



**Written Statement**  
**Aithris Sgrìobhte**

**WEST HIGHLAND & ISLANDS LOCAL PLAN**

PLANA IONADAIL NA GÀIDHEALTACHD AN IAR IS NAN EILEAN

**(As Contined in Force) (April 2012)**



**Adopted Plan September 2010**  
**Plana Ris An Deach Gabhail An t-Sultain 2010**

PLANNING & DEVELOPMENT SERVICE  
THE HIGHLAND COUNCIL

 **The Highland  
Council**  
**Comhairle na  
Gàidhealtachd**

## How to Read and Use the Plan

This Local Plan (as continued in force) must be read in conjunction with the Highland-wide Local Development Plan (HwLDP). The HwLDP contains the Spatial Strategy, Vision and all general policy against which development proposals will be assessed. General policies within the Highland-wide Local Development Plan can found in Sections 18 to 23 (inc).

## West Highlands & Islands Local Plan (as continued in force)

The adopted Highland-wide Local Development Plan replaced the Highland Structure Plan (March 2001) (except within the Cairngorms National Park) and updates/supersedes the “general policies” of the existing adopted Local Plans. In order to retain the other elements of the existing adopted Local Plans (including but not limited to; site allocations, settlement development areas not covered by the Highland-wide Local Development Plan and site specific policies) a Parliamentary Order was laid before Scottish Parliament on 16th March 2012 to enable these elements to remain in force to the extent so specified as required by Schedule 1 of The Town and Country Planning (Scotland) Act 1997 As Amended. The Order is called The Town and Country Planning (Continuation in force of Local Plans) (Highland) (Scotland) Order 2012 and came into force on 1<sup>st</sup> April 2012.

The elements of the adopted Local Plans which remain in force are included within the Retention Schedule as contained in Appendix 7 of the Highland-wide Local Development Plan. These retained elements of local plans will remain retained until the time a new area Local Development Plan is prepared covering that area. At that time the retained elements of the local plan will no longer be part of the Development Plan.

The Retained Elements of the Plan are contained in the following sections of this document, the original Local Plan documents have been redacted to remove or shade out sections of text no longer in force. The continued in force parts of the Plan remain with the HwLDP providing the general policy context for these sections of text and mapping.

## Habitats Regulation Appraisal and Strategic Environmental Assessment

For the Order to be passed it had to be clear that the retained elements of the adopted local plans have met the requirements of European Community Law with respect to Habitats Regulation Appraisal (HRA) and Strategic Environmental Assessment. The Habitats Regulations Appraisal (HRA) considers all the policies and proposals of the adopted local plans which are intended to be retained in force. The Plan must be read alongside the HRA.

## Provisions of Local Plan Map(s) as continued in force

The provisions of the Proposals Map (including any inset contained in or accompanying it and the policies and proposals shown on such inset) and related notations, referencing and explanatory text, only to the extent to which those provisions show, illustrate or explain any provision of the local plan which is continued in force by the Parliamentary Order\* and as detailed in the Retention Schedule.

The Retention Schedule (extract) below lists the retained elements to the area Local Plan.

## West Highland and Islands Local Plan

(Adopted: 9 September 2010)

<b>Provisions of West Highland and Islands Local Plan to continue in force</b>	<b>Limitations and exclusions</b>
1. The provisions of the Written Statement contained in—	
Chapter 3 (introduction and context)	
Chapter 5 (key forecasts, strategy and vision for Lochaber)	Other than provisions of Section A (key forecasts)
Chapter 6 (key forecasts, strategy and vision for Skye and Lochalsh)	Other than provisions of Section A (key forecasts)
Chapter 7 (general policies)	Only the provisions of—
	paragraphs 7.6 to 7.9 (land allocations), including policy 2; and
	paragraph 7.50 and policy 16 (commerce) to the extent to which policy 16 relates to development for retail purposes [within the locations specified in that policy]
Chapter 8 (Settlements – Lochaber – Fort William)	Other than the provisions of policy B6 (Glen Nevis Business Park)
Chapter 9 (Settlements – Skye & Lochalsh)	Other than the provisions of policy I1 (Land North of Sluggans)
2. The provisions of the Proposals Map (including any inset contained in or accompanying it and the policies and proposals shown on such inset) and related notations, referencing and explanatory text	Only to the extent to which those provisions show illustrate or explain any provision of the local plan which is continued in force by this Order.

