

West Highland and Islands Local Development Plan

Plana Leasachaidh Ionadail na Gàidhealtachd an Iar agus nan Eilean

Adopted Plan

How to Find Out More

This document is about future development in the West Highland and Islands area, including a vision and spatial strategy, and identified development sites and priorities for the main settlements.

If you cannot access the online version please contact the Development Plans Team via whilp@highland.gov.uk or 01349 886608 and we will advise on an alternative method for you to read the Plan.

Further information is available via the [Council's website](#)⁽¹⁾.

What is the Plan?

The West Highland and Islands Local Development Plan (abbreviated to WestPlan) is the third of three new area local development plans that, along with the Highland-wide Local Development Plan (HwLDP) and Supplementary Guidance, forms "the development plan" that guides future development in the Highlands. WestPlan focuses on where development should and should not occur in the West Highland and Islands area over the next 20 years.

In preparing this Plan, The Highland Council have held various consultations firstly with a "Call for Sites" followed by a Main Issues Report then an Additional Sites Consultation followed by a Proposed Plan. The comments submitted during these stages have helped us finalise this Plan.

This is the Adopted Plan and is now part of the statutory "development plan" for this area.

1 <http://highland.gov.uk/whildp>

What is its Status?

This Plan is an important material consideration in the determination of planning applications. Alongside, the main documents for making planning decisions will be the HwLDP and Supplementary Guidance.

Any allocation and/or text in the HwLDP that relates to sites within the WestPlan area is updated by its content.

How to Use the Plan

The main parts of the Plan are the Vision, the Strategy, policies that apply generally across the Plan area, and more detailed proposals and priorities for the larger settlements. The Plan is made up of maps and text. If you are interested in finding out what the Plan means for you then you need to read both. To get the complete picture, you need to read the relevant parts of this Plan together with the HwLDP and associated Supplementary Guidance. Conformity with a single policy or proposal in the Plan does not indicate conformity with the development plan as a whole.

Appendix 2 contains a list of abbreviations, acronyms and terms used in this Plan and in the related background documents and an explanation of their origin and/or meaning.

WestPlan takes account of a wide range of other factors which can also influence the outcome of planning decisions, including:

- National planning legislation, policy and guidance including marine planning policy;
- The HwLDP, Supplementary Guidance and non-statutory planning guidance; and
- Other plans, programmes and strategies of The Highland Council and other public agencies.

The adopted West Highland and Islands Local Development Plan sets out how the Plan area should develop over the next 10 years and beyond. This Plan seeks to deliver key outcomes for safeguarding and enhancing communities, employment, connectivity and transport, plus environment and heritage. It has been agreed with community planning partners and other stakeholders as a plan for delivering development and investing in infrastructure to support future communities.

This Plan was prepared and refined by listening to the comments made to us during its preparation. On behalf of the Council we thank all those who have shown interest in the Plan.

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Raasay Committee



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Bidh Plana Leasachaidh Ionadail na Gàidhealtachd an Iar agus nan Eilean a' mìneachadh mar a bu chòir do sgìre a' Phlana leasachadh sna 10 bliadhna a tha air thoiseach agus thar sin. Tha am Plana seo ag amas air prìomh thoraidhean a libhrigeadh airson a bhith a' dìon agus a' neartachadh choimhearsnachdan, cosnadh, ceangalan is còmh dhail, agus an àrainneachd is dualchas. Chaidh aontachadh le com-pàirtichean dealbhadh choimhearsnachd agus luchd-ùidh eile mar phlana airson a bhith a' libhrigeadh leasachadh agus airson a bhith a' tasgadh ann am bun-structair gus taic a thoirt do choimhearsnachdan an ama ri teachd.

Chaidh am Plana seo ullachadh is a ghleusadh tro bhith ag èisteachd ris na beachdan a thàinig thugainn fhad 's a bhathar ga ullachadh. Às leth na Comhairle tha sinn a' toirt taing dhaibhsan a tha air ùidh a nochdadh sa Phlana.

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1 Vision and Strategy | Lèirsinn is Ro-innleachd

1.1 Table 1 'The Council's Vision for the West Highland and Islands area.' sets out the Council's vision for the West Highland and Islands area described as four inter-related headline outcomes. These have been derived from the Highland Single Outcome Agreement, and the agreed outcomes and objectives of various partner organisations that have an interest in the Plan area. We have also taken account of information gathered from public and other stakeholder engagement on this Plan. Together they form a shared vision for the area. They have influenced the proposed site allocations and priorities in this Plan and also provide a framework for decisions on development and investment in the area.

Table 1 The Council's Vision for the West Highland and Islands area.

Outcomes	Headline Outcomes For West Highland
Growing Communities	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.
Employment	The local economy is growing, diverse and sustainable. 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.
Connectivity and Transport	Public agencies and other partners co-ordinate and optimise their investment in agreed growth locations. 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.
Environment and Heritage	<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. • High quality places predominate where the outstanding environment and natural, built and cultural heritage is celebrated and valued assets are safeguarded.

- 1.2** The outcomes and their colour-coding are intended to underpin the structure and content of the new Plan. The [Outcomes Framework diagram](#)⁽²⁾ provides a full description of how these were drawn up, and how they relate to the aims and targeted outcomes of partner organisations and groups. These partners will play an important role in delivering the Plan. For example, community groups might take responsibility for implementing proposals that contribute to outcomes in their area, and other partners can better coordinate their capital programmes to deliver infrastructure projects.
- 1.3** The outcomes cover the following four themes:
1. Growing Communities.
 2. Employment.
 3. Connectivity and Transport.
 4. Environment and Heritage.
- 1.4** Firstly, the Plan strives to grow communities and create better designed places. Good design goes well beyond attractive buildings. The spaces between the buildings and how easily, safely and enjoyably they can be used together with the functional connections between the buildings, are just as important. For example, the Plan will promote development sites that combine compatible land uses and flexibility of use within the same building to minimise the need for travel while maximising accessibility. This could be health care and accommodation suitable for the elderly on the same site or within the same building, or community schools that also function as community sports centres and meeting places, or commercial units in town centres that can be adapted to part residential use if appropriate. Greenspaces and green network connections are also vital to the health and enjoyment of those that inhabit or visit a place. We think the new Plan should safeguard and encourage the improvement of important green or open spaces and require developers to create new ones.
- 1.5** Matters directly connected to employment are tackled under the second outcome. The aim to increase the quantity, quality and type of job opportunities feeds through to land allocations for industrial expansion at key harbours such as Kishorn, mixed-use allocations that could support home working, and support for rural diversification in particularly fragile areas. Tourism expansion is supported where it would better utilise the area's outstanding natural and cultural heritage for example at Inverlochy Castle, Aonach Mor and within Sleat.
- 1.6** The Plan's third outcome is about the networks that support communities and growth. Without adequate infrastructure, empowering governance, community self confidence and joined-up investment programmes, achieving all the outcomes will be impossible. This Plan is launched at a time when all stakeholders are beginning to realise they will have to work together to achieve common aims. This Plan outcome connects to the larger infrastructure proposals such as Ashaig Airport, Stromeferry Bypass, Portree Link Road, the Caol Flood Scheme, and new school building programme, but also to less obvious building of community

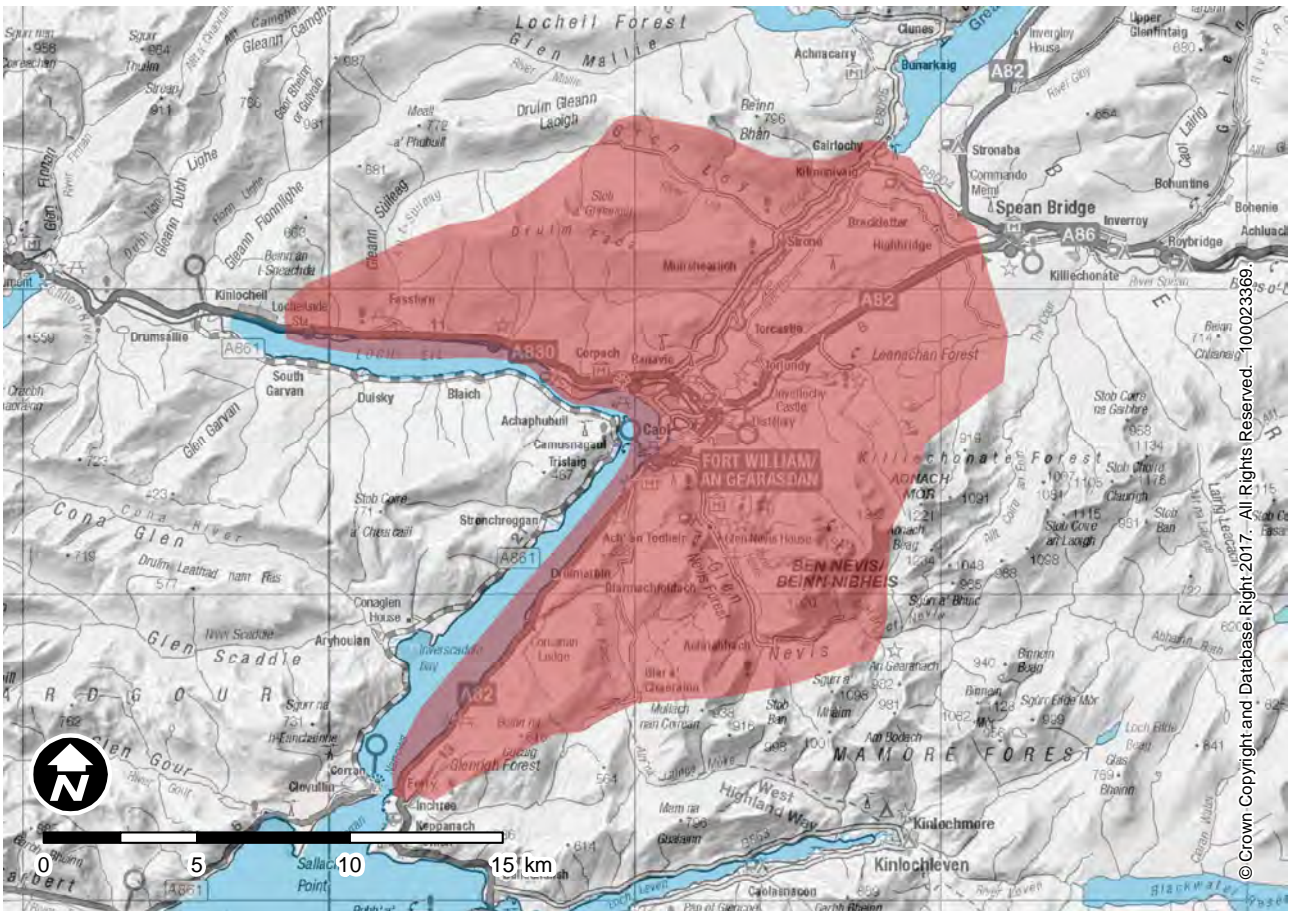
2 http://www.highland.gov.uk/downloads/file/15858/outcomes_summary_table

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self reliance through the ownership of land and building assets. Most importantly, the Plan will be a vehicle to foster joint working and investment to achieve consistent and actionable outcomes through consensus.

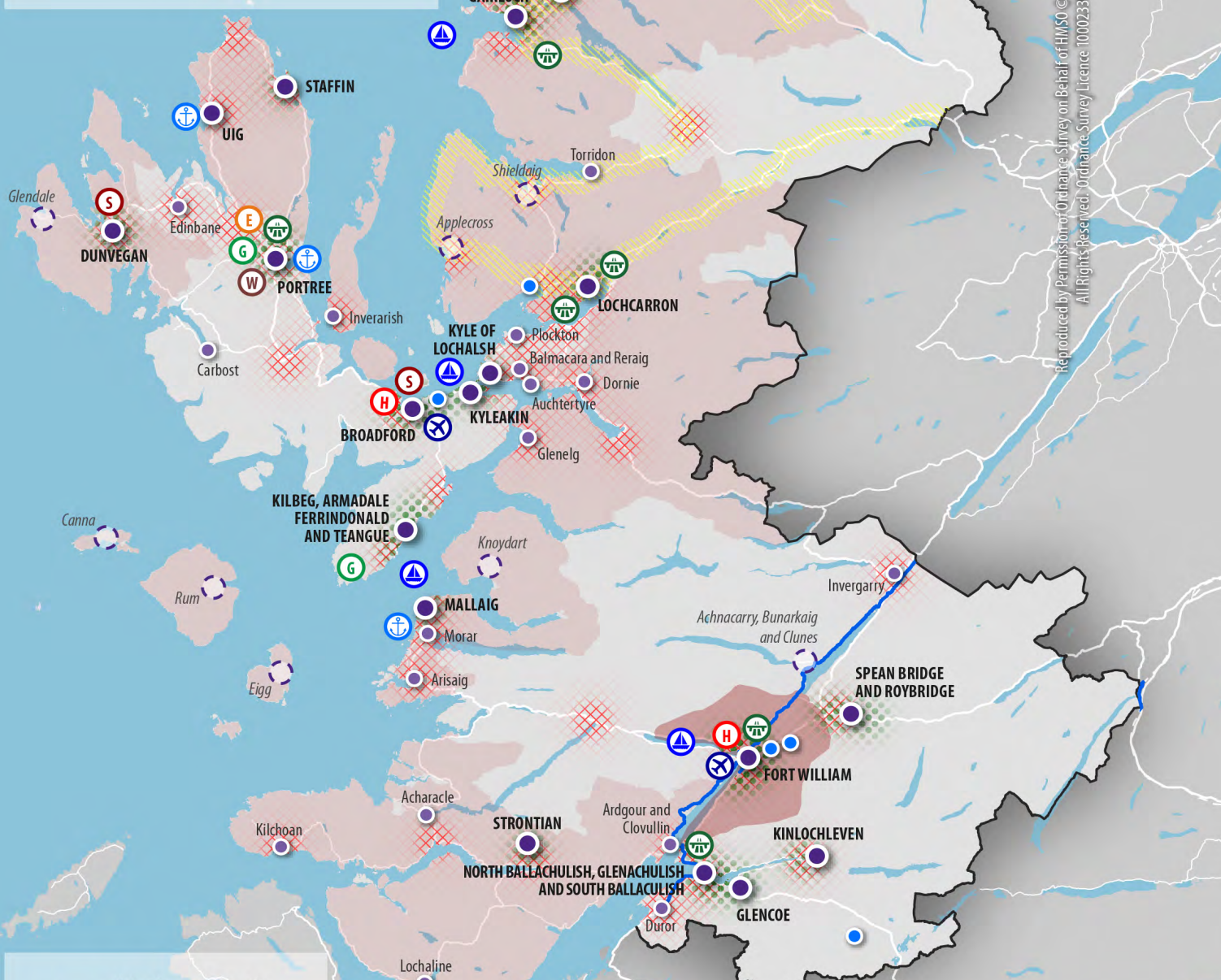
- 1.7** Finally, environment and heritage centres on resource management and is about enabling growth of the Plan area while respecting the built and natural environment that is highly valued by residents, businesses and visitors. In practice, this means we have suggested development sites and uses that can maximise energy efficiency, minimise waste, minimise net impact on local heritage, minimise unnecessary travel and avoid flood and other risk areas.
- 1.8** Map 1.2 'Vision and Spatial Strategy' is a visual representation of the key projects and policy proposals supported within the Plan. Sections 1.1 to 1.4 provide more detail on these projects and proposals. For example, Section 1.1 explains our approach to the hierarchy of settlements; i.e. that the scale of new development encouraged should be proportionate to the scale and capacity of each community. Section 1.3 on Transport and Connectivity and its supporting document discuss and explain the transport improvements symbols shown on the map. Similarly, the more strategic development site allocations explained in Section 1.2.1 and Sections 2-4 are also depicted. For example, the new hospital proposals at Broadford and Fort William, the Gaelic school and employment hubs at Portree and Kilbeg, and the possibility of a new waste management facility at Portree, are all illustrated.
- 1.9** Within the countryside, Map 1.1 'Fort William Hinterland' shows the boundary of Fort William's commuter Hinterland, (which is explained further in Sections 1.25-1.26) and other areas defined as fragile because of their relatively poor accessibility to services, facilities and employment opportunities. This is based on data including population loss, drive time to higher order facilities, median household income and unemployment rate. Finally, a diagrammatic indication of green networks and Internet connectivity are shown because they are also strategic in nature and provide context. All these projects and proposals flow from and contribute to the outcomes listed in Section 1. The supporting background documents set out the rationale for this Spatial Strategy.

Map 1.1 Fort William Hinterland




West Highland and Islands Local Development Plan Vision and Spatial Strategy

-  Recreational Sailing Improvement
-  Port/Harbour/Ferry Improvement
-  Air Services Facilities
-  Transport Improvements
-  Gaelic Language Hub
-  Waste Management Facility
-  New Healthcare Facilities
-  New School Facilities
-  Emergency Service Hub



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-  National Cycle Network
-  North Coast 500
-  Green Network Connection
-  Broadband Improvements
-  Hinterland
-  Fragile Areas

-  Main Settlement
-  Growing Settlement
-  Economic Development Area
-  Potential Community Plan

1.1 Growing Communities | A' Fàs Choimhearsnachdan

1.10 This Plan aims to deliver the headline, shared, outcome for growing communities. This outcome reflects the culmination of analysis and stakeholder engagement on this topic. This is summarised in the following paragraphs.

Outcome

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.

1.11 The accompanying [Monitoring Statement](#)⁽³⁾ highlights key issues for the Plan area such as:

- the sparsity of its population which is twice the Highland average and 17 times more than the Scotland average;
- the older age profile of its population relative to the Highland and Scotland averages;
- its scale - it contains 15% of the land area of Scotland);
- its predominantly rural, coastal settlement pattern;
- high levels of multiple deprivation in Fort William and north east Skye;
- unaffordable house prices with average mortgages greater than 6 times average local incomes which is partly caused by high second/holiday home demand;
- its most typical development pressure in the form of single, private houses particularly in Skye and Wester Ross; and
- the poor viability of many larger development sites largely because of the high costs of site preparation and servicing.

1.12 This population sparsity and dispersal makes service network provision problematic and inherently inefficient. The worst fragility (depopulation, poor geographic access to basic services and low economic output) is present at Strathcarron, Duirinish, Coigach, Aultbea, Laide, north east Skye, Ardnamurchan and the Small Isles.

1.13 The Plan responds to these ideas through its policies and land allocations:

- 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, a Corpach freight interchange, extension of the safer routes to school programme, and safeguarding and developer contributions toward more active travel routes).
- Allocations and safeguards for developer contributions toward active recreation opportunities (e.g. Fort William and Portree).

3 <http://highland.objective.co.uk/creation/download/4526304>

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- Allocations within every larger settlement for affordable homes and accommodation suitable for the elderly/disabled.
- Rationalised but protected lifeline services in larger villages (e.g. Dunvegan and Broadford community schools).

Settlement Hierarchy

1.14 A local development plan needs to guide new development and growth across the area to which it relates. The hierarchy is based on the principle of directing the majority of new development within existing settlements and in particular their centres. It is not based on the existing size or importance of a village.

1.15 There are three tiers in this settlement hierarchy: the Main Settlements, where we think the majority of future development should be directed; Growing Settlements, which are generally places that are smaller or subject to less development pressure; and a new third tier called Community Plan Settlements where communities have volunteered an interest in preparing their own plan in collaboration with the Council and partners. Map 1.2 'Vision and Spatial Strategy' and Table 2 'Proposed Settlement Hierarchy' both show our proposed approach in applying this hierarchy to the settlements in the West Highland and Islands area.

Table 2 Proposed Settlement Hierarchy

Tier	Applicable Settlements
Main Settlements	Broadford, Dunvegan, Fort William, Gairloch, Glencoe, Kinlochleven, Kyle of Lochalsh, Kyleakin, Lochcarron, Mallaig, North Ballachulish, Glenachulish and South Ballachulish, Poolewe, Portree, Sleat, Spean Bridge and Roy Bridge, Staffin, Strontian, Uig, Ullapool.
Growing Settlements	Acharacle, Ardgour and Clouvullin, Arisaig, Auchtertyre, Aultbea, Balmacara and Reraig, Carbost, Dornie, Duror, Edinbane, Glenelg, Inverarish, Invergarry, Kilchoan, Lochaline, Morar, Plockton, Torridon.
Potential Community Plan Settlements	Achnacarry Bunarkaig and Clunes, Applecross, Canna, Eigg, Glendale, Knoydart, Rum, Shieldaig, Waternish.

1.16 For the main settlements, the Plan includes mapping and text which describe the proposed sites and uses for future development, and the "placemaking priorities" for the future of each place.

1.17 Within Growing Settlements, future development proposals will be assessed against the general criteria of Policy 3 set out later in this section for determining how these places can grow, together with the suggested placemaking priorities listed in Sections 2-4.

1.18 The third category is potential Community Plan Settlements, made up of places where a community group has recorded an interest in preparing their own community land use plan which could then be made part of the Development Plan against which applications are determined. The Council aims to provide guidance or a template for how these plans should be prepared. In all cases, communities will be required to work with the Council, landowners and other partners to prepare a plan to positively influence future development in their area. The community plan will also need to be based on the suggested placemaking priorities identified in the settlements chapters of this document. In certain cases, it may be appropriate for a Growing Settlement community to prepare a plan following these requirements.

1.19 The Isle of Rum Community Trust has now published a land use community plan for Rum, which has been approved by the Highland Council as interim supplementary guidance. It provides a good example for other community groups to consider. Full details are available at the [Isle of Rum Community Land Use Plan](#)⁽⁴⁾

Housing Requirements

1.20 All local development plans must earmark sufficient land for future housing development, based on estimates of need and demand across the plan area. Such estimates are calculated through the [Housing Need and Demand Assessment \(HNDA\)](#)⁽⁵⁾, which in Highland was most recently published in 2015. This guides the amount of housing land to be allocated in the WestPlan. This background information is set out in the Plan's Monitoring Statement which accompanied the Main Issues Report of this Plan and is available via the Council's website. The HNDA assessed gypsy traveller accommodation needs and referenced that there was a possible need for provision for 5/6 places within Skye and Lochalsh but also recognised that needs are met via informal, seasonal, roadside encampments. The Plan makes no provision for a permanent site given the seasonal and transitory nature of needs in the WestPlan area. One of the key, overall trends is that population growth forecasts have reduced at both national and regional level. Household growth forecasts have also reduced with a 40% reduction for the WestPlan area compared to previous forecasts from 2010.

1.21 However, the Council's chosen approach is to make a conscious policy decision to adjust nationally derived forecasts to best encourage growth in the Plan area. We believe that this is desirable for the following reasons:

- to help retain population particularly in the younger age groups,
- to attract inward migration and its economic benefits,
- to allow flexibility to accommodate jobs led expansion for example connected with new employment at the aluminium smelter in Lochaber,
- to provide flexibility in where development can happen and improve the viability and likelihood of growth, and
- to reduce the restrictions on land supply caused by the concentrated pattern of landownership within the Plan area.

4 https://www.highland.gov.uk/downloads/download/1080/isle_of_rum_community_land_use_plan

5 http://www.highland.gov.uk/downloads/download/1030/highland_housing_need_and_demand_assessment_2015

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1.22 In numeric terms, this approach generates the housing requirements set out in Table 3 'Housing Land Requirements'.

Table 3 Housing Land Requirements

Housing Market Area	Housing Supply Target ⁽¹⁾			Housing Land Requirement ⁽²⁾
	Affordable	Market	Total	Total
2015 – 2019				
West Ross⁽³⁾	98	77	175	210
Skye and Lochalsh	253	179	432	518
Lochaber	297	202	499	599
Plan Area Total	648	458	1,106	1,327
2015 – 2034				
West Ross	303	247	551	661
Skye and Lochalsh	752	587	1,339	1,607
Lochaber	978	760	1,738	2,086
Plan Area Total	2,033	1,594	3,627	4,354

1. These totals take account of meeting future affordable housing need and an assumption that a certain % of houses built in the future will not be available for general need and demand - i.e. they will be lost to the second/holiday home market or be vacant.
2. The Housing Land Requirement for the purposes of this table equals the Housing Supply Target plus a 20% flexibility allowance but no adjustment for windfall development (see text in this section for an explanation of these terms).
3. The Plan area encloses 74% of the West Ross Housing Market Area so the figures represent 74% of the Market Area total.

1.23 By way of a technical explanation of Table 3 'Housing Land Requirements', the totals are derived from the "Continued Growth" scenario column of Table 4-5 of the 2015 Housing Need and Demand Assessment (HNDA) and adjusted in 3 ways. First, because the plan area only encloses 74% of the West Ross Housing Market Area, only 74% of the "Continued Growth" figure for West Ross is applied. Second, a future ineffective housing stock allowance is added. This percentage allowance is based on the recently estimated proportion of ineffective stock as set out in Table 3-2 of the HNDA. Finally, an additional 20% allowance is included to allow for market choice of sites and to take account of deliverability issues within the plan area. These three adjustments take the plan area total from 3,059 in the HNDA to 4,354 units as the plan's 20 year housing land requirement. Table 3 is compatible with Table 1 (Housing

Supply Targets) of the Highland-wide Local Development Plan Main Issues Report September 2015, which provides an update of the housing supply figures within the approved Highland-wide Local Development Plan 2012.

1.24 We take these totals and earmark sufficient, specifically allocated land on which this amount of housing can be built. In terms of sufficiency, we believe it is necessary to identify a generous housing land supply across the plan area because it is affected by more deliverability constraints than would be typical within many other, particularly urban, parts of Scotland. Issues such as: crofting tenure; the number, financial circumstances and motivations of larger estate owners; higher than average site preparation and construction costs; poorer infrastructure network capacity; and, greater environmental constraints, all create challenges to activating housing sites. We also need to make an assumption as to what proportion of future housing will be built on sites not specifically earmarked for this purpose in this plan. This type of development is known as “windfall”. We monitor the pattern of building and have found that a high proportion of recent residential development within the plan area has been in the form of single, rural, private houses built on unallocated sites. Of the 3,720 house completions over the years 2000 to 2017 inclusive within the plan area, relative to the boundaries of sites allocated for development in the previous development plans, we found that 3,150 of those completions were outwith those allocations. This equates to an 85% windfall level. We wish to direct more future development to allocated sites so have assumed that 50% of future houses will be built on sites not specifically allocated for that purpose in the plan. The Council will continue to monitor this percentage and if 50% proves to be an overestimate and the plan is therefore at risk of not identifying a sufficient future housing land supply then we will undertake an early review to identify additional sites that can accommodate housing development. Plan users can find out more about the quantity, timing and pattern of housing development via the Council's website. In terms of affordable housing, the plan assumes that 25% of future completions will be affordable. We believe this is reasonable because of the virtual absence of private, volume house builder interest in the plan area. Most if not all of the larger allocations in the plan will be affordable housing developer led.

1.25 The sites allocated within the Plan are, collectively, slightly more than adequate to accommodate the housing land requirement over the next 20 years. WestPlan allocates specific sites to accommodate 2,299 houses over the stated 20 year period.

Hinterland

1.26 In directing housing to the most appropriate locations, the Council offers greater protection to areas of countryside closest to Highland's largest settlements where the demand for commuter based housing is highest. Such areas are known as the Hinterland of that settlement. The principle of this approach is set out in the Highland-wide Local Development Plan (HwLDP) which states that the boundaries of these areas will be reviewed through the area local development plans.

1.27 Fort William's Hinterland is the only one within the WestPlan area and is only applicable to housing proposals. The Hinterland boundary is outlined on the Spatial Strategy Map. We have reviewed the suitability of this boundary in achieving the aim of protecting the visual, landscape and servicing capacity of the countryside around Fort William and still believe that it serves an appropriate function across a suitable area. The policies applicable within this Hinterland countryside area are set out within the HwLDP and its related Supplementary Guidance. Similarly, the Council's policies in regard to development proposals in the wider countryside (outwith the Hinterland and the settlements listed above) are also set out in these documents.

1.1.1 Policy 1: Town Centre First

1.28 One of the main elements of the strategy for the Plan area is to guide "destination" developments to sites within the principal town and village centres to bolster their role as well connected meeting places and as hubs for local facilities. This follows the national "Town Centre First" principle embodied in [Scottish Planning Policy](#) ⁽⁶⁾ which aims to maximise active travel and public transport accessibility to commercial and community facilities as well as encouraging the use of brownfield sites.

1.29 The centres of Fort William, Portree, Ullapool, and Kyle of Lochalsh are protected by Policy 1 and the boundaries of these centres are defined on the relevant settlement maps by a red line.

6 <http://www.gov.scot/Publications/2014/06/5823/downloads>

Policy 1

Town Centre First

Development that generates significant footfall will firstly be expected to be located within the town centres as identified by town centre boundaries. When identifying sites a sequential assessment will be required demonstrating that all opportunities for regeneration through reuse or redevelopment of existing sites or buildings have been fully explored. Should the scale and type of proposal not be suitable for these locations, edge of town centre locations are favoured second, and then out of centre locations that are, or can be made, easily accessible by a choice of transport modes. This sequential approach does not apply to established uses and land allocations.

Significant footfall developments include

- retail,
- restaurants,
- commercial leisure uses,
- offices,
- hotels,
- community and cultural heritage facilities, and
- public buildings including libraries, education and healthcare facilities.

If the Council considers that a proposal may result in an adverse impact on the vitality and viability of any defined town centre, the developer will be required to produce a retail or town centre impact assessment, tailored to reflect the scale and function of the town centre in question. The Council will only support proposals accompanied by competent assessments that demonstrate no significant adverse impacts.

A flexible and realistic approach will be required when applying this sequential assessment, however, developers need to consider how appropriate the nature of their proposal is to the scale and function of the centre within which it is proposed. Exceptions may be made for any ancillary uses that support existing and proposed developments.

Proposals for conversion of buildings to residential use in town centres may be supported, providing there is no loss of existing or potential viable footfall generating use(s). Proposals for conversion to residential use must demonstrate that the property has been marketed for its existing use at a reasonable price/rent without success for a minimum period of 12 months. For vacant upper floor conversions (excluding hotels) support may be given without the requirement for marketing where it can be demonstrated that the proposals would contribute towards a balanced mix of uses.

1.1.2 Policy 2: Delivering Development

Site Capacities

1.30 Indicative housing capacities for each site are shown within the site allocation details in Sections 2-4. Planning applications are expected to be generally consistent with the indicative capacities specified. However a different capacity than that specified may be acceptable subject to detailed design that demonstrates efficient use of land and a satisfactory site layout.

1.31 These indicative capacities were calculated having regard to the requirement for housing land, to the need to promote the efficient use of land and to take account of

- any mix of uses specified,
- the relative accessibility of the site,
- the character of the place and the site's locality, and
- general site conditions and constraints and the specified developer requirements including any infrastructure to be included in the site.

1.32 Where available any planning history of the site and information provided by landowners or developers of the site was also taken into consideration.

Long Term Sites

1.33 Land identified in the Plan as "Long Term" indicates that the Council normally would not support development of the site within the first 5 years following the Plan's adoption but that the land may be suitable for development thereafter. Currently, plans have a statutory 5 year review cycle so we commit to the Council's choice of "short term" development sites over that period. The actual timing of development of the long term sites will vary enormously from 6 to 20 years and beyond. All sites will be subject to review and monitoring to check whether they are still suitable for development. Any developer wishing to activate a long term site before such a review would have to argue an exceptional case for its "early" development. This case would need to justify that the alternative, allocated, "short term" sites are not effective and/or sufficient.

Implementation

1.34 To help deliver the proposals set out within the Plan we have prepared and will maintain an [Action Programme](#)⁽⁷⁾. It sets out who is responsible for the delivery of development sites, improved infrastructure, their priority, and a broad indication of when it will need to be installed/completed by. Where possible and necessary, it will also include details of infrastructure proposed through national plans, such as the National Planning Framework and the Strategic Transport Projects Review, that are also relevant to the area's growth in

7 <http://highland.objective.co.uk/creation/download/4526308>

order to provide as complete a picture as possible. All parties referred to in the Action Programme have a key role in the implementation of the Plan and the Council will, in conjunction with Community Planning Partners, monitor progress.

- 1.35** The provision of infrastructure is fundamental to the delivery of development and to create communities served by an appropriate level of services and facilities and more efficient forms of travel. The Council has taken a proactive partnership approach to identifying infrastructure requirements for new development and considering future transport needs when preparing the strategy and site allocations for the Plan. Where possible we have indicated specific requirements in the Plan including Developer Requirements for allocated development sites. The majority of these requirements relate to the impact of new developments allocated in the Plan and therefore generally will be delivered by private sector investment. This will be secured using tools such as conditions on planning applications or planning obligations. Public funding may also be required to help deliver certain projects. Developer requirements for sites will need to be considered through the detailed assessment of proposals through the pre-application and application processes, having regard to the Developer Contributions provisions of the Highland-wide Local Development Plan and related Supplementary Guidance.
- 1.36** In preparing planning applications, developers should therefore not only have regard to the requirements set out in this Plan but also to the policies of the Highland-wide Local Development Plan and related Supplementary Guidance. This includes, for example, the requirement that most new development must connect to the public sewer and that alternative sewerage arrangements will only be acceptable in specific circumstances and subject to stringent requirements being met.
- 1.37** Masterplanning of larger developments can make a positive contribution to the creation of high quality, sustainable and successful places. It is an effective tool for engaging the community and others in the planning process to deliver high quality environments, good transport connections and well designed homes. As such, the Plan encourages a masterplanned approach to new developments which should be carried out at the earliest possible opportunity and taken into consideration at all stages of the planning application process. Each phase of development will need to show its relationship to the overall masterplan and demonstrate how the required infrastructure will be delivered.

Policy 2

Delivering Development

Development of the locations and uses specified in the main settlements sections of this Plan will be supported subject to provision of the necessary infrastructure, services and facilities required to support new development as indicated in this Plan or identified in accordance with the Development Plan as more detailed proposals are brought forward.

Larger sites must be appropriately masterplanned. Each phase of development will need to show its relationship to this overall masterplan and demonstrate how the required infrastructure will be delivered.

However, sites identified in the Plan as "Long Term" are not being invited for development within this Plan period and allocated sites are expected to be developed before any long term sites can be considered.

1.1.3 Policy 3: Growing Settlements

1.38 Our policy for guiding development in the Growing Settlements is set out below.

1.39 The Growing Settlements in the Plan area are listed and located on the Vision and Spatial Strategy Map and the place specific detail of each is set out in the relevant settlements chapter.

Policy 3

Growing Settlements

Development proposals that are contained within, round off or consolidate the Growing Settlements (listed) will be assessed against the extent to which they

- take account of the issues and placemaking priorities identified for the individual Growing Settlements;
- are likely to help sustain, enhance or add to facilities with proposals being located within active travel distance of any facility present;
- are compatible in terms of use, spacing, character and density with development within that settlement and demonstrate high quality design;
- can utilise spare capacity in the infrastructure network (education, roads, other transport, water, sewerage etc.) or new/improved infrastructure can be provided in a cost efficient manner, taking into account the Council's requirement for connection to the public sewer other than in exceptional circumstances;
- avoid a net loss of amenity or recreational areas significant to the local community; and
- would not result in adverse impact on any other locally important natural or cultural heritage feature, important public viewpoint/vista or open space.

Proposals which demonstrate overall conformity with the above criteria will be in accordance with this policy. These criteria will also be used to determine the suitability of development proposals and as the framework for preparing any future Development Briefs or Masterplans for development for Growing Settlements.

1.2 Employment | Cosnadh

1.40 This Plan will assist the delivery of the headline, shared, outcome for employment. This outcome reflects the culmination of analysis and stakeholder engagement on this topic. This is summarised in the following paragraphs.

Outcome

The local economy is growing, diverse and sustainable. 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.

1.41 The Plan's Monitoring Statement highlighted key issues such as population growth fuelled by net in-migration not births exceeding deaths, a higher than Scotland and Highland reliance on the primary, tourism and construction employment sectors, lower than Scotland and Highland average incomes, and average but markedly seasonal unemployment.

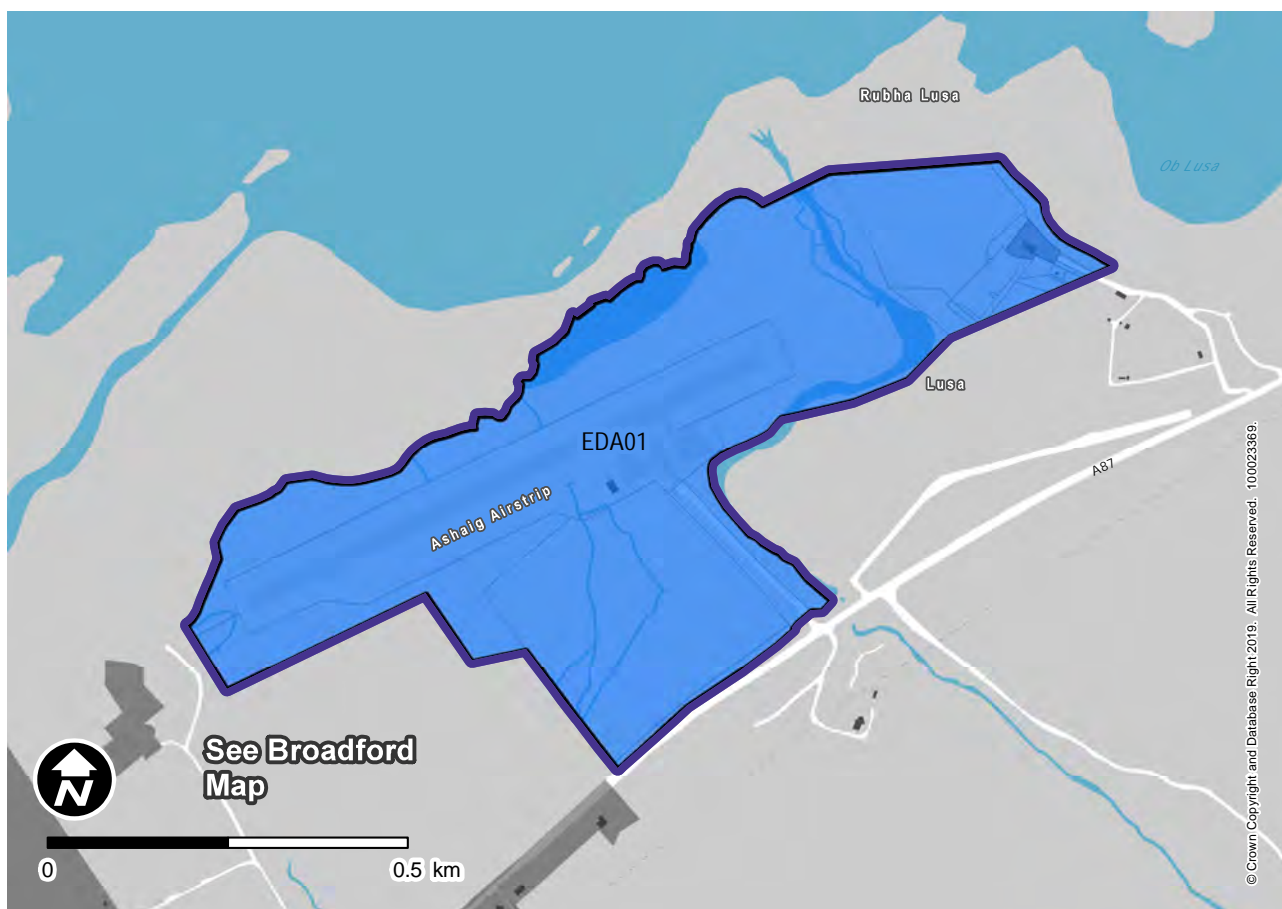
1.42 This Plan responds to these ideas through its policies and land allocations:

- Support for large scale employment growth at the Fort William smelter in connection with the manufacture of aluminium products.
- Support for a multi purpose indoor centre at Fort William as a tourist facility and as sports resource.
- Land allocated at Kishorn to service marine renewables.
- A policy framework for growing and other smaller settlements that is flexible to the needs of rural businesses including support for live/work units, homeworking and new crofts.
- Land allocations to take advantage of the economic potential of Gaelic culture and heritage for example at Kilbeg and the food and drink sector at Teangue and Dunvegan, as referenced in the research document Ar Stòras Gàidhlig (Our Gaelic resource) showing how the language is being used to add value and the potential to bring further benefits to businesses, communities and individuals.
- Land allocations to support high class tourism facilities developed at Inverlochy Castle, Nevis Forest and Mountain Resort, Glencoe Ski Centre and Dunvegan Castle, and to take advantage of the successful promotion of the North Coast 500 touring route.
- Land allocations/safeguards to support new, faster and more reliable transport connections for business and tourist users: link roads for Fort William and Portree, ferry service improvements particularly at Uig, cycle network improvements, air service improvements particularly at Ashaig and recreational sailing improvements.

1.2.1 Economic Development Areas

1.43 The settlement chapters detail employment land allocations within the Plan area's main towns and villages but there are several other strategic opportunities for business, tourism and industrial development outwith these settlements that we think should be identified. These are listed and mapped below and shown on the Spatial Strategy. All sites are partly established but have significant potential for expansion. The sites at Glencoe, Inverlochy Castle Hotel and Nevis Forest are also identified within Scotland's Tourism Development Framework.

Map 1.3 Ashaig Airstrip



EDA01

EDA01: Ashaig Airstrip, Broadford, Skye

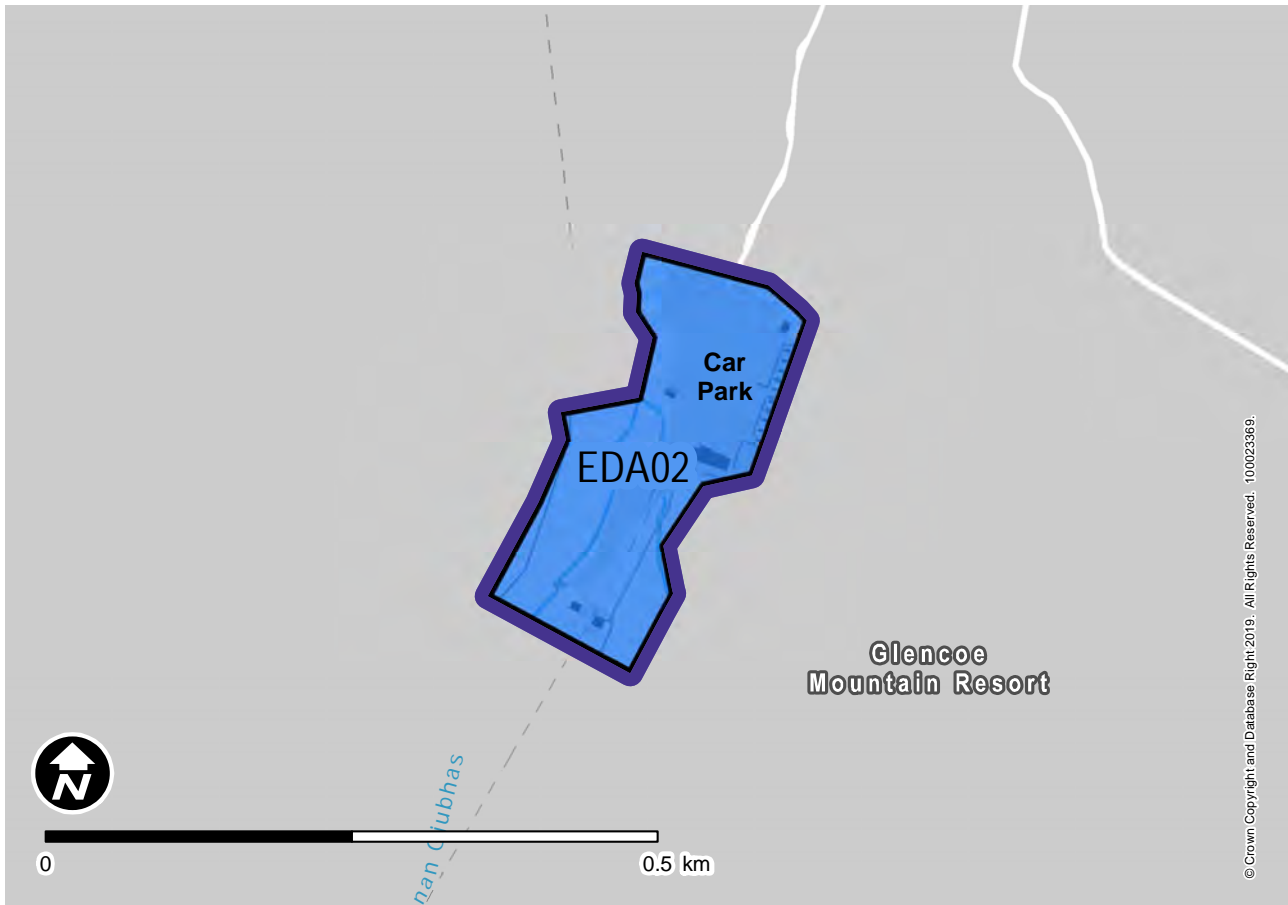
Use: Business and Tourism

Area (ha): 41.6

Developer Requirements: Land safeguarded for enhancement of the airstrip and provision of associated facilities to allow the reintroduction of scheduled air services. If extension of the runway and/or significant other development are/is proposed then several assessments will be required through an EIA/ES including assessment and mitigation of flood risk, archaeological interests; wetland habitat loss, peatland management, contamination, transport impacts, and landscape and visual impacts. In particular, assessment and potentially mitigation will be required of: flood risk (Only low vulnerability uses or operationally essential uses in areas shown to be at risk of flooding, to be accompanied by resilience measures); the A87 trunk road junction's capacity; the visual impact of the development on views from the A87; the need for public transport, water main and public sewer connectivity (including prior discussion with Scottish Water in the event of a major water user) and direct and indirect impacts on the adjacent SSSI and other natural heritage interests. 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. Watercourses within the allocation should be retained as natural features and development set back from them.

Development Proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC, Kinloch and Kyleakin Hills SAC and the Cuillins SPA (including during construction as well as any operational activities that arise from development).

Map 1.4 Glencoe Ski Centre Base Station



EDA02

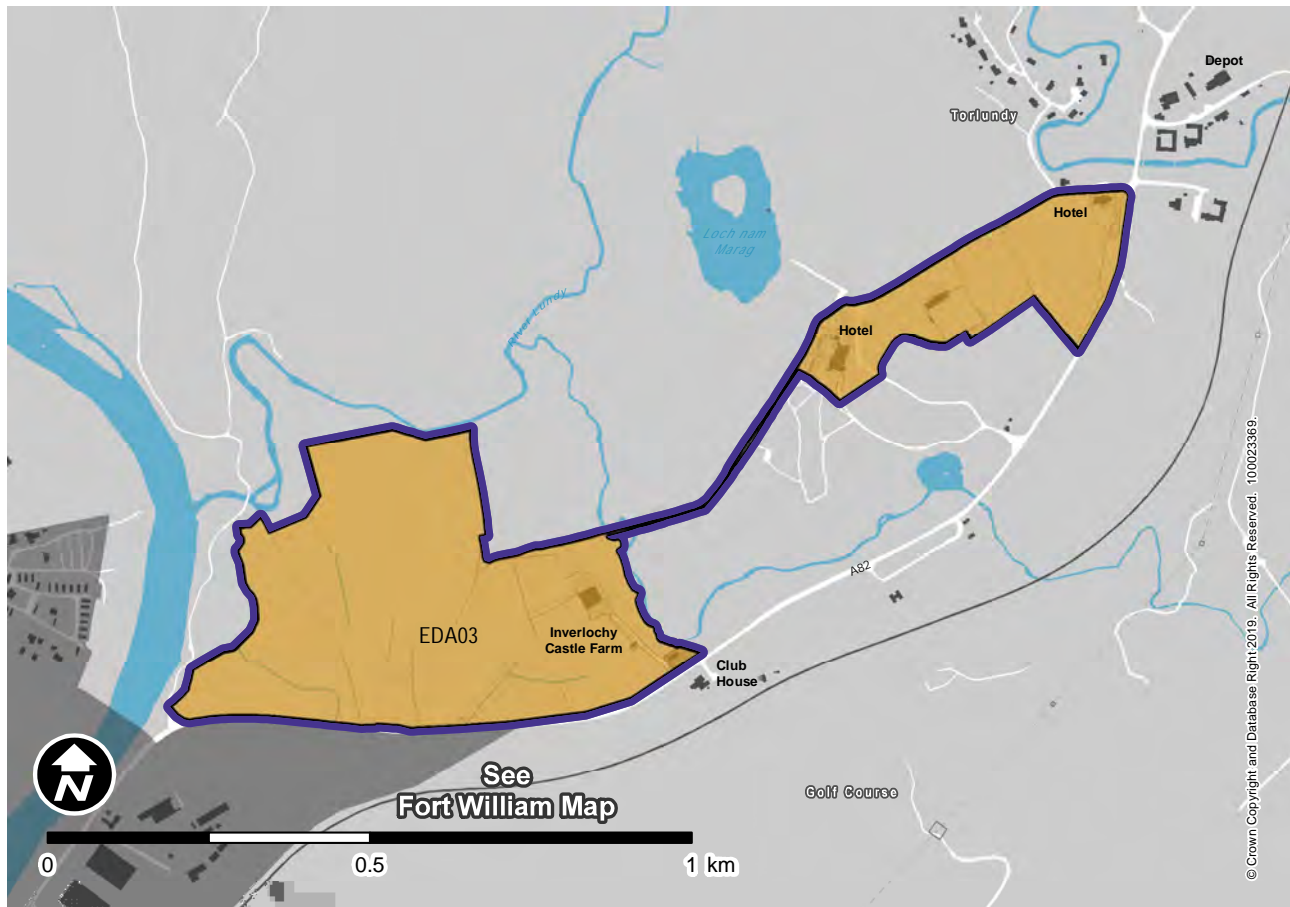
EDA02: Glencoe Ski Centre Base Station, Glencoe

Use: Business and Tourism

Area (ha): 4.0

Developer Requirements: Land safeguarded only for provision/expansion of facilities relevant to outdoor recreation. Exceptional siting and architectural design quality and retention/improvement of screen planting to avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Retain and integrate watercourses as natural features within the development, no culverting. Development Proposals must demonstrate that there would be no adverse effect on the integrity of the Glen Etive and Glen Fyne SPA (including during construction as well as any operational activities that arise from development).

