Many journeys of limited mode choice, lengthy, expensive and unreliable Population sparsity and dispersal makes service network provision problematic and inherently inefficient