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## Accompanying Documents

The **Map Booklet** contains the text for most settlements and most mapping. Other larger maps, for example for Fort William and Portree are available separately.

The **Strategic Environmental Assessment** documents, which are required by strategic environmental regulations can be inspected at Highland Council Headquarters Inverness or browsed at our web-site [www.highland.gov.uk/whilp](http://www.highland.gov.uk/whilp).

The Habitats Regulations Appraisal of the Local Plan, which includes **Appropriate Assessment**, is likewise available for reference as a separate document.

## Other Documents

Following adoption of the Local Plan the following additional documentation will be produced and made available including via [www.highland.gov.uk](http://www.highland.gov.uk) :

- Strategic Environmental Assessment: Post-Adoption Statement;
- An Action Programme;
- Monitoring information.

## 3 Ro-ràdh & Co-theacsa

### How to Read and Use the Plan

**3.1** The Local Plan is made up of maps and text. If you are interested in finding out what the Plan means for your particular area then you need to read both. The easiest way to find your community is by using the large Proposals Map which shows the whole area covered by the Plan. Once you've found your community, the Proposals Map will show you which text you need to read and whether there is more detailed mapping and text available. The larger communities will have this detail shown on a separate "Inset". For example, if you wanted to find what the Plan means for Mallaig then you would find it on the Proposals Map which would tell you that there was a detailed "Inset" available and its reference number. The Mallaig "inset" sets out all the text and mapping specific to that place.

**3.2** However, to get the complete picture, you also need to read the Plan's "General Policies" which are listed in chapter 7 below as these can also affect a local issue. Larger or more controversial proposals may also be affected by the Plan's "Strategy" (chapter 5B or 6B) and "Vision" (chapter section 5C or 6C). All development proposals will be assessed for the extent to which they contribute to the achievement of the plan objectives in chapter 4. These proposals may also require knowledge of policy or law at Highland-wide, national and European

## INTRODUCTION & CONTEXT

level. Links to this further reading are given in the "Other Factors" below.

### Plan Stages

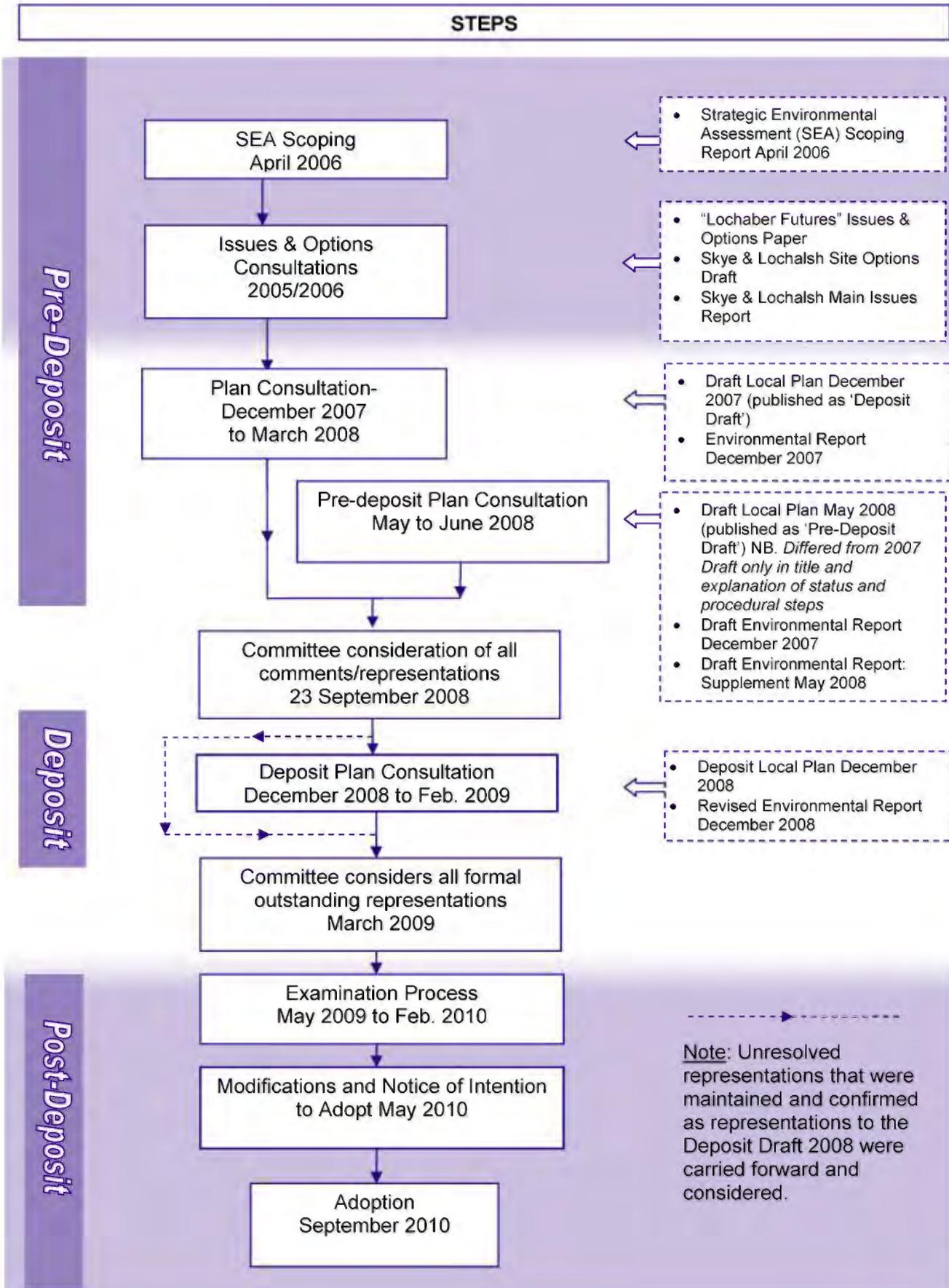
**3.3** This Plan's content reflects the outcome of the consultation and objection processes. A public Examination chaired by Reporters appointed by Scottish Ministers was held to deal with unresolved issues. Further changes to the Plan, required by the Reporters, have been incorporated.