Map 1.5 Inverlochy Castle Estate



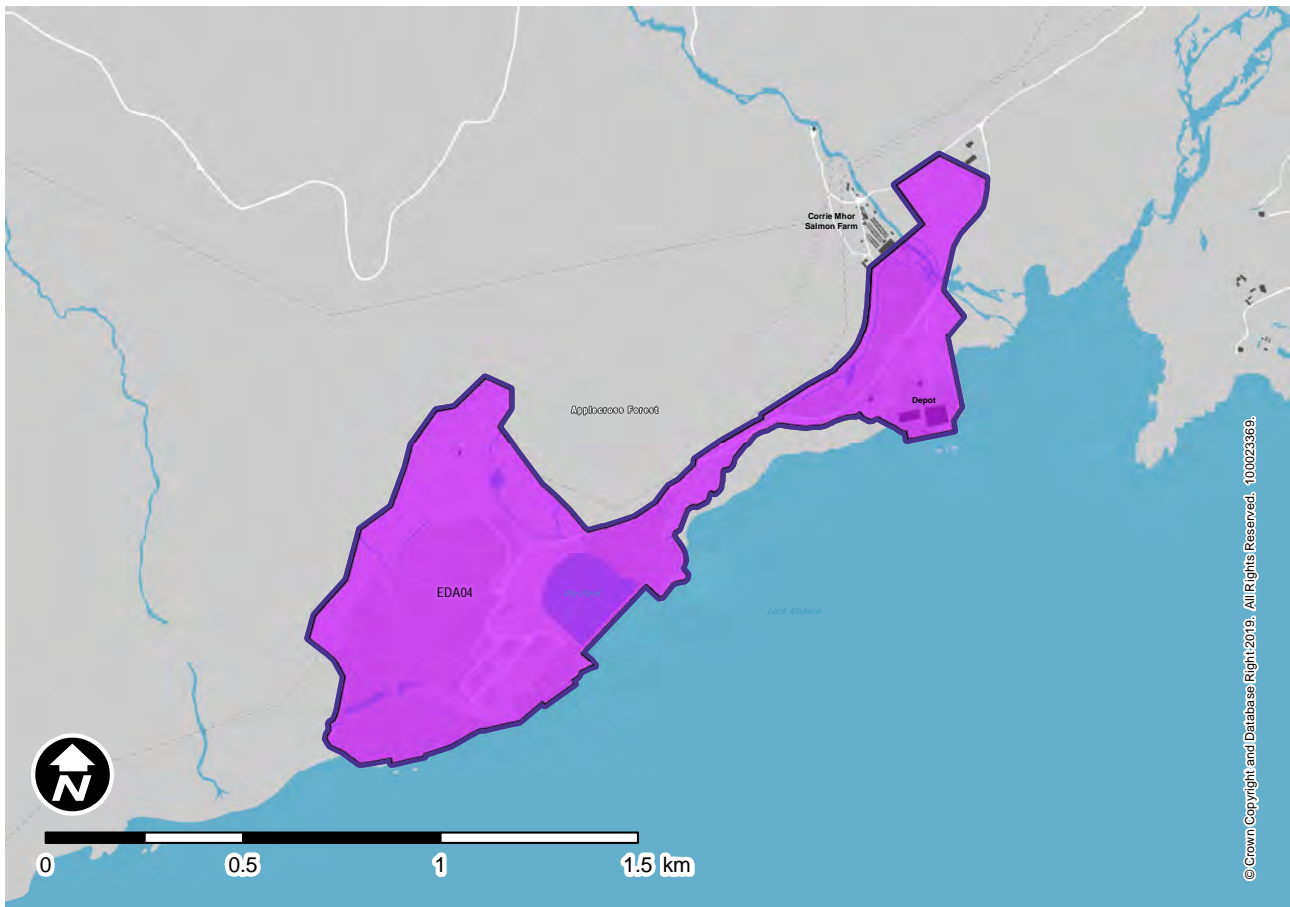
EDA03

EDA03: Inverlochy Castle Estate, by Fort William

Use: Mixed Use (Business [including live/work units], Tourism, Community, Recreation, Leisure) **Area (ha): 31.2**

Developer Requirements: Land safeguarded primarily for development that will expand and diversify the tourism offer of the Inverlochy Castle Estate and therefore the Fort William area and its outdoor capital brand. The Council's preference is for self catering and other tourist accommodation and facilities directly connected to the estate's physical and natural assets. Other Council preferred uses would be live/work units, an events space and related buildings, additional planting and footpaths, and a community access parkland. Requirements are to avoid flood risk (if necessary proven by assessment) and watercourses; transport assessment including likely need to rationalise and improve road access from the A82; active travel links to the existing active travel route to Fort William; adequate public water and sewerage connection and capacity; no net detriment to built and natural heritage interests in particular the quality of the Estate's listed buildings, landscape and policy woodland (and the habitat it provides); and safeguard and enhance public access through the Estate.

Map 1.6 Kishorn Yard



EDA04

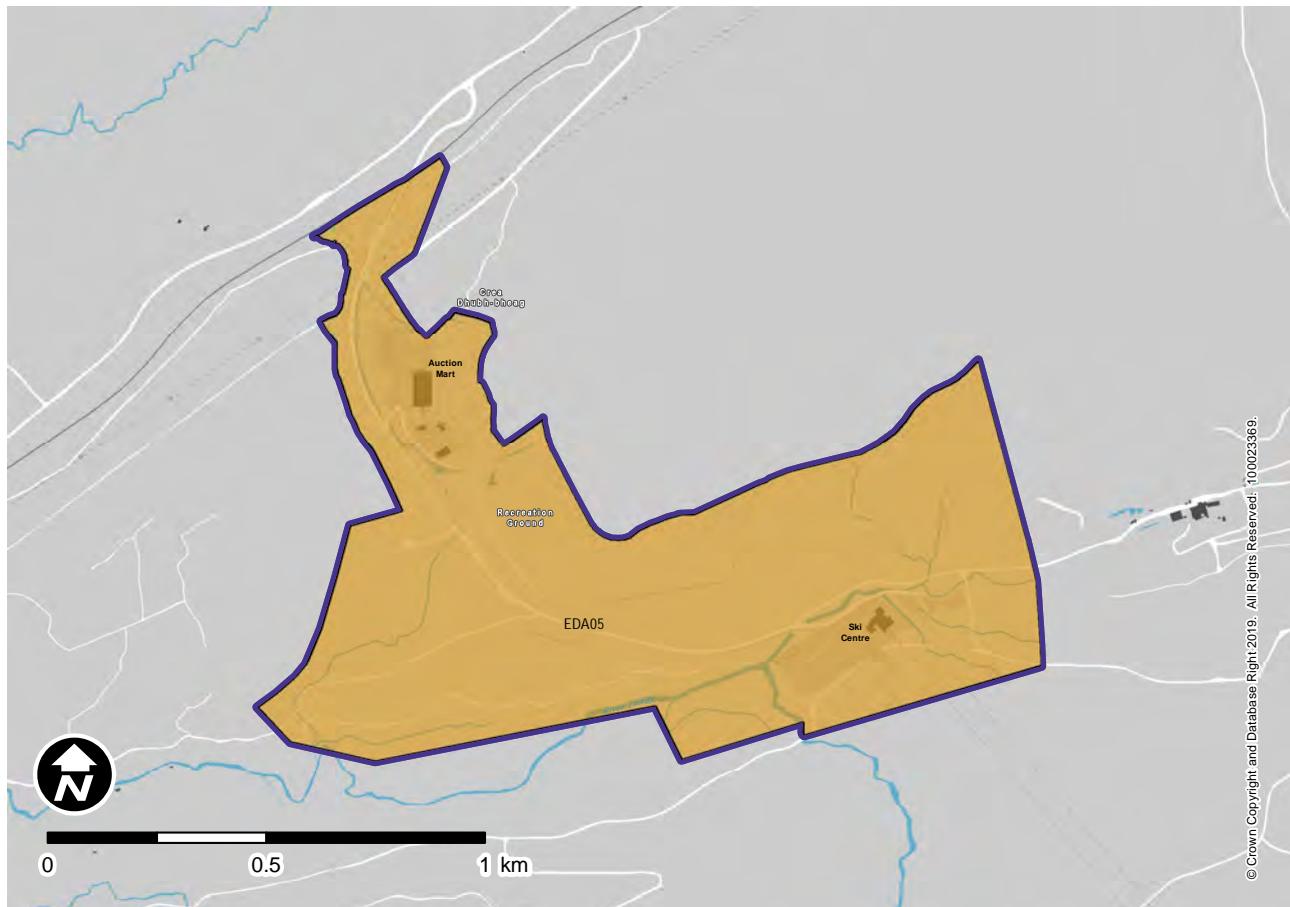
EDA04: Kishorn Yard, Wester Ross

Use: Industry

Area (ha): 67.3

Developer Requirements: Allocation safeguarded for development serving offshore industry in particular the renewables, oil and gas sectors. Development in accordance with planning permission 13/02272/FUL including mitigation identified within its related ES. Any renewal application or alternative proposal will be required to address the same issues covered by condition in the 13/02272/FUL permission including: contamination, adequate surface and foul water drainage, water environment protection, flood risk, restoration and reinstatement, exceptional siting and architectural design quality to avoid adverse impacts on the special qualities of the Wester Ross NSA, protected species impacts and transport assessment. Only low vulnerability uses or operationally essential uses in areas shown to be at risk of flooding, to be accompanied by resilience measures. Development proposals must demonstrate that there would be no adverse effect on the integrity of the Beinn Bhan SAC (including during construction as well as any operational activities that arise from development). Development proposals must demonstrate that the impacts of marine based activities and operations arising from development will not adversely affect the integrity of the Loch Carron Marine Protected Area (MPA).

Map 1.7 Nevis Forest and Mountain Resort



EDA05

EDA05: Nevis Forest and Mountain Resort, by Fort William

Use: Mixed Use (Business, Tourism, Community, Recreation, Leisure) **Area (ha): 112.0**

Developer Requirements: Land safeguarded only for provision/expansion of facilities relevant to outdoor recreation and/or that will expand and diversify the tourism offer of Nevis Forest and therefore the Fort William area and its outdoor capital brand. The Highland Council has endorsed a landowner produced masterplan for this land which the Council intends to adopt as Supplementary Guidance. The guiding principles of that Guidance are to promote mixed use, outdoor recreation and tourism-led development that is complementary to existing enterprises; match the scale, layout and design of development to the existing forest landscape context and local service network capacity; exclude uses such as permanent family housing that would better be located within a settlement; promote forest management to enhance habitats and their biodiversity; Protected Species Survey; provide better car parking and recreational access trails; avoid flood risk including retention of natural watercourses and development set-back from them; achieve integration with adjoining active travel routes and secure adequate water main, public transport and public sewer connectivity including prior discussion with Scottish Water in the event of a major water user. Avoid adverse impacts on the Parallel Roads of Lochaber Site of

Special Scientific Interest (SSSI) and the Glen Roy and the Parallel Roads of Lochaber Geological Conservation Review (GCR) 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.

1.3 Connectivity and Transport | Comas-ceangail is Còmhdhail

1.44 This Plan will assist in delivering the headline, shared, outcome for connectivity and transport. This outcome reflects the culmination of analysis and stakeholder engagement on this topic. This is summarised in the following paragraphs.

Outcome

Public agencies and other partners co-ordinate and optimise their investment in agreed growth locations. 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.

1.45 The Plan's [Monitoring Statement](#)⁽⁸⁾ highlighted key issues for the Plan area such as:

- many journeys are of limited mode choice, lengthy, expensive and unreliable;
- the existence of many underutilised and/or unsuitable for current purpose public buildings and facilities (e.g. 39 of 62 primary schools operating at less than 60% of capacity); and
- economic and social fragility and a specific problem of poor broadband coverage.

1.46 This Plan responds to these issues through its policies and land allocations:

- Growth directed to settlements and sites where spare existing infrastructure and other capacity exists or can be added most efficiently.
- Sites for facilities safeguarded within the larger settlements to help tackle fragility.
- Commercial allocations for the largest settlements to clawback leakage of expenditure outwith the Plan area and reduce unnecessary travel (e.g. retail and mixed use allocations in Portree and Fort William).
- Developer contributions to offset the transport impact of development in particular to address congestion within Fort William and to secure completion of the Portree Link Road and improve active travel networks within all communities.
- Allocations and policy support to help communities be safer and more resilient (e.g. the Caol Flood Scheme).
- Land allocations and safeguards to support transport improvements (e.g. road links at Fort William, Portree and Lochcarron plus harbour expansions at Uig, Corpach and Mallaig).
- Land allocations to support new hospitals at Broadford and Fort William.
- Allocations to support enhanced seaborne visitor access at Fort William, Corpach, Gairloch, Ullapool and Armadale and enhanced air access at Broadford and Fort William.

8 <http://highland.objective.co.uk/creation/download/4526304>

- Encouragement of a more concentrated pattern of development of future households to make broadband and other network service provision more economic.
- Support for communities and other interest groups to produce their own plans (e.g. Isle of Rum Community Land Use Plan and Mallaig Harbour Authority harbour expansion masterplan).
- The Plan's Action Programme coordinating public and private investment to key sites and issues where resources can be combined most efficiently (e.g. at Blar Mor in Fort William).

Transport

1.47 Travelling to, from, and within the Plan area is challenging because of the physical constraints of mountains, lochs, an indented coastline, and for the islands, separation from the mainland. Communities are widely dispersed across this Plan area and their residents, businesses and visitors rely heavily on the transport network to provide, often lifeline, links to education, employment, shops and services. The proposal to focus the majority of development on existing settlements helps to reduce the need for additional transport improvements. However, there are a number of sections of the transport network where improvements are necessary to ease current pressures, support the delivery of future development and encourage more sustainable modes of travel.

1.48 This Plan is accompanied by a [Transport Background Paper](#)⁽⁹⁾ which was published alongside the Main Issues Report and is still relevant. It examines strategic transport issues within the Plan area. These transport issues are all important to the Plan's Vision and Spatial Strategy and the potential projects are at varying stages of progress in terms of feasibility work and financial commitment.

1.49 Further details on the potential transport improvements and the suggested approach to taking these forward is set out in Table 4 'Transport Improvements'.

Table 4 Transport Improvements

Transport Improvement	Council's Approach
Public Transport and Active Travel Improvements	Various improvements sought across the Plan area to maximise the number of journeys made by public transport and by walking and cycling (active travel). Developer Contributions sought to contribute towards the provision of such facilities associated with new development.
A832 - Twin Tracking at Slattadale	Listed in the accompanying Action Programme, shown on the Spatial Strategy Map and listed in the Council's Capital Programme . Development proposals must demonstrate that there would be no adverse effect on the integrity of the Loch Maree Complex SAC and River

9 <http://highland.objective.co.uk/creation/download/4526313>

1 Vision and Strategy | Lèirsinn is Ro-innleachd

Transport Improvement	Council's Approach
	Kerry SAC (including during construction as well as any operational activities that arise from development). The relevant competent authority will be responsible for carrying out the HRA.
A890 - An Off Line "Bypass" between Balnacra to Lair	Listed in the accompanying Action Programme, shown on the Spatial Strategy Map and listed in the Council's Capital Programme.
A890 - Stromeferry/Lochcarron Bypass	Listed in the accompanying Action Programme, shown on the Spatial Strategy Map, listed in the Council's Capital Programme, and land safeguarded on Lochcarron Settlement Map. Plan to be updated once Council decision on route options made.
A87 to A855 - Portree Link Road	Listed in the accompanying Action Programme, shown on the Spatial Strategy Map, listed in the Council's Capital Programme, and land safeguarded on Portree Settlement Map. Developer Contributions sought towards its completion.
Ashaig (Skye) Airport	Listed in the accompanying Action Programme, shown on the Spatial Strategy Map and land safeguarded via identification of site as Economic Development Area.
Fort William Congestion including relief of A830 and A82	Listed in the accompanying Action Programme, shown on the Spatial Strategy Map, route options to be safeguarded on the Fort William settlement map, and developer contributions to be sought subject to results of transport appraisal.
A82 to A861 - Corran Narrows Crossing	Need for enhanced crossing listed in the accompanying Action Programme, shown on the Spatial Strategy Map, transport appraisal of options to be undertaken including consideration of land to be safeguarded from development either side of the narrows to leave open future crossing options.
Enhancement of Facilities at Ports and Harbours	Shown on Spatial Strategy Map and settlement maps.

1.4 Environment and Heritage | Àrainneachd is Dualchas

1.50 This Plan will assist in delivering the headline, shared, outcome for environment and heritage. This outcome reflects the culmination of analysis and stakeholder engagement on this topic. This is summarised in the following paragraphs.

Outcome

Resources are better managed:

- 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.

1.51 The Plan area's heritage resources, particularly its landscape quality, are an important factor in spatial planning. In simple numeric terms, 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. There are also large areas of nationally important carbon-rich soils, deep peat and priority peatland habitats that influence the optimum location for future growth.

1.52 This Plan responds to these ideas through its policies and land allocations:

- Any Energy from Waste facility at Portree will be required to incorporate a district heating capability (see heat section below for further details).
- Increased support for Gaelic education including a new Gaelic primary at Portree and potential expansion of one at Caol.
- 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 has preferred energy efficient locations.
- Ensuring transport scheme routing and design that takes account of environmental considerations.

- Flood risk better assessed, avoided, reduced and mitigated via flood risk being a primary criterion in site selection.
- Recording an intention by the Council within the Plan period to review current conservation areas at Portree, Stein, Ullapool, Plockton and Shieldaig, and to consider the designation of new conservation areas at Inverlochry and Duirinish.

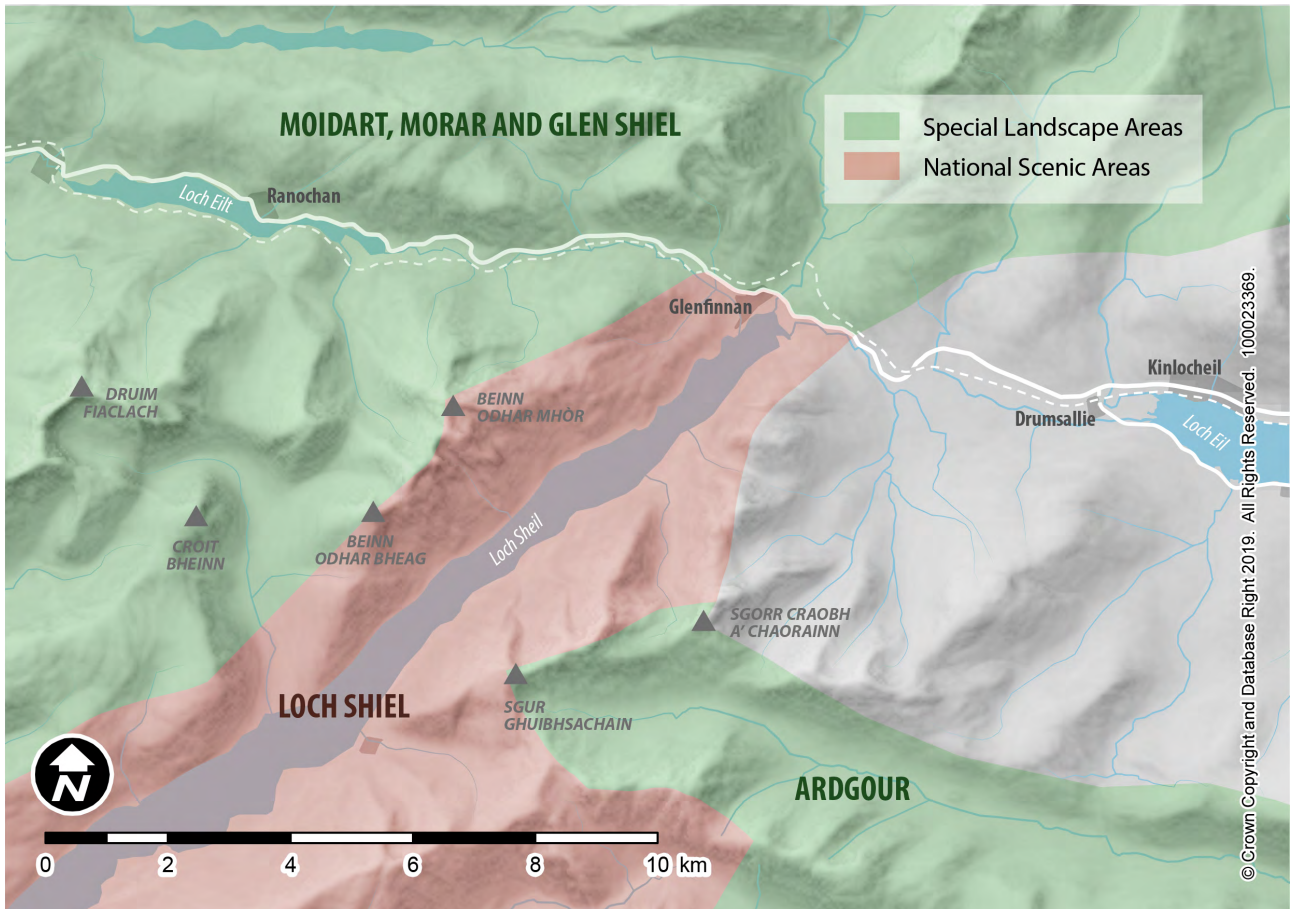
Special Landscape Areas

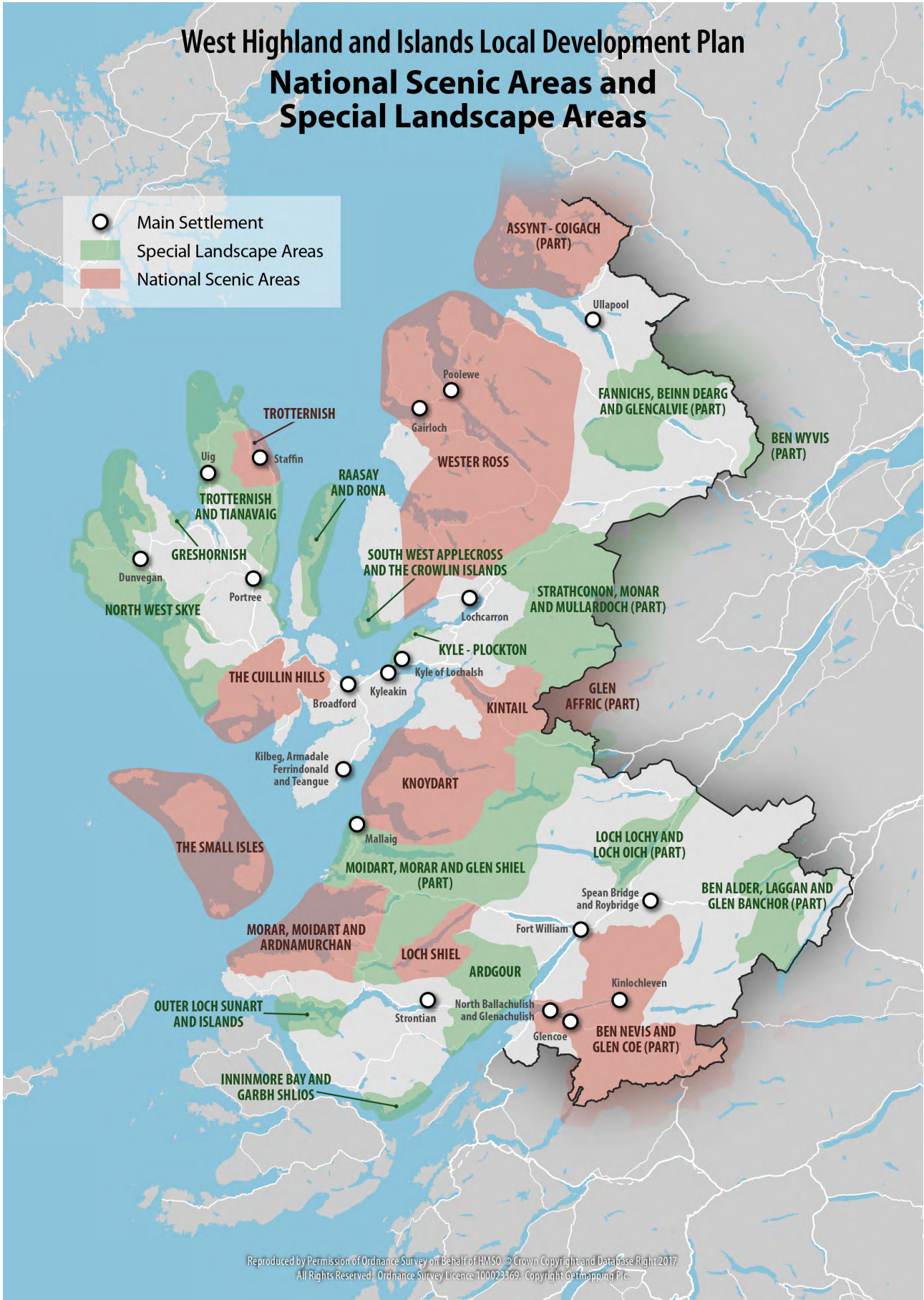
1.53 Special Landscape Areas (SLAs) are landscapes that are seen as being of regionally significant landscape and visual quality. The boundaries of these areas are set out in the [Assessment of Highland Special Landscape Areas \(June 2011\)](#)⁽¹⁰⁾ and supported by planning policy in the Highland-wide Local Development Plan.

1.54 National Scenic Areas are areas of nationally important landscape with special qualities that are designated for safeguarding and enhancement through national and local policy. Citations set out in the Assessment of Highland SLAs have helped to tidy up any gaps or overlaps between SLAs and NSAs. Through the preparation of WestPlan we consulted on the revision of SLA boundaries to include one last area within Ardgour where we have extended the Ardgour SLA to fill the gap between the current NSA and SLA boundaries between the summits of Sgurr Ghiubhsachain and Sgurr Craobh a' Chaorainn south east of Loch Shiel.

10 http://www.highland.gov.uk/info/178/local_and_statutory_development_plans/632/non-statutory_planning_guidance/3

Map 1.8 Alterations to SLA





Efficient Use of Heat

- 1.55** A key strand of Scottish Government strategy in response to climate change, as set out in the Heat Policy Statement "Towards Decarbonising Heat: Maximising the Opportunities for Scotland" (June 2015) is to encourage and facilitate a substantial shift to renewable heating of buildings. A key element is increasing district heating networks, if necessary fed in the first instance by non-renewable sources which could later be replaced by renewables. District heating can also help address concerns about energy security and supply and fuel poverty. SPP (2014) has already established a key role for planning, including Development Plans, to help drive development of networks. Where networks are not viable, micro-generation and heat recovery technologies associated with individual properties should be encouraged. Developers are encouraged to consider options for low or zero carbon heating and district heating schemes by making use of the Scotland Heat Map which provides information on heat demand and supply opportunities.
- 1.56** Policy in HwLDP (2012) and associated Supplementary Guidance already encourages maximising energy efficiency and renewable sources of energy as part of sustainable design. The HwLDP is under review: a Main Issues Report consulted on in 2015-16 set out our preferred approach to develop a specific policy on heat networks in response to SPP, however the Proposed HwLDP has yet to be worked up and published for consultation.
- 1.57** Scottish Government launched its Draft Energy Strategy for consultation in 2017, along with associated consultations on Scotland's Energy Efficiency Programme and on Heat and Energy Efficiency Strategies, and Regulation of District Heating. Together these include significant proposals aimed at further driving towards decarbonising heat.
- 1.58** In the meantime, a strategic identification and analysis of district heating network opportunities has been undertaken by and on behalf of the Council for the WestPlan area, documented in the Background Paper [WestPlan Heat Network Opportunities Assessment](#)⁽¹¹⁾. That work has been undertaken to inform the WestPlan and the Highland HERO (Heat Energy & Renewable Opportunities) which is the approach that The Highland Council are taking towards heat and energy solutions in the Highlands. The approach taken in the WestPlan takes account of the facts that on the one hand SPP supports the development of networks with planning having a key role and on the other hand that the forthcoming HwLDP policy on this specific subject has yet to be set out in detail.
- 1.59** Future District Heating Networks may serve existing and/or new development. Opportunities for networks may not be limited to those identified within the Background Paper and the likely viability of networks may be influenced by a number of factors and so may change over time. The consideration of potential for networks is therefore generally encouraged and we will look for appropriate opportunities to do so through pre-application discussions with landowners and prospective developers, considering options for the Council's own property and housing stock and working with partners. For those new development sites which have been identified as having greatest potential for provision of or connection to a network

11 <http://highland.objective.co.uk/creation/download/4526302>

opportunity indicated (on the basis of the methodology in the Background Paper) as viable, this Plan includes developer requirements for such consideration to be given. Beyond the provisions outlined in this Plan, further requirements may be placed on developments in the future as a result of strategy and policy development, availability of incentives and any new regulatory requirements introduced.

2.1 Fort William | An Gearasdan

2.1 Fort William's wider urban area is a loose aggregation of settlements bordering Loch Eil, Loch Linnhe, and along the corridors carved by the Great Glen and Glen Nevis. It represents the second biggest settlement in Highland. Most development happened in the 20th century driven by employment opportunities. Building has spread across a wide geographic area, up hillslopes, and across natural divides.



2.2 This dispersed and seemingly random settlement pattern has been shaped by physical, employment, ownership and crofting factors. The River Lochy, Nevis and Loch Linnhe flood risk areas continue to influence where development can occur. Similarly, the steep slopes of the glen sides and the climatic exposure they offer still affect where it is practical to live. Also, crofting, in particular areas of common grazings, and other green spaces that are worthy of protection, have and will continue to shape where building should happen. Aspects of the historic settlement pattern are also of conservation interest, such as Inverlochy village which may have potential for future designation as a Conservation Area. Finally, employers are situated where they have a competitive reason to be in that location. For example, the smelter makes use of the steep slope to the Ben Nevis Massif, Annat Industrial Estate jobs are based on good sea and rail access, and commercial operations gravitate to the central locations or where they can capture passing trade.

2.3 The challenge for the future is to support further growth but to make the urban area and therefore the community more cohesive. Consolidation, rather than further scattering of development and better internal connectivity will help Fort William become a more coherent place.

2.4 Strategic analysis of district heating network opportunities has identified a number of potential, viable schemes in this settlement and a number of others which require more analysis. Future District Heating Networks may serve existing and/or new development. Opportunities for networks may not be limited to those identified within the Background Paper and the likely viability of networks may be influenced by a number of factors and so may change over time. The consideration of potential for district heating networks is therefore generally encouraged. For those new development sites which have been identified as having greatest potential for provision of or connection to a network opportunity indicated (on the basis of the methodology in the Background Paper) as viable, this Plan includes developer requirements for such consideration to be given.

Fort William Transport Developer Contributions

2.5 The Highland Council intends to work with Transport Scotland to undertake a joint issues and interventions appraisal, in line with Scottish Transport Appraisal Guidance (STAG), which will determine the transport planning objectives for Fort William. Pending the outcome of this work this Plan safeguards corridors of land from development for potential future transport interventions until the STAG appraisal determines which of these interventions are required. Development proposals need not await the outcome of this appraisal; however, any proposal lodged before the appraisal is complete and that lies within or overlaps any of these corridors must:

- assess and safeguard the land likely to be required for such interventions; and
- be designed and phased in such a way that it doesn't compromise any such intervention, but also allows the safeguarded land to be used efficiently should it no longer be required.

2.6 Unless otherwise agreed by the Planning Authority, planning applications within the Fort William Settlement Development Area will also need to be accompanied by a Transport Assessment to identify the interventions required to mitigate the impact of the development on the transport network. The findings of the STAG appraisal will inform the preparation of Supplementary Guidance which will specify:

- the required transport network improvements to facilitate the development envisaged for Fort William over the 20 year Plan period;
- funding arrangements which may include proportionate contributions from developments within the wider Fort William Settlement Development Area;
- the amount and timing of such contributions; and
- any development scale threshold, or specific sites, where contributions may not be sought together with any other exceptions.

Placemaking Priorities - Fort William

- Development in Fort William (including the communities from Corpach to Achintore) should encourage consolidation within the existing physical limits of the settlement, not further dispersal which would make better internal connectivity more difficult to achieve.
- Fort William's industrial employers have good reason to remain in their current locations where they can best benefit from the resources of the physical environment. The Plan should enable in situ expansion of these enterprises. For example, diversification of the range of industrial processes at the smelter together with increased loading capacity at Corpach quayside (including industrial buildings, land and lay-down space surrounding the BSW Sawmill) are critical components of the Plan. All associated housing requirements will be strongly supported to secure the availability a range of housing options to attract and retain a skilled workforce.
- Recent and expected future investment at the smelter will result in a step-change in employment opportunities within Fort William and the wider Lochaber area. In the short term, the Plan should maximise the opportunities resulting from such growth but also safeguard land to accommodate its implications. Beyond the initial 5 year Plan period, additional land and investment will be needed and the Council and other relevant stakeholders are formulating a future vision document, *Fort William 2040: Development and Assets* which will signpost and coordinate the future investment intentions of a range of public and private agencies necessary to achieve the Plan's outcomes and priorities.
- New commercial expansion should only be supported in central locations. A range of opportunities have been identified in the [Fort William Town Centre Action Plan](#)⁽¹²⁾, at Blar Mor and in other central locations where commitments have already been made such as at North Road, Glen Nevis Business Park and where there is a locational imperative such as the slalom course at the smelter tail race and marinas at the waterfront and Corpach Caledonian Canal entrance.
- Putting adequate public agency infrastructure where it can best support existing and future growth is also vital and this too means consolidation whether that be the completion of school rationalisation proposals, a flood scheme for Caol and Lochyside, travel and transport improvements, or shared public function buildings.
- Increasing internal cohesion and connectivity are the main design objectives which means every development site and travel project will be asked to contribute to that aim whether it's a footpath, bus, road, green network, visual, sewer, or any other type of connection.
- Connections are just as important to wildlife as people although instead of fibre optic cables it's about continuous habitat whether that's otters journeying up and down burnsides or other wildlife utilising strips of broadleaf woodland.
- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities.

12 http://www.highland.gov.uk/downloads/file/15655/fort_william_town_centre_action_plan

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Settlement Map Legend

Settlement Development Area



Roads and Access

- Core Path (existing)
- Proposed Road Safeguard

Town Centre



Open Space

- Green Network
- Cherished Open Space

Land Uses

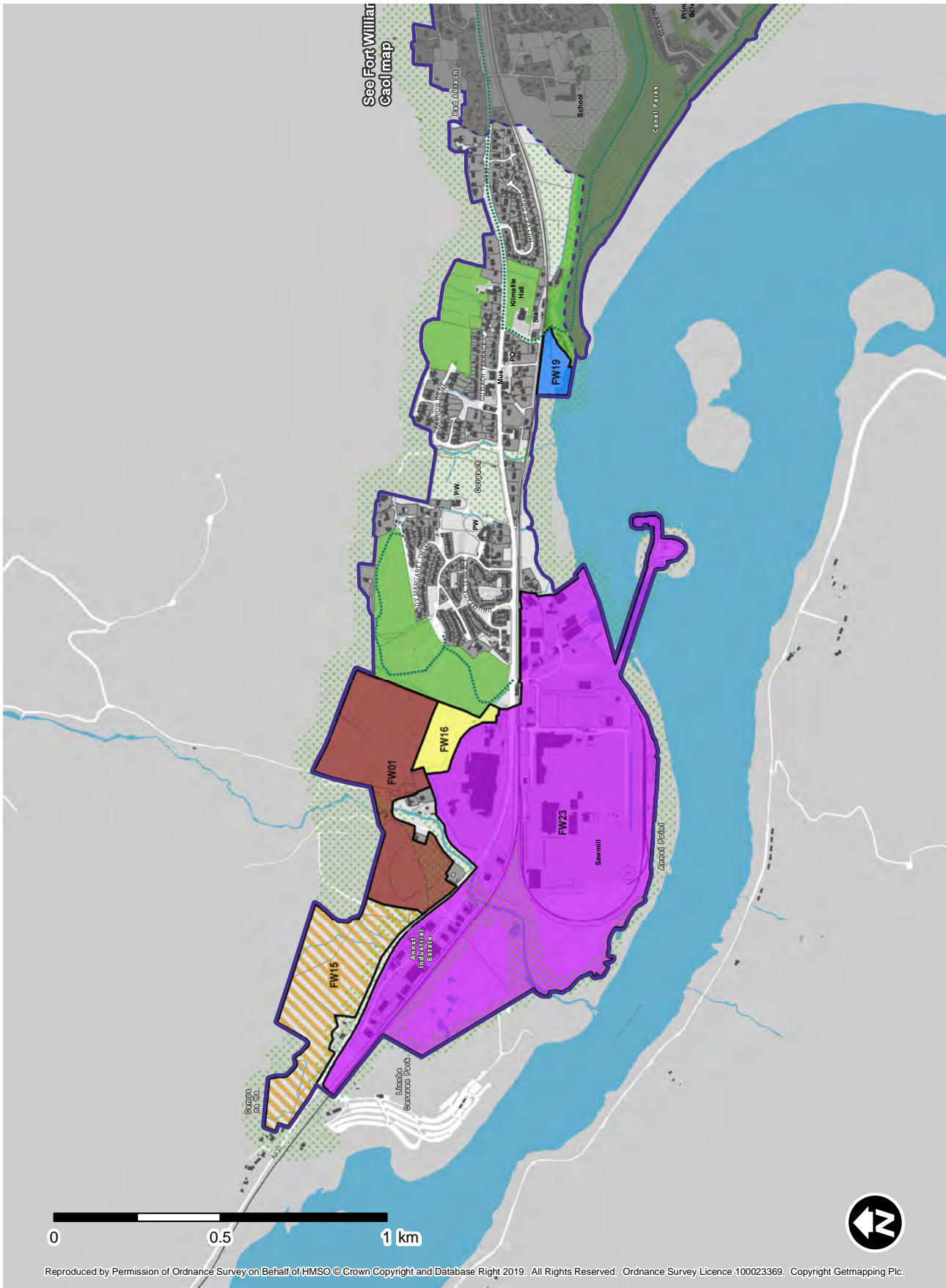
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|-----------------------|-----------|
| Housing | Community |
| Long Term (Housing) | Business |
| Mixed Use | Industry |
| Long Term (Mixed Use) | Retail |

Map 2.1 Fort William Areas



2 Lochaber Settlements | Tuineachaidhean Loch Abar

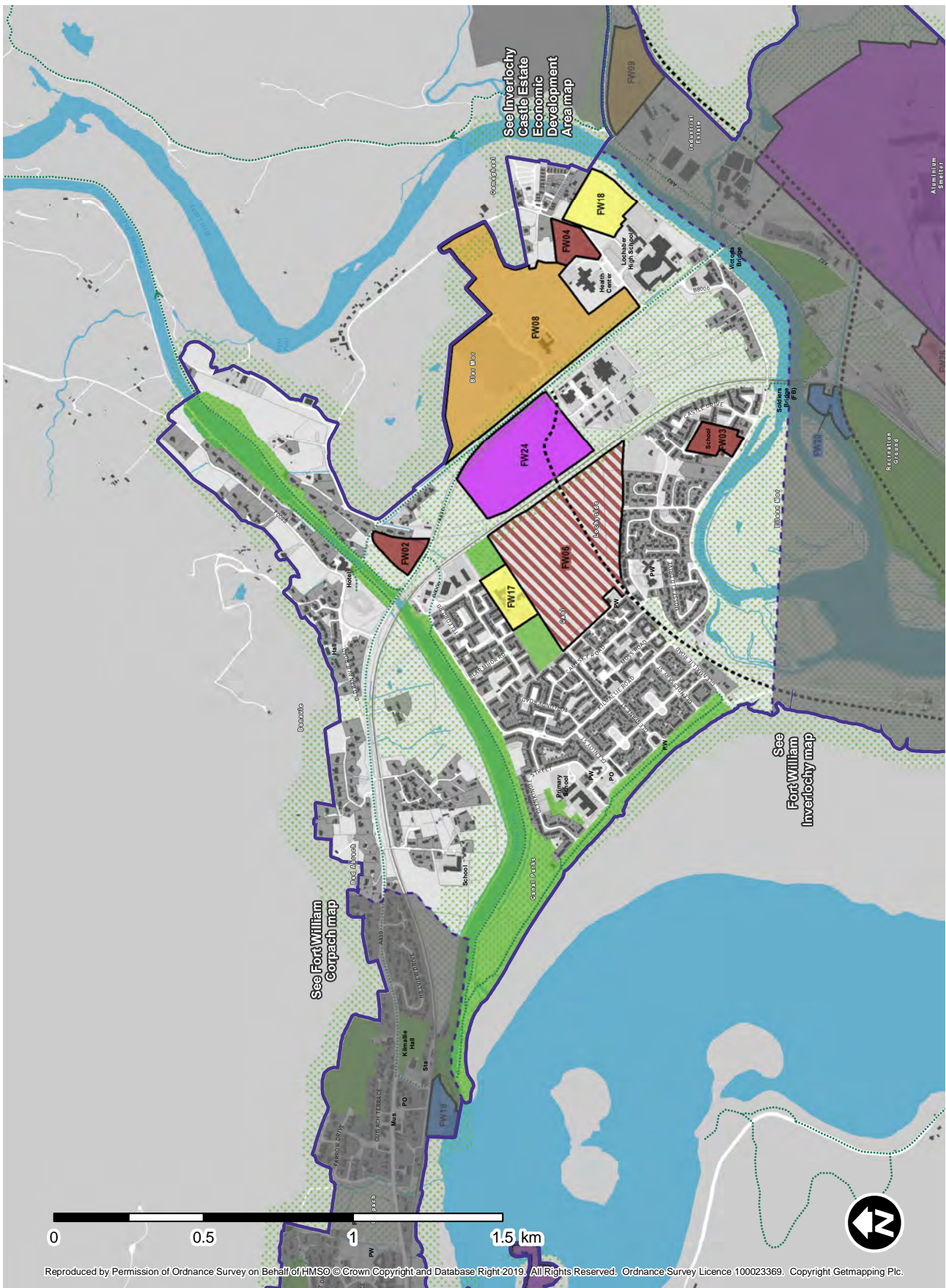
Fort William Corpach Map



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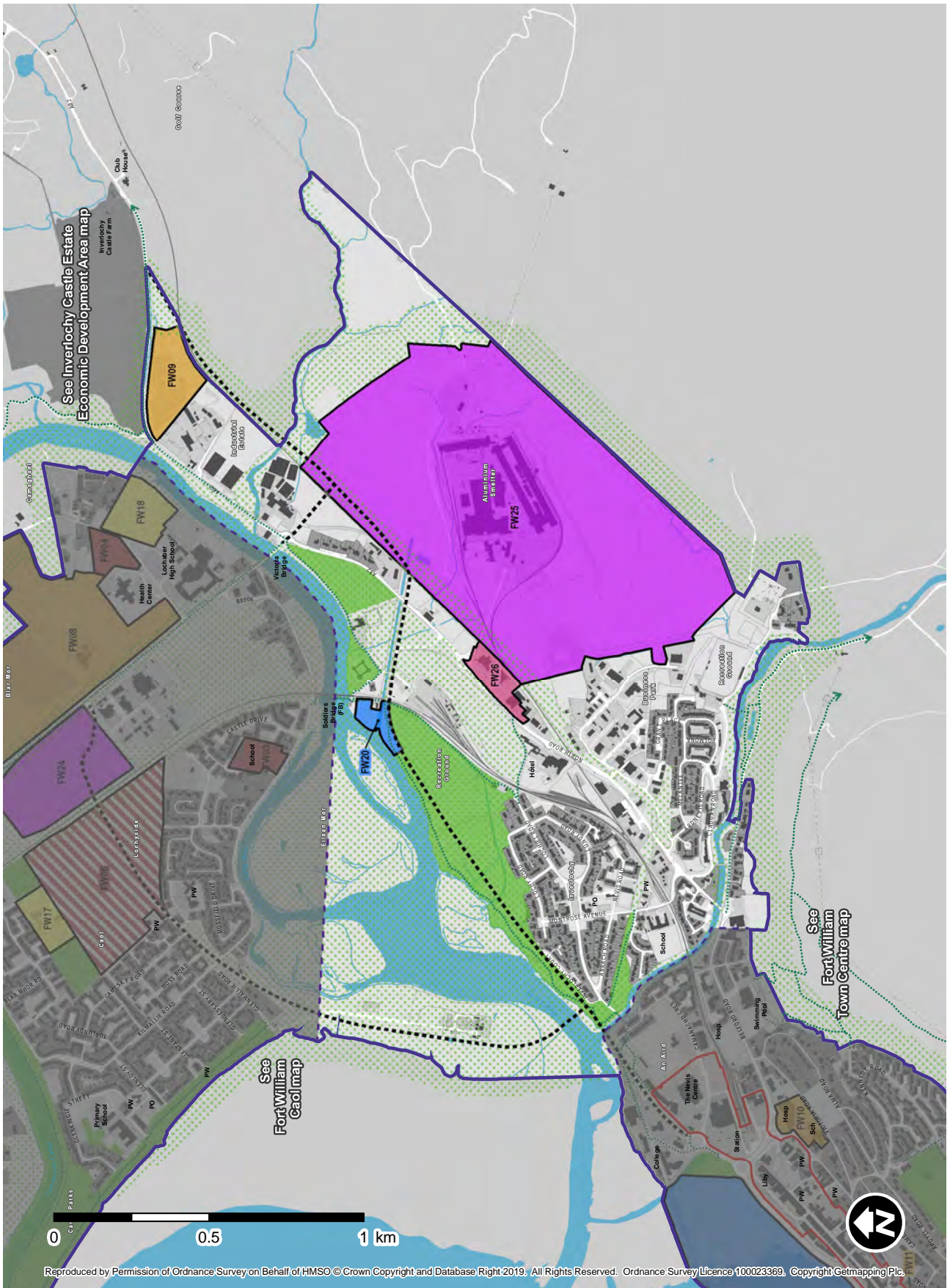
2 Lochaber Settlements | Tuineachaidhean Loch Abar

Fort William Caol Map



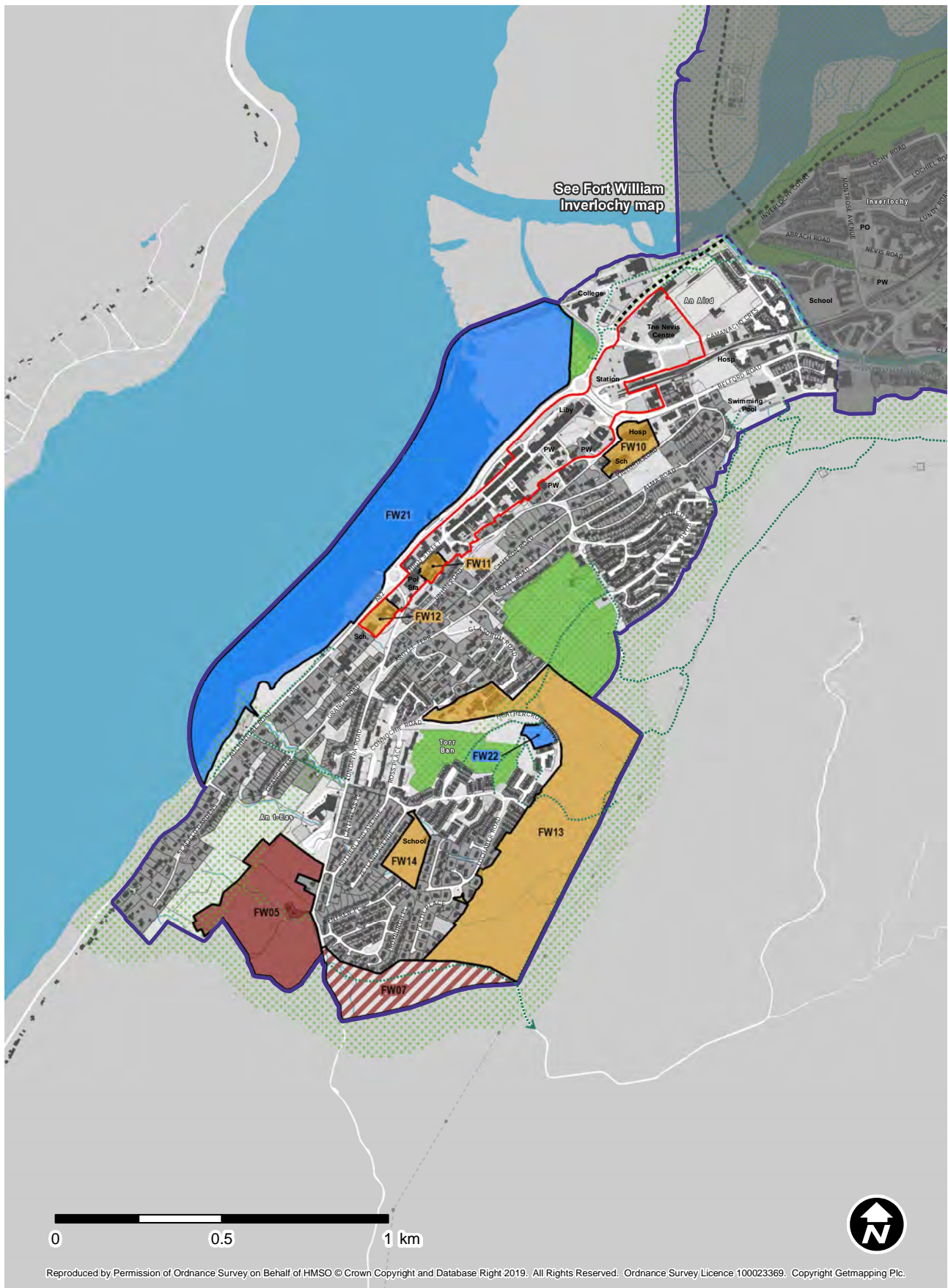
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Fort William Inverlochy Map



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Fort William Town Centre Map



Development Site

Housing

FW01

FW01: Annat Farm

Use: Housing

Area (ha): 14.3

Indicative Housing Capacity: 130

Developer Requirements: Developer to prepare a masterplan which must address the following: Watercourse to be bridged, not culverted and 6 metre buffer between watercourses and development; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Connection to public sewer; Protect and enhance existing trees and woodland with integration to the green network; Protected species survey; Transport Assessment including upgraded access from A830, active travel connections and potential contributions towards wider Fort William transport network improvements; Site history and possible Land Contamination Site Investigation (sheep dip next to Annat Farm buildings); 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; Programme of archaeological works/mitigation may be required; high quality siting and design with layout maximising shelter and southerly aspect for principal elevations; Risk assessment to determine necessity for set back from neighbouring, former quarry/landfill.