### Existing Local Plans

**3.4** This Local Plan has been prepared for that part of the Highland area comprising the districts of Skye and Lochalsh and Lochaber, and that part of Badenoch outwith the Cairngorms National Park (see map below). It replaces three existing plans for those areas:

- Lochaber Local Plan (adopted 1999)
- Skye and Lochalsh Local Plan (adopted 1999)
- Badenoch and Strathspey Local Plan (adopted 1997) - the majority of this Plan area is under review at present and will be replaced by the Cairngorms National Park Local Plan

These existing adopted Local Plans are now superseded.



## 5 KEY FORECASTS, STRATEGY AND VISION FOR LOCHABER

### Prìomh Ro-aithrisean, Ro-innleachd is Lèirsinn airson Loch Abar

#### A: Prìomh Ro-aithrisean

#### A: KEY FORECASTS

Projection	2008	2018	2008-18 Change
Population	19,252	19,164	-88 (-0.5%)
Younger People (0-15)	3,518	3,239	-279 (-8%)
Older People (65+)	3,480	4,665	1,185 (+34%)
Households	8,682	9,207	525 (+6%)
Additional dwellings (Houses) Required 2008-2018 (assumes a similar proportion of future second / holiday home ownership and a 25% flexibility allowance to allow developers a choice of landowners, locations and markets)			+767 (c. 77 per annum)
Affordable Housing waiting list total 2007			c. 1,000
Total Housing Capacity of Allocated Sites			2,541

**5.1** To fully share in and contribute towards Highland prosperity, Lochaber must grow its population, be competitive in the global economy and sustain the highest quality of services. Having substantially recovered losses experienced during the 1980's and 90's, the Area's population stands at some 19,000. Whilst this is relatively well-balanced against the profile of Highland residents as a whole, deaths will continue to outweigh births for the foreseeable future. Government data based forecasts are given in the table above. However, continued healthy levels of in-migration would reinforce long-term prospects for regeneration, economic activity and services.

**5.2** Sustaining the workforce and young people at present levels over the next decade will require in-migration at the rate

of 80+ persons per annum. This could increase the population to just over 20,000 by 2018. In this scenario, whilst those in the elderly/retirement bracket would grow by 2,520, the real challenge - and the Area's capacity to be competitive in the long-term - lies in increasing the proportion of young adults (16-44 age groups) and the action needed to induce 900-1,000 new jobs.