FW02

FW02: North of A830 at Banavie

Use: Housing

Area (ha): 1.4

Indicative Housing Capacity: 15

Developer Requirements: Watercourse to be bridged, not culverted and 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Public sewer connection; Protect and enhance existing trees and woodland with integration to the green network; Relocated and upgraded A830 access, active travel connections and potential contributions towards wider Fort William transport network improvements; Privacy/amenity setback from existing houses and A830.

FW03

FW03: Former Lochside RC Primary School

Use: Housing

Area (ha): 1.5

Indicative Housing Capacity: 40

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Public sewer connection; Transport Statement including details of safer routes to schools and active travel connections; Site road access to be taken from Kilmallie Road which

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may require junction improvements and potential contributions towards wider Fort William transport network improvements; Good siting and design with layout to maximise shelter, on site play space and southerly aspect for principal elevations, retain woodland and boundary planting with privacy/amenity setback from existing houses; Site history and possible Land Contamination Site Investigation (possible fuel/oil storage associated with school boiler); Where possible recycle/reuse existing building materials.

FW04

FW04: North East of Health Centre

Use: Housing

Area (ha): 1.5

Indicative Housing Capacity: 10

Developer Requirements: Development in accordance with planning permission 12/02981/PIP. Alternative proposals must address the following: Possible Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Transport Assessment, potential contributions towards wider Fort William transport network improvements and new access to be formed which enables vehicle and active travel access through to site FW08; 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.

FW05

FW05: Lundavra Road

Use: Housing

Area (ha): 9.9

Indicative Housing Capacity: 125

Developer Requirements: Developer to prepare masterplan which must address: Retain and integrate principal watercourses as natural feature within the development. Watercourse to be bridged not culverted with 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); Landscape scheme to be informed through a protected species survey, integration of the green network (lesser butterfly orchids surrounding principal watercourse), landscaping on Lundavra Road frontage and create public open space with northerly viewing area; Transport Assessment with active travel connections (northern area of site to deliver active travel crossing of principal watercourse) and potential contributions towards wider Fort William transport network improvements; Privacy/amenity setback from existing houses and school; 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; Assessment and resolution of any slope stability issues; Careful siting, scale and design given the site's prominence in the landscape; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation.

FW06

FW06: Lochside Common Grazings

Use: Long Term (Housing with A830 Connection/Safeguard)

Area (ha): 17.4

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.

FW07

FW07: Upper Achintore (South)

Use: Long Term (Housing with Road Connection to FW13)

Area (ha): 5.9

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

FW08

FW08: Blar Mor

Use: Mixed Use (Housing, Community, Business, Retail) **Area (ha):** 22.0 **Indicative Housing Capacity:** 155

Developer Requirements: The Council intends to produce an updated masterplan/development brief which may be adopted as Supplementary Guidance. This will address the following: Land safeguard for a new hospital, centre for science and technology, possible primary school (including community facilities and sports pitch) and a Search and Rescue helipad, in addition to one associated with the new hospital; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Public sewer connection; Construction Environmental Management Plan; Transport Assessment, Travel Plan and potential contributions towards wider Fort William transport network improvements; Green network and active travel connections, particularly improved links to the secondary school; Site layout to address potential odour/noise nuisance issues associated with adjacent industrial land uses; Landfill gas protection measures may be recommended for buildings, based on previous investigation information; Updated retail impact assessment to address any impact on the vitality and viability of Fort William Town Centre; 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; High quality siting and design, landscaping and building setback from A830 trunk road.

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FW09

FW09: Carr's Corner

Use: Mixed Use (Housing or Business/Tourism)

Area (ha): 4.2

Indicative Housing Capacity: 40

Developer Requirements: Development in accordance with planning permissions 06/00239/OUTLO and 07/00604/REMLO. Alternative proposals must address the following: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Public sewer connection; Protect and enhance existing trees and woodland along all site boundaries with integration to the green network; Utilise existing active travel connection to Lochybridge; Boundary treatment and development amenity setback from neighbouring storage and distribution uses to be informed through noise and dust assessment; Potential contributions towards wider Fort William transport network improvements; Developer contributions may be sought towards primary school provision; Land Contamination Site Investigation may be required (associated with site use for helicopter refuelling and builders yard); Gateway location demands high quality siting and design; Site within Inverlochry I and Inverlochry II Battlefields and a metal detecting survey may be required in the first instance.

FW10

FW10: Belford Hospital/RC Primary School

Use: Mixed Use (Housing, Community, Business/Tourism, Retail)

Area (ha): 1.6

Indicative Housing Capacity: 95

Developer Requirements: An Energy Statement will be required which should include information on the anticipated heat demands of the development and consideration of options for heat supply including by district heating network (serving either the site alone or as part of a wider network). If district heating is not intended to be used then the Statement should demonstrate the reasons why and alternative low and zero carbon technologies should be considered; Drainage Impact Assessment; Protect and enhance existing trees and woodland with integration to the green network; Active travel connections through and adjacent to the site; Potential contributions towards wider Fort William transport network improvements; Possible Land Contamination Site Investigation; High quality siting and design which complements the setting of the nearby Listed Building and Scheduled Monument.

FW11

FW11: BT Depot/Police Station

Use: Mixed Use (Housing, Community, Business/Tourism, Retail) **Area (ha):** 0.5 **Indicative Housing Capacity:** 30

Developer Requirements: An Energy Statement will be required which should include information on the anticipated heat demands of the development and consideration of options for heat supply including by district heating network (serving either the site alone or as part of a wider network). If district heating is not intended to be used then the Statement should demonstrate the reasons why and alternative low and zero carbon technologies should be considered; Potential contributions towards wider Fort William transport network improvements; High quality siting and design which respects the setting of the adjacent C Listed Building (Fort William Sheriff Court and Justice of the Peace Court).

FW12

FW12: Fort William Primary School

Use: Mixed Use (Housing, Community, Business/Tourism, Retail) **Area (ha):** 0.7 **Indicative Housing Capacity:** 10

Developer Requirements: Development in accordance with planning permission 15/02214/FUL. Further development proposals must address: An Energy Statement will be required which should include information on the anticipated heat demands of the development and consideration of options for heat supply including by district heating network (serving either the site alone or as part of a wider network). If district heating is not intended to be used then the Statement should demonstrate the reasons why and alternative low and zero carbon technologies should be considered; Potential contributions towards wider Fort William transport network improvements; Site history and possible Land Contamination Site Investigation (possible fuel/oil storage associated with former school boiler); Renovation of B Listed Building (former primary school) and high quality siting and design which respects the setting of this building.

FW13

FW13: Upper Achintore (North)

Use: Mixed Use (Housing, Community, Neighbourhood Scale Business, Retail) **Area (ha):** 23.3 **Indicative Housing Capacity:** 220

Developer Requirements: Development in accordance with planning permission 05/00246/FULLO. Under this planning permission 42 properties have been developed to date. The remaining indicative housing capacity for the site is set out above. Further significant development must be informed through a masterplan to be prepared by the developer which must address the following: Watercourses to be bridged, not culverted, integrate watercourse as recreational and natural features within the development and minimum 6 metre buffer between

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watercourses and development; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Public sewer connection; Protect and enhance existing mature trees with integration to the green network; Protected species survey; Transport Assessment and potential contributions towards wider Fort William transport network improvements. Emergency vehicle access to Lochaber Road and active travel connections (particularly to Lundavra Primary School). Dependent upon the results of the Transport Assessment it is likely that on completion of 200 houses, including those developed to date, a road connection through the site to Lundavra Road will need to be completed; Land safeguard for sports pitch and open space provision; 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; High quality of siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA and minimise visual impacts from the adjoining core path network; Area within non-inventory battle and archaeological walkover survey is required in first instance with possible programme of archaeological works/mitigation.

FW14

FW14: Former Upper Achintore Primary School

Use: Mixed Use (Housing, Community)

Area (ha): 1.6

Indicative Housing Capacity: 25

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Possible Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Protected species survey; Protect and enhance existing trees with integration to the green network; Retain and enhance active travel connections through the site; Potential contributions towards wider Fort William transport network improvements; Potential reconfiguration with provision of a community sports pitch of an equivalent size to the existing pitch on site; Boundary treatment and lighting to respect neighbouring residential amenity; Privacy/amenity setback from existing houses; Site history and possible Land Contamination Site Investigation (possible fuel/oil storage associated with former school boiler); Recycle/reuse existing building materials (where possible).

FW15

FW15: West of Corpach

Use: Long Term (Mixed Use)

Area (ha): 11.9

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.

Community

FW16

FW16: North of Kilmallie Sawmill

Use: Community

Area (ha): 2.5

Developer Requirements: Retain woodland as amenity resource and buffer between proposed industrial and residential uses; Connect to existing paths network and adjoining green network; Utilise existing access to A830 trunk road; Peat management plan to demonstrate how impacts on peat have been minimised. Presence of deep peat may limit area that can be developed; Site history and possible Land Contamination Site Investigation.

FW17

FW17: Fort William Gaelic Primary School

Use: Community (Gaelic Primary School Extension)

Area (ha): 2.0

Developer Requirements: Development in accordance with planning permission 13/02346/FUL. Further development proposals must address the following: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding or protected for flood storage); Retain mature trees wherever possible, particularly along northern boundary of the site; Peat management plan to demonstrate how impacts on peat have been minimised. Presence of deep peat may limit area that can be developed.

FW18

FW18: North of Lochaber High School

Use: Community

Area (ha): 3.2

Developer Requirements: Development in accordance with planning permission 14/04028/FUL. Further development proposals must address the following: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Retention of green corridor along riverside; Provide usable public open space within development; Active travel connections to the high school and any complementary facilities at Blar Mor; High quality of siting and design.

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Business

FW19

FW19: Corpach Locks

Use: Business/Tourism (water based)

Area (ha): 1.5

Developer Requirements: Suitable only for water based recreational and tourism uses; 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 with appropriate mitigation measures identified as necessary; Need for enhanced access by all users within level crossing constraint; Noise assessment; Boundary treatment and lighting to respect neighbouring residential amenity; Possible Land Contamination Site Investigation (former coal depot adjacent to south east boundary of site at lock side); High quality siting and design to complement the setting of the nearby Listed Building/Scheduled Monuments.

FW20

FW20: Smelter Tailrace

Use: Business/Tourism (water based)

Area (ha): 1.2

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; Retain and development setback from existing trees; Protected species survey; Transport Statement, potential contributions towards wider Fort William transport network improvements and safeguard land for Fort William transport network improvements; Retain and where possible enhance core paths, particularly the Great Glen Way and active travel connections; High quality siting and design which complement the setting of the nearby Scheduled Monument; Site within Inverlochy I and II Battlefields and a metal detecting survey may be required in the first instance.

FW22

FW21: Fort William Waterfront

Use: Business/Tourism (water based or connected)

Area (ha): 35.0

Developer Requirements: Developer to prepare a masterplan/developer brief which must address the following: Potential for enhanced marine connection facilities, breakwater, promenade, marina/harbour, seaplane, cruise liner berthing facilities, related development and/or expansion of the underwater training facilities; Flood Risk Assessment required to inform layout and design; An Energy Statement will be required which should include information on the anticipated heat demands of the development and consideration of options for heat supply including by district

heating network (serving either the site alone or as part of a wider network). If district heating is not intended to be used then the Statement should demonstrate the reasons why and alternative, low and zero carbon, technologies should be considered. 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; Re-designed and improved parking provision including landscaping to reduce the visual impact of vehicles, improved green space/green infrastructure and increased pedestrian priority and active travel connections across the A82 from the waterfront to the High Street; Potential site access improvements and contributions towards wider Fort William transport network improvements; Adequate shore based facilities for disposal of waste from marine craft; Gateway tourist location demanding exceptional siting and design which complements the setting of the nearby Scheduled Monument (Cromwell's Fort) and works adjacent to the fort and on the loch bed may require a programme of archaeological works/mitigation; Assess potential breakwater and associated marine activity impact on the underwater training facilities.

FW23

FW22: Heathercroft Drive

Use: Business

Area (ha): 0.5

Developer Requirements: Development in accordance with planning permission 13/01705/FUL. Alternative proposals must address the following: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); High quality of siting and architectural design; Potential contributions towards wider Fort William transport network improvements; Area within non-inventory battlefield and archaeological walkover survey is required in first instance with possible programme of archaeological works/mitigation.

Industry

FW24

FW23: Annat, Former Paper Mill and Adjoining Land

Use: Industry

Area (ha): 70.3

Developer Requirements: Significant development proposals must be informed through a masterplan to be prepared by the developer. Proposals must address the following: 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; Maximise woodland retention around boundary of site for green network connections and visual screening from adjoining land and A830 trunk road; Protected Species Survey; Hydrological Assessment for development affecting the marine environment; Transport Assessment for significant expansion of industrial uses with adequate access to be secured across the level crossings and onto the A830 trunk road; a cumulative noise assessment to be undertaken. Where potential surface water runoff or discharges to watercourses, which may have an impact on

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marine wildlife, fishing and aquaculture, a hydrological assessment is necessary. Potential contributions towards wider Fort William transport network improvements; Site boundary treatment and lighting to respect neighbouring residential and caravan park amenity; Site history and possible Land Contamination Site Investigation; Any additional infrastructure at Eilean nan Craobh requires exceptional design to respect visual prominence of this island and may require a Landscape and Visual Impact Assessment; Retain Listed Building on site and former WWII military camp requires recording prior to removal.

FW25

FW24: North of Blar Mor Industrial Estate

Use: Industry

Area (ha): 9.8

Developer Requirements: Development in accordance with planning permission 10/02634/PIP. Alternative proposals must be informed through an updated masterplan to be prepared by the developer which must address the following: Drainage Impact Assessment; Protect and enhance existing trees with integration to the green network, landscaping scheme, boundary treatment and building setback from A830 trunk road; Transport Assessment, Travel Plan, active travel connections and improvements along A830 trunk road. Potential contributions towards wider Fort William transport network improvements and safeguard land for Fort William transport network improvements; 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; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation.

FW26

FW25: Aluminium Smelter and Adjoining Land

Use: Industry

Area (ha): 86.7

Developer Requirements: Development in accordance with planning permission 17/05202/FUL. Alternative or additional proposals require the developer to prepare masterplan/developer brief which must address the following: 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); Additional landscape tree planting, potential to retain woodland for screening and to aid site integration with the green network; Protected species survey; Transport Assessment including details of access improvements, active travel connections, potential contributions towards wider Fort William transport network improvements and safeguard land for Fort William transport network improvements; Boundary treatment and possible development setback from neighbouring waste storage and distribution uses and from Ben Nevis Distillery (HSE Hazard); Site history and possible Land Contamination Site Investigation; 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 and high quality siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glencoe NSA and principal Glen Nevis public viewpoints; Site within Inverlochy I and II Battlefield and a metal detecting survey may be required in the first instance; Possible safeguard of land for a Search and Rescue helipad unless alternative provision can be secured, for example at Blar Mor or Achintee.

Retail

FW27

FW26: North Road

Use: Retail

Area (ha): 2.0

Developer Requirements: Development in accordance with planning permission 16/00247/FUL. Alternative proposals must address the following: Updated Drainage Impact Assessment; Public sewer connection; Boundary treatment and landscaping scheme; Active travel, bus shelter provision and A82 junction improvements; Updated Transport Assessment and Travel Plan and potential contributions towards wider Fort William transport network improvements; Updated retail impact assessment to address any impact on the vitality and viability of Fort William Town Centre; Land Contamination Site Investigation verification report with installation of gas protection measures; Recycling facilities on site; Exceptional siting and design.

2.2 Glencoe | Gleann Comhann

2.7 Glencoe is a popular tourist destination because of its scenic quality, historical associations, proximity to outdoor activities, and ease of connection from the A82 trunk road. The settlement's built form has been shaped by the availability of flatter, more agriculturally productive land where glen meets loch and the settlement is enclosed by much steeper ground which presents winter shading issues. Extensive woodland thrives along the River Coe and represents an important green network. The presence of the Ben Nevis and Glencoe National Scenic Area, as well as other natural heritage features including the Carnach Site of Special Scientific Interest, significantly contribute to Glen Coe's outstanding setting.



2.8 Recent development has been relatively ad hoc, in the form of single houses normally on crofts. Allocated local plan sites have not come forward due to ownership and crofting restrictions and the higher, up front costs of servicing development sites. Further piecemeal development would likely erode the viability of the crofts that remain and place pressure on unadopted side roads. Add in the coastal and fluvial flood risk areas that impinge on the settlement, the limited sewerage and side road capacity, and finding appropriate development sites becomes even more challenging.

2.9 The Council's strategy for the settlements is to retain the option of comprehensively serviced development sites, in particular where they will be less prominent in landscape terms and are freer of ownership and other constraints than alternatives.

Placemaking Priorities - Glencoe

- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities, in particular the Ben Nevis and Glen Coe National Scenic Area.
- Direct most development within the existing built form to protect the landscape and visual capacity and quality of the area - for example to opportunities within the settlement boundary to the north of Glencoe Primary School.
- Minimise the loss of in-bye croft land by directing development to allocated sites that are capable of comprehensive servicing and of meeting local need and demand.
- Encourage tourism development where it can gain a competitive advantage.
- Avoiding adverse impacts on the surrounding woodlands, much of which is listed on the Ancient Woodland Inventory, as the woodlands contribute to the setting of Glencoe;
- Promote the delivery of affordable housing.
- Investigate appropriate foul drainage arrangements for the larger development sites.
- Development within the Settlement Development Area of Glencoe will be required to contribute towards the provision of a replacement Glencoe village hall.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



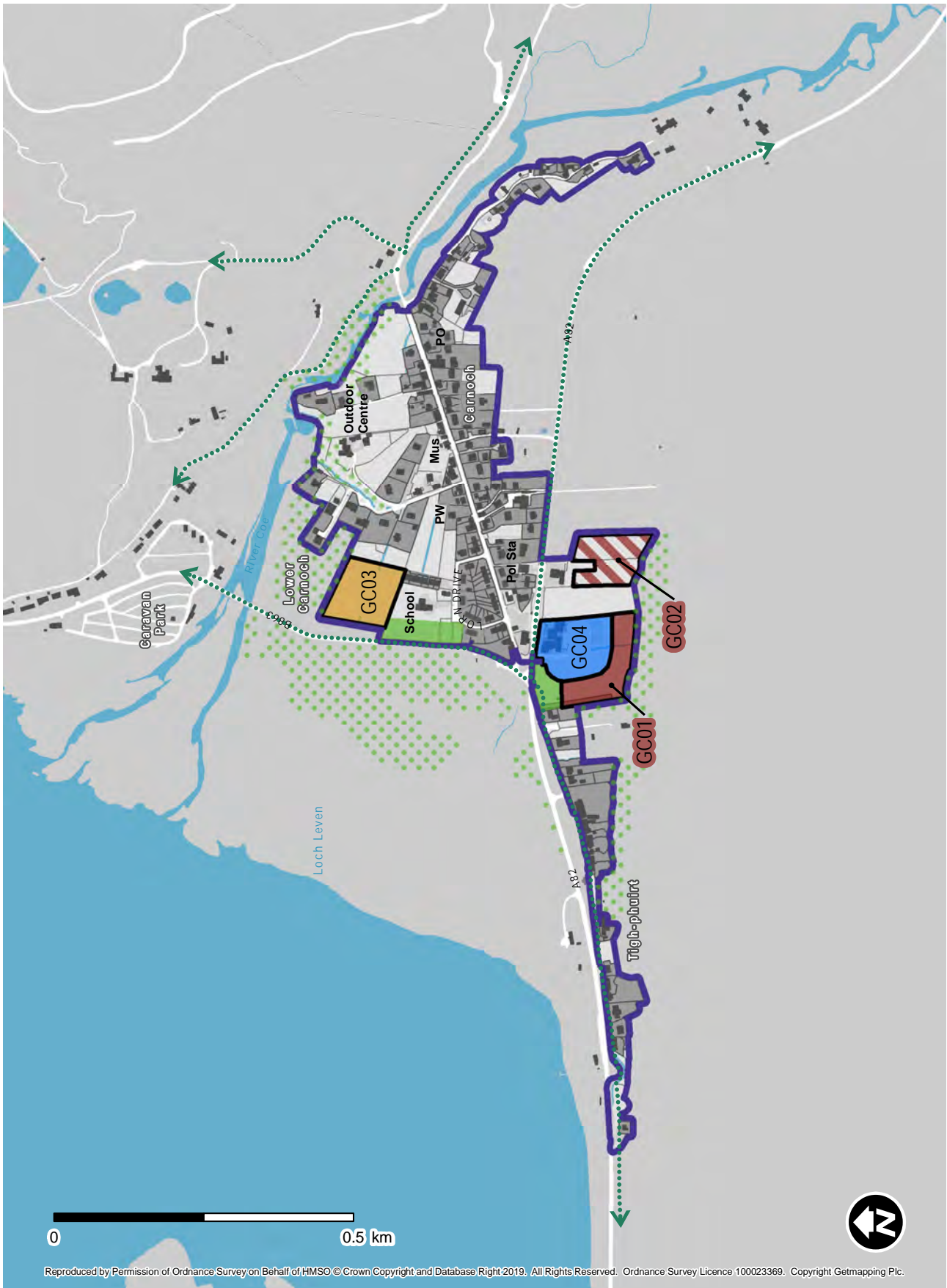
Industry



Retail

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Glencoe Map



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Development Sites

Housing

GC01

GC01: South of A82

Use: Housing

Area (ha): 0.8

Indicative Housing Capacity: 10

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding) and 6 metre buffer between watercourses and development; Set back development from Carnach Wood SSSI to the south; Retain trees and woodland and landscaping scheme which should enhance the green network; Protected species survey; Site access to be configured with hotel site GC04 or from Tighphuirst; Layout to enable development expansion further east at long term housing site GC02 which would otherwise require justification to form a new junction onto the A82 trunk road; Opportunity for permeable layout with active travel connections to surrounding development sites; At least 25% of homes to be affordable and given the limited alternative sites in the settlement these must be delivered on site; High quality of siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

GC02

GC02: South of Filling Station

Use: Long Term (Housing)

Area (ha): 0.9

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

GC03

GC03: North of Glencoe Primary School

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 1.1 **Indicative Housing Capacity:** 10

Developer Requirements: Safeguard of land for a village hall (to be transferred to the community at nil cost); Flood Risk and Drainage Impact 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; Minimum 6 metre buffer between watercourse and development and integrate watercourse as amenity and natural feature within the development;

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At least 25% of homes to be affordable and given the limited alternative sites in the settlement these must be delivered on site; Retain trees and provide additional planting to create shelter and enhance green network; Protected species survey; Active travel connections including direct link to primary school; High quality of siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

Business

GC04

GC04: Hotel

Use: Business/Tourism

Area (ha): 1.2

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Retain trees and provide additional planting to create shelter and enhance the green network; Protected species survey; Opportunity for permeable layout with active travel connections to surrounding development sites; Site history and possible Land Contamination Site Investigation; High quality of siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

2.3 Kinlochleven | Ceann Loch Lìobhann

2.10 Kinlochleven is set in a uniquely isolated and enclosed location at the head of Loch Leven. Its location and expansion was to exploit the hydroelectric power necessary for the aluminium smelter. In more recent years the village has tapped into its other competitive locational advantage of being in the heart of Scotland's highest mountains. Its diversification into a top destination and stop over for outdoor enthusiasts has been successful.

2.11 This is based upon the area's outstanding natural heritage. The village lies within the Ben Nevis and Glencoe National Scenic Area (NSA), with the Leven Valley Site of Special Scientific Interest and River Leven Geological Conservation Review lying to the eastern edge of the village.

2.12 Kinlochleven's attractive setting is bolstered by its attractive public open spaces adjacent to the River Leven, compact settlement pattern and diverse topography. The Plan's proposed strategy is to safeguard the area's special characteristics and heritage through the regeneration of brownfield and infill sites, particularly for new employment opportunities.



Placemaking Priorities - Kinlochleven

- Safeguard and revamp the industrial heritage of the area by promoting a mixed use redevelopment of the brownfield smelter site.
- Protect the natural heritage of the settlement by allocating previously developed land such as at the former smelter site.
- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities, in particular the Ben Nevis and Glen Coe NSA.
- Secure active travel connection and green network improvements with all new developments.

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Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road
Safeguard

Town Centre



Open Space



Green Network



Cherished
Open Space

Land Uses



Housing



Long Term
(Housing)



Mixed Use



Long Term
(Mixed Use)



Community



Business



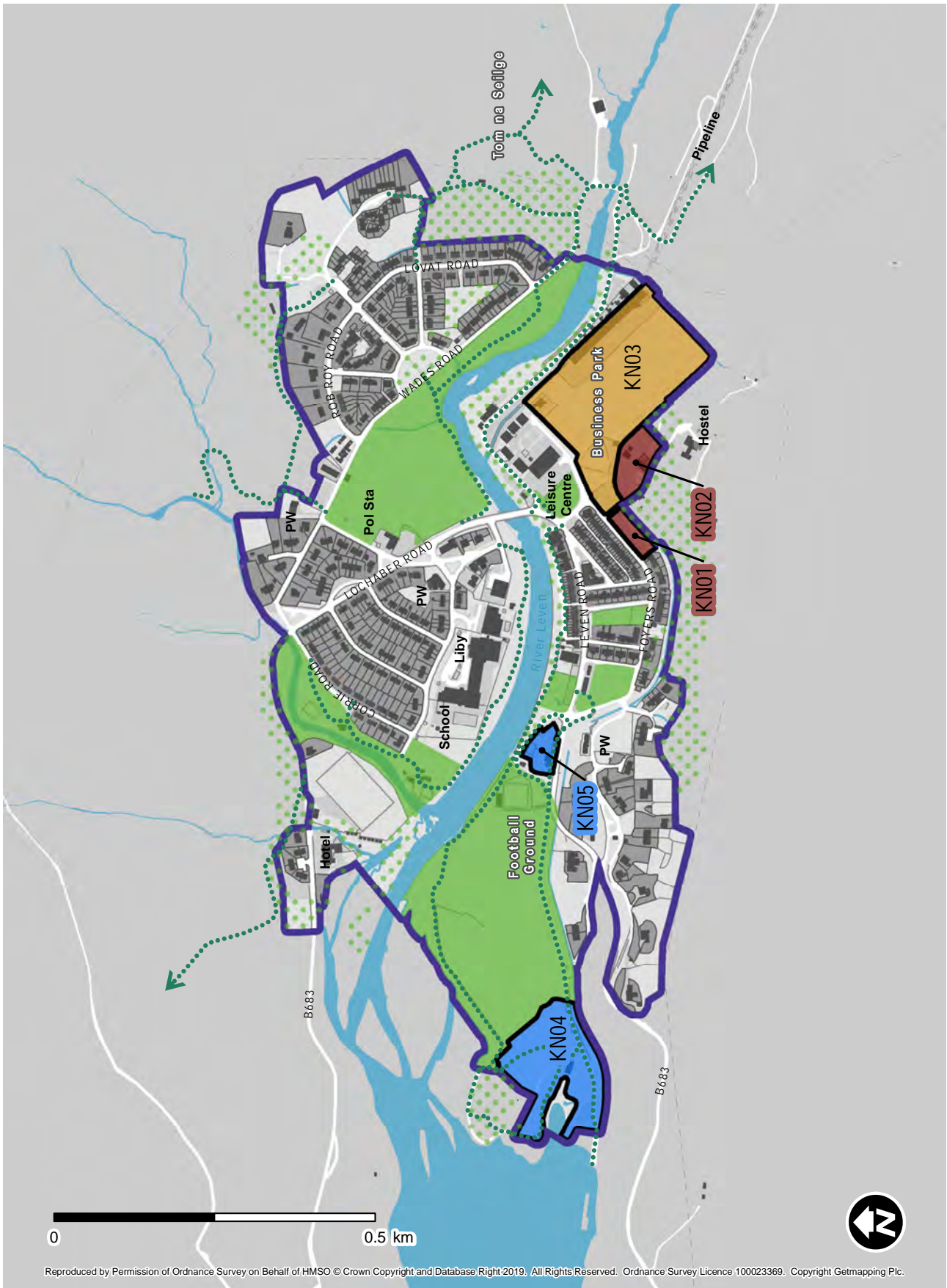
Industry



Retail

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Kinlochleven Map



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Development Sites

Housing

KN01

KN01: Foyers Road

Use: Housing

Area (ha): 0.2

Indicative Housing Capacity: 5

Developer Requirements: Connection to public sewer; Protect and retain existing trees and woodland; Rationalise car parking provision; High quality of siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

KN02

KN02: North of Hostel

Use: Housing

Area (ha): 0.5

Indicative Housing Capacity: 10

Developer Requirements: Development in accordance with planning permission 13/02579/FUL. Alternative proposals must address the following: Drainage Impact Assessment; Minimum 6 metre buffer between watercourses and development; Public sewer connection; Protect and retain existing trees and woodland; High quality of siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

Mixed Use

KN03

KN03: Smelter

Use: Mixed Use (Housing Community, Business/Tourism, Retail) **Area (ha):** 4.4 **Indicative Housing Capacity:** 45

Developer Requirements: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Minimum 6 metre buffer between watercourses and development; Public sewer connection; Setback from existing trees and woodland and integration of green network; Protected species survey; Land Contamination Site Investigation; High quality of siting and design that respects the Category A Listed Smelter Powerhouse and its setting and the setting of the adjacent Category B Listed Carbon Factory Silos and avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

Business

KN04

KN04: Quay

Use: Business/Tourism

Area (ha): 2.2

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protected species survey; Protect existing woodland with integration to the green network wherever possible and compensatory tree planting; Road and active travel connection improvements to village centre; Safeguard operational and maintenance access to sewerage facility; Air quality (odour) assessment; Land Contamination Site Investigation; Programme of archaeological works/mitigation may be required; High quality of siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

KN05

KN05: Car Park East of Football Ground

Use: Business/Tourism

Area (ha): 0.4

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protected species survey; Active travel connections; Land Contamination Site Investigation; High quality of siting and design that will respect the setting of the adjacent category A Listed Building (viaduct) avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

2.4 Mallaig | Malaig

2.13 Mallaig is a coastal settlement, founded in the 1840s as a fishing port. The surrounding area has a longer crofting heritage. The population and tourism industry expanded with the arrival of the railway in the 20th century. Today, tourism is one of the principal economic activities in the area with the ferry hub and railway terminus making it the gateway to the Small Isles, south Skye and other west coast locations.



2.14 It is remarkable that Mallaig has grown to the extent it has given its severe physical constraints. Other than a narrow sliver of coastal land, the landscape consists of steep, rocky ground to the east of the settlement and the sea to the west limit where it is practicable to build. Accordingly, the village has become linear in shape and further development requires either reclamation or more likely, further encroachment up the hillside to the east. Better croft land buffers to the south but this is locally important and also very distant from most village facilities.

2.15 Such a pronounced landform is also very sensitive in terms of the landscape and visual impact that new development can have. Most development breaks the skyline and previous development is very prominent even when viewed from Skye. On a positive note, the milder west coast climate supports the growth of woodland particularly within the more sheltered folds in the hillside. These present a potential landscape framework to soften the hard built edge of the village.

2.16 An important development and employment priority for Mallaig is the expansion of its harbour. The Mallaig Harbour Authority has prepared a [masterplan](#)⁽¹³⁾ which encourages a larger harbour area within a new breakwater plus the possibility of more back up land and berthing. This promotes the development of Mallaig Harbour as a thriving diverse hub of marine activity for the benefit of harbour users, residents and visitors. The masterplan will be reported to the Council and is intended to be adopted as Supplementary Guidance. Given that the harbour lies partially within the Inner Hebrides and the Minches Special Area of Conservation (SAC), designated for harbour porpoise interests, development and activities arising from the operation of an expanded harbour must undergo environmental assessment sufficient to inform a Habitats Regulations Appraisal.

13 <http://mallaig-harbour.com/draft-masterplan-2/>

Placemaking Priorities - Mallaig

- Allow the organic, consolidation of Mallaig within its landscape capacity limits.
- In practice, this means allocating a number and capacity of development sites proportionate to the level of local demand.
- Direct development towards allocated sites where building is most practicable and viable, and where it can be absorbed within the landscape.
- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities, in particular the Moidart, Morar and Glen Shiel Special Landscape Area.
- Investigate additional parking provision throughout the village, including the harbour.
- Ensure that developers of peripheral sites retain and enhance green network connectivity around the village notably in terms of new planting and footpath creation.
- Encourage the provision and enhancement of community facilities, such as the renovation of the Mallaig and District Swimming Pool.
- Support a masterplan-led expansion of the harbour which will include and address the following guiding principles: The creation of a new breakwater quay to accommodate an extensive range of vessels and overcome existing navigational and berthing difficulties. Improvements to the wave climate within the outer harbour. Fishing and freight operational enhancements in the middle harbour. Regeneration of the existing harbour estate. Expansion of the marina to offer a 150 berth facility. Parking provision via land reclamation and other ancillary infrastructure. Potential for a community renewable energy project. Proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



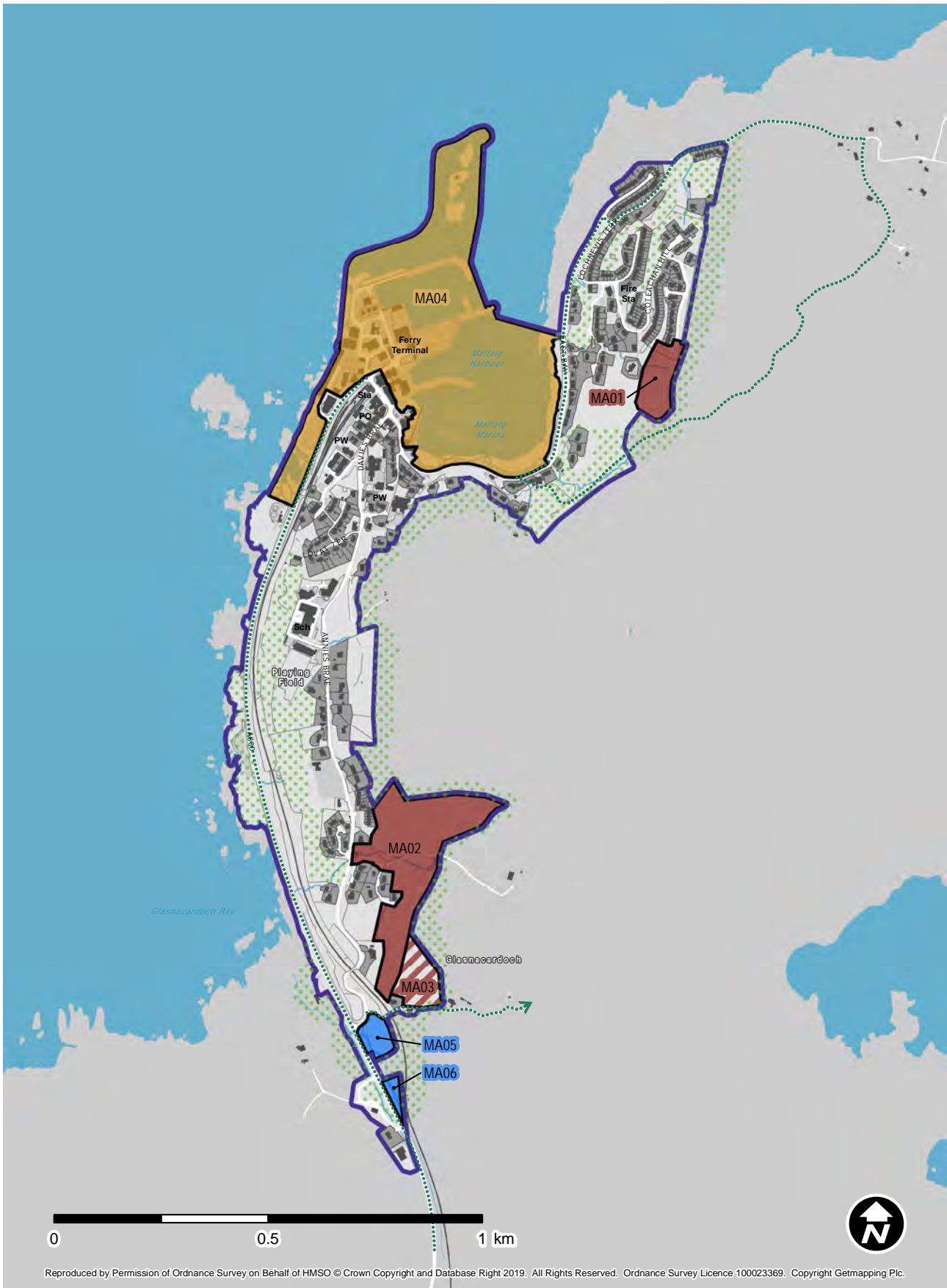
Industry



Retail

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Mallaig Map



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Development Sites

Housing

MA01

MA01: Coteachan Hill

Use: Housing

Area (ha): 1.3

Indicative Housing Capacity: 20

Developer Requirements: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Minimum 6 metre buffer between watercourse and development; Assessment and resolution of any slope stability issues; Site access improvements and active travel connections (incorporate open space and core path connection into the development); High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Moidart, Morar and Glen Shiel SLA; Photographic record of any surviving archaeological remains.

MA02

MA02: North and West of Reservoir

Use: Housing

Area (ha): 5.8

Indicative Housing Capacity: 45

Developer Requirements: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Minimum 6 metre buffer to watercourses and integrate as a natural feature within the development; Public sewer connection; Retain and augment trees and woodland with landscaping scheme which should create, connect and enhance the local green network; Protected species survey; Improved site road access, active travel connections within the site and towards schools, the settlement centre, and the countryside; Development phasing plan and layout to secure road access through to long term site MA03; Assessment and resolution of any slope stability issues; Privacy/amenity setback from neighbouring properties; On site public open space/play area; Peat management plan 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; High quality of siting and design that will avoid adverse impacts on the special qualities of the Moidart, Morar and Glen Shiel SLA.

MA03

MA03: Glasnacardoch

Use: Long Term (Housing)

Area (ha): 1.2

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.

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Mixed Use

MA04

MA04: Harbour

Uses: Mixed Use (Community, Business/Tourism, Industry) **Area (ha):** 23.9

Developer Requirements: Development in accordance with the harbour masterplan; Environmental Impact Assessment to inform and accompany planning application(s) where the proposed works, including the associated construction and operational activities, are considered to have the potential to have likely significant effects on the Inner Hebrides and the Minches SAC, including the qualifying harbour porpoise interest and its supporting marine environment. The assessment should consider the impact of the development alone as well as cumulatively with other developments affecting the SAC; Sufficient information must be provided to enable the Highland Council to undertake a Habitat Regulations Appraisal for such planning application(s); Flood Risk Assessment required to inform finalised design and layout. Only low vulnerability uses or operationally essential uses in areas shown to be at risk of flooding, to be accompanied by resilience measures; Transport Assessment to consider trip generation and mitigation on A830 trunk road and promote active travel connections; Public viewing/pedestrian access to the expanded harbour as far as operational and safety restrictions allow; Consideration of HSE Hazard within site; Land Contamination Site Investigation; Landscape and Visual Impact Assessment and high quality of siting and design that will complement the setting of the nearby Listed Buildings and avoid adverse impacts on the special qualities of the Moidart, Morar and Glen Shiel SLA.

Business

MA05

MA05: South of Glasnacardoch

Use: Business/Tourism

Area (ha): 0.6

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Minimum 6 metre buffer between watercourses and development; Retain and augment trees and woodland with landscaping scheme which should enhance the green network; Protected species survey; No new access onto the A830 trunk road, safeguard road access through to site MA06, and maintain and enhance active travel connections to the settlement centre and to the countryside, particularly along the track/path on the northern boundary and the path on the western boundary; High quality of siting and design that will avoid adverse impacts on the special qualities of the Moidart, Morar and Glen Shiel SLA.

MA06

MA06: East of Garage

Use: Business/Tourism

Area (ha): 0.2

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Minimum 6 metre buffer between watercourses and development; Retain and augment trees and woodland with landscaping scheme which should enhance the green network; Protected species survey; No new access onto the A830 trunk road, safeguard road access through to site MA06 and maintain and enhance active travel connections to the settlement centre; High quality of siting and design that will avoid adverse impacts on the special qualities of the Moidart, Morar and Glen Shiel SLA.

2 Lochaber Settlements | Tuineachaidhean Loch Abar

2.5 North Ballachulish, Glenachulish and South Ballachulish | Baile a' Chaolais a Tuath, Gleann a' Chaolais agus Baile a' Chaolais a Deas

2.17 North Ballachulish and Glenachulish developed either side of the narrows, first linked by a ferry, and now a bridge across Loch Leven. Their relatively flat and well drained land still supports crofting and other agricultural activities although there is now more emphasis on tourism employment capturing trade along the A82 and A828 trunk roads that pass closeby.



2.18 South Ballachulish is situated further east along the A82 trunk road and shares many services with Glenachulish. Its built form has also been shaped by the availability of flatter land where glen meets loch with steeper ground to the south which presents winter shading issues. Despite this, woodland thrives along the River Laroch within the settlement and represents an important green network.

2.19 The outstanding outlook from these settlements attracts visitors, holiday/second home demand and commuters who work in Fort William. This demand supports a range of facilities far in excess of what the local community within these settlements could otherwise support. There is a range of hotel accommodation, self catering lodges, a golf course, as well as two primary schools and local shops.

2.20 However, the advantages that attract people to the area also constrain further development potential. The trunk road status of the principal roads mean that forming new junctions is problematic, sewerage capacity is limited and the Ben Nevis and Glencoe National Scenic Area and the Glen Etive and Glen Fyne Special Protection Area means addressing natural heritage interests and fitting new development within the landscape is a challenge. Built heritage in the form of scheduled monuments and listed buildings also constrain the availability of suitable development sites.

2.21 Most recent development has taken the form of single house development on crofts and/or on sites with attractive outlooks. Given the constraints listed above, this pattern is likely to continue. However, the Plan promotes comprehensively serviced development so that affordable housing can be developed, pressure can be taken off further erosion of in by croft land, proper foul drainage arrangements can be funded, and more strategic employment allocations can be progressed.

Placemaking Priorities - North Ballachulish, Glenachulish, and South Ballachulish

- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities, in particular the Ben Nevis and Glen Coe National Scenic Area, Glen Etive and Glen Fyne Special Protection Area and Onich to North Ballachulish Woods Special Area of Conservation.
- Direct most development within the existing built form to protect the landscape and visual capacity and quality of the area.
- Minimise the loss of in-bye croft land by directing development to allocated sites that are capable of comprehensive servicing and of meeting local need and demand.
- Encourage tourism development where it can gain a competitive advantage by being afforded loch views - i.e. on the eastern edge of Glenachulish and north edge of South Ballachulish.
- Avoiding adverse impacts on the surrounding woodlands, much of which is listed on the Ancient Woodland Inventory.
- Promote the delivery of affordable housing.
- Investigate appropriate foul drainage arrangements for the larger development sites.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



Industry



Retail

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Map 2.2 North Ballachulish, Glenachulish and South Ballachulish



2 Lochaber Settlements | Tuineachaidhean Loch Abar

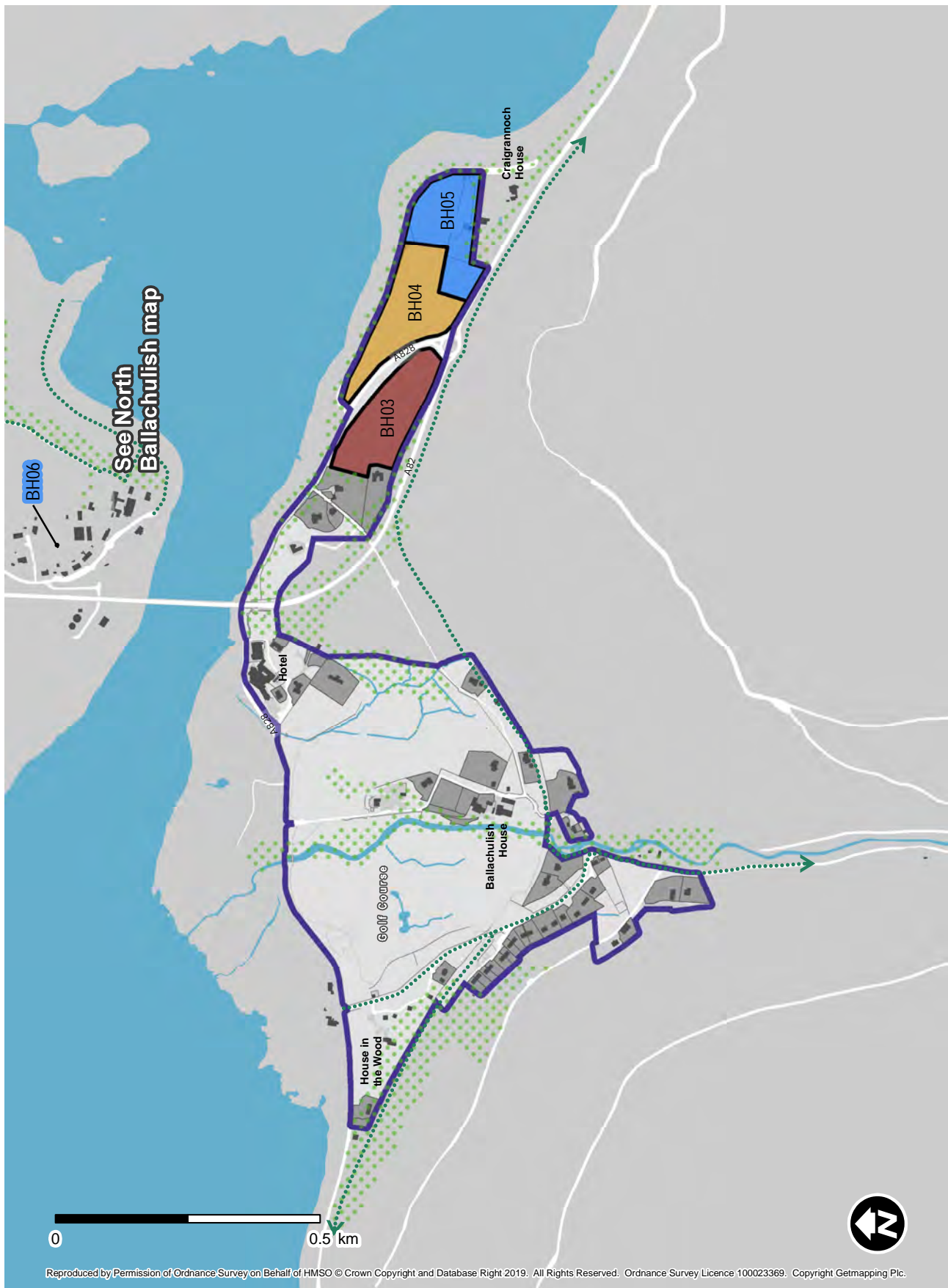
North Ballachulish Map



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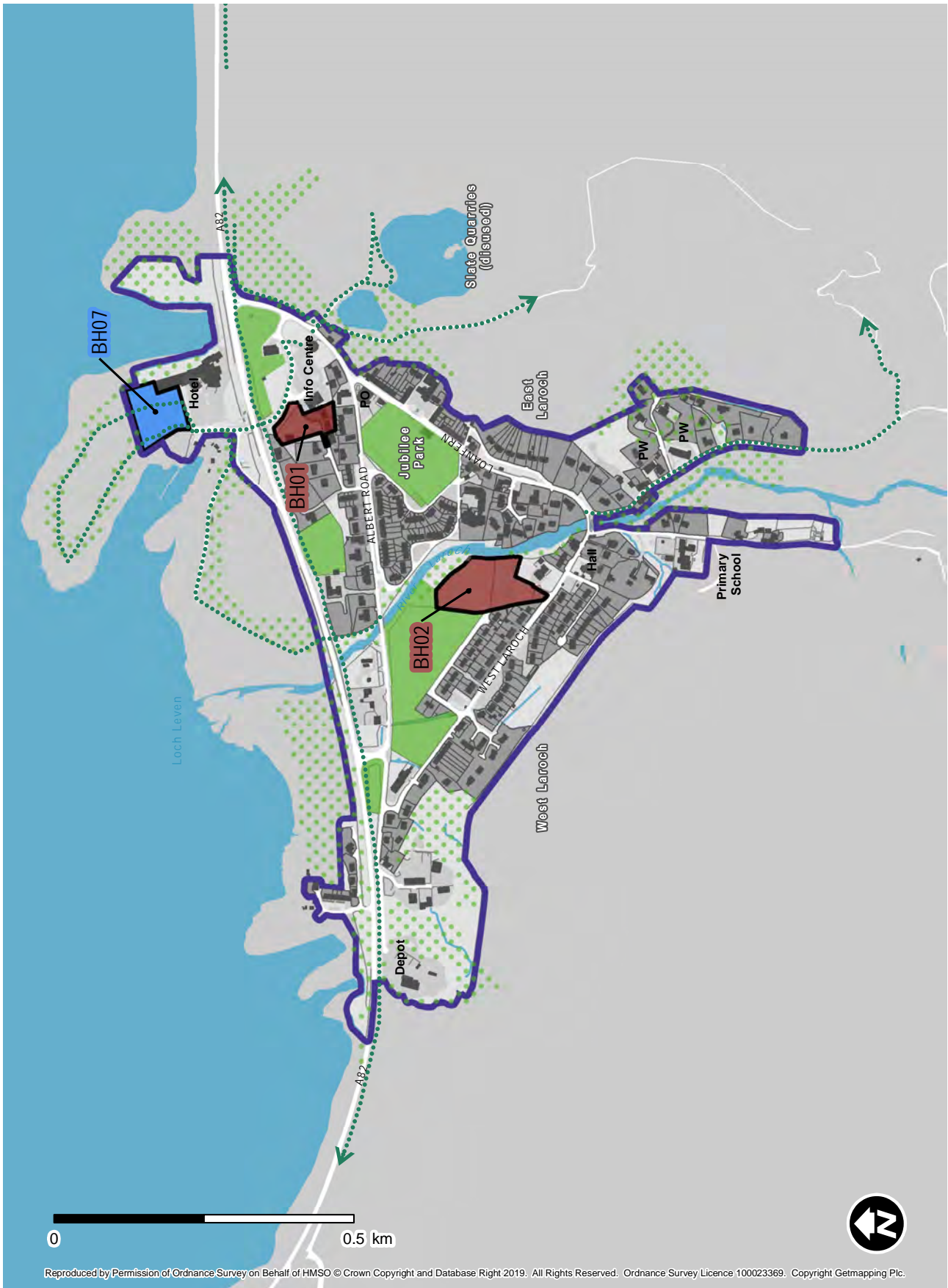
Glenachulish Map



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South Ballachulish Map



Development Sites

Housing

BH01

BH01: Former Station Yard, South Ballachulish

Use: Housing

Area (ha): 0.5

Indicative Housing Capacity: 5

Developer Requirements: 2 houses have been developed on site to date which are not accounted for in the site's indicative housing capacity; Drainage Impact Assessment; Protect and enhance existing trees and woodland surrounding the site boundary; Site history and possible Land Contamination Site Investigation; Privacy/amenity setback from existing houses; High quality siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

BH02

BH02: West Laroch

Use: Housing

Area (ha): 1.2

Indicative Housing Capacity: 15

Developer Requirements: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Landscaping scheme that protect and enhance existing trees and woodland surrounding the site boundary and enhances the green network; Protected species survey; Compensate for loss of existing open space through off-site open space provision. This will require land in the same ownership to the north of the site and alongside the River Laroch to be transferred to the community at nil cost. Alternatively, in the event that the community do not wish to take ownership of the land to be gifted, open space is required to be provided and maintained either on or off-site. In addition, physical works or financial developer contribution towards undertaking public access improvements/play space provision/riverside parkland habitat improvements.; Transport Statement (including details of the most suitable site access point achieving appropriate junction sight-lines, active travel connections linking with riverside open space and contribution to safer routes to schools); At least 25% of homes to be affordable and given the lack of alternative sites in the settlement these must be delivered on site; Privacy/amenity setback from existing houses; High quality siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation.

BH03

BH03: West of A82/A828 Junction

Use: Housing

Area (ha): 2.3

Indicative Housing Capacity: 20

Developer Requirements: Developer to prepare a non-statutory development brief to be agreed by the Council and prepared in consultation with SNH; Landscape and Visual Impact Assessment with key viewpoints and receptors to be agreed with the Council and SNH before an assessment is carried out; High quality siting and design that avoids adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA. To avoid adverse effects, development to reflect a traditional form of up to one and a half storey in height; At least 25% of homes to be affordable and given the lack of alternative sites in the settlement these must be delivered on site; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Feasibility study for public sewer connection; Sports pitch/open space provision (potentially delivered within site BH04); Transport Statement (to include improved access onto A828 trunk road, active travel connections to local facilities, public transport and adjacent development sites, potential A828 trunk road crossing and bus stop provision for primary school connection); Protect existing trees and woodland surrounding the site boundary and enhance the green network; Protected species survey; Landscaping scheme with native tree planting on site boundary. Planting composition should complement existing native woodland fringing Loch Leven; Privacy/amenity setback from existing houses; Encourage pre-application discussions with the Council and SNH at an early stage.

Mixed Use

BH04

BH04: North of A82/A828 Junction

Uses: Community, Business/Tourism (no scope for significant built development) **Area (ha):** 2.6

Developer Requirements: No scope for significant built development; Developer to prepare a non-statutory development brief to be agreed by the Council and prepared in consultation with SNH; Landscape and Visual Impact Assessment with key viewpoints and receptors to be agreed with the Council and SNH before an assessment is carried out; High quality siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA; Development requires to be small in scale and number; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Feasibility study for public sewer connection; Improved access onto A828 trunk road; Active travel connections to the centre of the settlement, public transport and adjacent development sites, potential A828 trunk road crossing; Protect existing trees and woodland surrounding the site boundary and enhance green network; Protected species survey; Open space provision and landscaping scheme with limited

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site boundary native tree planting to preserve open aspect and views north from A82 trunk road. Planting composition should complement existing native woodland found fringing Loch Leven; Encourage pre-application discussions with the Council and SNH at an early stage.

Business

BH05

BH05: East of A82/A828 Junction

Use: Business/Tourism

Area (ha): 2.1

Developer Requirements: Developer to prepare a non-statutory development brief to be agreed by the Council and prepared in consultation with SNH; Landscape and Visual Impact Assessment with key viewpoints and receptors to be agreed with the Council and SNH before an assessment is carried out; High quality siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA. To avoid detracting from views across Loch Leven and the wider area, development in the south western area of the allocation (fronting onto the A82) should be small scale and located next to the existing woodland. Development in the eastern area of the allocation should also have this woodland as a backdrop. A sensitively designed building of an appropriate scale in this location would benefit from an exceptional outlook over Loch Leven; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Feasibility study for public sewer connection; Transport Statement to include improved access onto A828 trunk road, active travel connections to local facilities, public transport and adjacent development sites, potential A828 trunk road crossing and bus stop provision; Protect existing trees and woodland surrounding the site boundary and enhance the green network; Protected species survey; Landscaping scheme with site boundary native tree planting. Planting composition should complement existing native woodland fringing Loch Leven; Encourage pre-application discussions with the Council and SNH at an early stage.

BH06

BH06: North of Business Park, North Ballachulish

Use: Business

Area (ha): 0.3

Developer Requirements: Protect and enhance existing trees and woodland surrounding the site boundary; Protected species survey; Improved access through industrial estate; Hydrological assessment and minimum 10 metre buffer from the scheduled monument (prehistoric ritual site) to the east; Landscaping scheme with tree planting between development and existing houses and scheduled monument; Privacy/amenity setback from existing houses; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Design to respect the setting of the nearby Scheduled Monument and avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA.

BH07

BH07: North of Hotel, South Ballachulish

Use: Business/Tourism

Area (ha): 0.7

Developer Requirements: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Incorporate core paths and enhance active travel connections through the site and towards settlement centre; Protect and enhance existing trees and woodland surrounding the site boundary; Landscaping scheme with compensatory tree planting and enhancements to existing adjoining open space and green network; Protected species survey; Landscape and Visual Impact Assessment and high quality siting and design that will avoid adverse impacts on the special qualities of the Ben Nevis and Glen Coe NSA and complements the setting of the nearby category B Listed Building (Loch Leven Slate Workers Boat Houses) and Scheduled Monument (Cnocan Dubh, fort); Site history and possible Land Contamination Site Investigation (reclaimed land/disused tip).

2 Lochaber Settlements | Tuineachaidhean Loch Abar

2.6 Spean Bridge and Roy Bridge | Drochaid an Aonachain agus Drochaid Ruaidh

2.22 Spean Bridge and Roy Bridge are located at the southern end of the Great Glen and are known as ‘the crossroads of the Highlands’, offering an ideal touring base located at the junction of the roads north to Inverness, east to Laggan and Badenoch, and south to Fort William. The villages are famous for their cultural heritage, particularly the iconic Commando Memorial and viewpoint as well as the Mulroy historic battlefield. The Great Glen Way and West Highland Way are two long distance walks which pass through the area, with the Leanachan Forest immediately south, which offers a range of tourist activities. The area is also famous for its geological significance including the Parallel Roads of Lochaber Site of Special Scientific Interest. In recent years, commuting to Fort William has also fuelled local housing demand from those wishing to live within a small village rather than a town.



2.23 The Plan continues to direct development towards a choice of allocated sites which are central to existing settlement facilities and where there is no evidence of insurmountable constraints that would hinder their implementation.

Placemaking Priorities - Spean Bridge and Roy Bridge

- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities.
- Promote a high standard of siting and architectural design for the sites that front the villages' tourist routes.
- Support the consolidation of both settlements so that they retain their small village identities and attractiveness.
- Keep the villages as compact as possible so that their facilities are still walkable.
- Allow the option of local employment therefore reducing commuting by retaining business components within the mixed use sites.
- Ensure that all development sites contribute to internal village connectivity in terms of active travel connections to facilities, and retention and enhancement of green networks.
- Promote woodland crofts in the wider area.



2 Lochaber Settlements | Tuineachaidhean Loch Abar

Settlement Map Legend

Settlement Development Area





Roads and Access

-  Core Path (existing)
-  Proposed Road Safeguard









Town Centre



Open Space

-  Green Network
-  Cherished Open Space

Land Uses

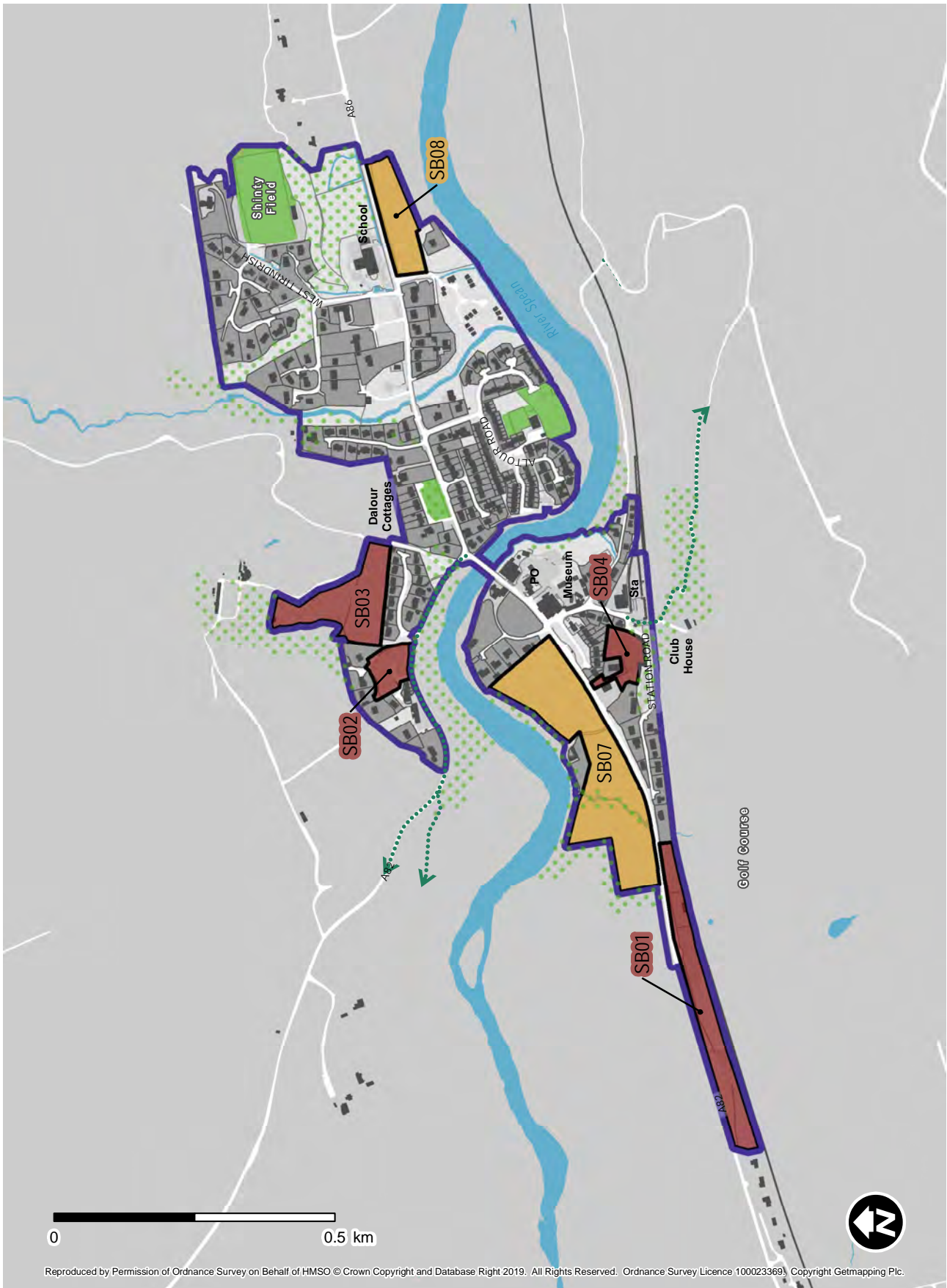
- | | |
|--|---|
|  Housing |  Community |
|  Long Term (Housing) |  Business |
|  Mixed Use |  Industry |
|  Long Term (Mixed Use) |  Retail |

Map 2.3 Spean Bridge and Roy Bridge



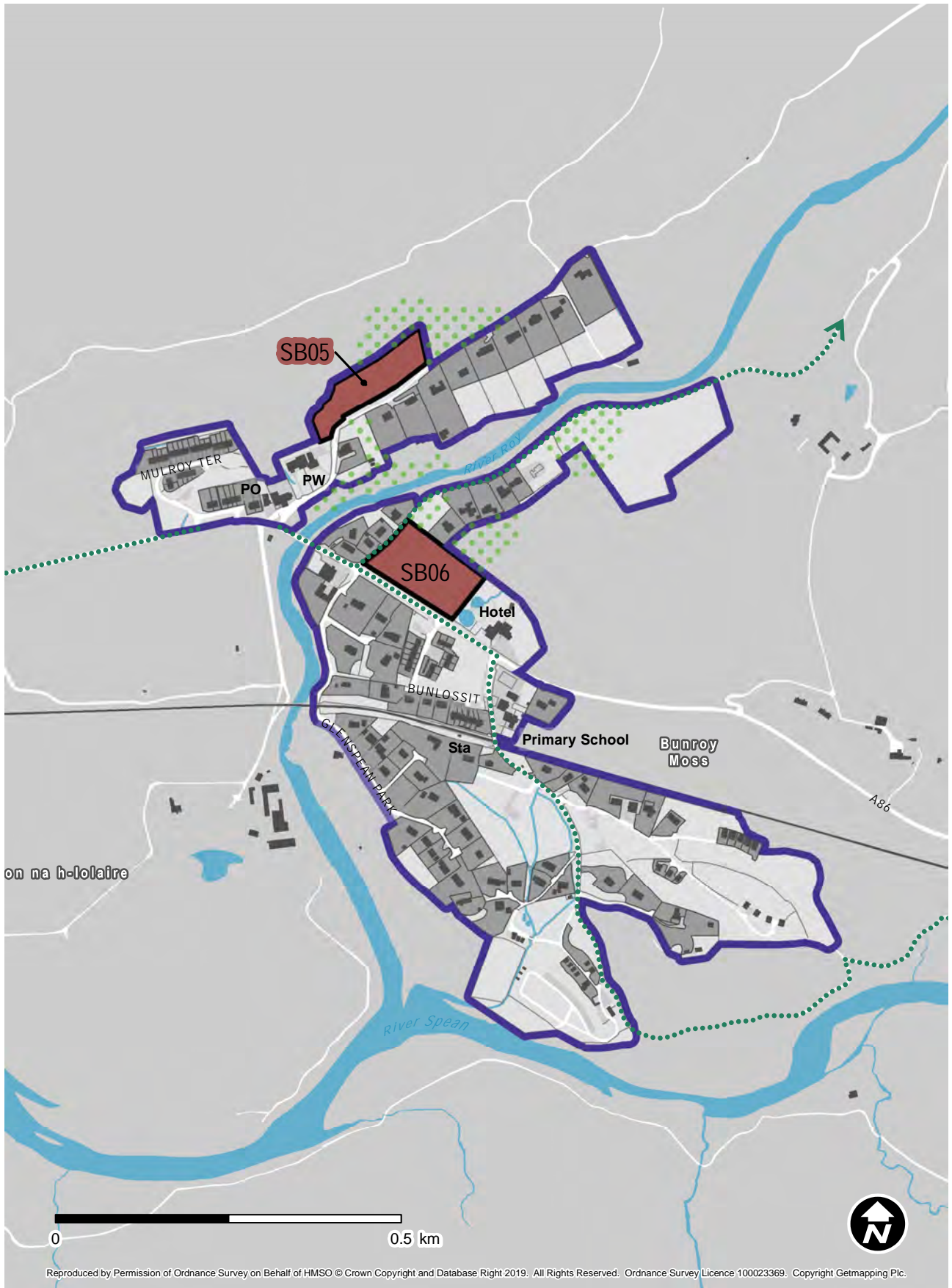
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Spean Bridge Map



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Roy Bridge Map



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Development Sites

Housing

SB01

SB01: Transport Workshops

Use: Housing

Area (ha): 2.0

Indicative Housing Capacity: 20

Developer Requirements: Development in accordance with planning permission 15/03220/FUL. Alternative/further proposals must address the following: Small watercourses run through the site and the existing culverts should be opened; Possible Flood Risk Assessment (no development in areas shown to be at risk of flooding); Avoid adverse impacts on the special qualities of the Glen Roy and the Parallel Roads of Lochaber SSSI; Protect/enhance existing trees and woodland and enhance the green network; Protected species survey; Site access improvements - Transport Scotland are agreeable to three junctions onto the A82 subject to achieving suitable visibility splays; Off road active travel connection along western and southern site boundaries connecting the development and adjacent houses with the village centre; Site history and possible updated Land Contamination Site Investigation.

SB02

SB02: Haulage Depot East of Hotel

Use: Housing

Area (ha): 0.5

Indicative Housing Capacity: 5

Developer Requirements: Development in accordance with planning permission 15/02915/FUL. Alternative proposals must address the following: minimum 6 metre buffer between watercourses and development; Updated Drainage Impact Assessment; Protect and enhance existing trees, woodland and the green network (wherever possible); Active travel connections through site; High quality siting and design.

SB03

SB03: North of Nursery

Use: Housing

Area (ha): 1.7

Indicative Housing Capacity: 20

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Drainage Impact Assessment; Avoid adverse impacts on the special qualities of the Glen Roy and the Parallel Roads of Lochaber SSSI; Protect/enhance existing trees, woodland and the green network; Protected Species Survey; Road access corridor to be provided at south eastern boundary of site to enable future expansion; Open space provision and active travel connections through site (particularly to south west linking to play area and primary school); Privacy/amenity setback from existing houses and high quality siting and design.

SB04

SB04: Haulage Depot

Use: Housing

Area (ha): 0.6

Indicative Housing Capacity: 10

Developer Requirements: Development in accordance with planning permission 15/03563/FUL. Alternative proposals must address the following: Updated Drainage Impact Assessment; Site access improvements and active travel connections through site to rail station; Protect/enhance existing trees along site boundary and the green network; Privacy/amenity setback from existing houses; High quality siting and design to complement the setting of the nearby Listed Building to the south east.

SB05

SB05: Glen Roy, Roy Bridge

Use: Housing

Area (ha): 0.9

Indicative Housing Capacity: 10

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Drainage Impact Assessment; Protected species survey; Protect/enhance existing trees, woodland and the green network; 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; High quality siting and design to respect skyline and complement the setting of the nearby Listed Building to the south west; Site within Mulroy Battlefield and a metal detecting survey may be required in the first instance.

SB06

SB06: West of Stronlossit Inn, Roy Bridge

Use: Housing

Area (ha): 1.2

Indicative Housing Capacity: 10

Developer Requirements: Drainage Impact Assessment; Protect/enhance existing trees, woodland and the green network; Protected species survey; Access to be taken from Bohenie Road and include upgrading of the A86 junction. Justification required for any new junction onto A86 trunk road; Active travel connections through site with potential off road connection to the Stronlossit Inn; 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; High quality siting and design; Privacy/amenity setback from existing houses and A86 trunk road.

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Mixed Use

SB07

SB07: North of Bridge Cafe

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 4.4 **Indicative Housing Capacity:** 25

Developer Requirements: Development to be phased from east to west and developer phasing masterplan to be produced. Early phase of development must deliver a sports pitch, active travel crossing of A82 trunk road toward village centre and active travel crossing of the principal watercourse within the site. Land for business/tourism uses to be reserved for later phases with commercial frontage to A82 trunk road; Watercourse to be retained as a natural feature and bridged, not culverted. Minimum 6 metre buffer between watercourses and development; Possible Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Avoid adverse impacts on the special qualities of the Glen Roy and the Parallel Roads of Lochaber SSSI; Protect/enhance existing trees, woodland and the green network (wherever possible); Protected species survey; Access improvements and justification for any new junction onto A82 trunk road; Possible Traffic Regulation Order to extend the existing A82 trunk road 30mph speed limit further west to align with site allocation boundary; Retain, enhance and extend riverside path; High quality siting and design; Privacy/amenity setback from existing houses and A82 trunk road.

SB08

SB08: Burn Bank

Use: Mixed Use (Housing, Business, Retail) **Area (ha):** 1.1 **Indicative Housing Capacity:** 10

Developer Requirements: Development in accordance with planning permission 16/05283/FUL. Alternative proposals must address: Minimum 6 metre buffer between watercourses and development; Drainage Impact Assessment; Retain existing woodland where it will provide direct amenity benefit, for example on the site boundaries. Compensatory tree planting to enhance boundary planting and the green network; Protected species survey; New/enhanced junction required onto A86 trunk road; Possible Traffic Regulation Order to extend the existing A86 trunk road 30mph speed limit further east; Active travel connections to village centre and potential A86 crossing to primary school; High quality siting and design.

2.7 Strontian | Sròn an t-Sìthein

2.24 Strontian's origins include its connection with the local mining resource and employment. It occupies the glen floor north of the eastern head of Loch Sunart and either side of the Strontian River. Open space and wooded land exist on the river margins and the river flows into the Sunart Site of Special Scientific Interest which extends from the A861 bridge southwards. To the east and south of the settlement lie a plethora of other heritage designations - the Sunart Special Area of Conservation, the Moidart and Ardgour Special Protection Area, Loch Sunart Geological Conservation Review Site and Loch Sunart to the Sound of Jura Marine Protection Area.



- 2.25** Today, the village functions as a tourism and community facility centre serving a wide rural hinterland and offering a range of facilities including a local shop, café, hotel, caravan and camping site, information centre, fire and police stations, primary school and high school.
- 2.26** Despite this strategic importance, recent development rates have been low and have largely been in the form of single house developments focused on the coastline where views over open water are available, and in the crofting township of Anaheilt. The Council's proposed development strategy for the village reflects the vast majority of the recommendations arising from the Strontian Community Masterplan.

Placemaking Priorities - Strontian

- Encourage development that provides local employment opportunities most suitably through tourism and community enterprises.
- Direct development to the core of the settlement close to the High School where flat, serviced land is available within walking distance of the village's facilities.
- Maintain the existing linear grain of the crofting parts of the community, particularly at Anaheilt, and restrict the peripheral expansion of the community.
- Support aspirations for sheltered housing, an upgraded care home and doctor's surgery enabled by the relocation of the primary school.
- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities, particularly ancient woodlands that contribute to the setting and experience of Strontian and the surrounding area.
- Development in Strontian has the potential to have an adverse effect on the integrity of Sunart SAC alone or in combination with other development affecting the SAC. Any development of sites SR05 and SR06 (see below) will be required to assess and demonstrate appropriate mitigation measures which ensure avoidance of any adverse effect on the integrity of the Sunart SAC.
- Early discussions with Scottish Water to investigate the feasibility of improving the water supply network and its capacity.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



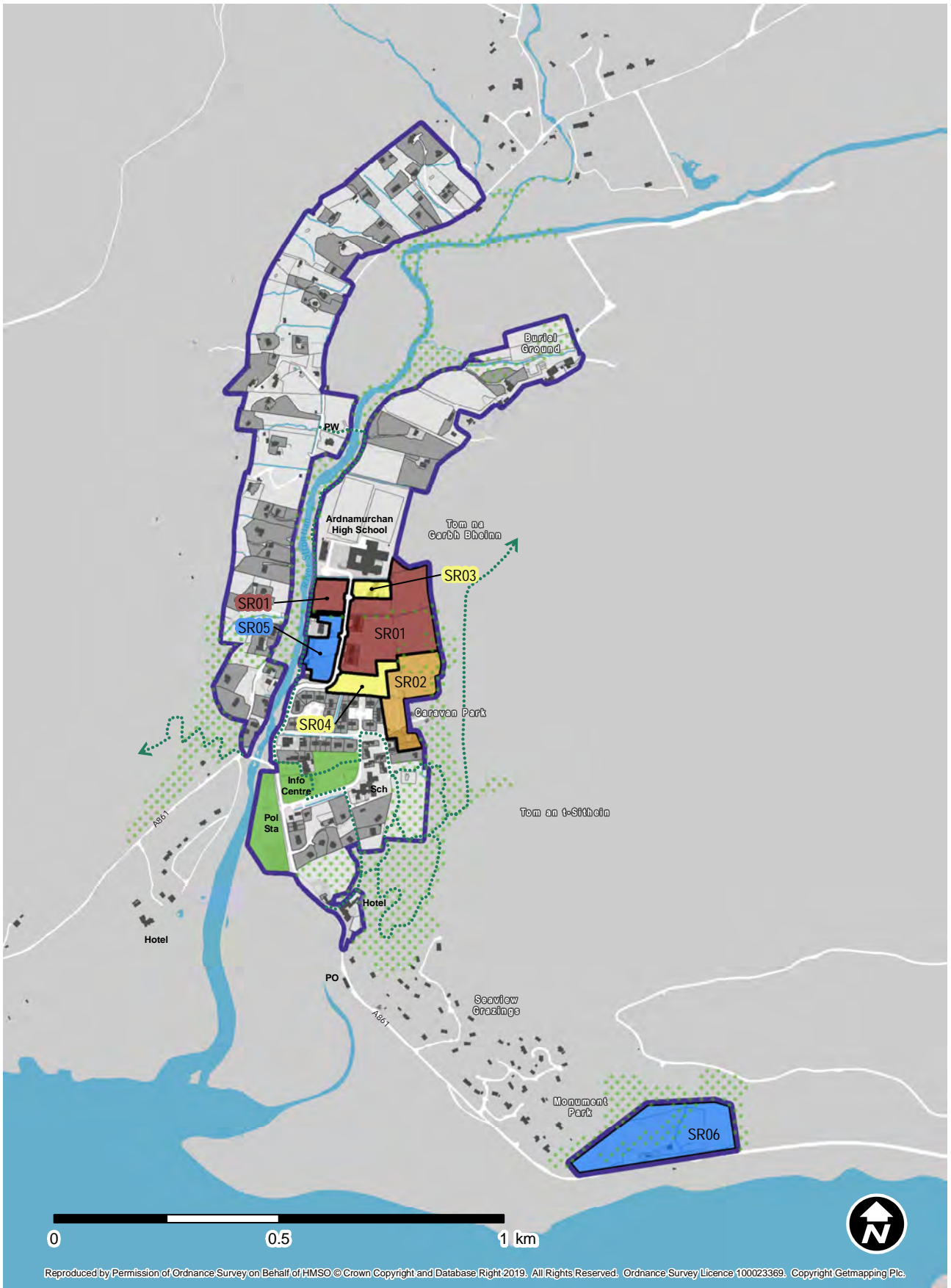
Industry



Retail

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Strontian Map



Development Sites

Housing

SR01

SR01: Drimnatorran

Use: Housing

Area (ha): 4.0

Indicative Housing Capacity: 40

Developer Requirements: Development in accordance with planning permission 15/00282/FUL. Further proposals must address the following: Minimum 6 metre buffer between watercourses and development; Updated Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Public sewer connection; Protect existing trees, landscape planting and enhance the green network; Protected Species Survey; Open space provision on site or contribution towards delivery and maintenance of provision on site SR04; Active travel links to central facilities and core path to the east.

Mixed Use

SR02

SR02: Caravan and Camping Site

Use: Mixed Use (Housing, Business/Tourism)

Area (ha): 1.7

Indicative Housing Capacity: 15

Developer Requirements: 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); Public sewer connection; Protect existing trees, landscape planting and enhance the green network; Protected Species Survey; Open space provision on site or contribution towards delivery and maintenance of provision within site SR04; Active travel links to adjacent development site, primary and secondary schools and core path to the east; Privacy/amenity setback from existing houses.

Community

SR03

SR03: Drimnatorran (South of High School)

Use: Community (Primary School)

Area (ha): 0.3

Developer Requirements: Minimum 6 metre buffer between watercourse and development; Updated Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Public sewer connection; Protect existing trees and landscape planting; Protected

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Species Survey; Transport Statement (including details of active travel links to central facilities and potential for shared parking and access with High School); High quality siting and design; Long-term conversion to affordable housing or commercial units would be supported.

SR04

SR04: Drimnatorran (South East)

Use: Community

Area (ha): 0.7

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Possible updated Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Open space provision, protect boundary trees and landscape planting.

Business

SR05

SR05: Drimnatorran (West)

Use: Business

Area (ha): 0.8

Developer Requirements: Minimum 6 metre buffer between watercourse and development; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Demonstrate that there would be no adverse effect on the integrity of the Sunart SSSI, the Loch Sunart/Loch Sunart to the Sound of Jura MPA, or the Sunart SAC (including during construction as well as any operational activities that arise from development); Public sewer connection; Protect existing trees and landscape planting; Protected Species Survey; Active travel links to central facilities.

SR06

SR06: East of Otterburn

Use: Business/Tourism

Area (ha): 3.5

Developer Requirements: Any tourist accommodation must make provision for an on-site management office and communal facilities, including communal parking and recycling. Layout and design should not be suitable for conversion to permanent residences; Mains water supply and public sewer connection (where technically and economically feasible); Transport Statement including details of improved site access, public transport connectivity, active travel connection to the village which is essential in conjunction with the development of tourism accommodation, and possible Traffic Regulation Order to extend the existing A861 trunk road 30mph speed limit further east to align with site allocation boundary; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding) and minimum 6 metre buffer between

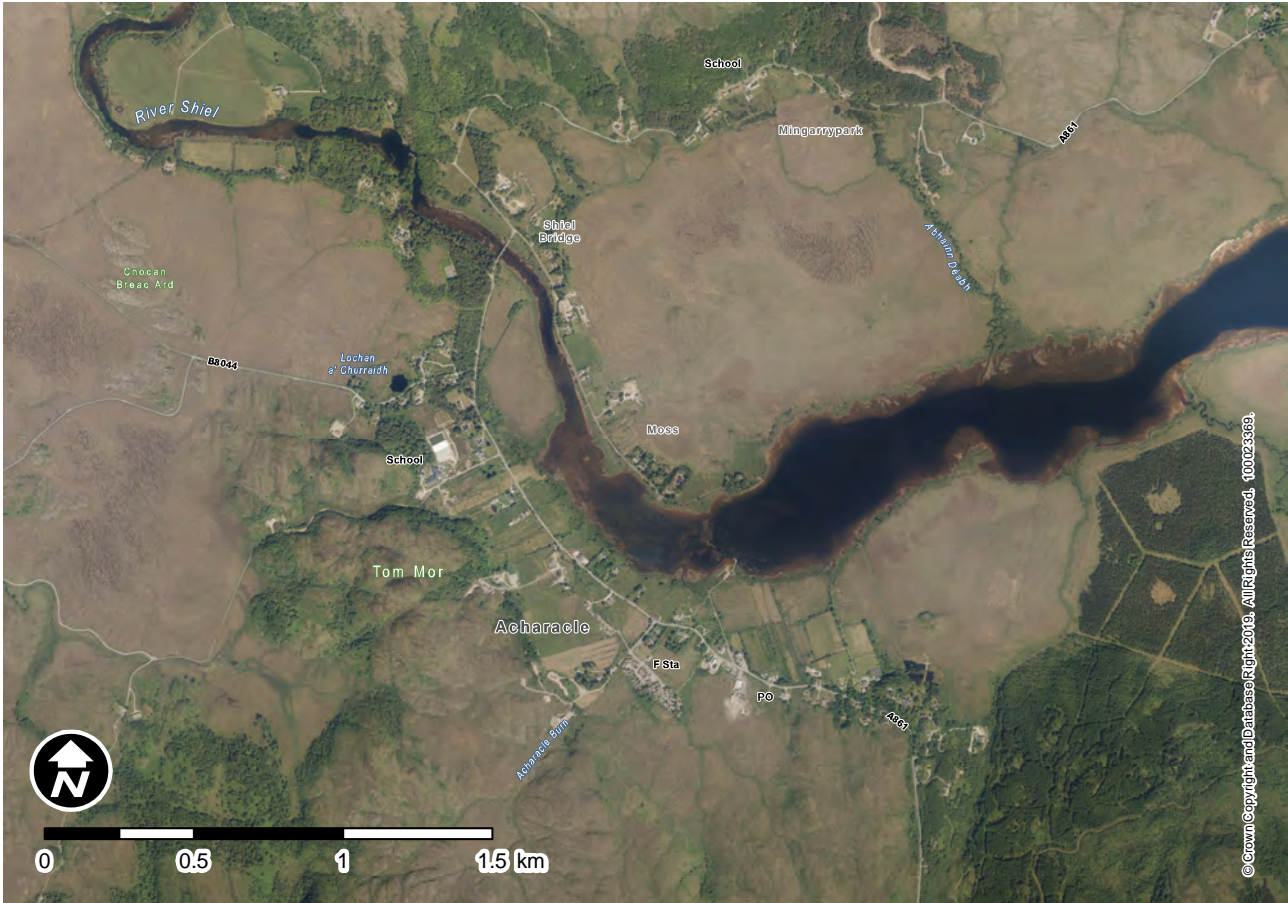
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watercourse and development; Demonstrate that there would be no adverse effect on the integrity of the Sunart SSSI, the Loch Sunart/Loch Sunart to the Sound of Jura MPA, or the Sunart SAC (including during construction as well as any operational activities that arise from development); Protected Species Survey; Advanced structural tree planting (particularly on the eastern site boundary), tree retention, open space provision and green network enhancements; Development phasing west to east and careful siting and high quality design which respects the setting of the Strontian War Memorial.

2.8 Growing and Potential Community Plan Settlements | Tuineachaidhean Plana Coimhearsnachd Fàs mhor agus Comasach

2.8.1 Acharacle | Àth Tharracail

Map 2.4 Acharacle



Issues

- The settlement provides a regional centre and is the site of local services, including Acharacle Primary School which serve a much wider rural hinterland.
- Acharacle is surrounded and overlapped by a plethora of landscape and nature conservation designations including the Morar, Moidart and Ardnamurchan National Scenic Area, all of which constrain development potential.
- Native and/or ancient woodland, carbon rich soils, flood risk areas, limited road capacity and the need to preserve the better croft land also restrict prospects for growth.
- Built form is a classic linear crofting strip pattern. Facilities are dispersed and there is no recognisable clustered centre.

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Placemaking Priorities - Acharacle

- To support the retention of the crofting pattern of the settlement and to protect croft land essential to safeguarding crofting activity.
- To protect the integrity of the National Scenic Area and natural heritage interests.
- To direct any commercial or community development to a central location within the village, for example close to MacNaughton Crescent and the medical centre. This central area would be particularly suitable for community uses such as the Reuse Project shed, a community garden and a new play area.
- Improve active travel and green network connectivity within and around the village.

2.8.2 Arisaig | Àrasaig

Map 2.5 Arisaig



Issues

- Arisaig is a sizeable and compact village known for its tourist and marine based activities and enterprises. The village's built form is constrained by the physical barriers of Loch nan Ceall to the west, steeper gradient land to the east and areas of woodland to the south east.
- The settlement is covered by the Moidart, Morar and Glen Shiel Scenic Landscape Area with the Larach Mor Designed Landscape lying east of the built settlement. Many listed buildings also exist through the centre area of the village which new development must be sensitive to, ensuring high quality siting and architectural design.
- The village benefits from good trunk road and rail accessibility but the internal roads are narrow and poorly aligned in places. Good quality, central croft land provides another constraint to development.
- Recent development has been in keeping with the nucleated settlement pattern and there are remaining options to maintain this pattern.

Placemaking Priorities - Arisaig

- To direct new tourism and employment development to the lochside or the A830 where there is a competitive locational advantage.
- To support improvement of the harbour in particular, to enhance recreational sailing opportunities but to also increase parking provision on the waterfront.
- To support further clustered development within the confines of the existing village most notably near the western A830 junction.
- To secure increased water and particularly sewerage capacity but recognising that this is only likely in the event of proven development demand and/or a water quality issue arising.
- To safeguard the crofting and amenity value of central greenspace and promote its active use as a green network.
- To identify additional cemetery space provision.

2 Lochaber Settlements | Tuineachaidhean Loch Abar

2.8.3 Ardgour and Clovullin | Àird Ghobhar agus Cladh a' Mhuilinn

Map 2.6 Ardgour and Clovullin



Issues

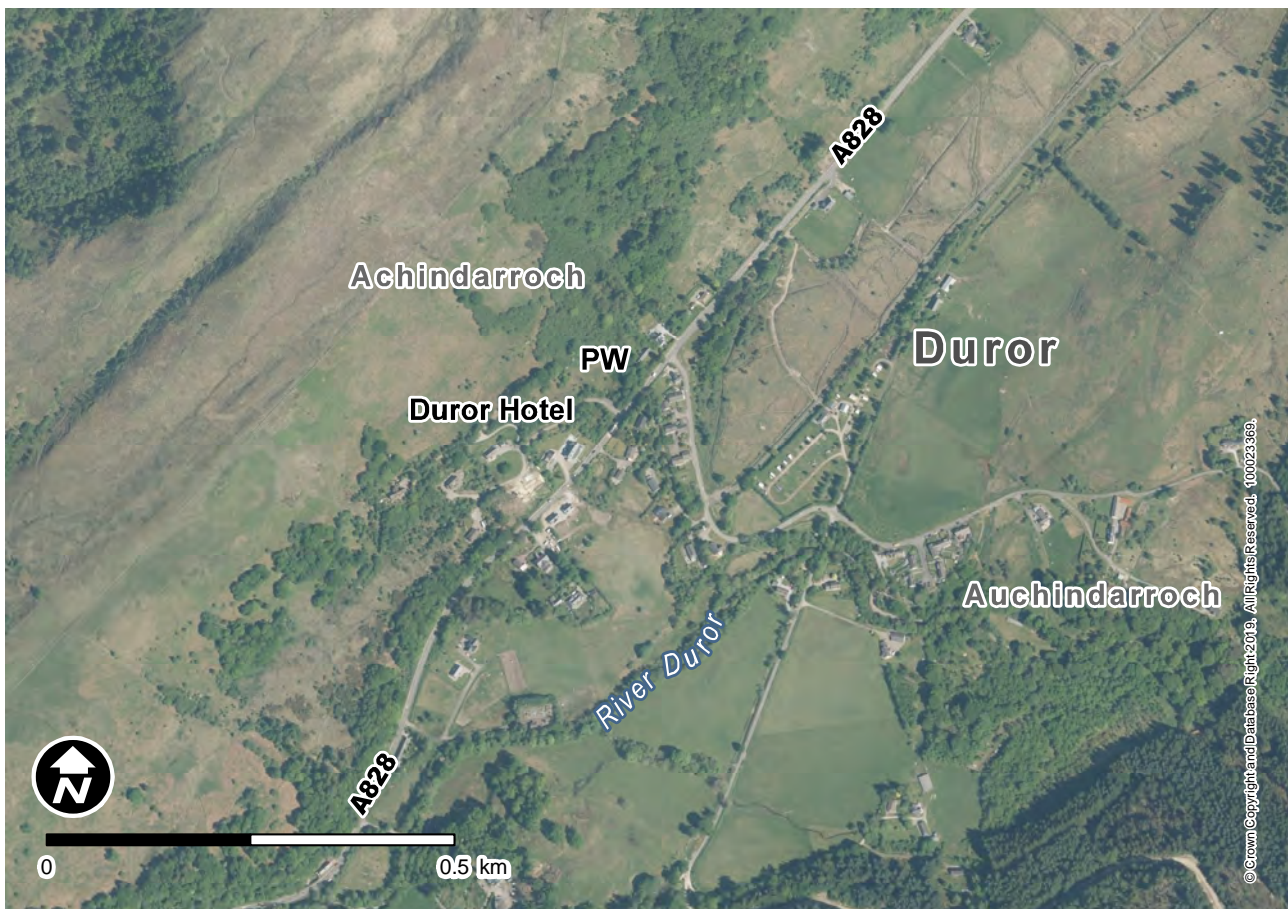
- Ardgour and Clovullin are centres for tourism offering a range of tourist accommodation, walks among the woodland of Ardgour Estate, the opportunity for fishing and accessibility from the Corran Ferry crossing. The villages also offer limited commercial facilities and a primary school which is close to capacity.
- The Ardgour Special Landscape Area covers the majority of the settlements excluding the eastern area at the Pier and Corran Point. A Designed Landscape Area surrounds Ardgour House.
- Other constraints include coastal flooding from the shores of Loch Linnhe, crofting and ownership restrictions, areas of ancient woodland to the north of the settlements, areas of carbon rich soils and the need to retain core path and other green networks.
- Road capacity is relatively good but public sewerage capacity very limited.
- Recent development has conformed with the existing linear pattern of development close to Loch Linnhe and the attractive outlook it offers. Development rates have been relatively low despite the proximity to Fort William and A82 via the ferry crossing.

Placemaking Priorities - Ardgour and Clovullin

- To support further infill development in keeping with the existing linear pattern of the settlements but to protect the significant areas of croft land at Clovullin.
- To safeguard local heritage particularly the exceptional architectural design quality of Ardgour House and its designed landscape.
- Promote better internal connectivity within the communities by improving active travel and other green networks.
- To direct any significant, comprehensively serviced new development to Clovullin where the school and more developable land exists.
- Safeguard land from development on either side of the narrows to leave open future crossing options.

2.8.4 Duror | Dùrar

Map 2.7 Duror



2 Lochaber Settlements | Tuineachaidhean Loch Abar

Issues

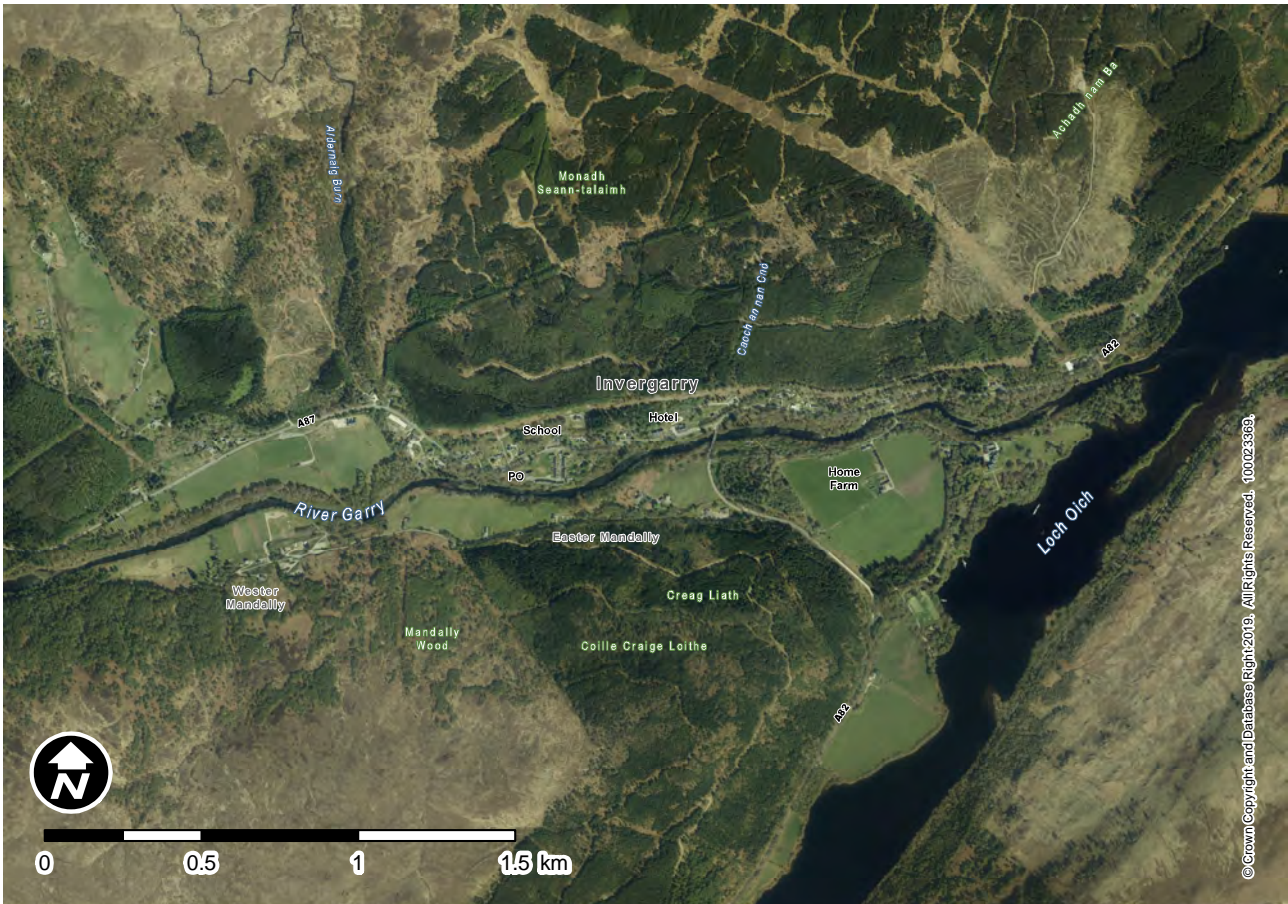
- The following development factors shape development opportunities: the flood risk associated with the River Duror, the presence of relatively good ground conditions, the relatively good aspect but lack of seaward outlook, the very limited capacity of the A828 trunk road junctions through the settlement and the cost of improving or rationalising them, the tourism potential of the national cycle network route closeby, limited water and sewage capacity and a range of heritage designations that surround and overlap the settlement including areas of native/ancient woodland, the Glen Etive and Glen Fyne Special Protection Area and Ardsheal Hill and Peninsula Geological Conservation Review to the north west as well as many other listed buildings and monuments.
- The very limited capacity of the A828 trunk road junctions through the settlement, the cost of improving or rationalising these junctions and the need to improve cycle access through the village.
- The tourism potential of the Caledonia Way national cycle network route which passes through the village at the school and has recently been improved.
- The settlement pattern is irregular because of the landform and the corridors of the former railway line, A828 trunk road and river.