**5.3** If this scenario can be achieved then high quality, sustainable employment needs to be matched by major investment in housing and services. Some 1,115+ new households would be expected to form by 2018, and with an allowance for flexibility and holiday accommodation, total provision would need to be made to increase the housing stock by 1,450-1,600 dwellings during this period. Attracting work; bringing health care, education and

## B: Ro-innleachd

### Sub-Regional Centre

**5.5** Most growth will be focussed in the **Fort William** area at the heart of Lochaber, strengthening the town's position. Strategic commitments are rolled forward and regeneration will be driven by viable expansion options, upgrading the fabric and infrastructure of the town, mixed-use "gateways", heritage-based refurbishment and re-use of vacated "brownfield" sites. Social inclusion post 2008 is to be promoted through the *Regeneration Outcome Agreement* and community-based, restructuring of established neighbourhoods, including new schools. Protection of the town's setting will be equally important, particularly its relationship with Ben Nevis and Glen Nevis.

**5.6** A major commitment of land is needed to deliver adequate accommodation within the next decade. Given that the existing long term expansion lands remain largely undeveloped, and that significant infrastructure / engineering and land assembly needs to be addressed, a broader choice of expansion options is identified, coupled with encouragement to activate development in early course. Critical mass, urban densities, co-ordinated inter-agency / private sector initiatives and secure planning agreements are considered essential.

**5.7** Fort William is the focus of commerce and major facilities and as the primary employment centre must: expand its capacity for retailing and business; present itself as a unique and accessible location for economic development; and transform its image and appeal as a visitor destination / events venue. Provision needs to be made for a new hospital, public services and business/leisure parks to compete for investment in technology-based/creative enterprises and to re-fit to modern, sustainable standards, the

## B: STRATEGY

vacated large-scale manufacturing / transshipment hub.

**5.8** As the focus for transport and communications, Fort William needs to ensure its main urban thoroughfares enhance rather than congest the urban area. Measures will include: trunk road realignment; new distributor links; links to potential urban rail halts; park n'-ride / interchange facilities at key "gateways"; and fully joined-up cycle / pedestrian routes reinforcing a network of green spaces. It will also be important to increase the degree of self-containment of Fort William's districts so that unnecessary "cross-town" traffic movements are minimised. Flooding issues too will require action in terms of protection measures in association with the River Lochy.

### A82/A830 Strategic Development Corridors

**5.9** Major leisure facilities and visitor accommodation are promoted at key "nodes" within the A82/A830 Strategic Development Corridors. The strategic economic development potential of remaining land within 10 km of Fort William must be protected from piecemeal pressures.

### Landward Communities

**5.10** Safeguarding and promoting crofting is a crucial element of preserving Lochaber's unique identity. The Plan assists in this process by making the quality of croft land a key criterion in site and settlement boundary selection. Where possible, sites have been chosen that do not represent locally important agricultural land and expansion of townships on to poorer common grazings land will be supported in principle. So too will developments such as woodland education centres; multi-purpose woodland based interpretative facilities; and replacement of coniferous plantations

with native plantings / natural regeneration. Using the natural environment positively and wisely is also key to preserving the identity of that part of **Badenoch** west of Kinlochlaggan.

#### 5.11 Acharacle/Strontian

(Ardnamurchan and Morvern), **Kinlochleven/South Ballachulish** (Glencoe and Nether Lochaber), and **Mallaig** (West Lochaber) sustain the main *Area* services, including secondary schools/health and emergency services. **Ardgour, Lochaline and Kilchoan; Spean Bridge and Roy Bridge; North Ballachulish, Glencoe and Duror;** and **Arisaig and Morar** support *local* services, notably primary school, surgery and hall. Places located close to Fort William, with direct communications, public transport services or infrastructure capacity are well placed for further growth provided development can be balanced with traditional uses and concerns about local identity and character. Villages should offer greater self-containment as the mix and quality of local housing - including choice in the tenure and type of affordable homes - jobs and services, community facilities, safety and amenity is enhanced. Provision is made to reinforce the scattered pattern of rural settlement, and introduce new townships and forest crofts.

**5.12** Measures are needed to extend travel choices where strong patterns of commuting from the outlying communities, notably within 20-25 km of the town, are heavily dependent on car-borne journeys. The rail network is particularly underused and surplus land adjacent to stations should be adapted for commuter parking. More emphasis should be given to micro-linkages: housing for the elderly located adjacent to health/day care facilities, commercial development in established centres, pedestrian activity/safety zones at car-free focal points, safeguards for foul drainage facilities at lowest gravity points. Sustainable communities will function

more efficiently, if facilities are accessible within desirable walking/cycling distances of 1-2 km and communities are sufficiently strengthened to sustain regular, high quality *public* transport services.

**5.13** Long term regeneration programmes need to be updated to continue economic recovery and continuing transformation of **Kinlochleven** and **Mallaig**. Opportunities to refresh visitor facilities and attractions, notably at the A82/A87-Caledonian Canal - **Invergarry**, A82-Commando Memorial - **Spean Bridge** and A82/A828-Glencoe - **Glenachulish**. Water supplies to the **Mallaig-Morar-Arisaig and Acharacle-Salen localities** are to be resolved by 2008; and to **Glencoe-South Ballachulish-Glenachulish-Duror** after 2010.

**5.14** Measures are needed to address fragility in the remote, peripheral landward communities. **Kilchoan, Lochaline, Achaphubuil, Invergarry, Morar, Glenfinnan; Achnacarry, Knoydart** and the **Small Isles;** are weakened by sparse or decreasing population, a higher % of elderly people, lack of housing choice, difficulty in replacing jobs and the absence of first-time infrastructure schemes. A mix of agency intervention / community self-help together with more innovative solutions will be needed to induce economic activity and secure *lifeline services*, presently beyond convenient reach of more than 5,700 people. More local employment, affordable homes, utility schemes, community transport and welfare improvements need a flexible and responsive land use regime and positive encourage to development. Sustainable community development plans will be essential to support investment in the Knoydart and the Small Isles. In Knoydart in particular, there is scope for community defined and led development albeit the scale of that growth should be commensurate with the capacity of local infrastructure.

## C: LOCHABER - A VISION (includes reference to Badenoch & Strathspey)

### Loch Abar - Lèirsinn (le iomradh air Bàideanach & Srath Spè)

**5.15** The following is a *vision* of Lochaber 20 years from now. It articulates the ideas generated through extensive discussion with *stakeholders* and provides a basis for broad agreement on key changes the Area might aspire to. This vision embraces the tenets of emerging legislation and the themes of the National Planning Framework II - economy, communities, connectivity and sustainability – together with important *external* and *internal* influences which will help shape Lochaber and its contribution to prosperity and sustainability in the national, regional and local contexts.

#### A Burgeoning Sub-Regional Centre

**5.16** Fort William's waterfront, marina, niche-shops, new town-house and preserved Fort site and setting are *landmark* features of a major regeneration package. Later redevelopment schemes, the Parade-Belford and West End-Courthouse promote a vibrant mix of prestigious accommodation, affordable shops and galleries, complementing bustling High Street vennels. The community is pressing ahead with the A830 realignment from Caol across the Lochy to An Aird. The A82 extension from An Aird is allowing the North Road to function as a local access, bus/cyclist route. A fully integrated transport interchange at the Lochybridge "gateway" enables visitors/commuters access the town centre by public transport from rail halts and via park-n'-ride services. This also feeds the neighbouring "urban village" at Blar Mor – a mix of a district centre together with higher order and campus uses.

**5.17** Extensive parkland corridors of maturing greenspaces and public

access/urban cycle routes stretch through to Glen Nevis, embracing the River Lochy flood defences and an urban forest network. Caledonian Canal assets are recast with a blend of heritage restoration and prestigious yet sympathetic new development, framing the town's most prestigious views. Regeneration has penetrated to the heart of the urban communities. New schools, housing rehabilitation programmes and amenities and a "health-village" are reshaping residential areas – genuine quality in homes affordable for all sectors of local need, care facilities, Home Zone and other traffic measures. Green technologies applied in building insulation and power generation are influencing property and environmental standards, and reducing CO<sub>2</sub> emissions.

#### A Competitive and Connected Place

**5.18** Convergence, competitiveness and co-operation have fostered prosperity. Disadvantage was *phased-out* as eligibility for European Commission support became replaced by rich partnerships and *special purpose* projects. Collaborative long-term management programmes are sustaining the staple forestry, fishing, timber processing and energy industries as well as the crofting traditions. New investment is being secured in the evolving technologies which underpin the renewable energy sector, most notably adding value by recycling and harnessing the forces of wind and wave. Business links improving the knowledge and skills base and fostering *creative* industries continue to be forged through the UHI networks, notably Lochaber College/outreach centres. Eco-science and food technology sub-streams derive from *Lochaber's Larder*, supported by revitalised Highland estates. Conservation

and organic farming respect the prerequisites of scale and balance with the local economy and environment, notably in the aquaculture sector.