Placemaking Priorities - Duror

- Create a more cohesive village centre close to the principal village junction, subject to rationalisation and improvement of road access from the trunk road.
- New developments will be required to improve the internal connectivity of the village through improved active travel and green network links.
- To investigate the opportunity for new or enhanced tourist facilities taking advantage of the trunk road and national cycle network tourist routes.
- Safeguard natural and built heritage interests including the Glen Etive & Glen Fyne Special Protection Area (SPA), Ardsheal Hill & Peninsula Geological Conservation Review (GCR) site, native/ancient woodland, listed buildings and scheduled monuments.
- Create a more cohesive village centre close to the principal village junction, subject to rationalisation and improvement of road and cycle track access from the trunk road.
- New developments will be required to improve the connectivity of the village through improved active travel and green network links.

2.8.5 Invergarry | Inbhir Garadh

Map 2.8 Invergarry



Issues

- Invergarry straddles the River Garry close to its confluence with Loch Oich and the Great Glen, and where the A87 and A82 trunk tourist routes meet.
- Flat, developable land is at a premium and the surrounding hillsides are steep and afforested. The lack of an outlook and a concentrated pattern of landownership also hinders development demand.
- However, the strategic nature of the location which is also on long distance trails supports a good range of commercial facilities.
- Forming a new access to the trunk road is problematic and it is unlikely that a local sewerage upgrade will meet development demand and water quality investment criteria. Both of these issues will also restrict future development potential.

2 Lochaber Settlements | Tuineachaidhean Loch Abar

Placemaking Priorities - Invergarry

- To hold development to the floor of the glen, avoid encroaching on steeply rising land either side and to promote growth of the village to both east and west.
- Support a local community woodland proposal which includes an idea for a small scale community café and meeting space combined with woodland paths.
- To encourage servicing improvements, most notably in terms of a comprehensive public sewerage.

2.8.6 Kilchoan | Cille Chòmhain

Map 2.9 Kilchoan



Issues

- The following development factors shape development opportunities: the remote and fragile peninsula area location; coastal flood risk and steep topography reducing the developable area; a pronounced linear crofting settlement pattern; limited road capacity; an ownership pattern and crofting tenure layer that restricts the availability of land for comprehensively serviced development; a very attractive seaward outlook; good quality in bye croft land and landscape, nature conservation and built heritage sites and designations that surround and overlap the village.
- The village has spare water capacity. However, sewerage capacity is limited and with limited development pressure improvement may prove uneconomic.
- The village provides a centre for local services serving a wide rural hinterland with a series of activity “nodes” at the pier, shop and other community and commercial buildings.
- Despite its remoteness, the ferry linking to Tobermory on Mull provides some passing trade, further tourism potential and the opportunity to access higher order facilities.

Placemaking Priorities - Kilchoan

- To consolidate any further community, commercial or other clustered development close to the principal village junction and community centre.
- Elsewhere within the community, to maintain the linear, small scale, crofting grain of the settlement.
- To be respectful of the constraints to development listed above, notably the protection of better quality in bye croft land.
- To protect the adjoining Inner Hebrides & the Minches Special Area of Conservation (SAC) and other local natural conservation designations.
- To secure infrastructure improvements notably in terms of improved public sewerage.

2.8.7 Lochaline | Loch Àlainn

Map 2.10 Lochaline



Issues

- The following development factors shape development opportunities: a remote and fragile location, however Lochaline is the largest mainland settlement for 20 miles with a ferry link to Mull and therefore serves a large rural hinterland; a long, single track road connection from Strontian; coastal flood risk; heritage constraints that surround and overlap the village including woodland to the west and east and a medieval church; relatively good quality agricultural soils and active crofting and an attractive seaward outlook for most parts of the settlement; existence of the local sand mine and its underground workings which pose a risk of subsidence.
- Lochaline is a tourism centre, popular with divers due to its proximity to the wrecks of the Sound of Mull, as well as benefiting from passing ferry traffic. This function helps support a population and range of local services including a primary school and health centre. Water and sewerage infrastructure capacity is limited which may limit the scope for future development.
- Previous and recent development is clustered along the ferry terminal approach and where a seaward outlook is available.

Placemaking Priorities - Lochaline

- To replicate and consolidate the existing pattern of development west of the A884 and where a seaward outlook is available.
- To encourage tourist facilities/other small business proposals at the marina. Water infrastructure may require upgrading to enable this development.
- Safeguard better agricultural land to the north and west of the settlement and retain and enhance green networks around the village margins.
- Improve intra village connectivity via active travel and green networks connections.
- To safeguard the adjoining Inner Hebrides & the Minches Special Area of Conservation (SAC) and other local nature conservation designations.

2.8.8 Morar | Mòrar

Map 2.11 Morar



2 Lochaber Settlements | Tuineachaidhean Loch Abar

Issues

- Morar is a relatively remote, fragile centre. However, it is well placed to accommodate further growth with its range of services, facilities and infrastructure including the Morar Hotel, the Lady Lovat Primary School, its train station and trunk road connections.
- Multiple heritage designations surround the settlement including the Moidart, Morar and Glen Shiel Scenic Landscape Area, North Morar Geological Conservation Review and Loch Morar Site of Special Scientific Interest. Native and/or ancient woodland and deep peat are particular constraints to development.
- Most development is linear in pattern, shaped by the need to preserve the better croft land and to be visible from the old and new roads to Mallaig and the railway line.
- Most recent development has been piecemeal in the form of single houses.

Placemaking Priorities - Morar

- To support further infill development where this will not compromise the constraints listed above.
- Promote a high quality of architectural design and siting given the landscape sensitivities.
- To encourage visitors into the "by-passed" community by supporting business and tourist proposals that orientate visitors at the gateways to the village.
- Protect playing field and croft land towards the north of the village and the potential to extend the cemetery.
- Open up land for development at Beoraid and promote upgrading of local sewerage to serve this part of the village.

2.8.9 Potential Community Plan Settlements | Comais Plana Coimhearsnachd Bhailtean

2.27 The following settlements may be appropriate for a community led land use plan. A community group has recorded an initial interest in preparing such a plan for each settlement. The Highland Council will advise on the process to be followed in preparing and consulting on a community plan if a community wishes its plan to be given statutory status – i.e. for it to be adopted as Supplementary Guidance to the adopted West Highland and Islands Local Development Plan. Any community plan for these settlements should address the respective guiding principles set out below.

Rum

Issues

- The Isle of Rum is a remote and fragile place. Permanent population levels are low because employment opportunities, support facilities and infrastructure capacities are limited.
- Sustainable economic growth depends upon creating a critical mass of development opportunities that will attract and retain a larger year round population and increase visitor numbers on which most employment will depend.
- The following development factors shape development opportunities at Kinloch: an improved ferry terminal but a lack of an adopted road network; the potential for new / expanded community renewable energy schemes; coastal flood risk; natural and built heritage constraints that surround and overlap the village including Kinloch Castle, and; an attractive seaward outlook for most parts of the settlement.

Placemaking Priorities - Rum

- To focus almost all new development within the principal settlement at Kinloch.
- To support an increase in the year round population on Rum as a means of underpinning community, commercial and improved pier facilities on the island.
- To provide detailed locational guidance to secure exceptional siting and architectural design of housing and other development so that the heritage features that surround and overlap the settlement are not compromised, in particular Kinloch Castle and its associated policy woodland.
- To extend the settlement pattern of Kinloch in an arc to the northern shore of Loch Scresort to minimise environmental impacts, distance to what will become the village centre, and to maximise the solar gain from south facing slopes.
- To detail suitable mitigation that should accompany individual development proposals to address woodland management, avoidance of flood risk and the need for servicing improvements.
- To identify specific sites for housing, business/tourism units, live/work units, new crofts and additional recreational sailing facilities.
- To ensure a community input to a separate masterplanning exercise for the future of Kinloch Castle.
- Safeguard natural heritage and landscape interests found on Rum and the surrounding marine environment.

Eigg

Issues

- The following development factors shape development opportunities: an improved ferry terminal but a limited intra island road network; the potential for expanding community renewable energy schemes; coastal flood risk; natural and built heritage constraints that surround and overlap the island; an attractive seaward outlook for most areas of settlement; and recognition of the Small Isles Marine Protected Area (MPA) that covers the surrounding waters.

Placemaking Priorities - Eigg

- To safeguard in by croft land quality by favouring siting on poorer parts of crofts or on common grazings.
- To direct most significant development close to the ferry terminal and within active travel reach of the island's community and commercial facilities.
- To require developer funded recording of any archaeological resource prior to development.
- To secure native woodland retention/replanting and to protect the integrity and setting of the listed structures within the settlement.
- To provide detailed locational guidance to secure exceptional siting and architectural design of housing and other development so that the heritage features that surround and overlap the settlement are not compromised, in particular the National Scenic Area designation.
- To secure a collective, master planned, community development of any expansion area, including the crofting area.
- To require developers to engage with the island's local electricity provider at the earliest stages of any development to ensure spare capacity exists or can be created.
- To improve water supply capacity to enable future development to occur without compromising the supply to existing properties.

Canna

Issues

- The following development factors shape development opportunities: an improved ferry terminal but no effective intra island road network; a concentrated pattern of landownership; the potential for community renewable energy schemes; coastal flood risk; natural and built heritage constraints that surround and overlap the island including the Canna and Sanday Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) and the Small Isles Marine Protection Area (MPA), and; an attractive seaward outlook for most areas of settlement.

Placemaking Priorities - Canna

- To provide detailed locational guidance to secure exceptional siting and architectural design of housing and other development so that the heritage features that surround and overlap the island are not compromised in particular the National Scenic Area designation and the rich local archaeological resource.
- To direct any new development close to the ferry terminal and within active travel reach of the island's other settlement.
- To support further development in proportion to the limited servicing and heritage constraint capacity of the island.

Inverie (Knoydart)

Issues

- The following development factors shape development opportunities: regular ferry connections but very limited intra peninsula road network; a concentrated pattern of landownership; the potential for new/expanded community renewable energy schemes; coastal and fluvial flood risk; natural and built heritage constraints that surround and overlap the Inverie and an attractive seaward outlook for most areas of settlement.

Placemaking Priorities - Inverie (Knoydart)

- To provide detailed locational guidance to secure exceptional siting and architectural design of housing and other development so that the heritage features that surround and overlap the village are not compromised in particular the Knoydart National Scenic Area (NSA) and the Kinlochhourn – Knoydart – Morar Wild Land Area (WLA).
- To support further development in proportion to the limited servicing and heritage constraint capacity of the peninsula.
- To direct most significant development close to the ferry terminal and within active travel reach of the peninsula's community and commercial facilities.

Achnacarry, Bunarkaig and Clunes

Issues

- The following development factors shape development opportunities: the single track cul-de-sac nature of the local adopted road network; the potential for community renewable energy schemes; fluvial flood risk from the River Arkaig; limited natural and built heritage constraints and; the competitive locational advantage of being adjacent to the Great Glen tourist corridor.

Placemaking Priorities - Achnacarry, Bunarkaig and Clunes

- To support limited additional development in proportion to the limited servicing and heritage constraint capacity of this area of land between Lochs Arkaig and Lochy and bordering the Great Glen.
- Although the land lies outwith the commuter housing demand hinterland of Fort William the lack of infrastructure and community facility capacity and heritage constraints means that most new development should be of a business and tourism nature realising the competitive advantage of the location bordering the Great Glen with its tourism trails and corridors.
- To hold development to the floor of the glen, avoid encroaching on the steeply rising wooded slopes above.
- To provide detailed locational guidance to secure exceptional siting and architectural design of development so that the heritage features throughout the area are not compromised, in particular the woodland and built heritage resources.

3.1 Broadford | An t-Àth Leathann

3.1 Taken together, Broadford's crofting settlements comprise the second largest settlement on the Isle of Skye, serving as a major centre for the south end of the island. The village offers a range of accommodation, a supermarket, hospital as well as a range of small scale retail and business enterprises. It has a largely linear, dispersed, coastal, crofting pattern of settlement. More clustered development has aggregated at its western end close to the principal community and commercial facilities. Broadford's major roads, the A87 and A851 offer both a constraint to development but also a commercial benefit of passing trade.



- 3.2** Most parts of the settlement afford attractive seaward views over Broadford Bay. Aspect is generally gently sloping to the north. Ground conditions are better on the in by land but poorer towards the fringes of the existing settlement. A new or extended burial ground at Ashaig is required. Ground condition investigations may necessitate consideration of alternative land close by to that allocated.
- 3.3** The village is surrounded and overlapped by heritage constraints. The Red Hills to the west, the Bay to the north and nature conservation interests to the south, north and east, all limit suitable directions for growth.
- 3.4** Most recent development has been relatively small scale within the outlying crofting communities but some pockets of denser, infill development have taken place notably at Campbell's Farm. Future growth prospects are positive due to spare school and sewerage capacities but hindered by the lack of water supply capacity. Potential public investment in Broadford will centre on a new hospital and the investigation of upgraded water supply, industrial estate expansion and community school funding opportunities.
- 3.5** A strategic identification and analysis of district heating network opportunities has identified a number of potential schemes in this settlement that require more analysis. Future District Heating Networks may serve existing and/or new development. Opportunities for networks may not be limited to those identified within the Background Paper "WestPlan Heat Network Opportunities Assessment" and the likely viability of networks may be influenced by a number of factors and so may change over time. The consideration of potential for district heating networks is therefore generally encouraged.

Placemaking Priorities - Broadford

- Assist and support economic development by consolidating the centre of Broadford at its western end.
- High quality siting and design for development along the A87.
- Encourage the provision and enhancement of community facilities such as a new community school and a new hospital.
- Promote the delivery of affordable housing.
- Expansion of recreational tourism activity to the west of the village including extension of green networks.
- Promote active travel links to the village centre.
- Support relocation of the public toilets to reclaimed land adjoining the main car park.
- Work with Scottish Water and potential developers to secure additional water supply capacity to service expected growth.
- Protect inbye croftland and retain traditional crofting pattern of development and land use, particularly in the eastern part of the settlement.
- Secure sufficient land for an airstrip at Ashaig to allow the reintroduction of scheduled air services to Skye, promoting business and tourism.
- Support for a new or extended burial ground.
- Ensure that the natural heritage interests that surround the settlement, particularly those around the shoreline, are not compromised.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business

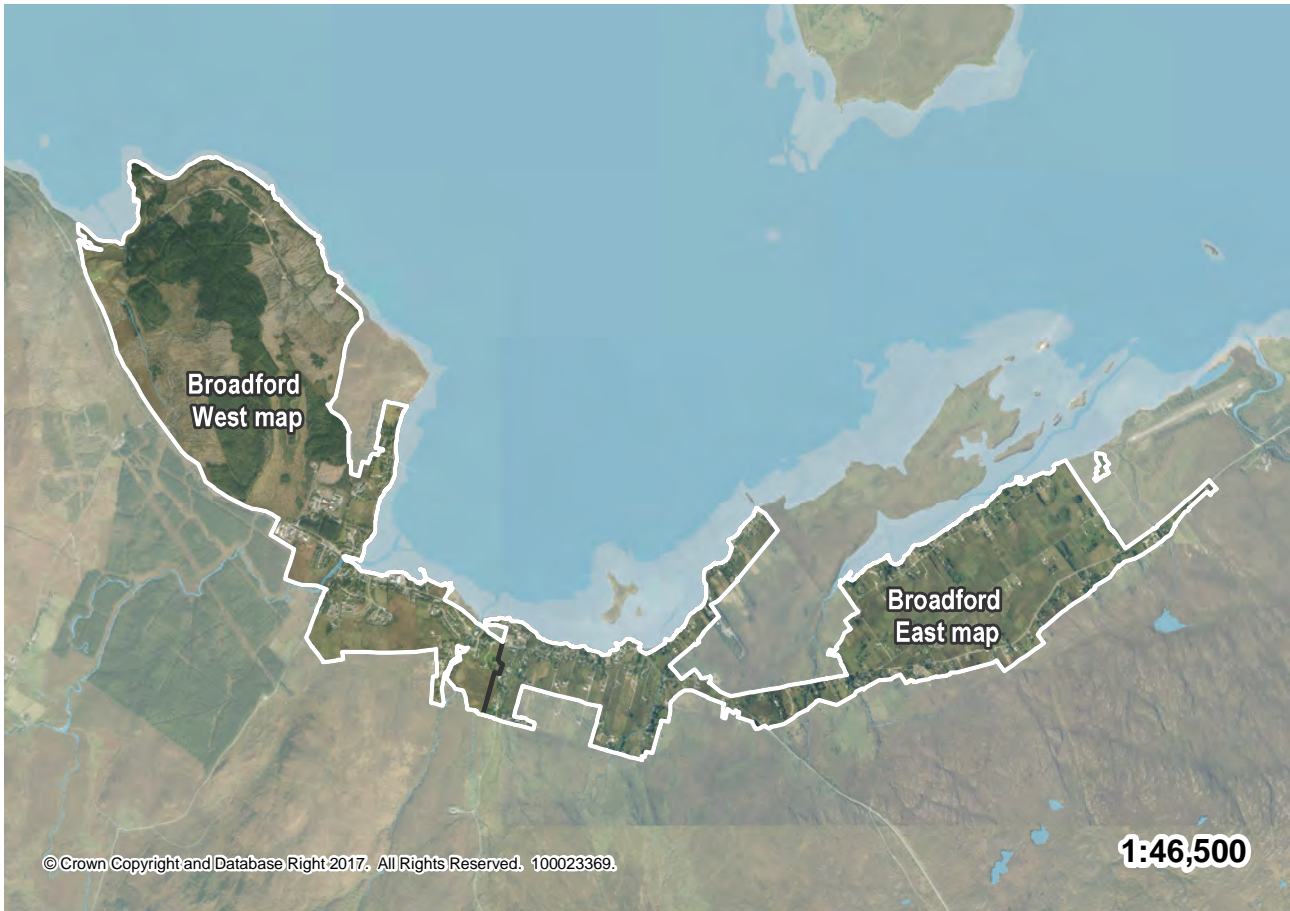


Industry



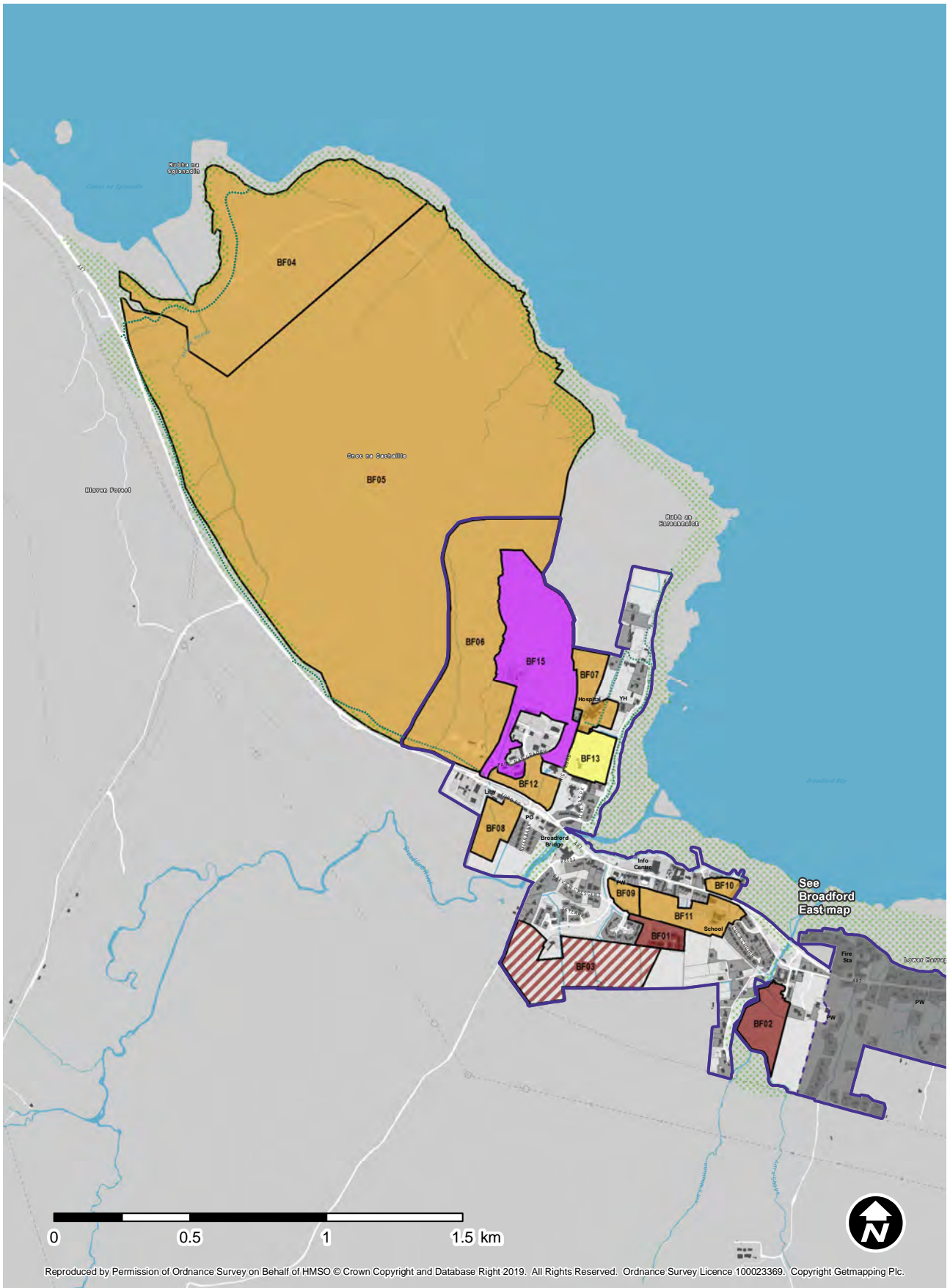
Retail

Map 3.1 Broadford



3 Skye and Raasay Settlements | Tuineachaidhean an Eilein Sgitheanaich is Ratharsair

Broadford West Map



Broadford East Map



Development Sites

Housing

BF01

BF01: East of Boreraig Place

Use: Housing

Area (ha): 1.7

Indicative Housing Capacity: 24

Developer Requirements: Development in accordance with planning permission 16/04128/FUL. Alternative proposals must address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); 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.

BF02

BF02: South of Caberfeidh

Use: Housing

Area (ha): 3.4

Indicative Housing Capacity: 46

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); 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; Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Integration of active travel links; Opportunity for permeable layout; Some historic field boundaries that may need to be recorded; Improvement to existing access; Retain trees to the western boundary and secure hold back; Protected species survey may be required.

BF03

BF03: Glen Road (West)

Use: Long Term Housing

Area (ha): 9.8

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

BF04

BF04: North of Cnoc na Cachaille

Use: Mixed Use (Community, Business/Tourism) **Area (ha):** 38.3 **Indicative Housing Capacity:** N/A

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); 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; Retain and where possible enhance the core path network; Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Access may need upgraded; Woodland management plan may be necessary; Retain as much woodland as possible; Protected species survey may be required; High quality of siting and design that will avoid adverse impacts on the special qualities of the Cuillin Hills NSA.

BF05

BF05: Cnoc na Cachaille

Use: Mixed Use (Community, Tourism) **Area (ha):** 171.3 **Indicative Housing Capacity:** N/A

Developer Requirements: Retain and where possible enhance the core path network; Flood Risk Assessment (no development in areas shown to be at risk of flooding); 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; Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Retain as much woodland as possible; Compensatory Planting may be required; Protected species survey may be required; High quality of siting and design that will avoid adverse impacts on the special qualities of the Cuillin Hills NSA.

BF06

BF06: South of Cnoc na Cachaille

Use: Mixed Use (Community, Business/Tourism) **Area (ha):** 17.6 **Indicative Housing Capacity:** N/A

Developer Requirements: Retain and where possible enhance the core path network; Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Retain as much woodland as possible; Compensatory Planting may be required; Protected species survey may be required; Sewage works cordon sanitaire, and

set backs between potentially incompatible adjoining uses; 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; High quality of siting and design that will avoid adverse impacts on the special qualities of the Cuillin Hills NSA.

BF07

BF07: Existing Hospital Site

Use: Mixed Use (Housing, Community)

Area (ha): 3.2

Indicative Housing Capacity: 10

Developer Requirements: Flood Risk Assessment and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Protected species survey may be required; Landscaping scheme which integrates with the green network and safeguards the trees bordering the hospital to Corry Lodge road; Upgrade access road; Retain and where possible enhance the core path network; Active travel connection required between the site and the village centre; Site history and possible Land Contamination Site Investigation; High quality of siting and design; Archaeological investigations may be required; Layout should preserve or provide acceptable alternative rights of access to the public road network.

BF08

BF08: South of Library

Use: Mixed Use (Community, Business/Tourism, Retail, Industry)

Area (ha): 2.5

Indicative Housing Capacity: N/A

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Enhance active travel connections to the village centre; Flood Risk Assessment (no development in areas shown to be at risk of flooding); 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; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Limit any Industry use to the south west portion of the site with a landscaped setback to existing and proposed other uses; High quality of architectural design and siting in respect of development fronting the A87.

BF09

BF09: Glen Road (North)

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 1.1 **Indicative Housing Capacity:** 5

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Active travel connection required through the site; Additional access routes required into the site; Site History and Land Contamination Site Investigation may be required; Conform with existing settlement pattern, scale and density; Ensure similar scale to existing buildings; Possible archaeological survey.

BF10

BF10: North of Village Hall

Use: Mixed Use (Housing, Business/Tourism, Retail) **Area (ha):** 0.7 **Indicative Housing Capacity:** 2

Developer Requirements: Opportunity for mix of live/work/retail units; ensure permeability of links into the site, keeping a connection with the pier; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Additional access routes into the site may be required. Road access may require upgrading; High quality of architectural siting and design; Conform with existing settlement pattern, scale and density; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Protected species survey.

BF11

BF11: Glen Road West of School

Use: Mixed Use (Housing, Community School, Business/Tourism) **Area (ha):** 4.0 **Indicative Housing Capacity:** 20

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Active travel connection required through the site; Additional access routes required into the site; Site History required and Land Contamination Site Investigation may be required and further information may be requested regarding any fuel storage tanks within the property; Conform with existing settlement pattern, scale and density; Ensure similar scale to existing buildings; Sports field to be retained or relocated within the allocation boundary to an equivalent or better standard.

BF12

BF12: South East of Industrial Estate

Use: Mixed Use (Retail, Business/Tourism)

Area (ha): 2.2

Indicative Housing Capacity: N/A

Developer Requirements: Development in accordance with planning permission 12/02781/FUL. Alternative proposals must address: High standard of architectural siting and design with consideration given to the site's prominent gateway location and proximity to the existing commercial core on the southern side of the A87; Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Compensatory tree planting strategy; A native species woodland buffer to be provided along the eastern boundary of the site; Archaeological Investigation; Protected species survey may be required; Active travel connections through the site and to the village; Transport Statement; 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.

Community

BF13

BF13: Land Adjoining Health Centre

Use: Community (hospital)

Area (ha): 2.9

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protected species survey may be required; Landscaping scheme which integrates with the green network; Active travel connection required between the site and the village centre; High quality of siting and design; Archaeological investigations may be required; Layout should preserve or provide acceptable alternative rights of access to the public road network.

BF14

BF14: Ashaig Cemetery

Use: Community (cemetery extension only)

Area (ha): 0.9

Developer Requirements: No development permitted within the boundary of the Ob Lusa to Ardnish SSSI and Geological Conservation Review Site; Intrusive ground investigations to be undertaken in line with SEPA guidance on assessing the impacts of cemeteries on groundwater. Findings of the investigation may indicate that the site, or parts of it, is not suitable for a cemetery due to an unavoidable impact on groundwater. This may necessitate consideration of alternative land close by; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation.

Industry

BF15

BF15: North of Industrial Estate

Use: Industry

Area (ha): 16.5

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Compensatory Planting may be required; Protected species survey may be required; Sewage works safeguard, appropriate cordon sanitaire and allowance for its expansion; Active travel connections through the site and to the village; may require a Land Contamination Site Investigation; 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; A native species woodland buffer to be provided along the eastern boundary of the site.

3.2 Dunvegan | Dùn Bheagain

3.6 Dunvegan is a key service and employment centre for north west Skye. It is a coastal, crofting settlement taking advantage of a sheltered sea loch and a very attractive outlook across Loch Dunvegan and Macleod's Tables to the west. The settlement is surrounded and overlapped by many natural heritage designations including the North West Skye Special Landscape Area, the Ascrib, Isay and Dunvegan Special Area of Conservation, and Dunvegan Castle Designed Landscape. Dunvegan's primary tourist economy driver is its castle, seat of the Clan MacLeod since the 13th century. Today, the village provides a number of local services including shops, galleries, cafés, a primary school as well as a choice of hotels, a campsite and a museum.



3.7 Developable land is limited by the loch and river to the west, by steeply sloping land to the north and east and by poorly draining, carbon rich soils to the south and east. Even within the village, active use of croft land limits land available for new building. The Castle and its related heritage constraints including native woodland limit prospects to the north.

3.8 The permanent population of the village is declining, threatening the community's ability to sustain existing services. Sewerage capacity is good but water supply capacity to service new development is very limited. The Council will improve education provision in the area and intends to develop a new primary school at Lonemore.

3.9 The village contains several previously developed sites which are derelict and would benefit from redevelopment. Finding central sites for comprehensively serviced development will be a key challenge given the constraints listed above.

3.10 Development in Dunvegan has the potential to have a likely significant effect on Inner Hebrides and the Minches SAC and Ascrib, Isay and Dunvegan SAC alone or in combination with other developments affecting the SACs. Any development of sites DV05 and DV06 (see below) will be required to assess and demonstrate appropriate mitigation measures which ensure avoidance of any adverse effect on the integrity of the Ascrib, Isay and Dunvegan SAC and Inner Hebrides and the Minches SAC.

Placemaking Priorities - Dunvegan

- Enable investment in improved community facilities including a replacement school and new sports pitch.
- Consolidate the village with development opportunities being focused on sites close to existing facilities.
- Support existing services through providing a variety of employment land and a choice of housing sites.
- Safeguard, enhance and promote the natural and built heritage of the area, including through the protection and expansion of Green Networks through and around the village.
- Safeguard actively used croft land within the central/eastern side of the village and promote infill opportunities for the expansion of crofting townships.
- Work with Scottish Water and potential developers to secure additional water supply capacity to service expected growth.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



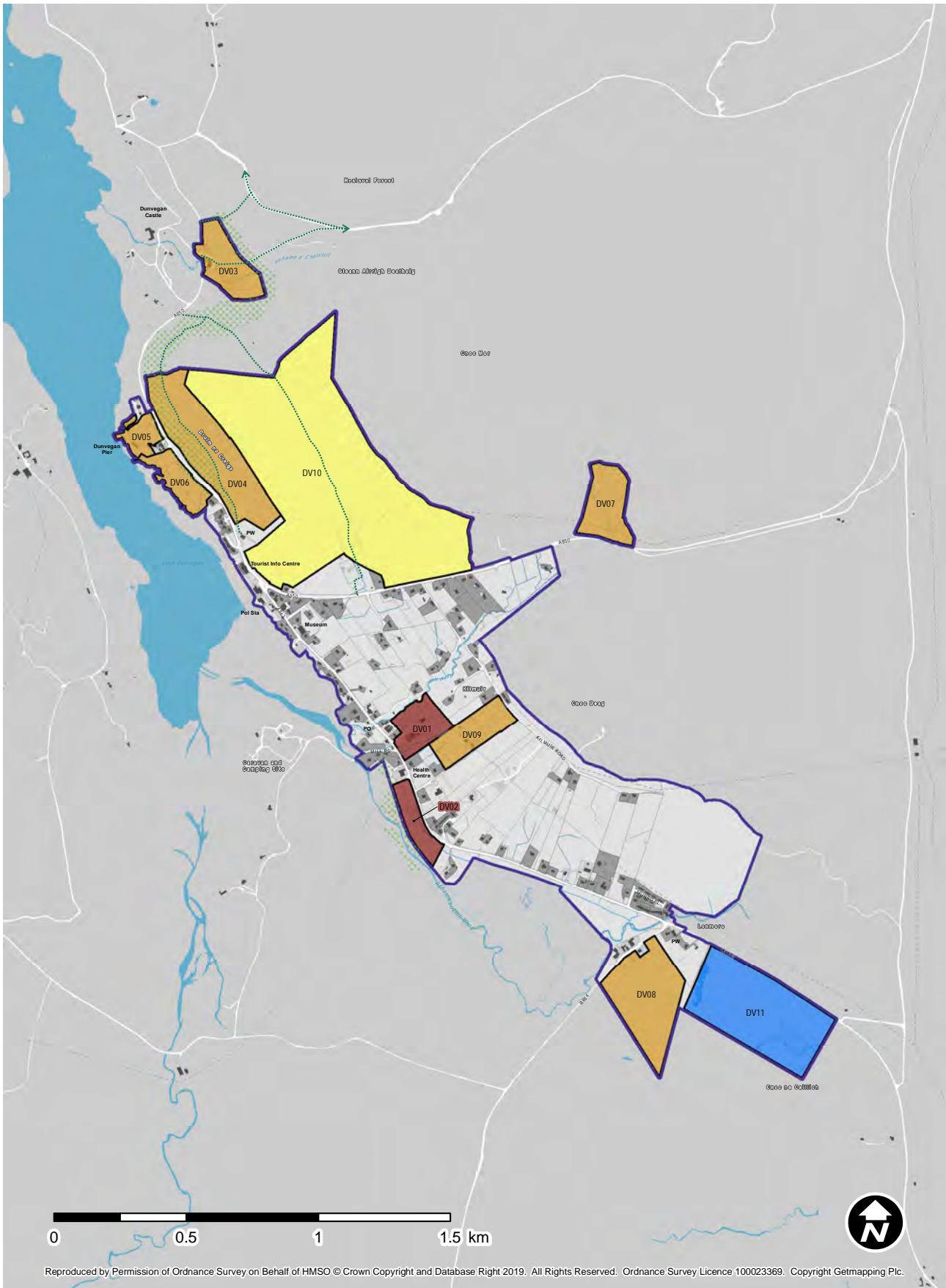
Industry



Retail

3 Skye and Raasay Settlements | Tuineachaidhean an Eilein Sgitheanaich is Ratharsair

Dunvegan, Kilmuir and Lonemore Map



Development Sites

Housing

DV01

DV01: North West of Primary School

Use: Housing **Area (ha):** 3.1 **Indicative Housing Capacity:** 10

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Drainage Impact Assessment may be required; Protect and enhance existing trees, woodland and green network; Protected species survey; Rationalise and improve accesses on to A863; Opportunity for road and active travel connections with adjoining allocation DV09; High quality of siting and design that will avoid adverse impacts on the special qualities of the North West Skye Special Landscape Area; Development must be sensitive to historic character of the nearby Listed Building; Appropriate layout and design to reflect the existing development pattern in the area.

DV02

DV02: South of Health Centre

Use: Housing **Area (ha):** 2.3 **Indicative Housing Capacity:** 10

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protect and enhance existing trees, woodland on western boundary and green network.

Mixed Use

DV03

DV03: Castle Car Park

Use: Mixed Use **Area (ha):** 4.1 **Indicative Housing Capacity:** N/A
(Community,Business/Tourism)

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protect core path network; Retain and protect existing trees and woodland with exception of opportunity for small extension of car park into conifer area to the west; Improve pedestrian links within car park and to Dunvegan Castle; Site history and possible Land Contamination Site Investigation; High quality of siting and design that will avoid adverse impacts on the special qualities of the North West Skye Special Landscape Area; Development must be sensitive to historic character of the nearby Listed Buildings; Integrity and setting of the Designed Landscape must be preserved.

DV04

DV04: East of Dunvegan House

Use: Mixed Use (Housing, Business/Tourism)

Area (ha): 11.2

Indicative Housing Capacity: N/A

Developer Requirements: Drainage Impact Assessment; Minimise tree removal; Compensatory tree planting; Protect and where possible enhance the core path network; High quality of architectural siting and design; Development must be sensitive to historic character of the nearby Listed Building.

DV05

DV05: Adjoining Dunvegan Pier

Use: Mixed Use (Business/Tourism, Industry - harbour related uses only)

Area (ha): 1.7

Indicative Housing Capacity: N/A

Developer Requirements: Minimum 6 metre buffer between watercourses and development; 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; Drainage Impact Assessment may be required; Development proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC and Ascrib, Isay and Dunvegan SAC (including during construction as well as any operational activities that arise from development); Protect and enhance existing mature trees and woodland and integrate with the green network; Layout to maximise southerly aspect for principal elevations; Access from harbour road with junction improvements and layby creation. New access from A850 may not be supported; Improve standard condition of pavement alongside the A850; Sensitive siting and design given site is within a Designed Landscape and proximity to nearby Listed Building.

DV06

DV06: South of Dunvegan House

Use: Mixed Use (Housing, Business/Tourism)

Area (ha): 2.7

Indicative Housing Capacity: 10

Developer Requirements: Minimum 6 metre buffer between watercourses and development; 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; Drainage Impact Assessment maybe required; Development Proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC and Ascrib, Isay and Dunvegan SAC (including during construction as well as any operational activities that arise from development); Protect and enhance existing mature trees, woodland and green network; Improve connections to core path to the east; Proposals for

demolition or renovation must submit a record of the historic features in their current condition, prior to any works being carried out; Sensitive siting and design given site is within a Designed Landscape and proximity to Listed Building; Site history and possible Land Contamination Site Investigation.

DV07

DV07: Former Quarry

Use: Mixed Use (Business/Tourism, Industrial) **Area (ha):** 4.3 **Indicative Housing Capacity:** N/A

Developer Requirements: Drainage Impact Assessment may be required; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Active travel connection required from site to Dunvegan; Landscaping may be required to screen development from A850; High quality of architectural siting and design on any built development fronting the A850; Site history and possible Land Contamination Site Investigation.

DV08

DV08: South of Lonmore Industrial Estate

Use: Mixed Use (Community, Business) **Area (ha):** 8.6 **Indicative Housing Capacity:** N/A

Developer Requirements: 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; Improved active travel connections between the site and Dunvegan; Site history and possible Land Contamination Site Investigation; High quality of architectural siting and design; Development must be sensitive to historic character of the Listed Building.

DV09

DV09: Primary School and Adjoining Land

Use: Mixed Use (Housing, Community) **Area (ha):** 3.8 **Indicative Housing Capacity:** 12

Developer Requirements: Redevelopment will only be supported if the Council considers that the school site is surplus to requirements; Formation of active travel and road connections between Kilmuir Road and the A863; Where possible, protect and enhance existing trees and green network.

Community

DV10

DV10: North of St Mary's Church

Use: Community (potential golf course) **Area (ha):** 50.0

Developer Requirements: 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); Landscaping scheme which retains and enhances green network through and around 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; Retain and where possible enhance the core path network; Archaeological walkover survey may be required; Development must be sensitive to historic character and setting of the nearby Listed Buildings and Scheduled Monument.

Business

DV11

DV11: Land South of Fairfield Cottage

Use: Business/Tourism **Area (ha):** 13.9

Developer Requirements: Flood Risk Assessment and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); 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; High quality of architectural siting and design; Development must be sensitive to historic character of the nearby Listed Buildings.

3.3 Kyleakin | Caol Àcainn

3.11 Kyleakin is located on the south side of the narrows between the mainland and Skye. It grew because of this strategic location and the shelter provided by the Obbe inlet which spawned a small harbour and a ferry point. More recently, the Skye Bridge has shifted the direction and commercial significance of passing trade to the western end of the settlement at the bridge head.

3.12 Built and natural heritage features surround and overlap the village and provide both constraints to development but also assets that can attract visitors. The ruined 14th century Castle Moil lies to the east, Loch Alsh to the north, the Obbe to the south, and a sand and gravel quarry to the west. The Kyle House designed landscape exists at the bridge head with its protected woodland. Steeper ground and poor ground conditions also limit development potential to the south. The potential for new or intensified access direct from the A87 trunk road is limited.



3.13 While a ferry terminus settlement with a busy harbour, Kyleakin supported a wide range of facilities and services. Since the bridge opened it has retained most of these or diversified the use of its buildings into other tourism, community or housing opportunities. The recreational sailing potential of the village has been a particular success. Being bypassed, the settlement has had to re-market itself as a tourism destination rather than a service stop. This diversification has worked to date and should be encouraged to continue.

3.14 Positive conditions for growth exist. Water, sewerage, school and road capacities are all suitable especially when compared to other settlements. Central, well drained land is available. Kyleakin is well placed to accommodate housing need and demand from other settlements close by such as Kyle of Lochalsh which has severe constraints to growth. Permission has been granted for a fish farm feed plant within the quarry and this should generate local employment and housing demand.

3.15 Development in Kyleakin has the potential to have a likely significant effect on the Inner Hebrides and the Minches SAC alone or in combination with other developments affecting the SAC. Any development of site KA04 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.

Placemaking Priorities - Kyleakin

- Respect the integrity of adjoining and overlapping heritage features, including Lochs Duich, Long and Alsh MPA and Lochs Duich, Long and Alsh Reefs SAC.
- Development will need to demonstrate that it will not have an adverse effect on the integrity of the Inner Hebrides and the Minches SAC.
- Support the central expansion of the village.
- Support new employment opportunities particularly on previously developed land within the village and at Altanavaig Quarry.
- Encourage improved walking and cycling links.
- Encourage the protection of woodland via integration of new development to the green network
- Limit further development at the harbour and the bridge-head because of inadequate road capacity.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business

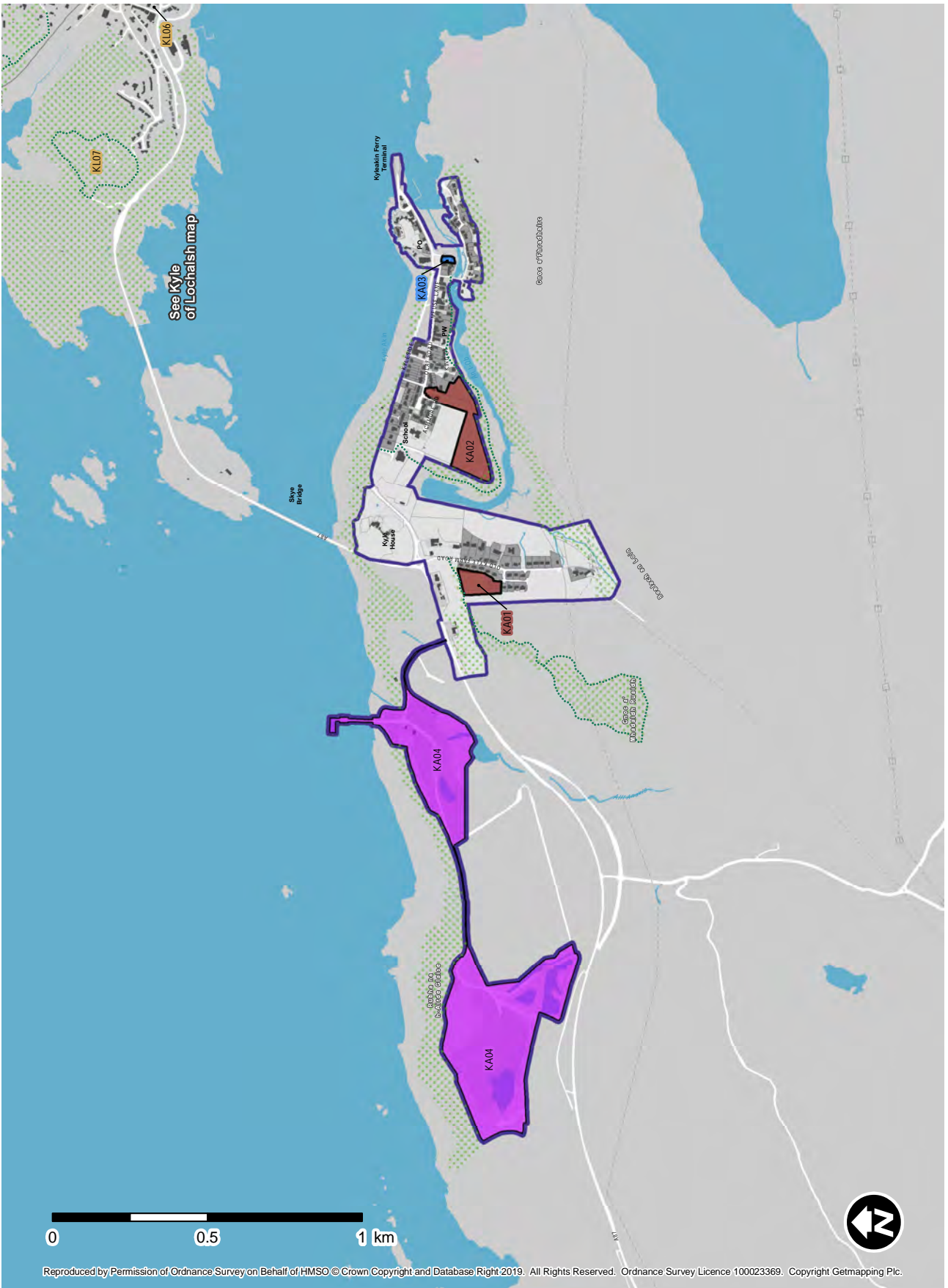


Industry



Retail

Kyleakin Map



Development Sites

Housing

KA01

KA01: Old Kyle Farm Road

Use: Housing

Area (ha): 0.8

Indicative Housing Capacity: 2

Developer Requirements: Opportunities for expansion and enhancement of green network; 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.

KA02

KA02: Land Adjoining Playing Field

Use: Housing

Area (ha): 2.6

Indicative Housing Capacity: 26

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Opportunities for expansion and enhancement of green network; Road access upgrade; Explore opportunity to incorporate pedestrian linkages to playing field and primary school; Land Contamination Site Investigation may be required; Ensure connections to the adjacent core path.

Business

KA03

KA03: West of Harbour

Use: Business/Tourism

Area (ha): 0.1

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.

Industry

KA04

KA04: Altanavaig Quarry

Use: Industry

Area (ha): 23.2

Developer Requirements: Developments to be compatible with quarry operation as per planning applications 07/00218/FULSL and 12/01638/S42. Development in accordance with planning permission 16/03869/FUL. Alternative proposals must: Not adversely affect the local water supply; Retain and integrate watercourses as natural features within the development; undertake a Flood Risk Assessment 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); demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC (including during construction as well as any operational activities that arise from development); Demonstrate no adverse impact on Lochs Duich, Long and Alsh MPA; Protect and enhance existing trees and woodland with integration to the green network; Undertake a Protected Species Survey; Ensure wildlife corridors are provided adjacent to the wider countryside; Possibly undertake a Land Contamination Site Investigation; Address active travel links to the village centre; Ensure sensitive siting and design; Possibly produce a Peat Management Plan to demonstrate how impacts on peat have been minimised; Use woodland to help screen and filter views of the development particularly from the A87.

3.4 Portree | Port Rìgh

3.16 Portree is the capital of the Isle of Skye and its principal commercial, administrative, employment and population centre. Its expansion has been gradual and evolutionary rather than rapid. Loch Portree sheltered from the prevailing winds provided a natural harbour and adjoining land was agriculturally productive enough to support a small community. This has grown along the river valleys and surrounding hill slopes as public sector, tourism and construction employment have supported modest expansion.



3.17 Portree, like many West Highland settlements, is physically constrained by loch, river and hill. Even the flatter areas of the land to the north do not provide an easy building opportunity because the ground is poorly draining peatland. Add in the human made limitations caused by a limited and poorly aligned road network, a concentrated pattern of local landownership, crofting restrictions, the amenity value of the conservation area (which may merit review by the Council during the Plan period), a former landfill site to the north, and high voltage electricity transmission lines to the west, and it becomes obvious that finding land for future growth is difficult. Considering these constraints and opportunities the Council's proposed strategy is to concentrate on small scale consolidation of Portree in the short term but to also secure land for expansion at Home Farm and Kiltaraglen.

3.18 A strategic identification and analysis of district heating network opportunities has identified a number of potential schemes in this settlement that require more analysis. Future District Heating Networks may serve existing and/or new development. Opportunities for networks may not be limited to those identified within the Background Paper and the likely viability of networks may be influenced by a number of factors and so may change over time. The consideration of potential for district heating networks is therefore generally encouraged.

3.19 Development in Portree has the potential to have a likely significant effect on Inner Hebrides and the Minches SAC alone or in combination with other developments affecting the SAC. Any development of site PT14 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.

Portree Transport Developer Contributions

3.20 The Council may seek financial contributions from any new development proposals within Portree SDA towards local transport network improvements. The land required for these improvements (as shown on the Portree settlement maps) will also be safeguarded from competing development. Where appropriate, a Transport Assessment will be required to assess whether and to what degree any particular development will result in net detriment to the local transport network. Specific developer requirements relating to the completion and/or proposed extension of the Portree Link Road are set out for allocations: PT02, PT03, PT04, PT06, PT25, PT26 and PT27. If appropriate then the Council will produce further statutory Supplementary Guidance on this matter which will set out details on:

- the required transport network improvements to facilitate the scale of development envisaged for Portree for the next 20 years;
- funding arrangements which will include proportionate contributions from development sites within the Portree Settlement Development Area;
- the amount and timing of such contributions; and
- any proposals which would be exempt from providing such contributions.

Placemaking Priorities - Portree

- Encourage town centre expansion that respects the architectural, cultural and natural heritage of the conservation area, the Lump, other greenspaces and public vistas notably to the Cuillin mountains.
- Diversify the tourism offer of the historic, central part of the village, including land at Bayfield and the harbour.
- Consolidate the existing settlement area by promoting and supporting infill and redevelopment opportunities.
- Safeguard a route for the possibility of a longer term service access to the harbour from the A855 and around the south of the Lump.
- Safeguard land for a second phase of commercial and industrial expansion at Home Farm on the northern side of Portree.
- Preserve and extend Portree's green networks particularly its wooded river and burn sides.
- Completion of the Portree Link Road which will significantly enhance connectivity in the town and open up new housing and employment land for development.
- Improve public car parking and coach/bus drop-off provision within the village centre and encourage relocation of longer stay needs to more peripheral locations.

3 Skye and Raasay Settlements | Tuineachaidhean an Eilein Sgitheanaich is Ratharsair

Settlement Map Legend

Settlement Development Area



Roads and Access

- Core Path (existing)
- Proposed Road Safeguard

Town Centre



Open Space

- Green Network
- Cherished Open Space

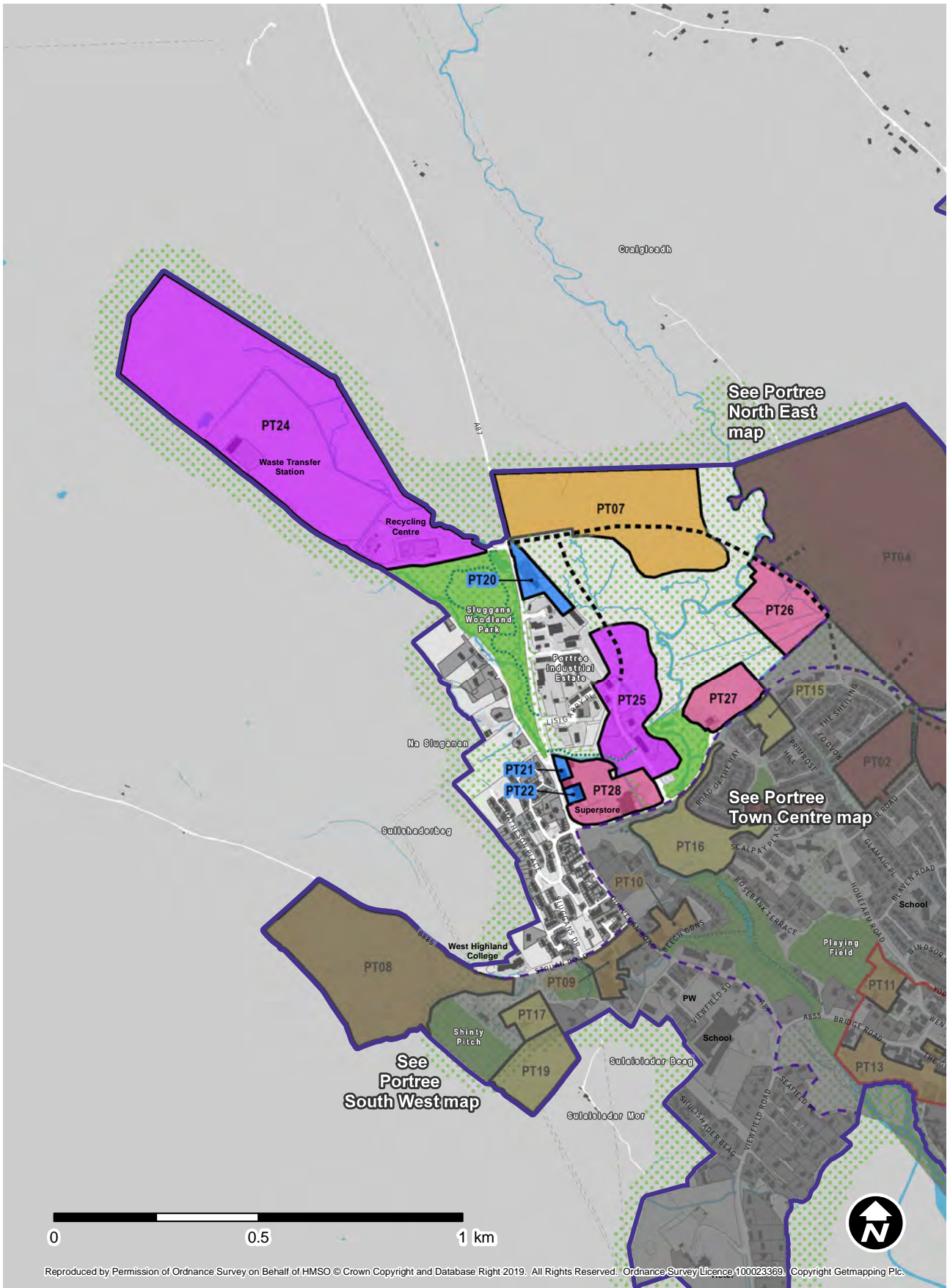
Land Uses

- Housing
- Long Term (Housing)
- Mixed Use
- Long Term (Mixed Use)
- Community
- Business
- Industry
- Retail

Map 3.2 Portree

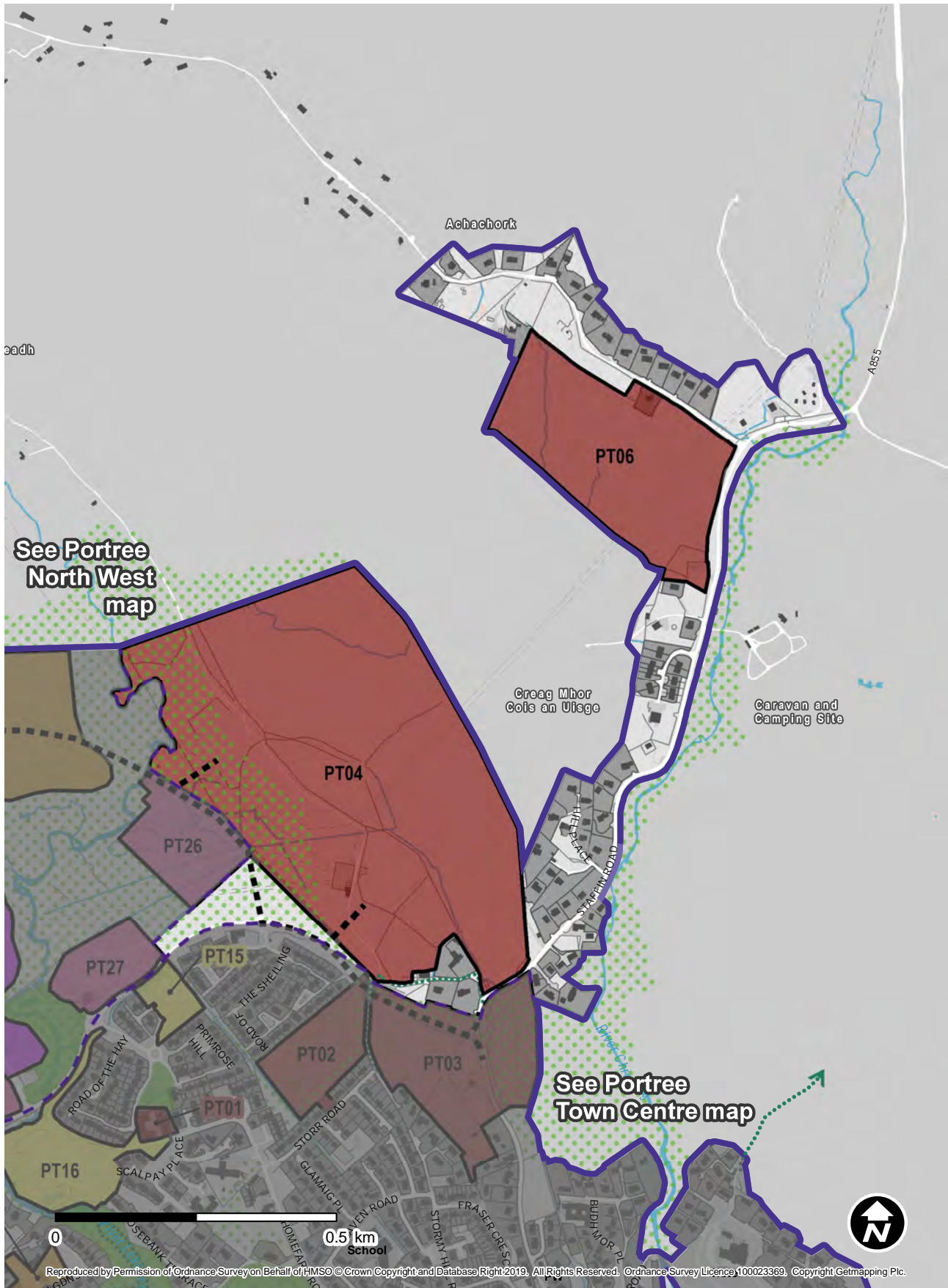


Portree North West Map

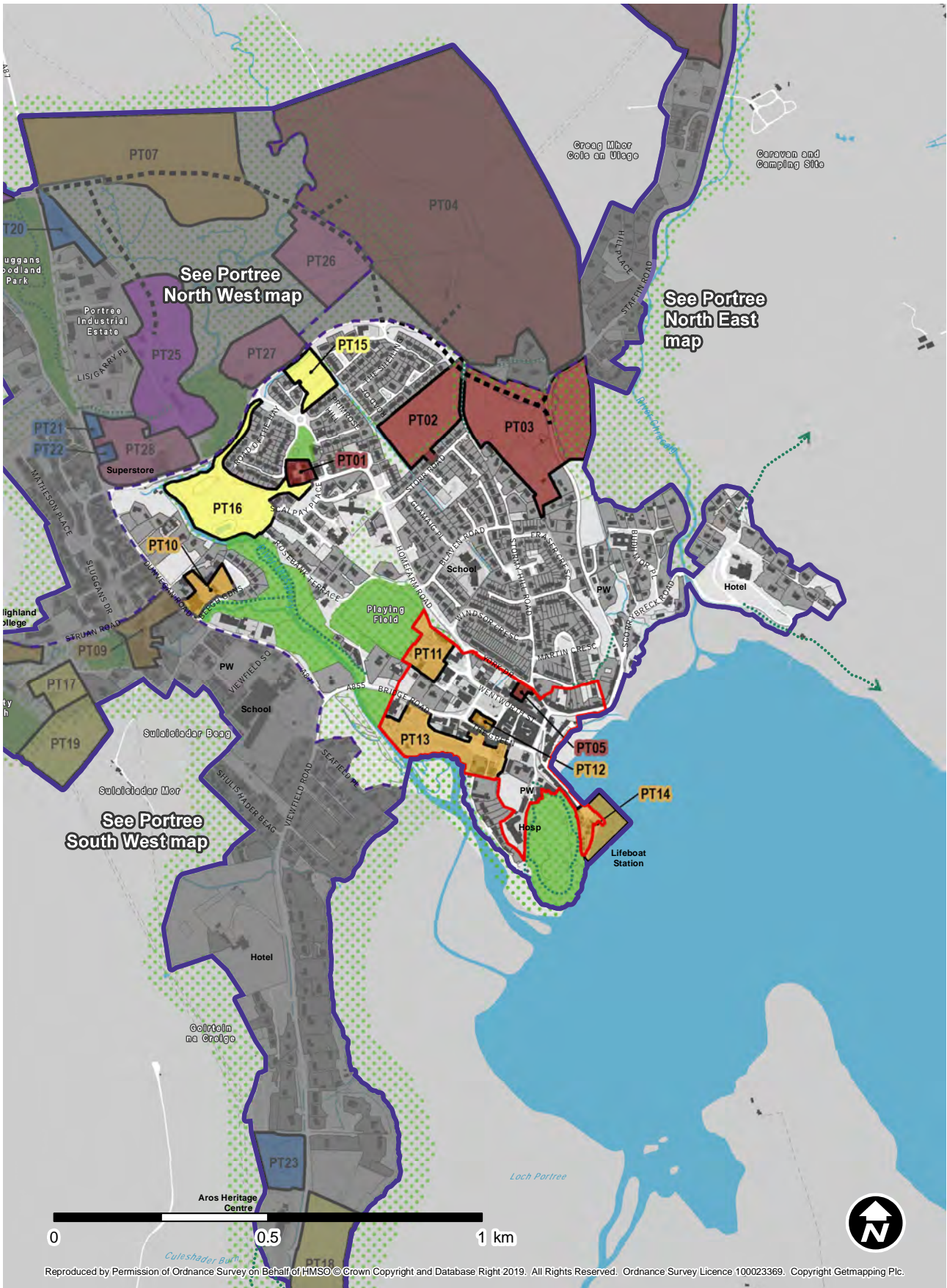


3 Skye and Raasay Settlements | Tuineachaidhean an Eilein Sgitheanaich is Ratharsair

Portree North East Map



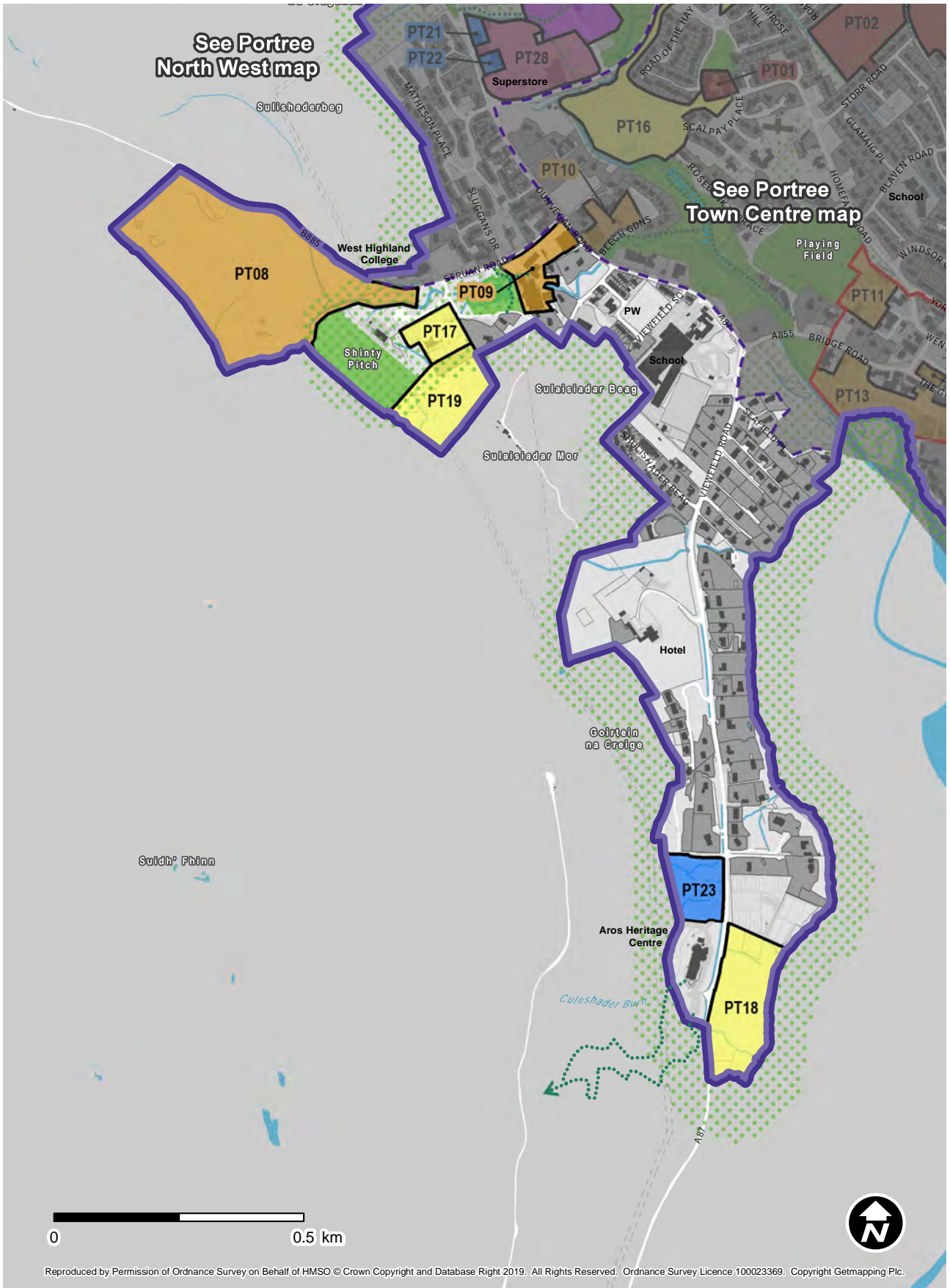
Portree Town Centre Map



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Portree South West Map



Development Sites

Housing

PT01

PT01: North End of Home Farm Road

Use: Housing **Area (ha):** 0.3 **Indicative Housing Capacity:** 11

Developer Requirements: Development in accordance with Planning Permission 15/02090/FUL.

PT02

PT02: North of Storr Road

Use: Housing **Area (ha):** 2.5 **Indicative Housing Capacity:** 45

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Active travel connections through the site; Retain/enhance green corridors within and around site, particularly along the western, southern and eastern edges; All development must be accessed from the Portree Link Road; Financial contributions proportionate to the traffic generated towards the completion of the Link Road; Protected species survey.

PT03

PT03: Kiltaraglen (South)

Use: Housing **Area (ha):** 6.2 **Indicative Housing Capacity:** 30

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Protect and enhance green corridors; Retain and where possible enhance the core path network; Protected species survey; Financial contributions proportionate to the traffic generated towards the completion of the Portree Link Road; High quality of architectural siting and design particularly for development fronting Staffin Road and the Portree Link Road.

PT04

PT04: Kiltaraglen (North)

Use: Housing **Area (ha):** 31.7 **Indicative Housing Capacity:** 125

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Retain/enhance green corridors within and around site, including additional tree planting; Financial contributions proportionate to the traffic generated towards the completion of the Portree Link Road; Safeguard land for potential route between the Portree Link Road and the

A855 at the Achachork junction (within site PT06); Set-back from substation and overhead lines or relocation/diversion of this infrastructure; 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 areas that can be developed.

PT05

PT05: York Drive (East)

Use: Housing

Area (ha): 0.1

Indicative Housing Capacity: 5

Developer Requirements: Retain trees if possible with appropriate development set-back; High quality of siting and architectural design that should complement the setting of the Conservation Area and nearby Listed Buildings.

PT06

PT06: South of Achachork

Use: Housing

Area (ha): 9.8

Indicative Housing Capacity: 50

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development where possible; Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Financial contributions proportionate to the traffic generated towards the completion of the Portree Link Road; Fund/undertake road improvements to Staffin Road within the allocation boundary; Fund/undertake extension of the existing footway on Staffin Road to connect the existing houses at the eastern end of the Achachork road with the rest of Portree; Set-back from or diversion of overhead lines; Safeguard land for potential route between the Portree Link Road (within site PT04) and the A855 at Achachork; High quality of architectural siting and design in particular alongside A855 tourist route; Development must be sensitive to the historic character and setting of the nearby Scheduled Monument; 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 areas that can be developed.

Mixed Use

PT07

PT07: North East of Mart, Home Farm

Use: Mixed Use (Business/Tourism, Industrial, Retail) **Area (ha):** 9.8 **Indicative Housing Capacity:** N/A

Developer Requirements: Flood Risk Assessment and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Protection of habitat restoration areas; Peat management plan to demonstrate how impacts on peat have been minimised; Vegetation survey to demonstrate how impacts on wetlands have been avoided (presence of habitat restoration areas, deep peat and wetlands may limit area that can be developed); Deliver/fund section of distributor road between the A87 and Portree Link Road which lies within the allocation boundary; Active travel improvements along Dunvegan Road; Landscaping, including tree planting to provide screening to/from the A87 and shelter from prevailing wind; Development set-back from or diversion of overhead lines.

PT08

PT08: West of College, Struan Road

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 10.9 **Indicative Housing Capacity:** 20

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Landscaping, including tree planting, to provide shelter and designed to form part of the green network; Road widening and footpath provision along Struan Road to junction with Gaelic primary school; Development set-back from or diversion of overhead lines; Land Contamination Site Investigation may be required; 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 areas that can be developed; Vegetation survey to demonstrate how impacts on wetlands have been avoided; High quality of architectural siting and design; Programme of archaeological works/mitigation may be required.

PT09

PT09: Woollen Mill and Adjoining Ground

Use: Mixed Use (Housing, Community, Business/Tourism, Retail) **Area (ha):** 1.2 **Indicative Housing Capacity:** 10

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protect and enhance existing trees and woodland; Explore opportunities for road widening and enhancement of footpath provision; Retain and where possible enhance the core path network; Site history and possible Land Contamination Site Investigation.

PT10

PT10: MacRae's Garage and Adjoining Ground

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 0.7 **Indicative Housing Capacity:** 15

Developer Requirements: Protect and enhance existing trees and woodland; Form improved trunk road junction, with road widening and footpath provision on Beech Gardens road; Retain and where possible enhance the core path network; Site history and possible Land Contamination Site Investigation.

PT11

PT11: Community Centre and Adjoining Ground

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 1.0 **Indicative Housing Capacity:** 30

Developer Requirements: Consolidate and enhance where possible active travel links to the town centre; Site history and possible Land Contamination Site Investigation may be required; Siting and design should complement the setting of the nearby Listed Building and Conservation Area.

PT12

PT12: Court House and Police Station

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 0.1 **Indicative Housing Capacity:** 5

Developer Requirements: Transport Statement (including details of parking arrangements); Development must be sensitive to historic character of the Listed Building/Conservation Area and attain a high standard of architectural design and construction.

PT13

PT13: Bayfield

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 2.2 **Indicative Housing Capacity:** 20

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protect and enhance existing trees and woodland and integrate with the green network; Protected species survey; Improvements to the active travel network with connections to the town centre; Transport Statement (including details of junction improvements, bus/coach drop off provision, parking provision and safeguard route for potential distributor road to Harbour around the south of the Lump); Waterfront public open space; Site history and possible Land Contamination Site Investigation; High quality of architectural siting and design to respect and complement setting of adjoining Conservation Area and listed buildings.

PT14

PT14: Harbour

Use: Mixed Use (Community, Business/Tourism) **Area (ha):** 1.1 **Indicative Housing Capacity:** N/A

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; Improve quality and safety of active travel connections to the town centre; Protected species survey; Transport statement (including details of junction at Quay Brae and car parking provision); Land Contamination Site Investigation may be required; Development must be sensitive to historic character of the Conservation Area and attain high standards in design and construction; Development Proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC (including during construction as well as any operational activities that arise from development).

Community

PT15

PT15: Home Farm (North)

Use: Community **Area (ha):** 0.8

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Active travel connections to adjoining path network; Enhanced boundary planting.

PT16

PT16: Home Farm (West)

Use: Community (open ground uses only) **Area (ha):** 3.3

Developer Requirements: 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 and woodland with integration to the green network; Integrate watercourses as recreational and natural features within the development.

PT17

PT17: Gaelic Primary School Site

Use: Community **Area (ha):** 0.9

Developer Requirements: Development in accordance with planning permission 15/00341/FUL. Alternative proposals must address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Setback from existing trees and woodland; Improved active travel connections from Dunvegan Road.

PT18

PT18: South of Portree Cemetery

Use: Community **Area (ha):** 3.3

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Intrusive ground investigation to be undertaken in line with SEPA guidance on assessing the impacts of cemeteries on groundwater. Findings of the investigation may indicate that the site, or parts of it, is not suitable for a cemetery due to an unavoidable impact on groundwater; Integrate watercourses as recreational and natural features within the development; Protect and enhance existing trees and woodland with integration to the green network; Transport Statement (including details of improved junction on to A87 and parking provision).

PT19

PT19: Land South of Shinty Pitch

Use: Community **Area (ha):** 2.4

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment may be required (no development in areas shown to be at risk of flooding); Development subject to suitable road access arrangements which should not impinge on the

playability of the shinty pitch and efficient Club access to it; Set-back from overhead lines or suitable open ground use(s) only; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation.

Business

PT20

PT20: Auction Mart

Use: Business/Tourism

Area (ha): 0.9

Developer Requirements: Protect and enhance existing trees and woodland with integration to the green network; Improve junction onto A87; Site history and Land Contamination Site Investigation may be required; 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 areas that can be developed; High quality of architectural siting and design given its prominent location along the A87.

PT21

PT21: Post Office Building

Use: Business

Area (ha): 0.2

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Rationalisation of access on to A87 Trunk Road; Improvements to active travel connections along the A87; Site history and possible Land Contamination Site Investigation; High quality of architectural siting and design; Landscaping plan which includes boundary planting on western side.

PT22

PT22: Jewsons

Use: Business

Area (ha): 0.2

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Rationalisation of access on to A87 Trunk Road; Improvements to active travel along the A87; Site history and possible Land Contamination Site Investigation; High quality of architectural siting and design; Landscaping plan which includes boundary planting on western side.

PT23

PT23: North of Aros Heritage Centre

Use: Business/Tourism

Area (ha): 1.3

Developer Requirements: 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); Town Centre Impact Assessment may be required depending on uses proposed; Landscaping scheme which integrates with the green network; Improved (shared if possible) trunk road access; High quality of architectural siting and design.

Industry

PT24

PT24: Land North of Sluggans

Use: Industry

Area (ha): 24.5

Developer Requirements: Potentially suitable for energy from waste (EfW) facility; Improved junction on to A87; Peat management plan to demonstrate how impacts on peat have been minimised; Vegetation survey to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; Wrap around landscaping required to screen development, particularly from the A87 to the north; High quality of architectural siting and design given site's prominence and likely scale of building(s).

PT25

PT25: Portree Industrial Estate Expansion

Use: Industry

Area (ha): 5.0

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Peat management plan to demonstrate how impacts on peat have been minimised; Vegetation survey to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; Retain and where possible enhance green corridors; Delivery of or financial contribution towards extension of the distributor road to the northern boundary of the site; Retain and where possible enhance the core path network; Landscaping plan which includes boundary planting on southern side.

Retail

PT26

PT26: Land North of Home Farm Dental Practice

Use: Retail

Area (ha): 3.0

Developer Requirements: Development in accordance with planning permission 13/03976/PIP. Alternative proposals must address: Flood Risk and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Peat management plan to demonstrate how impacts on peat have been minimised; Vegetation survey to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; Travel Plan which maximises opportunities for active travel; Transport Assessment; Financial contributions proportionate to the traffic generated towards the completion of the Portree Link Road; Set-back from or diversion of overhead lines; Landscaping plan which integrates with the green network; High quality of architectural siting and design.

PT27

PT27: Land Adjoining Home Farm Biomass Plant

Use: Retail

Area (ha): 1.9

Developer Requirements: Development in accordance with planning permission 14/01464/PIP. Alternative proposals must address: Landscaping plan which integrates with the green network; Travel Plan which maximises opportunities for active travel; Transport Assessment; Financial contributions proportionate to the traffic generated towards the completion of the Portree Link Road; High quality of architectural siting and design.

PT28

PT28: Land Adjoining the Co-op

Use: Retail

Area (ha): 2.6

Developer Requirements: Watercourse to be bridged, not culverted; Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); If any access proposed from the east then rationalisation of A87 junctions; Opportunity may exist for active travel connection to the core path to the north; Site history and possible Land Contamination Site Investigation; High quality of architectural siting and design.

3.5 Sleat | Slèite

3.21 The Sleat peninsula has been the fastest growing part of Skye over recent years due to its relatively kinder climate, improved road accessibility, Gaelic enterprise related employment and the attractive outlook over the Sound of Sleat offered by its eastern coastal margins.

3.22 However, it also has constraints to further development. Croft based single house developments are compromising the landscape, subsoil drainage and side road capacities of certain areas such as Ferrindonald. This is decreasing the viability of continued traditional crofting agricultural activity. Similarly, the area's water supply has a finite source capacity and this limitation plus the extent and gradient across parts of the network create pressure and supply problems.



3.23 Community facilities and employment are spread across the parish. Sleat is recognised as a centre of Gaelic culture with the role of Sabhal Mor Ostaig at Kilbeg as a base for Gaelic heritage, learning and employment. Armadale hosts an important ferry terminal providing strategic links to the mainland. Other uses are mainly tourist related, particularly at Armadale Castle, where enhancement of tourist facilities will generally be supported.

3.24 In terms of land available for significant development, restrictions of crofting tenure, the lack of side road capacity, coastal flood risk, steep wooded burnside, and the steeper, exposed nature of upper slopes, all point to a lack of options. Our chosen approach is to concentrate further development close to existing clusters of development and facilities.

3.25 Development in Sleat has the potential to have a likely significant effect on the Inner Hebrides and the Minches SAC alone or in combination with other developments affecting the SAC. Any development of site ES03 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.

Placemaking Priorities - Sleat

- Protect in bye croft land from larger development proposals.
- Consolidate existing clusters of development and facilities at Armadale and Kilbeg.
- Maximise the cultural heritage and employment opportunities from the continued expansion of Gaelic related education and enterprise at Sabhal Mor Ostaig.
- Support an improved chain of tourist facilities and destinations at Armadale and Teangue.
- Development will need to demonstrate that it will not have an adverse effect on the integrity of the Inner Hebrides and the Minches SAC.
- Protect and enhance local Green Networks.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



Industry

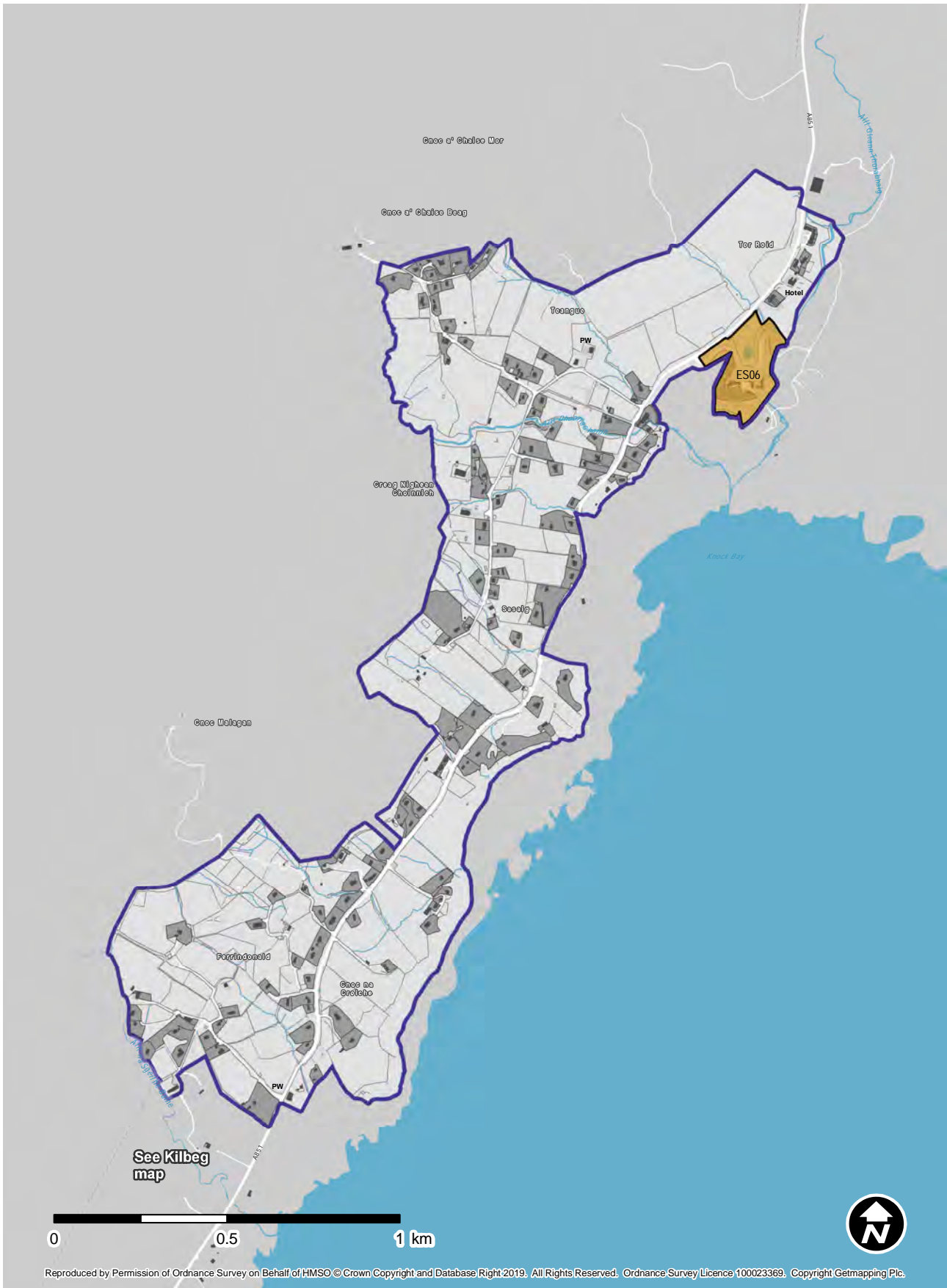


Retail

Map 3.3 Sleat

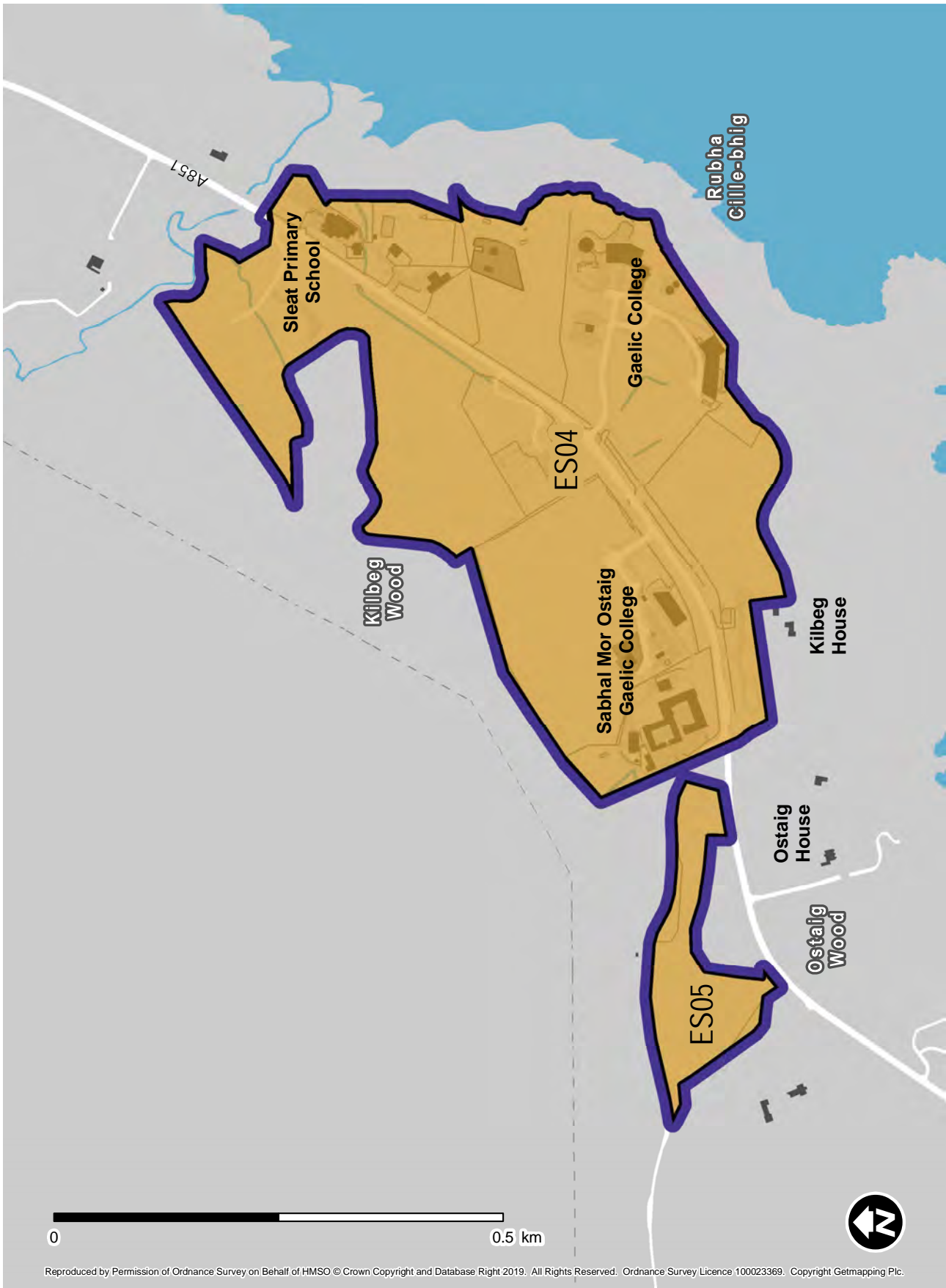


Ferrindonald and Teangue Map

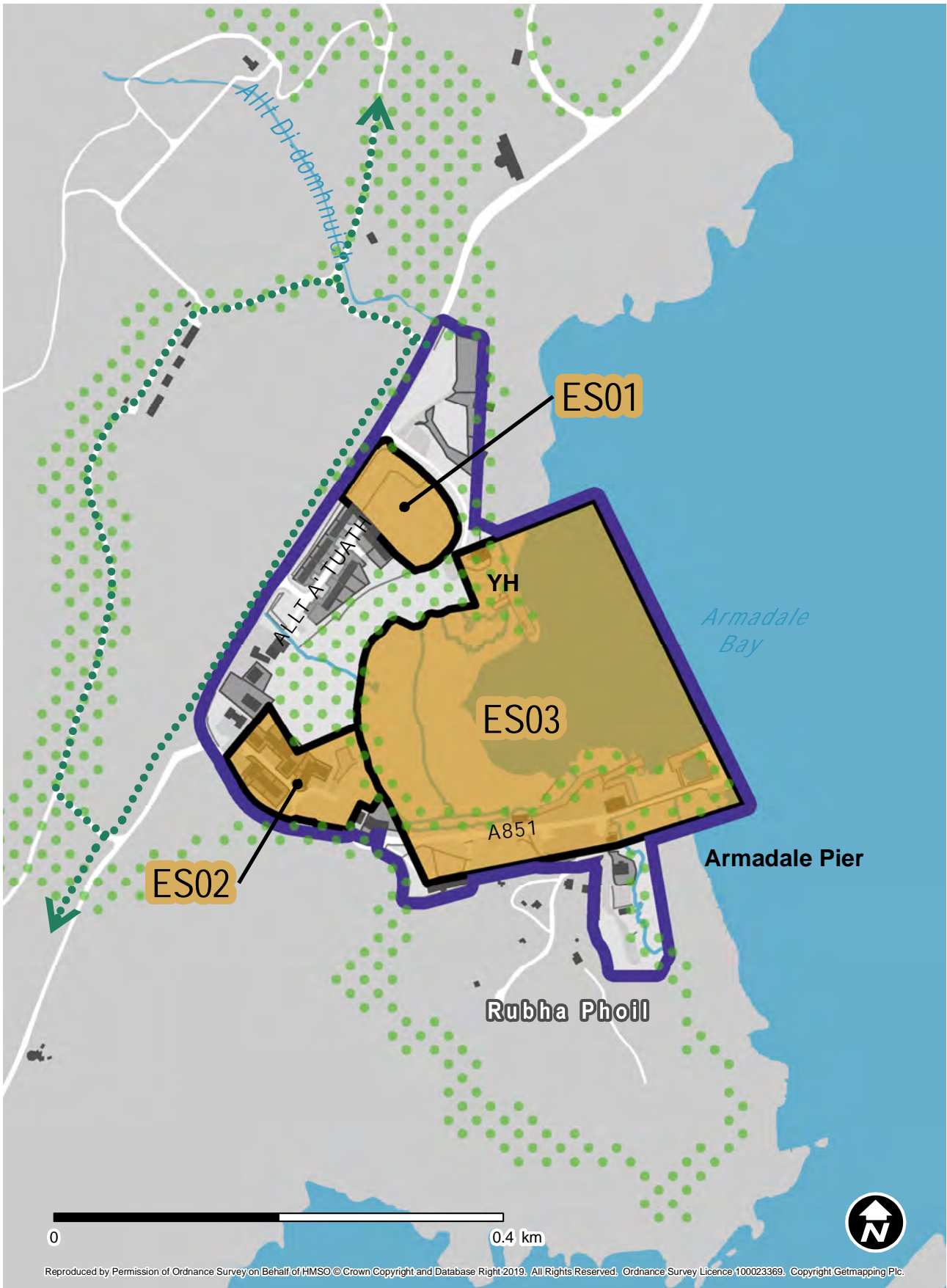


3 Skye and Raasay Settlements | Tuineachaidhean an Eilein Sgitheanaich is Ratharsair

Kilbeg Map



Armadale Map



Development Sites

Mixed Use

ES01

ES01: West of Youth Hostel

Use: Mixed Use (Housing, Community)

Area (ha): 0.7

Indicative Housing Capacity: 5

Developer Requirements: Retain, protect and provide a setback from existing trees on eastern and southern boundaries with integration to the green network; Maintain existing roadside landscaping planted as part of road improvement; Safeguard pedestrian connection to beach. Development of ES01 should allow for improved access to ES03.

ES02

ES02: Between the Potteries

Use: Mixed Use (Business, Retail)

Area (ha): 0.9

Indicative Housing Capacity: N/A

Developer Requirements: Safeguard woodland to the east; Ensure connections to surrounding green network; Potential archaeological investigation on ground not previously subject to investigation; Flood Risk Assessment (no development in areas shown to be at risk of flooding).

ES03

ES03: Armadale Bay

Use: Mixed Use (Business, Tourism -Harbour/marine related uses only)

Area (ha): 7.3

Indicative Housing Capacity: N/A

Developer Requirements: Development Proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC (including during construction as well as any operational activities that arise from development); 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; Improvements to harbour parking area may be required; Existing vehicular access to the pier may require upgrading or a new access formed from the A851 (access from Allt A'Tuath will not be accepted); Retain beach access; Protect and where possible enhance the woodland within and bordering the allocation; High standard of architectural siting and design.

ES04

ES04: Kilbeg Village

Use: Mixed Use (Housing, Community, Business, Retail) **Area (ha):** 25.7 **Indicative Housing Capacity:** 93

Developer Requirements: Development in accordance with masterplan agreed in planning permission 10/04329/PIP; Minimum 6 metre buffer between water courses and development; Integrate watercourses as recreational and natural features within the development; Significant areas of existing woodland retained; Compensatory tree planting; Mature roadside trees to be retained and holdback secured; Limit number of accesses onto A851; 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; High quality of architectural siting and design; Archaeological investigation may be required; Possible Land Contamination Site Investigation.

ES05

ES05: Land Adjacent to Kilbeg Village North of A851

Use: Mixed Use (Housing, Community, Business) **Area (ha):** 2.2 **Indicative Housing Capacity:** 16

Developer Requirements: Minimum 6m buffer between watercourses and development; Drainage Impact Assessment may be required; Protect and enhance boundary trees; High quality of architectural siting and design; Safeguard mains water supply pipelines.

ES06

ES06: Knock

Use: Mixed Use (Community, Business/Tourism) **Area (ha):** 4.2 **Indicative Housing Capacity:** N/A

Developer Requirements: Development in accordance with 05/00348/FULSL and 15/00152/LBC. Alternative proposals must address: Minimum 6 metre buffer between watercourses and development; Integrate watercourses as recreational and natural features within the development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protected species survey may be required; land contamination questionnaire may be required; High quality of design for any new build component; Development must be sensitive to historic character of the Listed Building and the Scheduled Monument; Maintain public access to Knock Castle.

3.6 Staffin | Stafainn

3.26 Staffin is the collective name given for a collection of crofting communities on the north east coast of the Trotternish peninsula of the Isle of Skye. It is renowned for its scenery, scattered houses, beach, archaeology, geology and Gaelic culture. Its core at An Clachan, provides a centre for local services including a small shop, church, community centre and primary school. Development factors include the need to protect public views across open water, better croft land, geological interests at An Corran, areas prone to coastal and fluvial flooding, and areas of deep peat.



3.27 The settlement also lies entirely within the Trotternish National Scenic Area (NSA) which means that siting and design of development is particularly important. Development will be required to complement the existing pattern of development in the area which is typically modestly proportioned houses in linear forms, with some clustering around key facilities and extending outwards from the main road (A855).

3.28 The delivery of new affordable housing provision is a top priority for Staffin community groups. Recent development has been limited to a few single houses, leaving the previously allocated sites undeveloped. A recent study prepared by The Highlands Small Communities Housing Trust found there is a significant lack of affordable housing which is resulting in some people having to leave the community to find a home. It concluded that addressing the problem could make a substantial positive impact on local businesses, the primary school and the future sustainability, cohesion and prosperity of the community.

Placemaking Priorities - Staffin

- Deliver new affordable housing to retain younger people and attract families to the community.
- Protect the traditional crofting landscape and special qualities of the village and Trotternish National Scenic Area (NSA), through securing high standards of siting and design.
- Safeguard in bye croftland within the village Settlement Development Area.
- Concentrate development close to key facilities and the centre of Staffin, provided that it would not adversely affect the traditional crofting landscape.
- Protect and promote the natural and built heritage of the area, including its archaeological remains.
- Support improvements to harbour facilities, including the slipway and breakwater to provide greater depth and protection for harbour users.
- Support and promote the "Eco-museum" tourism and educational initiative.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



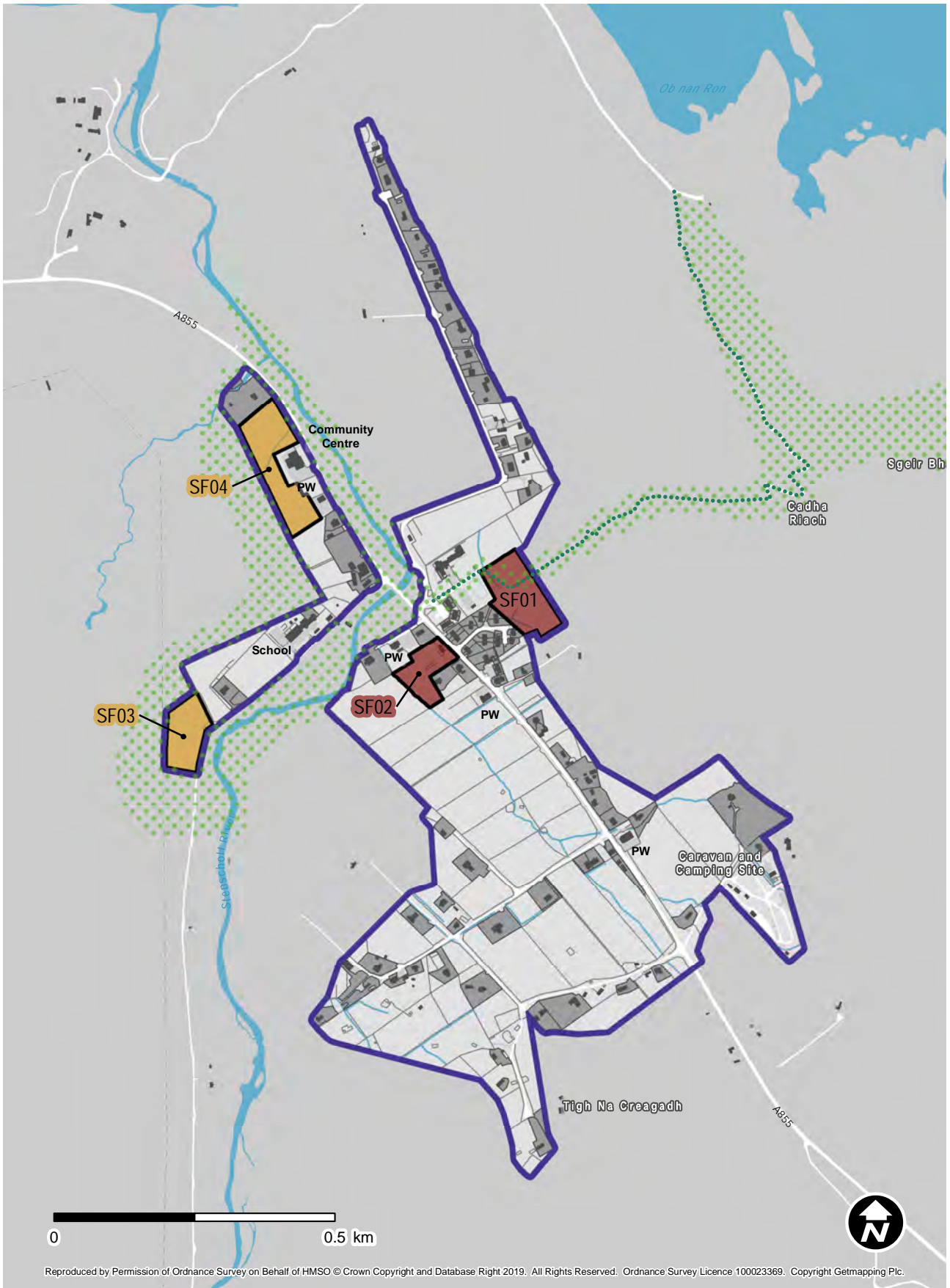
Industry



Retail

3 Skye and Raasay Settlements | Tuineachaidhean an Eilein Sgitheanaich is Ratharsair

Staffin Map



Development Sites

Housing

SF01

SF01: North East of Trotternish Avenue

Use: Housing

Area (ha): 1.2

Indicative Housing Capacity: 8

Developer Requirements: Scale of development dependent on extent to which suitable access arrangements can be achieved; 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 Trotternish NSA. A Design Statement to be prepared which demonstrates that the scale, design and phasing of development is consistent with the existing type, pattern, density and scale of buildings, considers the visual prominence of development on high ground, and provides access and curtilages that are in keeping with the rural surroundings, particularly boundaries towards the adjacent open crofted landscape and the core path.

SF02

SF02: West of Trotternish Avenue

Use: Housing

Area (ha): 0.7

Indicative Housing Capacity: 6

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment may be required (no development in areas shown to be at risk of flooding); High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Trotternish NSA. A Design Statement to be prepared which demonstrates that the scale, design and phasing of development is consistent with the existing type, pattern, density and scale of buildings, considers the visual prominence of development, and provides access and curtilages that are in keeping with the rural surroundings, particularly boundaries towards the adjacent open crofted landscape; Stone dyke along eastern boundary should be retained, if necessary relocated, and extended at site access; Development must be sensitive to historic character of the nearby Listed Buildings.

Mixed Use

SF03

SF03: Stenscholl Common Grazings

Use: Mixed Use (Housing, Business) **Area (ha):** 0.8 **Indicative Housing Capacity:** 6

Developer Requirements: Flood Risk Assessment may be required (no development in areas shown to be at risk of flooding); Upgrading of the single track road including relocation/replacement of cattle grid and creation of additional passing places; Active travel connection to the Primary School; Set-back from or diversion of overhead lines; Peat management plan may be required to demonstrate how impacts on peat have been minimised, and vegetation survey may be required to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Trotternish NSA. A Design Statement to be prepared which demonstrates that the scale, design and phasing of development is consistent with the existing type, pattern, density and scale of buildings, considers the visual prominence of development, and provides access and curtilages that are in keeping with the rural surroundings, particularly boundaries towards the adjacent open crofted landscape; Development must be sensitive to historic character of the nearby Listed Buildings.

SF04

SF04: Land at Village Hall

Use: Mixed Use (Housing, Business, Community) **Area (ha):** 1.4 **Indicative Housing Capacity:** 4

Developer Requirements: Watercourse to be bridged, not culverted and minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Set-back from or diversion of overhead lines; Peat management plan may be required to demonstrate how impacts on peat have been minimised, and vegetation survey maybe required to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Trotternish NSA. A Design Statement to be prepared which demonstrates that the scale, design and phasing of development is consistent with the existing type, pattern, density and scale of buildings, maintains the visual permeability and open aspect towards the ridge, and provides access and curtilages that are in keeping with the rural surroundings, particularly boundaries towards the adjacent open landscape.

3.7 Uig | An Ùig

3.29 Uig is a key population and service centre located in a sheltered bay on the Trotternish peninsula of the Isle of Skye. The ferry terminal is an important asset connecting the Isle of Skye to the Outer Hebrides. It also helps to support a range of facilities including a variety of accommodation, restaurants, a brewery, pottery and community-run filling station, general store and cafe.

3.30 The ferry terminal and the tourism related trade it generates is one of the principal economic drivers. A new ferry which is larger and more efficient than the existing vessel which is due to replace is expected to be introduced in the near future and the pier and its related facilities need to be upgraded in order to accommodate the new dual fuel vessel. These works may provide opportunity for wider improvements to be made to the area around the harbour such as improving the public realm, redeveloping redundant land and upgrading the slipway.

3.31 The following development factors have shaped development opportunities: the physical constraints of Uig Bay to the west, steep ground to the north and east, Conon and Rha wooded river corridors; the crofting/agricultural value of land within the settlement; visual prominence of most land; a lack of water and sewerage capacity; an attractive outlook; and the reluctance of owners and tenants to release land for development.

3.32 Development in Uig has the potential to have a likely significant effect on Inner Hebrides and the Minches SAC and Ascrib, Isay and Dunvegan SAC alone or in combination with other developments affecting the SACs. Any development of site UG03 (see below) 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 Ascrib, Isay and Dunvegan SAC.

3.33 The Council's strategy for Uig is to respond to the ideas of local community groups who are seeking to promote the growth of the settlement. Many of the priorities and development sites identified below have been suggested and endorsed by local organisations.



Placemaking Priorities - Uig

- Strengthen Uig’s role as the principal settlement on the western side of the Trotternish peninsula.
- Upgrade infrastructure at Uig pier and ferry terminal to support a new ferry vessel and diversification and enhancement of facilities.
- Capitalise on the strategic location of Uig in order to maximise the economic benefits from tourism and ferry users.
- Protect heritage interests including public seaward views, the setting of the North Cuil cairn scheduled monument and other built heritage, and to safeguard corncrake species and habitat.
- Encourage and safeguard crofting interests and, in particular, in bye croft land.
- Redevelop opportunity sites for Business, Tourism and Housing uses at several small derelict sites such as land at and adjoining the former co-op at Idrigill and immediately south of The Ferry Inn.
- Work with Scottish Water and potential developers to secure additional water supply capacity to service expected growth.

Settlement Map Legend

Settlement Development Area



Roads and Access

- Core Path (existing) - represented by a green dotted line with an arrowhead.
- Proposed Road - represented by a black dashed line.
- Safeguard - represented by a black dashed line with a diagonal slash.

Town Centre



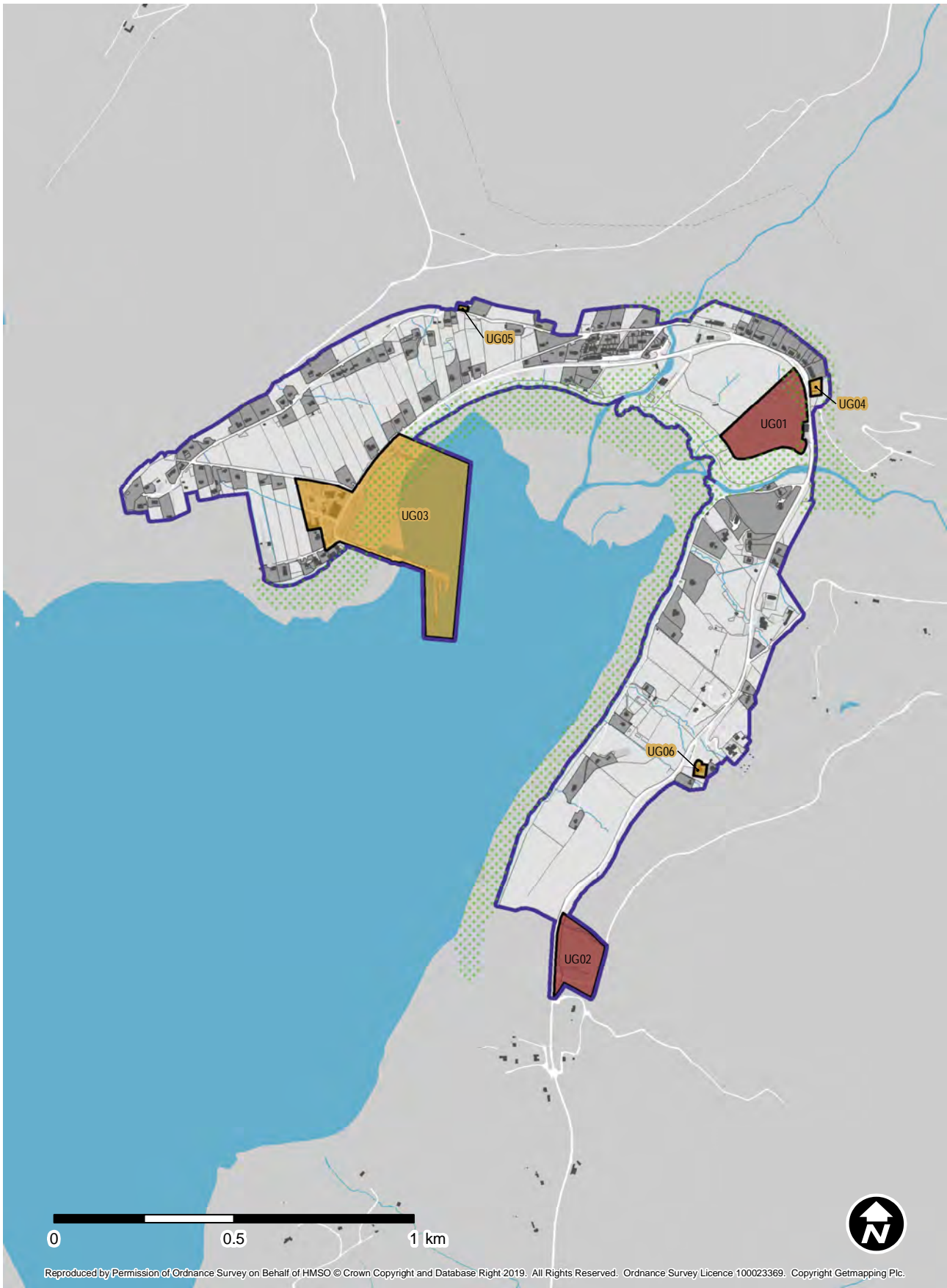
Open Space

- Green Network - represented by a cluster of green dots.
- Cherished Open Space - represented by a green irregular shape.

Land Uses

- | | | | |
|--|-----------------------|--|-----------|
| | Housing | | Community |
| | Long Term (Housing) | | Business |
| | Mixed Use | | Industry |
| | Long Term (Mixed Use) | | Retail |

Uig Map



Development Sites

Housing

UG01

UG01: North Cuil

Use: Housing

Area (ha): 3.5

Indicative Housing Capacity: 30

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Setback from existing woodland and landscaping scheme which should integrate with adjoining green network; Siting and design should be sensitive to the character and setting of the nearby North Cuil Scheduled Monument and Uig Church Listed Building; Archaeological walkover survey may be required in first instance with possible programme of archaeological works/mitigation; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Trotternish and Tianavaig SLA.

UG02

UG02: North of Earlish

Use: Housing

Area (ha): 2.2

Indicative Housing Capacity: 6

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Upgrade existing access from the A87; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Trotternish and Tianavaig SLA; Flood Risk Assessment (no development in areas shown to be at risk of flooding).

Mixed Use

UG03

UG03: Uig Harbour

Use: Mixed Use (Community, Business/Tourism - water/harbour related uses)

Area (ha): 13.3

Indicative Housing Capacity: N/A

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; Construction and Environment Management Plan required for expansion of the harbour; Development proposals must demonstrate that there would be no adverse effect on the integrity of the Inner Hebrides and the Minches SAC and Ascrib, Isay and Dunvegan SAC (including during construction as well as any operational activities)

that arise from development); Any development proposals not associated with the pier upgrade must not impinge on the ability to expand the pier and its auxiliary facilities; Land Contamination Site Investigation; High quality of architectural siting and design.

UG04

UG04: South of Ferry Inn

Use: Mixed Use (Housing, Business/Tourism)

Area (ha): 0.1

Indicative Housing Capacity: 4

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Preference for renovation of existing buildings rather than redevelopment; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Trotternish and Tianavaig SLA and complements the nearby Listed Building.

UG05

UG05: Former Co-op Site

Use: Mixed Use (Housing, Business/Tourism)

Area (ha): 0.1

Indicative Housing Capacity: 2

Developer Requirements: Protected species survey may be required; Site history and possible Land Contamination Site Investigation; Upgrade access onto the A855; High quality of architectural siting and design that will avoid adverse impacts on the special qualities of the Trotternish and Tianavaig SLA.

UG06

UG06: Former Uig Primary School

Use: Mixed Use (Housing, Community)

Area (ha): 0.1

Indicative Housing Capacity: 2

Developer Requirements: Preference for conversion rather than redevelopment; Flood Risk Assessment (no development in areas shown to be at risk of flooding); No intensification of use of access onto the A87.

3.8 Growing and Potential Community Plan Settlements | Tuineachaidhean Plana Coimhearsnachd Fàs mhor agus Comasach

3.8.1 Carbost | Càrrabost

Map 3.4 Carbost



Issues

- The following development factors shape development opportunities: physical/heritage barriers such as Loch Harport to the north, steep, prominent land to the west and south; the Carbost Burn and its associated flood risk area; an attractive, albeit northerly outlook; a steep gradient for most of the land within the settlement; the fragmented nature of crofting interests which inhibit release of land for comprehensively serviced sites; the lack of 'side roads' and spine road capacity; and the importance of local croft land and need to maintain viability of individual croft units..
- Water and sewerage capacities are very limited and the prospects of private demand and public funding to increase capacity are poor.
- Local employment opportunities centre on the distillery which also attracts significant tourist trips.

Placemaking Priorities - Carbost

- To consolidate Carbost's role as the principal local centre within Minginish.
- To support its changing pattern from a collection of dispersed crofting communities to a nucleated community centred on the Talisker Distillery with community and commercial facilities grouped close-by.
- To safeguard the importance of the distillery as a major local employer and tourism asset and consequent need to restrict new housing development in close proximity to it and land onto which it may wish to expand.
- To safeguard and add to local employment by supporting retention and expansion of the distillery, recreational sailing and other tourism growth opportunities including those connected with the gateway to Glen Brittle.
- To concentrate new housing development within walking distance of village facilities notably its employment and primary school.
- To secure improvements to water and particularly sewerage capacity via discussions with Scottish Water and the identification of development growth proposals that meet Scottish Water's 5 growth investment criteria.

3.8.2 Edinbane | An t-Aodann Bàn

Map 3.5 Edinbane



Issues

- A lack of water and particularly sewerage capacity which is a severe barrier to growth at present.
- The following factors shape development opportunities: physical/heritage features such as the A850 and Loch Greshornish to the north and east, steep afforested land to the west and actively used croft land and steeper hillsides to the east and wooded river corridors; the difficulty of achieving satisfactory direct access to an unrestricted section of the A850, and: the need to protect in by croft land which is an important feature of the settlement.
- The local primary school is scheduled to be retained with reinstated nursery provision.
- The lack of affordable housing provision is causing the migration of people to Portree and other larger centres.

Placemaking Priorities - Edinbane

- To retain Edinbane's role as the largest centre serving Skeabost district and to support development that extends the length of tourist stay in the area.
- To support the role of community initiatives in opening up development potential at Blackhill and/or Coishletter, subject to servicing improvements.
- To support the role of community initiatives in enhancing the woodland area adjoining the former Gesto Hospital (albeit the building itself is now in private ownership), the green network along the river corridor, and any proposal to re-use vacant buildings in the heart of the community.
- To support the retention, improvement and expansion of tourism assets such as local archaeological trails and the core path network to expand/underpin local tourism employment in turn to help reduce commuting dependency and assist in the retention of local community and commercial facilities.
- To secure improvements to water and particularly sewerage capacity via discussions with Scottish Water and the identification of development growth proposals that meet Scottish Water's 5 growth investment criteria.

3.8.3 Inverarish (Raasay) | Inbhir Àrais (Ratharsair)

Map 3.6 Inverarish (Raasay)



Issues

- The enhanced ferry connection with Skye has improved the reliability of journeys to Raasay and therefore its attractiveness to permanent residents, visitors and business.
- However, Raasay and Rona are still classified as fragile in terms of remoteness from key services, facilities and employment opportunities.
- Infrastructure capacities, notably roads and sewerage are very limited (there is no publicly adopted sewerage) and the economics of volume housebuilding are poor, so advanced, comprehensive servicing of any development site is a challenge.
- The following factors shape development opportunities: built heritage interests including the Designed Landscape; public views over open water; natural heritage interests including the adjoining Inner Hebrides and the Minches Special Area of Conservation (SAC), designated for harbour porpoise; the narrow and poorly aligned road network; the outstanding outlook, and; the need to preserve the highest quality croft and farm land within and bordering the settlement.

Placemaking Priorities - Inverarish (Raasay)

- To maximise the employment opportunities associated with better ferry connectivity to an island whose isolation is part of its tourist appeal.
- To maximise the employment potential of the island's outstanding built and natural heritage resources without compromising their quality.
- To support the organic growth of Inverarish with a preference for tourism employment opportunities closer to the new ferry terminal and new housing closer to community facilities at School Park or within the heart of the village near Mill Park and Inverarish Cottages and Terrace.
- To slow vehicle speeds within the settlement by design restrictions.
- To retain and seek developer and community enhancement of green networks along the principal burnsides, the coastal margins and on the wooded landward edges of the settlement.

3.8.4 Potential Community Plan Settlements | Comais Plana Coimhearsnachd Bhailtean

3.34 The following settlement may be appropriate for a community led land use plan. A community group has recorded an initial interest in preparing such a plan for the settlement. The Highland Council will advise on the process to be followed in preparing and consulting on a community plan if a community wishes its plan to be given statutory status – i.e. for it to be adopted as Supplementary Guidance to the adopted West Highland and Islands Local Development Plan. Any community plan for this settlement should address the respective guiding principles set out below.

Glendale

Issues

- Glendale consists of a collection of crofting communities that have merged over time and now lacks a discernible core.
- There is active community interest in promoting growth in the area, carrying forward a long tradition of local action in Glendale.
- There is a high proportion of owner occupied and actively worked crofts in the area.
- Social and service infrastructure (notably water, sewerage and roads) capacity is limited or not available locally and the economics of volume housebuilding are poor so advanced, comprehensive servicing of any development site is a challenge.

Placemaking Priorities - Glendale

- To support the role of community initiatives in opening up development potential particularly for housing and commercial use at Lephin, at Meanish Pier for enhanced user facilities, and at the former Borrodale School for a community hub, all subject to servicing improvements.
- To support the enhancement of local green networks along the principal watercourses and the coastal edge, and to support any proposals to re-use vacant buildings within the community.
- To support the expansion of tourism assets such as local trails and recreational sailing opportunities to expand/underpin local tourism employment to help reduce commuting dependency and assist in the retention of local community and commercial facilities.
- To safeguard local natural heritage interests including the harbour porpoises in the adjoining Inner Hebrides and Minches Special Area of Conservation (SAC) and the harbour seals in the neighbouring Ascrib, Isay and Dunvegan Special Area of Conservation (SAC).

4.1 Gairloch | Geàrrloch

- 4.1** Gairloch is a key service and employment centre for Wester Ross. It is a coastal settlement sited in an exposed position looking west across Gair Loch. Located within the Wester Ross National Scenic Area (NSA), the settlement lies within one of the finest landscapes in Scotland.
- 4.2** Originally, the pattern of settlement in Gairloch related to the fishing and crofting industries. Tourism is now one of the principal economic activities of the area. Newer development has taken place around the key road junction at Gairloch where a range of public services are now located. Much of Gairloch's strategic development site at Auchtercairn has now been developed with a mixture of affordable housing, retail and community facilities.
- 4.3** Future development in Gairloch is constrained by the presence of the loch to the west and steep rocky and wooded ground which contains the settlement to the east. The presence of the National Scenic Area also means that development must be sensitively sited to successfully integrate with the landscape. The accessibility of Gairloch will improve in the future following the planned completion of the twin tracking of A832. Many of Gairloch's services and facilities have capacity to accommodate growth of the settlement.
- 4.4** Some development potential remains at Auchtercairn for community uses, retail and housing. Other new development is directed to the west at Fasaich and to the south at Gairloch Harbour where the development of a marina is being explored. There are other infill opportunities within the settlement, particularly within the crofting areas of Smithstown and Lonemore, and around the Manse.
- 4.5** A strategic identification and analysis of district heating network opportunities has identified a number of potential schemes in this settlement that require more analysis. Future District Heating Networks may serve existing and/or new development. Opportunities for networks may not be limited to those identified within the Background Paper and the likely viability of networks may be influenced by a number of factors and so may change over time. The consideration of potential for district heating networks is therefore generally encouraged.
- 4.6** Important natural heritage designations include the An Ard Geological Conservation Review Site, the Coill 'a 'Ghlinne Ancient Woodland and the Wester Ross NSA.



Placemaking Priorities - Gairloch

- Completion of regeneration area at Achtercairn with housing and community uses.
- Regeneration and redevelopment of Gairloch Harbour area for mixed uses including housing, tourism and harbour related uses.
- Focus sensitively sited housing expansion to the west at Fasaich.
- Siting of infill development must aim to provide a cohesive settlement pattern.
- Safeguard in bye croftland wherever possible.
- Enhancement of green networks to provide improved opportunities for physical activity and access to the outdoors and increase accessibility within Gairloch.
- Maintain undeveloped coastal strips for open views across the loch.
- Maintain clear separation between distinctively different settlements of Charlestown and Gairloch.
- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities, in particular the Wester Ross NSA.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



Industry



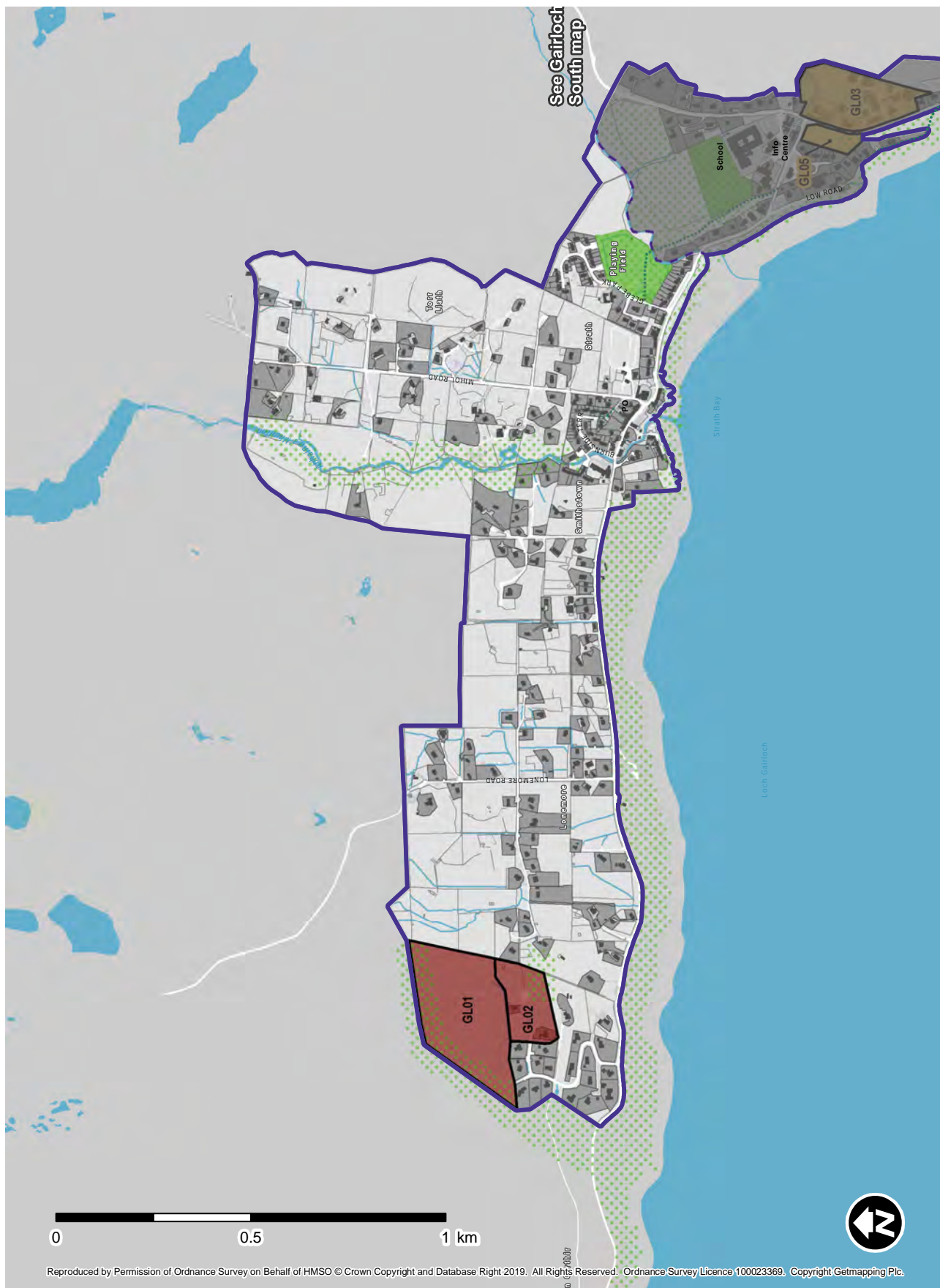
Retail

Map 4.1 Gairloch Areas



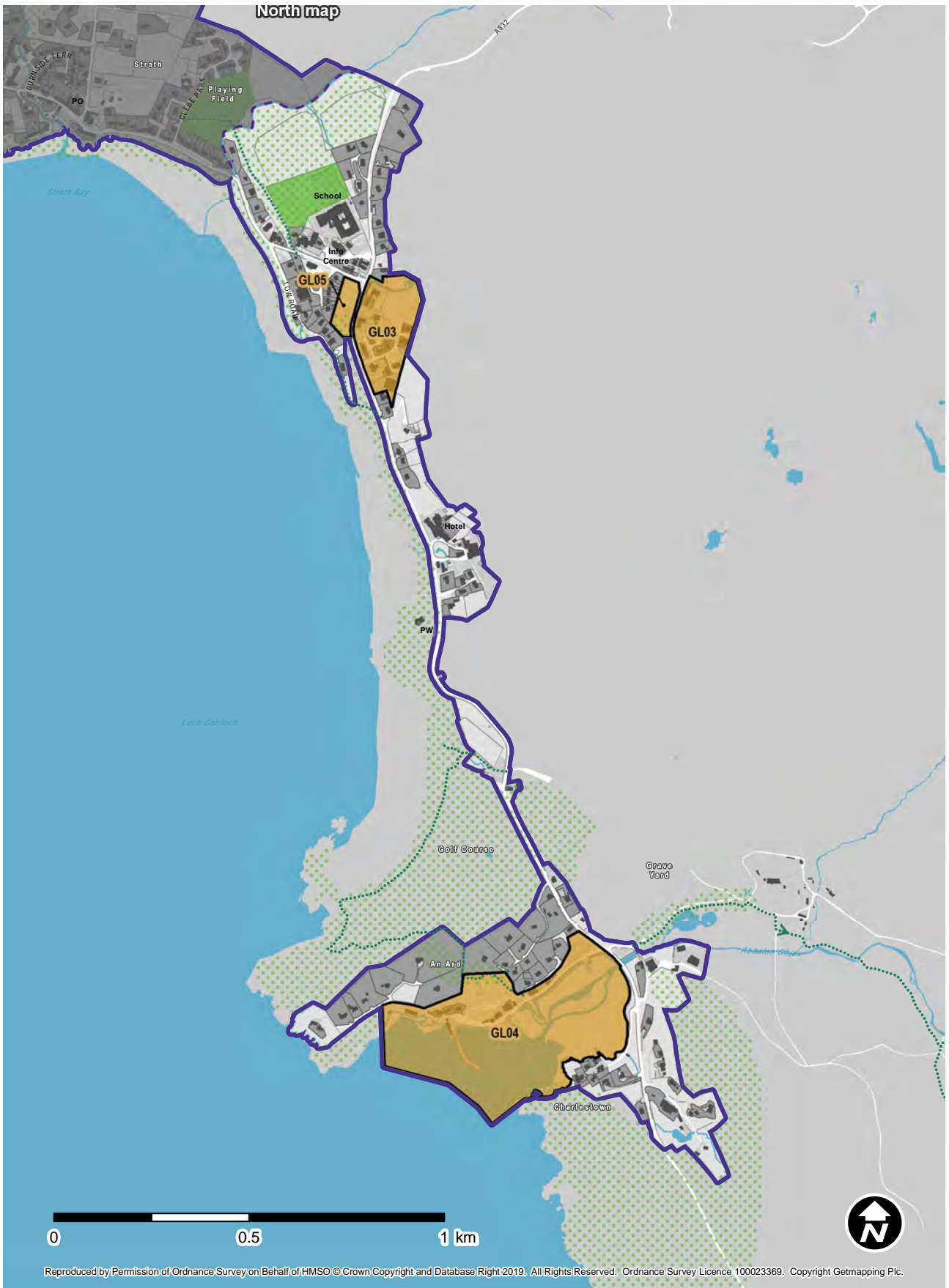
4 Wester Ross and Lochalsh Settlements | Tuineachaidhean Rois an Iar agus Loch Aillse

Gairloch North Map



4 Wester Ross and Lochalsh Settlements | Tuineachaidhean Rois an Iar agus Loch Aillse

Gairloch South Map



Development Sites

Housing

GL01

GL01: North Fasaich

Use: Housing

Area (ha): 7.1

Indicative Housing Capacity: 15

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Improve active travel connections to village amenities; Transport statement; 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; High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA; Programme of archaeological works/mitigation may be required.

GL02

GL02: East Fasaich

Use: Housing

Area (ha): 2.3

Indicative Housing Capacity: 12

Developer Requirements: Development in accordance with conditions of planning permission 07/00300/FULRC. If a new application is submitted then the following requirements must be addressed: Improve active travel connections 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; High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA; Programme of archaeological works/mitigation may be required.

Mixed Use

GL03

GL03: Achtercairn

Use: Mixed Use (Housing, Community, Retail)

Area (ha): 3.8

Indicative Housing Capacity: 28

Developer Requirements: Minimum 6 metre buffer between watercourses and development; Protect and enhance existing trees and woodland with integration to the green network; Site History and possible Land Contamination Site Investigation; High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA.

GL04

GL04: Gairloch Harbour

Use: Mixed Use (Housing, Community, Business/Tourism, Industry, Retail) **Area (ha):** 16.7 **Indicative Housing Capacity:** 14

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; Transport statement; Protected species survey; Retain and where possible enhance the core path network; Site history and possible Land Contamination Site Investigation; Programme of archaeological works/mitigation may be required; Possible design statement; High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA and An Ard Geological Conservation Review (GCR) site.

GL05

GL05: Achtercairn West

Use: Mixed Use (Housing, Community, Business/Tourism, Retail) **Area (ha):** 0.7 **Indicative Housing Capacity:** 8

Developer Requirements: Landscaping scheme which integrates with the green network; Transport statement, Possible A832/B8021 junction improvements; Provision of a sufficient setback of built development from the western boundary of the site; No built development that adversely impacts undisturbed public views across Loch Gair; Landscape and visual assessment; High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA.

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



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



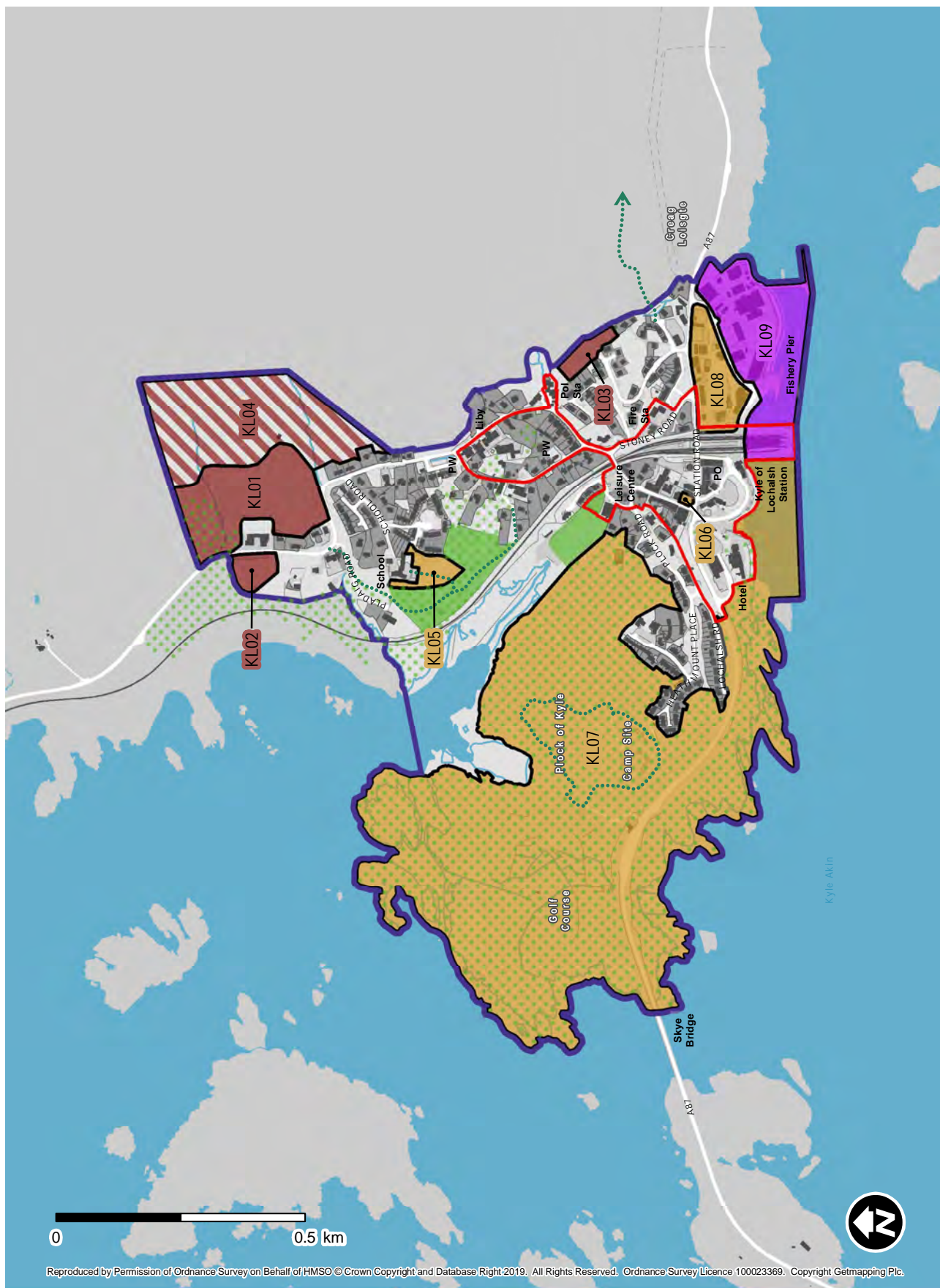
Industry



Retail

4 Wester Ross and Lochalsh Settlements | Tuineachaidhean Rois an Iar agus Loch Aillse

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 Herbrides 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 a 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.

4.3 Lochcarron | Loch Carrann

4.12 Lochcarron is a linear coastal settlement characterised by its mountainous setting and by its fishing and crofting heritage. Historically, most development was focused along the coast however, more recent development has spread up the hillslope to the north. The settlement grew substantially in the early 1970s to accommodate employees of the nearby Kishorn Yard, however since its closure in the 1980s growth of the settlement has remained relatively stagnant and it is now among the most fragile in Highland.



4.13 In recent years there has been a renewed interest in Kishorn Yard and planning permission is now in place to allow for development of facilities to support the renewables industry as well as oil and gas related activities. It is important that suitable sites are identified for housing and other mixed use development in Lochcarron to allow the settlement to harness this opportunity and others related to more traditional industries as well as tourism related enterprises.

4.14 Future development is constrained by the presence of a burn and golf course to the north, crofts on the sloping hillsides to the west, the loch to the east, and woodland to the south. As a result, new housing and community development are focused in the north of the village at Kirkton. A number of consolidation and infill opportunities remain within established residential areas in Kirkton and a larger expansion site for housing and a new community facility is located directly north. Scope exists within Kirkton Woodland to develop its recreational potential and for a limited number of housing plots close to its boundary with the village. There is some remaining capacity for business and industrial development at Tullich Industrial Estate to the north of the settlement. The accessibility of Lochcarron will improve in the future following the planned upgrade of the A890 between Strathcarron and Balnacra.

4.15 An important issue currently facing Lochcarron is the potential for a new Strome ferry Bypass close to the settlement. Rock face failures in the past on the current Strome ferry Bypass have led to the closure of the road for long periods resulting in a significant diversion route for travellers. Several route options to replace the current bypass have been explored. The availability of funding will impact upon which route is ultimately chosen. It is important in the meantime that the alignment of these routes is given consideration in any development proposals, particularly those at Kirkton and within Kirkton Woodland.

4.16 Important natural heritage designations include the Loch Carron Marine Consultation Area, the Allt nan Carnan Site of Special Scientific Interest, the Slumbay Island Site of Special Scientific Interest, the Slumbay Point Geological Review Site and the Strome Carronach Ancient Woodland.

Placemaking Priorities - Lochcarron

- The boundaries of the village formed by the burn and golf course to the north and by woodland to the south should be respected.
- Views over Lochcarron afforded by open fields between Strome Road and the shoreline should be retained.
- Green networks, in particular, within Kirkton Woodland and the coast line should be retained and enhanced.
- Give priority to development of smaller scale sites infill and consolidation sites within village.
- Ensure longer term housing and community expansion area at Kirkton can be achieved in a phased manner that is compatible with the northern route option of the new Stromeferry Bypass.
- Provide sufficient land to accommodate new and expanding business opportunities at Tullich Industrial Estate and Kishorn Yard.
- Potential safeguarding of land for the Lochcarron Bypass Route.
- Development proposals should safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities.

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



Industry



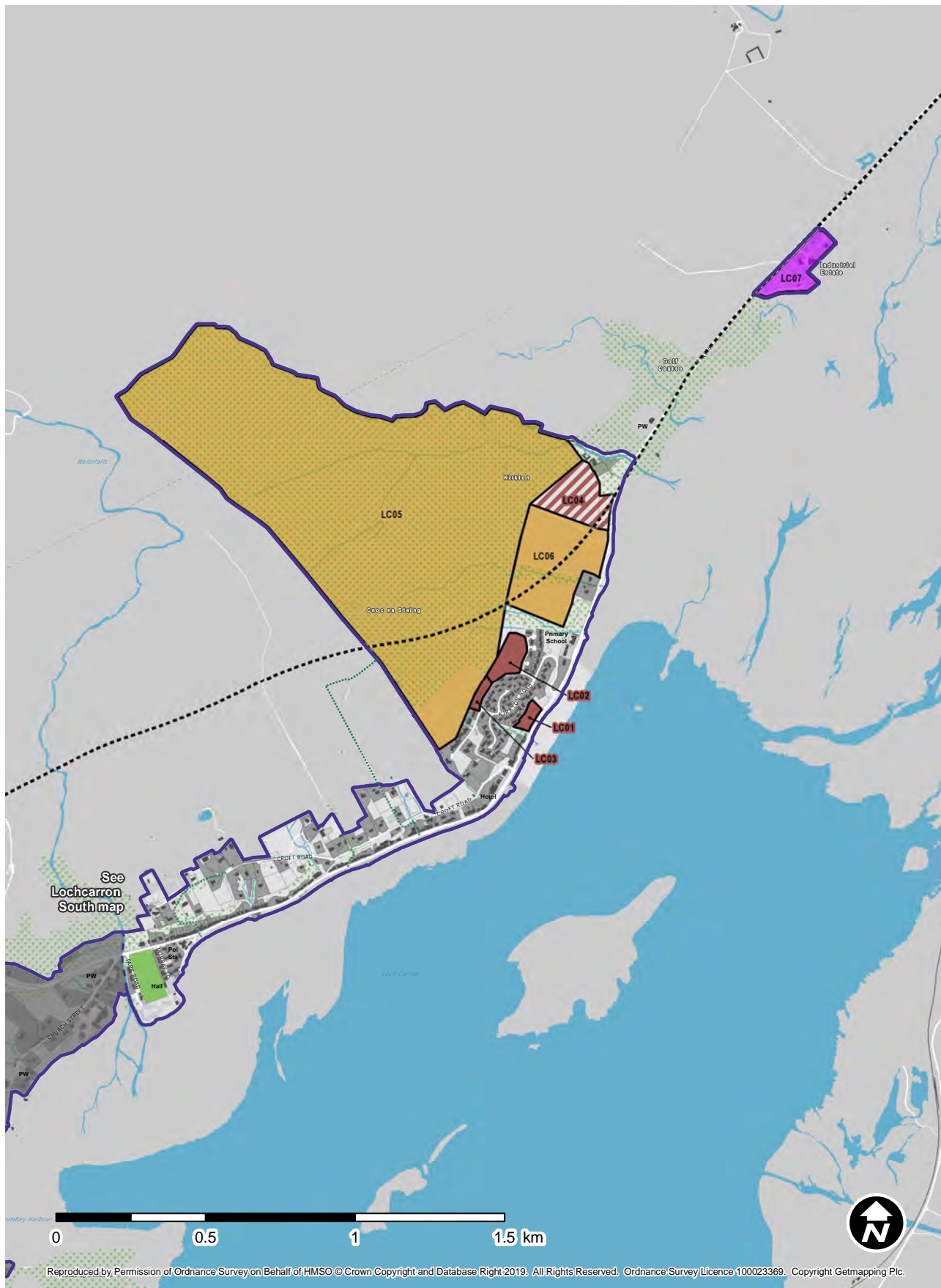
Retail

Map 4.2 Lochcarron Areas

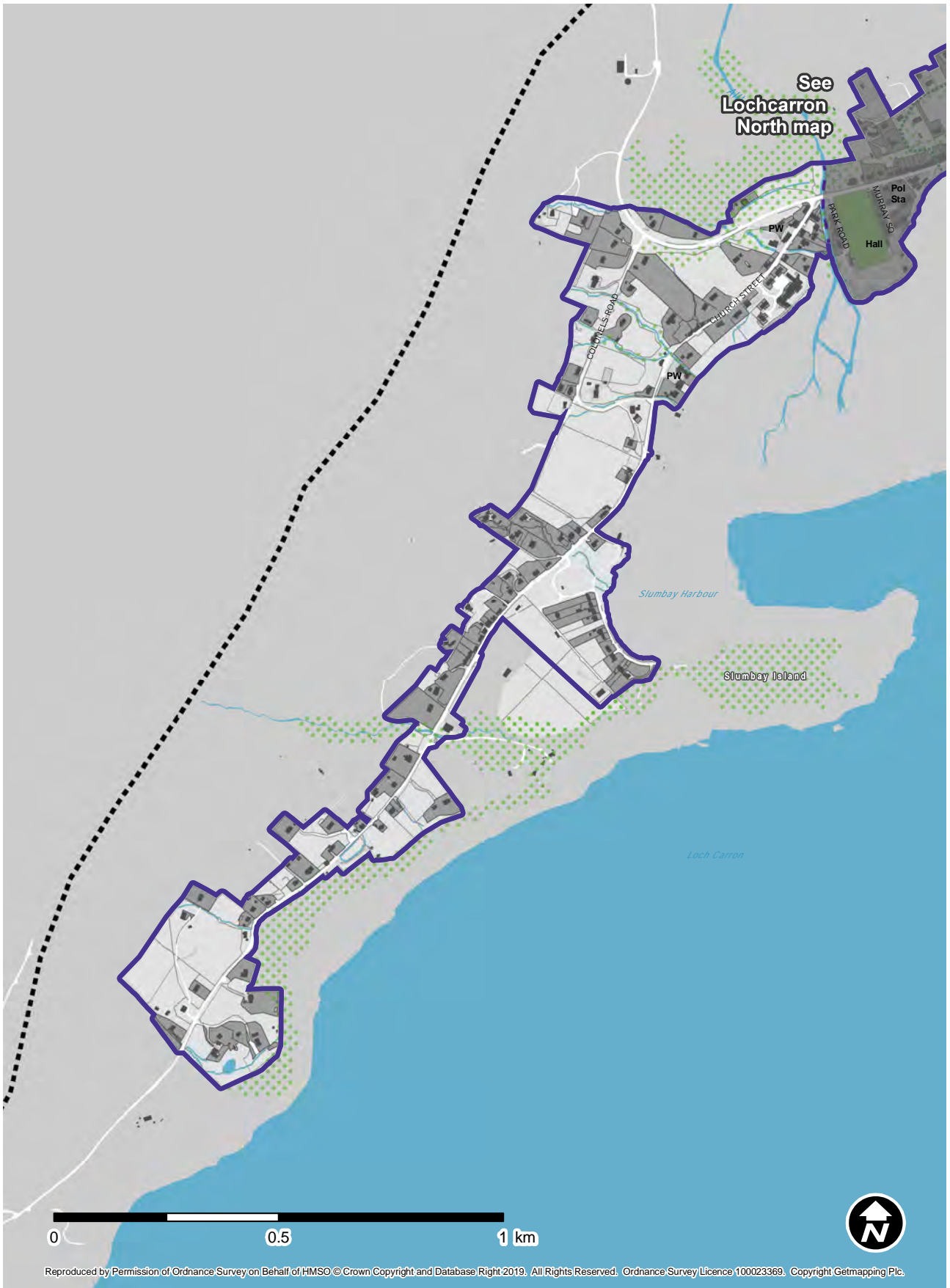


4 Wester Ross and Lochalsh Settlements | Tuineachaidhean Rois an Iar agus Loch Aillse

Lochcarron North Map



Lochcarron South Map



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Development Sites

Housing

LC01

LC01: Keilburn Crescent

Use: Housing

Area (ha): 0.4

Indicative Housing Capacity: 6

Developer Requirements: Development in accordance with conditions of planning permission 11/03539/PIP. If further applications are submitted the following requirements must be addressed, along with any other requirements identified in prior planning conditions: Flood Risk Assessment and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Woodland Management Plan. Protect and enhance existing trees, woodland, and/or green network; Protected species survey; Safer routes to school assessment; Detailed ground investigation/engineering report that demonstrates development will not cause subsidence or impact neighbouring properties; High quality of architectural siting and design; Safeguard and retain public access to the Everlasting Well; Programme of archaeological works/mitigation may be required.

LC02

LC02: Sage Terrace

Use: Housing

Area (ha): 1.2

Indicative Housing Capacity: 15

Developer Requirements: Possible Drainage Impact Assessment; Protect and enhance existing trees, woodland, and/or green network; Protected species survey; Improve active travel connections to village amenities and through Kirkton Woodland; Transport statement; 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; High quality of architectural siting and design.

LC03

LC03: Kirkton Gardens North

Use: Housing

Area (ha): 0.4

Indicative Housing Capacity: 7

Developer Requirements: Development in accordance with conditions of planning permission 11/03540/PIP. If a new application is submitted the following requirements must be addressed: Full Drainage Impact Assessment; Safeguard future ransom-free access to LC04 housing area; Improve active travel connections 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.

LC04

LC04: Kirkton Expansion Area (Long Term)

Use: Long Term Housing Use

Area (ha): 3.4

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

LC05

LC05: Kirkton Woodland

Use: Mixed Use (Housing, Community, Business/Tourism) **Area (ha):** 91.7 **Indicative Housing Capacity:** 20

Developer Requirements: Housing should be largely restricted to 3.2 hectares in the southeast corner of site, adjacent to existing housing with access from LC03; Flood Risk Assessment and Drainage Impact Assessment (no development in areas shown to be at risk of flooding); Watercourses to be bridged, not culverted; Minimum 6 metre buffer between watercourses and development; Possible Woodland Management Plan; Protected species survey; Potential safeguard for Lochcarron Bypass Scheme; Improve active travel connections 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; Programme of archaeological works/mitigation may be required.

LC06

LC06: Kirkton Expansion Area

Use: Mixed Use (Housing, Community)

Area (ha): 8.5

Indicative Housing Capacity: 30

Developer Requirements: Watercourse to be bridged, not culverted; Minimum 6 metre buffer between watercourses and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Transport statement; Protect and enhance existing trees and woodland with integration to the green network; Protected species survey; Upgrade current Timber Haulage

Road access and provide adoptable road to site; Potential safeguard for Lochcarron Bypass Scheme; Safer route to school required; Improve active travel connections to Lochcarron Old Parish Church Scheduled Monument; Siting and design should complement the setting of the Scheduled Monument; High quality of architectural siting and design.

Industry

KL09

LC07: Tullich Industrial Estate

Use: Industry

Area (ha): 2.3

Developer Requirements: Minimum 6 metre buffer between watercourse and development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Native planting to mitigate visual impact of development; Site History and possible Land Contamination Site Investigation; Demonstrate that impacts of development will not adversely impact integrity of Marine Consultation Area or the Loch Carron Marine Protected Area (MPA).

4.4 Poolewe | Poll Iù

4.17 Poolewe is located at the head of Loch Ewe at the mouth of the River Ewe. It lies within the Wester Ross National Scenic Area (NSA) which is one of the finest landscapes in Scotland. The northern end of Poolewe is characterised by "estate policies" woodland associated with Inverewe Gardens and a dispersed crofting landscape whereas more modern, dense development is located in the north west of the settlement.



4.18 Future development in Poolewe is constrained by the presence of the loch to the north, the River Ewe which provides a focus for the settlement and woodland to the east. The presence of the National Scenic Area also means that development must be sensitively sited to successfully integrate with the landscape.

4.19 New housing development is focused to the north of the village as well as more central infill and consolidation opportunities. Larger scale industrial and business development is directed to the former coal yard to the west of the settlement.

4.20 Important natural heritage designations include the Wester Ross Marine Protected Area and the Wester Ross NSA.

Placemaking Priorities - Poolewe

- Protect important open view points and amenity spaces, in particular the riverside area in centre of village.
- Crofting area at Londubh is distinct from the more clustered development towards the centre of the village. Existing settlement pattern here should be retained.
- Design and layout of new housing development to the north of village should reflect status as entrance to village.
- Enhancement of green networks to provide improved opportunities for physical activity and access to the outdoors.
- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities, in particular the Wester Ross NSA and the Wester Ross MPA.

4 Wester Ross and Lochalsh Settlements | Tuineachaidhean Rois an Iar agus Loch Aillse

Settlement Map Legend

Settlement Development Area



Roads and Access



Core Path (existing)



Proposed Road Safeguard

Town Centre



Open Space



Green Network



Cherished Open Space

Land Uses



Housing



Long Term (Housing)



Mixed Use



Long Term (Mixed Use)



Community



Business



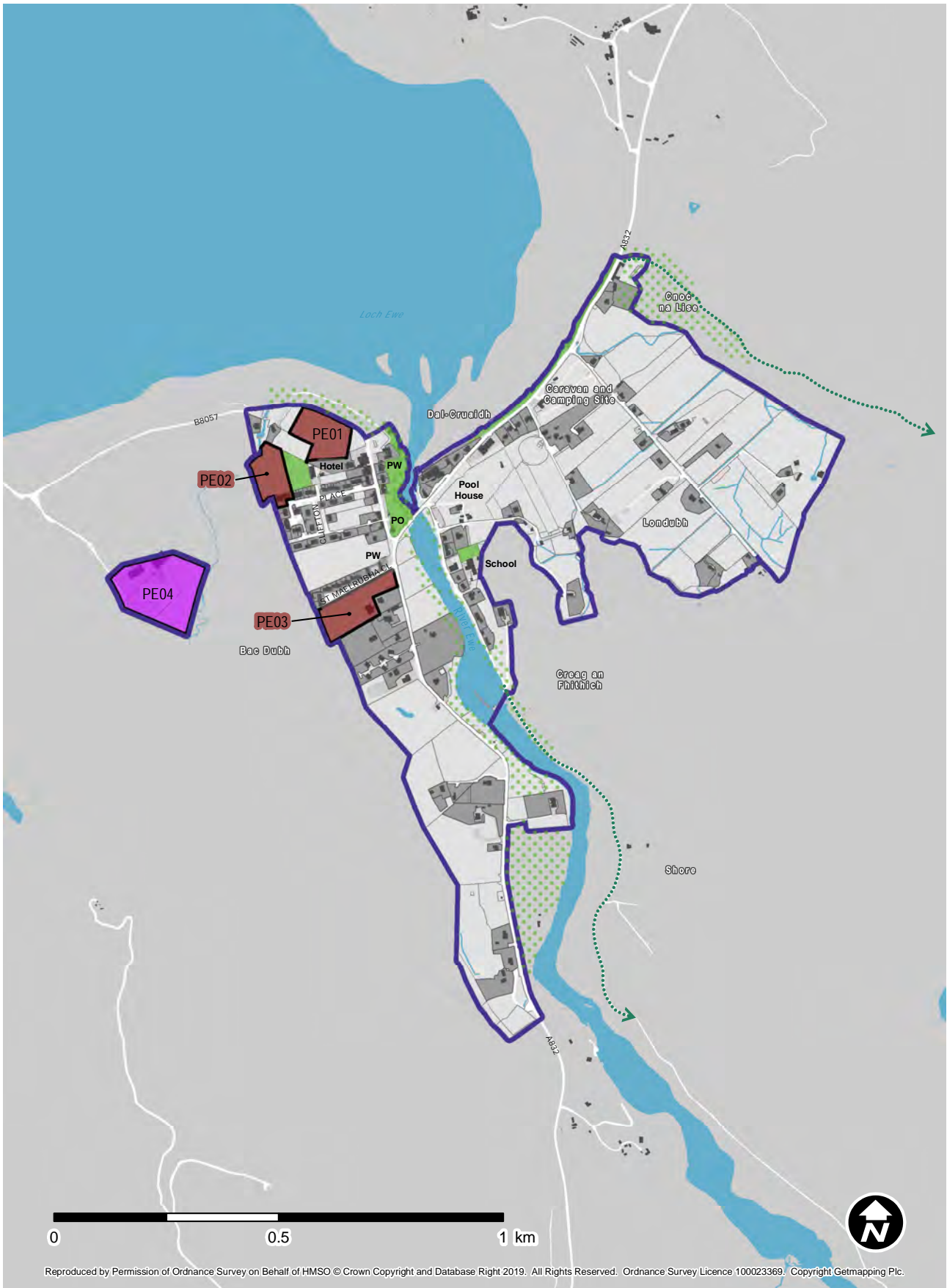
Industry



Retail

4 Wester Ross and Lochalsh Settlements | Tuineachaidhean Rois an Iar agus Loch Aillse

Poolewe Map



Development Sites

Housing

PE01

PE01: Shorefield

Use: Housing

Area (ha): 1.1

Indicative Housing Capacity: 8

Developer Requirements: High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA and complement the setting of the nearby Listed Buildings and Designed Landscape; footpath connection to Clifton Road.

PE02

PE02: Builders Yard Field

Use: Housing

Area (ha): 0.9

Indicative Housing Capacity: 10

Developer Requirements: High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA and complement the setting of the nearby Listed Buildings; Flood Risk Assessment (no development in areas shown to be at risk of flooding).

PE03

PE03: Land South of St Maelrubha Close

Use: Housing

Area (ha): 1.2

Indicative Housing Capacity: 5

Developer Requirements: Development in accordance with conditions of planning permission 16/04595/FUL. If a new application is submitted the following requirements must be addressed: High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA; programme of archaeological works/mitigation and setback from existing trees and woodland; 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.

Industry

PE04

PE04: Former Coal Yard

Use: Industry

Area (ha): 2.4

Developer Requirements: High quality of siting and design that will avoid adverse impacts on the special qualities of the Wester Ross NSA; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Transport Statement; 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; Land Contamination Site Investigation.

4.5 Ullapool | Ullapul

4.21 Ullapool was originally created as a Telford grid pattern settlement intended to service the fishing industry. Its site on a raised river flood plain on the eastern shores of Loch Broom afforded enough flat land and natural shelter to form a harbour and small village. Its character is dominated by the relatively dense grid layout of the street pattern (a designated conservation area which may merit review by the Council during the Plan period); its harbour and surrounding rugged mountains and its role as a key service, employment and tourism centre for northern Wester Ross.



- 4.22** Recent housing development in Ullapool has been focused in the north at Morefield and to the south on higher ground at the Braes. Demand has been high for business and industrial uses resulting in Ullapool's industrial estates recently reaching capacity. Future development opportunities are limited by steep slopes to the north and east which create a well defined edge to the village, important areas of native woodland, coastal and river flood risk and limited trunk road capacity.
- 4.23** Many central infill sites have been developed and few opportunities now remain within central Ullapool. The site of the former Glenfield Hotel in the north of village represents an important regeneration opportunity and has capacity to absorb a significant proportion of Ullapool's housing need for the Plan period. Other smaller, lower density opportunities are available on the northern and southern fringes of the settlement.
- 4.24** Ullapool's Harbour plays a fundamental role in its economy. The harbour's ferry terminal has recently been upgraded and provides frequent crossings between Ullapool and Stornoway. It is also a popular destination for cruise ships and fishermen and yachtsmen are also frequent visitors. There is further potential at the harbour to upgrade facilities and access, including the development of a marina facility. There are opportunities for further business, industrial and tourism development to the north and close to Morefield Quarry.
- 4.25** A strategic identification and analysis of district heating network opportunities has identified a number of potential schemes in this settlement that require more analysis. Future District Heating Networks may serve existing and/or new development. Opportunities for networks may not be limited to those identified within the Background Paper and the likely viability of networks may be influenced by a number of factors and so may change over time. The consideration of potential for district heating networks is therefore generally encouraged.

4.26 Important natural and built heritage designations include the Wester Ross Marine Protected Area, the Ullapool River Local Nature Conservation Interest and the Ullapool Conservation Area.

Placemaking Priorities - Ullapool

- New development must not detract from the quality of the setting of Ullapool, in particular from public views from approach roads and the path network and the shore/front.
- Priority is given to the redevelopment of the former Glenfield Hotel site for housing use.
- New development on more visible sites to the south and north must be sensitively sited and integrate existing woodland.
- Green networks, in particular, along the shorefront and riverside extending across the playing field should be retained and enhanced.
- Optimisation of Ullapool’s profile as a leisure and tourism destination by providing new facilities at the harbour and elsewhere.
- Provide sufficient land to accommodate new and expanding business opportunities.
- Safeguard, through appropriate siting and design, areas protected or otherwise important for nature conservation or landscape qualities.

Settlement Map Legend

Settlement Development Area



Roads and Access

- Core Path (existing)
- Proposed Road Safeguard

Town Centre



Open Space

- Green Network
- Cherished Open Space

Land Uses

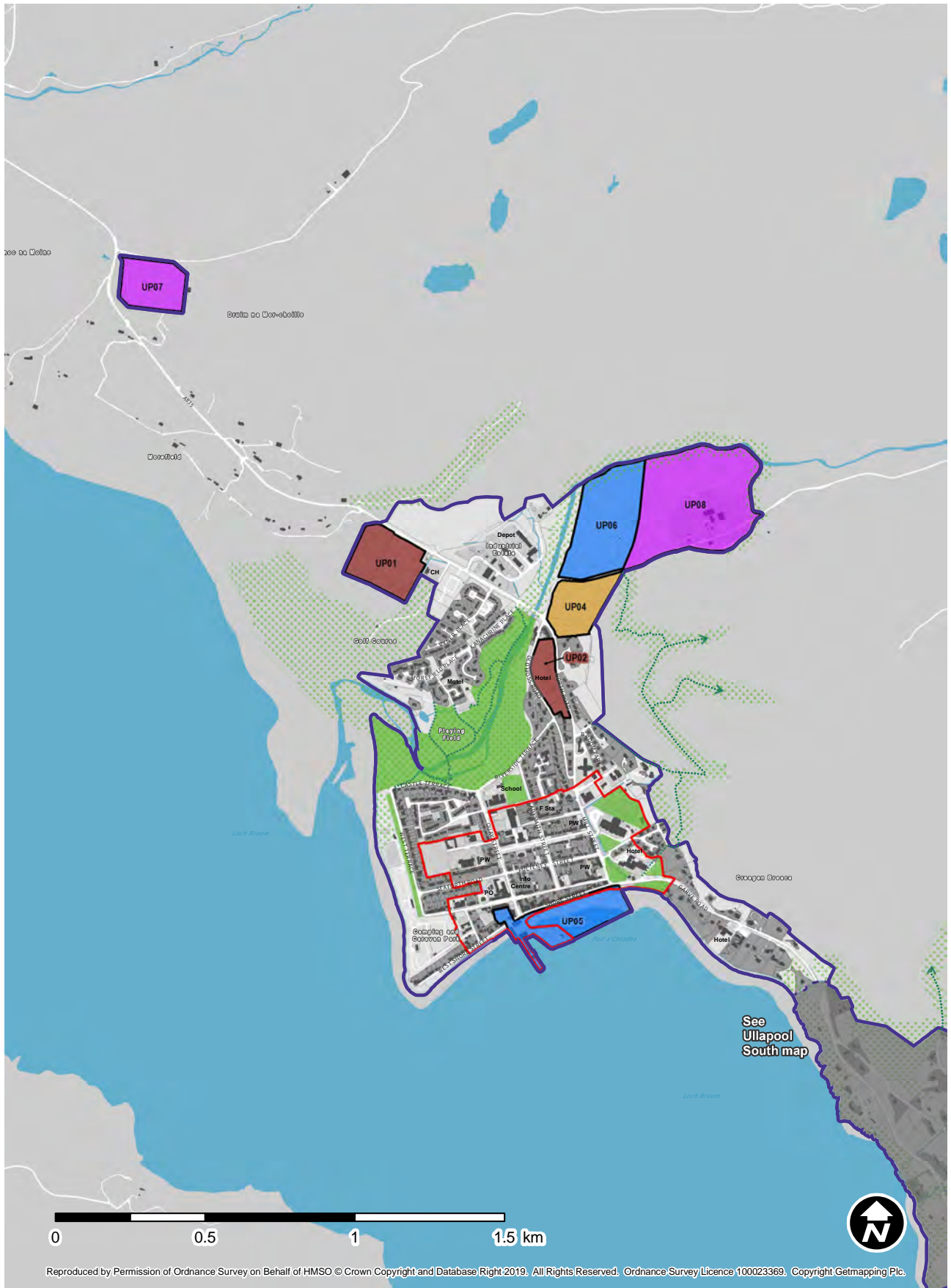
- | | | | |
|--|-----------------------|--|-----------|
| | Housing | | Community |
| | Long Term (Housing) | | Business |
| | Mixed Use | | Industry |
| | Long Term (Mixed Use) | | Retail |

Map 4.3 Ullapool Areas

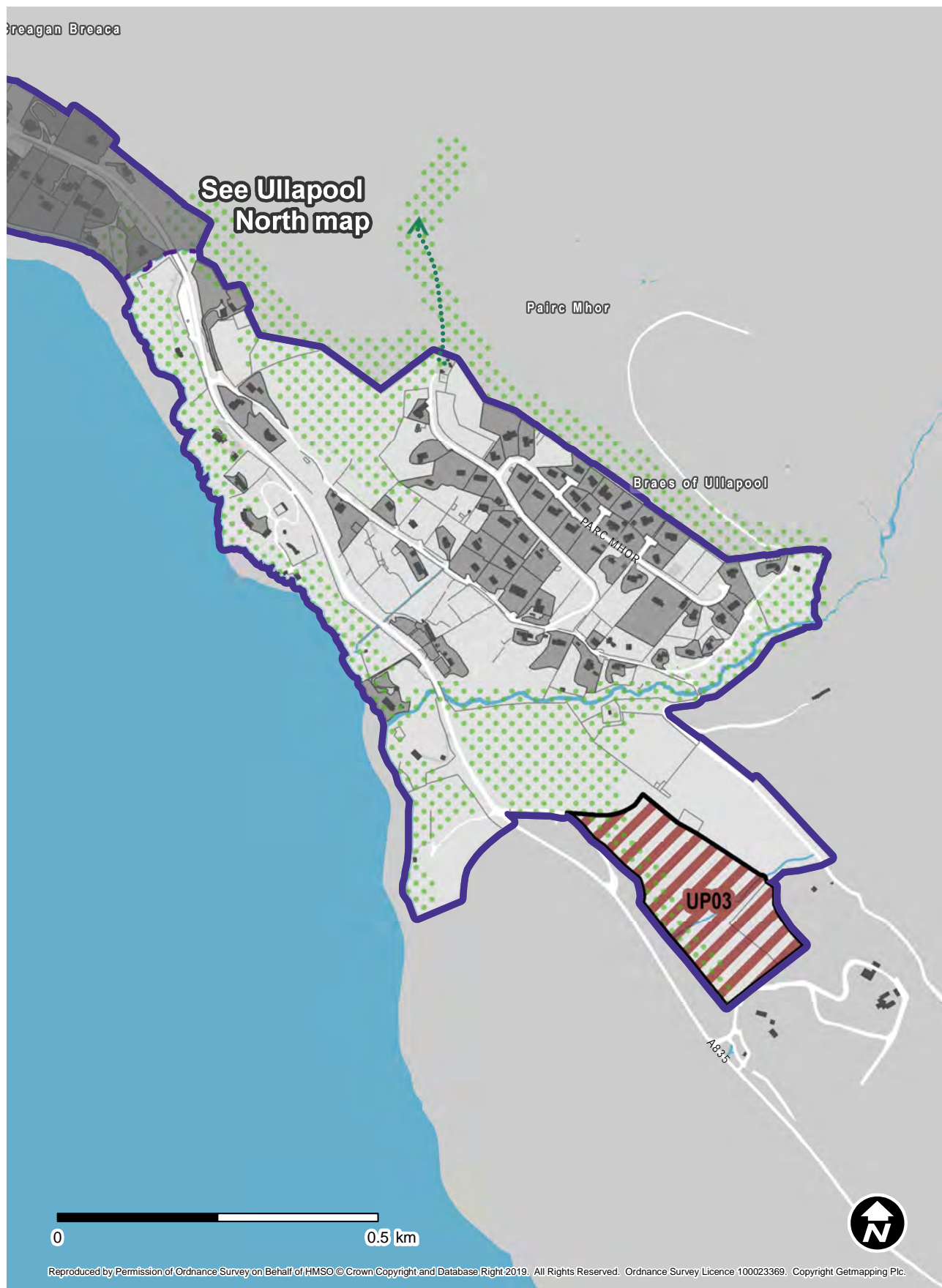


4 Wester Ross and Lochalsh Settlements | Tuineachaidhean Rois an Iar agus Loch Aillse

Ullapool North Map



Ullapool South Map



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Development Sites

Housing

UP01

UP01: Fields Adjacent to Golf Course North

Use: Housing

Area (ha): 4.2

Indicative Housing Capacity: 30

Developer Requirements: Development must not prejudice existing golf course; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Retention of boundary trees; Transport assessment; Improve active travel connections to village amenities; Possible bus stop provision; Safer routes to school assessment; Native planting to mitigate visual impact of development from A835.

UP02

UP02: Former Glenfield Hotel

Use: Housing

Area (ha): 2.0

Indicative Housing Capacity: 45

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Retention of boundary trees and tree protection plan; Transport statement and parking strategy.

UP03

UP03: South of Braes

Use: Long Term Housing

Area (ha): 4.9

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

UP04

UP04: Woodland Area by Quarry Access

Use: Mixed Use (Housing, Business/Tourism)

Area (ha): 3.2

Indicative Housing Capacity: 10

Developer Requirements: Development in accordance with conditions of planning permission 14/03466/PIP. If a new application is submitted the following requirements must be addressed: Protect and enhance existing trees, woodland and green network; Protected species survey; Transport Statement; Site History and possible Land Contamination Site Investigation; 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; High quality of architectural siting and design; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation.

Business/Tourism

UP05

UP05: Shore Street Sea Front

Use: Business/Tourism

Area (ha): 4.7

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; Demonstrate no adverse impact on the integrity of the Wester Ross Marine Protected Area; Protected species survey; Transport Statement including consultation with Transport Scotland to address A835 and possible parking improvements; landscaping and streetscape improvements to Shore Street and promenade using traditional materials; Noise assessment; Site History and possible Land Contamination Site Investigation; Landscape study; High quality design that reflects the prominence, quality, value and importance of the setting on the front/shore and is sensitive to the adjacent Conservation Area.

UP06

UP06: North of Quarry Access Road

Use: Business/Tourism

Area (ha): 7.3

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. Compensatory planting may be required; Protected species survey; Transport statement and possible upgrade to access road; Development must be compatible with adjacent industrial use; Retain and where

possible enhance the core path network; Land Contamination Site Investigation; 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; Archaeological walkover survey in first instance with possible programme of archaeological works/mitigation.

Industry

UP07

UP07: Morefield North

Use: Industry

Area (ha): 3.3

Developer Requirements: Full Drainage Impact Assessment; Compensatory planting; Protected species survey; 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; Transport statement; High quality native planting to mitigate visual impact of development.

UP08

UP08: Morefield Quarry

Use: Industry

Area (ha): 12.7

Developer Requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Possible Drainage Impact Assessment; Protected species survey; Compensatory planting; Transport statement; Provide footway connections to existing Path Network; Site History and possible Land Contamination Site Investigation; 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.

4.6 Growing and Potential Community Plan Settlements | Tuineachaidhean Plana Coimhearsnachd Fàs mhor agus Comasach

4.6.1 Auchtertyre | Uachdar Thìre

Map 4.4 Auchtertyre



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.

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.

4.6.2 Aultbea | An t-Allt Beithe

Map 4.5 Aultbea



Issues

- The following development factors shape development opportunities: the extent of good in bye croft land; the relatively good ground conditions, aspect, outlook and microclimate; the lack of gradient constraints at the village centre and the relatively unconstrained local road network.
- The village is also served by an upgraded sewage works with spare capacity for growth. Market demand and local need may be constrained by the settlement's relative remoteness and long travel time to a higher order centre.
- Loch Ewe with its geographic advantage as a large, sheltered, natural harbour has a long history as a naval base and Aultbea as a community that supported that activity. Some operations remain providing a tourism trail opportunity.

Placemaking Priorities - Aultbea

- To protect public views across Loch Ewe which are important to the setting of the village and the green network along the coastal edge.
- To ensure that development does not needlessly restrict the ongoing functioning of crofts as workable units.
- To expand the tourism appeal of the village as a hub for the interpretation of Loch Ewe's naval wartime history.
- To support additional, clustered development most sensibly close to the main village junction with the A832 and at Pier Road where the new community centre is proposed.
- To safeguard local natural heritage interests including the Inner Hebrides and the Minches Special Area of Conservation (SAC), Wester Ross National Scenic Area (NSA) and the Wester Ross Marine Protected Area (MPA).

4.6.3 Balmacara and Reraig | Baile Mac Ara agus Rèaraig

Map 4.6 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.

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

4.6.4 Dornie | An Dòrnaidh

Map 4.7 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 by 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.

Placemaking Priorities - Dornie

- To support Dornie's continued role as a local housing, and 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.

4.6.5 Glenelg | Glinn Eilg

Map 4.8 Glenelg



Issues

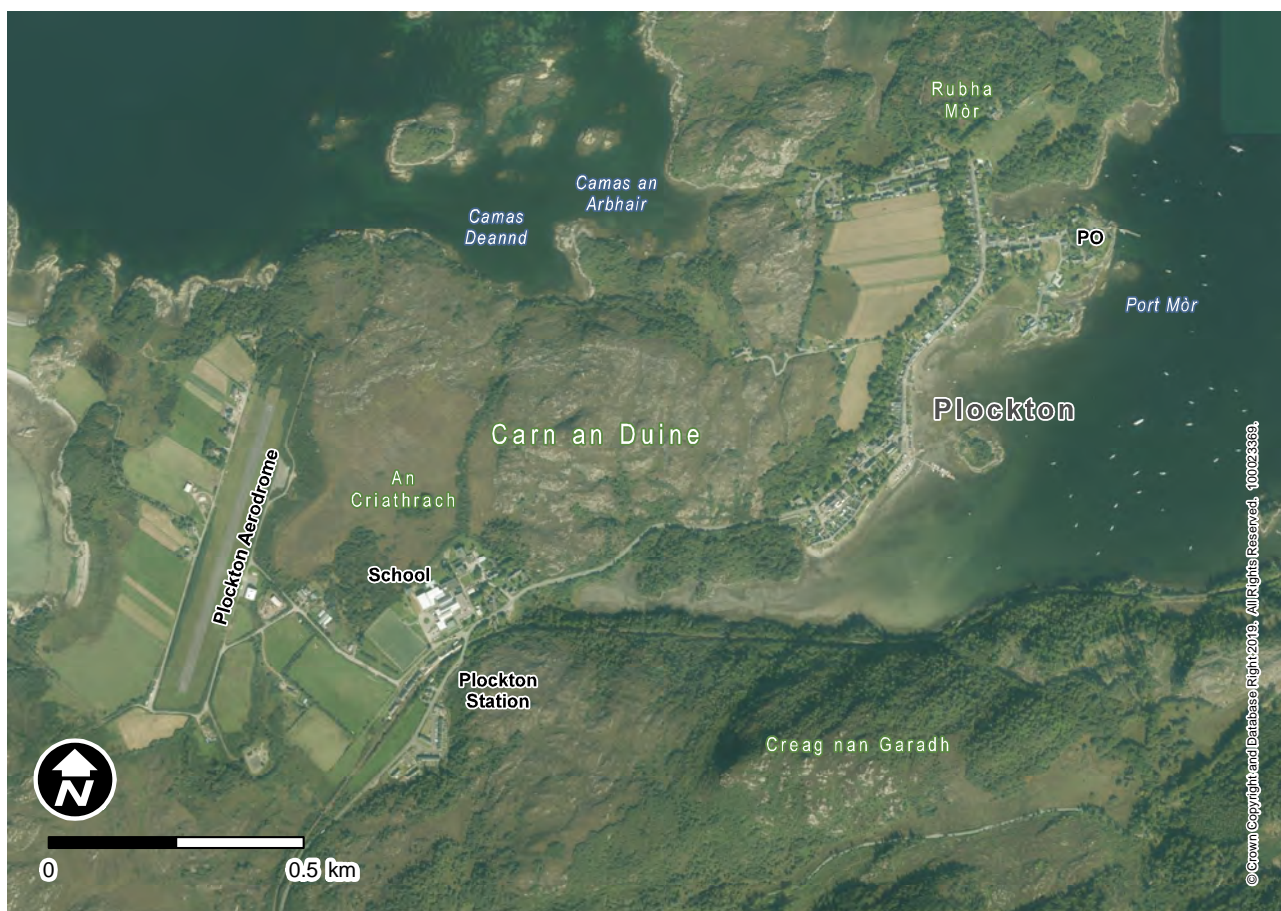
- Glenelg serves a wide, remote, fragile peninsula within Lochalsh and therefore has a relatively good range of facilities for its size. It is served by a single lifeline road link, albeit seasonal ferry connections also exist which bring passing tourist trade.
- Limited capacity exists in all infrastructure 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.

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.

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.

4.6.7 Torridon | Toirbheartan

Map 4.10 Torridon



Issues

- Fasag, the most clustered part of the Torridon settlement, lies at the eastern end of the loch and represents the gateway to, and first impression of the village for most visitors.
- Hemmed in between a steep hillside and the better, coastal in bye croft land, a pronounced linear settlement pattern has evolved.
- National and international landscape and other natural heritage designations curtail development potential further as does the conservation aims of the National Trust as the principal landowner.

Placemaking Priorities - Torridon

- To investigate, in conjunction with other stakeholders, whether housing, community and tourism facility development sites can be found within or close to the settlement whilst still retaining its linear pattern and best croft land but supporting land management reason croft houses.
- Land at the A896 village junction may be suitable for this purpose particularly where it has been subject to previous development and/or has vegetation cover that could provide an existing landscape framework that could help mitigate the visual impact of development.
- To protect public seaward views and those of Liagach from Fasag and to retain and enhance green networks around the village.

4.6.8 Potential Community Plan Settlements | Comais Plana Coimhearsnachd Bhailtean

4.27 The following settlements may be appropriate for a community led land use plan. A community group has recorded an initial interest in preparing such a plan for each settlement. The Highland Council will advise on the process to be followed in preparing and consulting on a community plan if a community wishes its plan to be given statutory status – i.e. for it to be adopted as Supplementary Guidance to the adopted West Highland and Islands Local Development Plan. Any community plan for these settlements should address the respective guiding principles set out below.

Shieldaig

Issues

- The following development factors shape development opportunities: steep landward hill slope behind a narrow developable coastal edge has led to a pronounced linear settlement pattern; coastal flood risk; very attractive outlook; remote and fragile area; built and natural heritage constraints to development including the conservation area

designation (which may merit review by the Council during the Plan period); limited capacity of spine access road, and; quality of in by croft land.

Placemaking Priorities - Shieldaig

- Need to protect public views over open water.
- Additional development potential severely limited by constraints listed above. Any community plan should test the servicing feasibility and the capacity of the local landscape to absorb further development as well as its local acceptability.

Applecross

Issues

- A challenging population age profile with too few working age (particularly younger) permanent residents and a higher than average number of elderly residents.
- A lack of access to suitable, energy efficient, affordable housing made worse by high second/holiday home demand.
- Most local employment opportunities are low paid, seasonal and part time. An inadequate supply of affordable employment premises and land. A high number of tourists passing through the peninsula.
- Remoteness from commercial and community facilities and poor transport accessibility to those facilities.
- A lack of critical mass to make the community self sustaining in terms of attracting and keeping people, facilities and a volunteering spirit.

Placemaking Priorities - Applecross

- To make the community more energy efficient by introducing measures into existing and new properties; locating new development close to hydro and other energy generation schemes; lobbying for better connections to wider energy networks; and planting more trees to provide a sustainable long term local supply of wood fuel.
- To identify and make available land for affordable housing for local residents and those wishing to make a long lasting contribution to the community. Sites should be of a size, capacity and location that is viable and close to facilities including an energy supply.
- To identify and make available land for employment premises and to share the benefits of any expansion at Kishorn in terms of facilities and a skilled workforce. Support for live / work units and development required in extending and improving community broadband facilities. Possible expansion of Toscaig Pier and related facilities.
- To provide new and enhanced electric car and active travel facilities within the village and to ferry and rail connections.
- To identify and make available land for new/enhanced community facilities and infrastructure for example for a new community hub incorporating a new primary school in a central location.
- To ensure that development proposals respect local heritage features in particular adjoining marine interests

Appendix 1: Schedule of Land Ownership | Earr-ràdh 1: Clàr Sealbh Fearainn

This Schedule of Landownership sets out where The Highland Council have a land ownership interest (in part or full) in the Plan allocations. This is a requirement of Regulation 9 of the Town and Country Planning (Development Planning) (Scotland) Regulations 2008. This Schedule does not reflect land ownerships which have or will be transferred to The Council as a consequence of development, in particular where this relates to the requirements for provision of affordable housing under Policy 32 Affordable Housing of the Highland-wide Local Development Plan.

Table 5 Schedule of Highland Council Landownership

Settlement	Reference to policies, proposals or views contained in the Plan	Description of land owned by planning authority
Ashaig Airstrip	EDA01: Ashaig Airstrip, Broadford, Skye	Ashaig Airfield
Broadford	BF05: Cnoc na Cachaille	Strath Burial Ground
Broadford	BF11: Glen Road West of School	Broadford Primary School, Car Park, War Memorial, Housing and Playing Field
Broadford	BF13: Ashaig Cemetery	Ashaig Burial Ground
Dunvegan, Kilmuir and Lonemore	DV08: South of Lonmore Industrial Estate	Dunvegan Fire Station Land
Dunvegan, Kilmuir and Lonemore	DV09: Primary School and Adjoining Land	Dunvegan Primary School
Fort William	FW03: Former Lochyside RC Primary School	Lochyside RC Primary School
Fort William	FW08: Blar Mor	Land at Blar Mor
Fort William	FW10: Belford Hospital/RC Primary School	Former Fort William RC Primary School
Fort William	FW12: Fort William Primary School	Former Fort William Primary School
Fort William	FW14: Former Upper Achintore Primary School	Former Upper Achintore Primary School
Fort William	FW17: Fort William Gaelic Primary School	Gaelic Primary School
Fort William	FW18: North of Lochaber High School	Lochaber High School

Appendix 1: Schedule of Land Ownership | Earr-ràdh 1: Clàr Sealbh Fearainn

Settlement	Reference to policies, proposals or views contained in the Plan	Description of land owned by planning authority
Fort William	FW21: Fort William Waterfront	West End Car Park, Jetty and Land at Water Front
Gairloch	GL03: Achtercairn	Gairloch Roads Depot
Gairloch	GL04: Gairloch Harbour	Land Adjacent to Car Park, Marine Life Centre, Pier, Harbourmasters Office and Harbour Car Park
Kilbeg	ES04: Kilbeg Village	Sleat Primary School and Kilbeg Burial Ground
Kinlochleven	KN01: Foyers Road	Car Park
Kyle of Lochalsh	KL03: Langlands Terrace	Land at Langland Terrace
Kyle of Lochalsh	KL05: West of Wemyss Place	Kyle Primary School
Kyle of Lochalsh	KL07: Plock of Kyle	The Plock Viewpoint
Kyle of Lochalsh	KL08: South of A87	Service Station and Other Land
Kyle of Lochalsh	KL09: Kyle Harbour	Fishery Pier and Other Land
Lochcarron	LC02: Sage Terrace	Land to the North
Lochcarron	LC03: Kirkton Gardens North	Land to South and East
Lochcarron	LC07: Tullich Industrial Estate	Tullich Roads Depot
Mallaig	MA04: Harbour	Filling Station, West Bay Car Park, Police Station and Other Land
Nevis Forest and Mountain Resort	EDA05: Nevis Forest and Mountain Resort, by Fort William	Aonach Mor Ski Area
Portree	PT02: North of Storr Road	Land to South East
Portree	PT11: Community Centre and Adjoining Ground	Portree Community Centre and Nursery, Camanachd Square Play Area and Former Isle of Skye Swimming Pool
Portree	PT12: Court House and Police Station	Police Station, Citizens Advice/Child Protection and Public Toilets

Appendix 1: Schedule of Land Ownership | Earr-ràdh 1: Clàr Sealbh Fearainn

Settlement	Reference to policies, proposals or views contained in the Plan	Description of land owned by planning authority
Portree	PT13: Bayfield	Bayfield Car Park and HGV Park
Portree	PT14: Harbour	Pier and Harbour Masters Office Stores
Portree	PT17: Gaelic Primary School Site	Bun-Sgoil Ghàidhlig Phort Rìgh
Portree	PT18: South of Portree Cemetery	Stronuinish Burial Ground
Portree	PT24: Land North of Sluggans	Portree Former Refuse Tip / Recycling Centre / Waste Transfer Station
Staffin	SF04: Land at Village Hall	Staffin Potential New Fire Station Site
Strontian	SR05: Drimnatorran (West)	Roads Depot
Uig	UG03: Uig Harbour	Harbour, Former Fuel Tanks and Public Toilets
Uig	UG06: Former Uig Primary School	Former Uig Primary School
Ullapool	UP02: Former Glenfield Hotel	Former Glenfield Hotel
Ullapool	UP05: Shore Street Sea Front	Pier, Car Assembly Area and Jetty

Appendix 2: Glossary of Terms | Earr-ràdh 2: Beag-fhaclair de Riaghailtean

We try to minimise the amount of jargon in our planning documents but the use of some technical language is unavoidable. Below is a list of abbreviations, acronyms and terms used in this Plan and in the related background documents and an explanation of their origin and/or meaning. Please note the explanations given are not intended as legal definitions of the planning terms used.

Abbreviations/Acronyms

LDP: Local Development Plans

HNDA: Housing Need and Demand Assessment

HIE: Highlands and Islands Enterprise

HRA: Habitats Regulations Appraisal

NSA: National Scenic Area

SAC: Special Area of Conservation

SDA: Settlement Development Area

SEPA: Scottish Environment Protection Agency

SLA: Special Landscape Area

SNH: Scottish Natural Heritage

SPA: Special Protection Area

SSSI: Site of Special Scientific Interest

SuDS: Sustainable Urban Drainage Systems

SG: Supplementary Guidance

Terms

A

Action Programme A working document developed in consultation with key stakeholders and sets out, in very broad terms, how and by whom the key elements of the Local Development Plan's strategy will be implemented.

Affordable Housing Broadly defined as housing of a reasonable quality that is affordable to people on modest incomes. In some places the market can provide some or all of the affordable housing that is needed, but in other places it is necessary to make housing available at a cost below market value to meet an identified need with the support of subsidy.

Allocations Land identified in a Local Development Plan as appropriate for a specific use or mix of uses.

Active Travel Plans Plans which help establish a network for walking, cycling and access to public transport. These identify a core active travel network and prioritised actions in certain settlement locations which serve as a framework for future investment and new development.

B

Brownfield Land Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused buildings, and developed land in a settlement boundary where further intensification of use is considered acceptable.

C

Carbon CLEVER An initiative aimed at achieving a carbon neutral Inverness and a low carbon Highlands by 2025, toward which the Council has committed resources from its capital budget.

Cherished Open Space Open, often green, spaces that offer amenity and/or recreational value to the general public within a local community and should be safeguarded in perpetuity from all forms of development. These areas will include cherished green spaces such as village greens, public links and areas of woodland that provide a wider amenity benefit. These areas exclude sports pitches and other formal recreational facilities that may benefit from redevelopment or development proposals. Also excluded are green spaces that only have a localised amenity benefit to a few immediate neighbours.

Council's Capital Programme The Highland Council's programme of capital expenditure on specific infrastructure projects and services.

Core Path Plans The key paths in our area are called core paths, and give the public reasonable access throughout the area. The paths cater for all types of users, for example walkers, cyclists, horse riders, canoeists, people with disabilities.

D

Developer contributions These planning obligations provide a means of ensuring that developers contribute towards the infrastructure and services needed to make proposed developments acceptable in terms of land use planning. Contributions may be made as financial payments or as direct works.

Appendix 2: Glossary of Terms | Earr-ràdh 2: Beag-fhaclair de Riaghailtean

- Development Brief** A detailed document for an area allocated for development in a Local Development Plan. The brief provides information to possible developers on issues such as the preferred siting, design and layout of buildings, and the need for associated infrastructure and services.
- District Heating Network** District heating is a means of delivering heat from a point of generation to end users – homes, offices, leisure centre, and other users of heat. A district heating scheme generally consists of: a heat source, often in the form of a dedicated central energy centre, and a network of insulated pipes used to deliver heat, in the form of water or steam. They provide efficient generation and distribution of heat, helping to secure a significant reduction in CO² emissions in comparison to conventional heating approaches. (Source: Scottish Cities Alliance – “district heating” planning policy and guidance workstream).
- Development Plan** Sets out how we think land should be used over the next few years. By law the Council need to produce a Development Plan for its area.

E

- Economic Development Areas** These refer to places, outwith the main settlements, which we believe will continue to be important economic centres within Highland.
- Energy from Waste** Energy that is recovered by thermally treating waste.
- European Protected Species** Species of animal and plant listed respectively in Schedule 2 and Schedule 4 of the Conservation (Natural Habitats &c) Regulations 1994 as amended.
- Energy Statement** Applicants should submit an energy statement proportionate to the scale of their proposed development. Energy statements should be informed by heat map information, and include an assessment of whether a district heating solution is viable or feasible for the development. The energy statement should identify any available sources of heat or other factors such as where land should be safeguarded for future district heating infrastructure. (Source: Scottish Cities Alliance – “district heating” planning policy and guidance workstream). A template for the Energy Statement may be provided by the Council. An Energy Statement will be required where indicated in the developer requirements for particular sites and preparation of an Energy Statement will be encouraged for other sites, particularly if provision of or connection to a district heating network is being considered.

F

Fragile Areas Areas which are in decline or in danger of becoming so as a consequence of remoteness and socio-economic factors, such as population loss, erosion of services and facilities and lack of employment opportunities. In some areas the natural heritage is a dominant influence on appropriate land management.

G

Greenfield Land Land (or a defined site) which has previously never been built on.

Green Network The network of green corridors within and around settlements, linking out into the wider countryside, which are important to the movement of people and wildlife. These can include watercourses, core paths, other active travel routes, coastlines, the outer edges of settlements and strips of woodland.

Growing Settlements These refer to settlements which we think would benefit from a set of guiding factors to direct development to the best locations rather than setting it out as a Settlement Development Area and site allocations. This should provide a greater level of flexibility in these settlements.

H

Highlands and Islands Enterprise The Scottish Government's economic and community development agency for the Highlands and Islands.

Highland-wide Local Development Plan This is the overarching Development Plan document which sets the strategy and vision for the whole Highland area (excluding the area covered by the Cairngorms National Park which has its own local development plan) and sets out how land can be used by developers for the next 20 years.

Hinterland Area Area of land around Fort William that falls under pressure from commuter driven housing development.

Housing Market Areas A geographical area which is relatively self-contained in terms of housing demand.

Housing Need and Demand Assessment Provides the evidence base to inform the policy discussions and decisions in relation to the delivery of affordable housing and market housing. It employs the recommended approach to analysing housing need and demand over the next 20 years.

I

- In Bye Croft Land** The more agriculturally productive (or capable of being productive) land within a croft unit or crofting community.
- Infrastructure** The basic services and facilities needed to support development. These include road access and water and sewerage facilities and green infrastructure, e.g. landscaping, green networks, open spaces, and paths.

K

- Key Agency** A national or regional organisation that has an important role in planning for the future of an area. Key Agencies are defined in the Town and Country Planning (Development Planning) (Scotland) Regulations 2008.

L

- Long Term Site** Land identified in the Plan as "Long Term" indicates that the Council normally would not support development of the site within the first 5 years following the Plan's adoption but that the land may be suitable for development thereafter. Currently, plans have a statutory 5 year review cycle so we commit to the Council's choice of "short term" development sites over that period. The actual timing of development of the long term sites will vary enormously from 6 to 20 years and beyond. All sites will be subject to review and monitoring to check whether they are still suitable for development. Any developer wishing to activate a long term site before such a review would have to argue an exceptional case for its "early" development. This case would need to left that the alternative, allocated, "short term" sites are not effective and/or sufficient.
- Low and Zero Carbon Technologies** Low and zero carbon technologies (LZCTs) provide space and water heating and electricity through renewable technologies or combined heat and power (CHP), which are retrofitted or integral to the building or community.

M

- Masterplan** A document that explains how a site or series of sites will be developed. It will describe how the proposal will be implemented, and set out the costs, phasing and timing of development. A masterplan will usually be prepared by or on behalf of an organisation that owns the site or controls the development process.

Material consideration	<p>Matters we must consider when making a decision on a planning application. Scottish Government guidance states that there are two main tests in deciding whether a consideration is material and relevant and advises as follows:</p> <p>“It should serve or be related to the purpose of planning. It should therefore relate to the development and use of land; and</p> <p>It should fairly and reasonably relate to the particular application. It is for the decision maker to decide if a consideration is material and to assess both the weight to be attached to each material consideration and whether individually or together they are sufficient to outweigh the development plan. Where development plan policies are not directly relevant to the development proposal, material considerations will be of particular importance.”</p> <p>Whether a consideration is material is a matter that may ultimately be decided by the courts when required.</p>
Mitigation	<p>Actions taken to avoid, reduce, remedy or compensate the effects of an adverse impact associated with a development.</p>
Modal Shift	<p>The change in people's travelling habits towards use of more sustainable transport methods such as cycling, or public transport. An example would be when somebody stops travelling to and from work by car and starts using public transport.</p>
N	
National Planning Framework	<p>Is the Scottish Government's strategy for Scotland's long term spatial development.</p>
National Scenic Area	<p>Areas of nationally important landscape with special qualities that are designated for safeguarding and enhancement through national and local policy.</p>
P	
Placemaking Priorities	<p>These are important considerations for how a settlement can grow and be enhanced in order that it functions well and is an attractive place to live. These priorities will help to guide decisions on individual development and investment proposals.</p>
Planning Obligations and	<p>Planning obligations (previously known as developer contributions or planning agreements) are a mechanism used to secure physical works or</p>

Appendix 2: Glossary of Terms | Earr-ràdh 2: Beag-fhaclair de Riaghailtean

other legal agreements financial payments to the Council, or another agency, to contribute towards additional infrastructure or improved services. These relate to improvements necessary to make a development acceptable in planning terms. Planning obligations are a form of contract. The most common type is an agreement under Section 75 The Town and Country Planning (Scotland) act 1997, as amended, and are only necessary to secure the obligations and where successors in title need to be bound by the required obligation. For example, where phased contributions to infrastructure are required. In other instances, other legal agreements can be used where one-off financial payments are made in advance of planning permission being issued.

R

Renewables Technologies that utilise renewable sources for energy generation.

Reinstatement A process of returning land and/or buildings to a state comparable to that prior to development/degradation.

Restoration A process of returning land and/or buildings to an acceptable state following development.

S

Sequential Approach The sequential approach requires developers to search for a suitable site for their proposal following a sequential list of possible locations. For example, developers of large scale retail developments are required to look first of all at the City and town centre locations.

Settlement Development Areas Reflects the built up area and allocated expansion areas for mapped settlements. These areas are preferred areas for most types of development.

Site of Special Scientific Interest Sites which are areas of land and water (to the seaward limits of local authority areas) that Scottish Natural Heritage considers to best represent our natural heritage - its diversity of plants, animals and habitats, rocks and landforms, or a combination of such natural features. They are the essential building blocks of Scotland's protected areas for nature conservation. Many are also designated as Natura sites. SNH designates SSSIs under the Nature Conservation (Scotland) Act 2004.

Special Area of Conservation A protected site designated under the EC Habitats Directive (Directive 92/43/EEC). Special Areas of Conservation are classified for habitats and species (excluding birds) listed in Annexes of the Habitats Directive (as

amended) which are considered to be most in need of conservation at a European level. These sites, together with Special Protection Areas, are called Natura sites.

Special Landscape Area These are areas where the scenery is highly valued locally and have been designated by the Council to ensure that the landscape is not damaged by inappropriate development and in some cases encourage positive landscape management.

Special Protection Area A protected site classified in accordance with Article 4 of the EC Birds Directive (Directive 2009/147/EC). Special Protection Areas are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory bird species. These sites, together with Special Areas of Conservation, are called Natura sites.

Sustainable Development Defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

U

Uses We have allocated sites for the following different land uses. Where relevant the corresponding permissible use(s) taken from The Town and Country Planning (Use Classes)(Scotland) Order 1997 is/are defined below:

- Housing: Class 9 Houses (but may also allow Class 8 Residential institutions)
- Business: Class 4 Business (but may also allow ancillary storage or distribution uses)
- Tourism: Various Classes, dependent upon site circumstances
- Industry: Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution
- Community: Class 10 Non residential institutions (but may also including other public facilities such as sports pitches)
- Retail: Class 1 Shops (but Plan text may restrict scale and type of retailing)

Additional Uses are included for allocations where specific developments are being supported, e.g. student accommodation.

In addition to the allocations above, the Plan mapping shows areas of safeguarded Greenspace. These are areas where the Council does not wish to encourage development because they represent greenspace from which the general public derive an amenity value. The protection of these areas is underpinned by policies within the HwLDP.

W

- Waste Facility** Facilities for the sorting, recycling, treatment and/or disposal of municipal and commercial waste.
- Wider Countryside** All areas of land located outwith defined Hinterland areas.
- Windfall sites** These are sites that have come forward for development that are within areas identified as Allocations within the Development Plan.



**The Highland
Council
Comhairle na
Gàidhealtachd**