**5.19** A *concept* tourist attraction represents a major inward investment success on-the-back of the *Outdoor Capital UK* and extreme sports assets. The Nevis Range and other winter sports venues have adapted and upgraded. Fort William - a renowned Scottish resort - offers a new 5-star hotel and hospitality with new golf-marina facilities in the A82/A830 *corridors* linked to the town by “green” transport services. Kinlochleven and Mallaig have emerged from recession in traditional activities, re-invented as focal points for visitor / outdoor activities. Outlying centres offer small business accommodation and devolved jobs: e-commerce capability enabling home working and the benefits of rural living. Far-sighted development plans and a mix of specialist pursuits, traditional activities, community renewable energy schemes and heritage projects are revitalising the remoter communities including the Small Isles and Knoydart. In-coming workers have helped sustain an active and healthy workforce, generating continuing population growth, improved productivity and specialist high-earner posts. The drift of people away from *Lochaber* did stem in 2005.

**5.20** Fort William railway station, a focus for redevelopment presents a much-enhanced “gateway” to *Lochaber*. Local rail halts have established and seaplane services via Loch Linnhe have vastly improved connectivity. A share of national resources in the agency programmes was targeted to the regional network of roads. The main Hi-Trans arteries and external links – the A82/A86/A87 – were given priority following completion of the A830 in 2008. Scheduled ferries operate from Mallaig to the Outer Hebrides, these assets combining to foster tourism through schemes like the *Gaelic Ring* initiative. Other communities too benefit from enhanced lifeline ferry services and related shore based facilities.

National concessionary fares are removing the anomalies of transport, the cost of living and social/economic inclusion. The National Cycle Route is linked to local circuits and local dial-a-bus/community car services and commuter rail halts help support a network of interdependent places. Sub-regional water and drainage schemes span groups of communities, increasing the reliability of services and meeting the highest environmental standards. The prospect of a fixed crossing of the *Corran Narrows* to Ardnamurchan and Morvern incorporating protection for shipping is giving fresh impetus to large parts of the landward area. The Caledonian Canal heritage and transportation corridor continues to attract multi-users. Off-shore turbines and under-sea transmission lines are a further measure of good design: the successful integration of technology and conservation.

### A Network of Strong Local Communities

**5.21** Digital broadband extending to the most remote parts and concerted community action has fostered confidence and inclusion. The larger villages have consolidated as the focus for services to the *landward* area. Links between places located close to one another have strengthened – particularly for walking and cycling - and new local centres have established with a shift in the distribution of people. Housing for the elderly located beside health and day centres enables more effective self-help and voluntary support schemes. Places are on a more sustainable footing with a better mix of homes, local jobs and infrastructure networks; and bespoke affordable housing regimes are delivering more accommodation. Measures to preserve the local character and sustainable practices, notably the long established crofting traditions and more contemporary alternative energy and recycling, are widespread. New community schools are the focus for one-stop shops for local businesses and mobile service bases outreaching to the more peripheral parts.

**5.22** Town expansion has proved to be a viable market response for sustained regeneration. Concerns about commuting dissipated as community-run/demand-led transport services gained credibility. Pressure is growing to link up the main growth points with new rail platforms and further upgrading of the A82 into the Great Glen. Prudent safeguards have kept the main A82/A830 transport corridors approaching Fort William free from sporadic development. The town's hinterland - its accessibility and fine environment - is again the focus for the next wave of strategic sustainable development.

**5.23** Gypsies/Travellers enjoy access to on-line education. Community buy-out has fostered new crofter/lifestyle townships, home based working, social facilities and environmental management commitments. The scattered rural settlement pattern has strengthened safeguarding in-bye lands enriched over centuries of working. Fragile communities - those "at the Edge" some 25 years ago - are experiencing population growth and are better able to fend-off cyclical pressures to review and rationalize *lifeline* services. Excellence in design has been a prerequisite. Places - whether urban neighbourhoods or villages - are invariably vibrant, legible, stimulating and flexible. Development relates well to neighbouring buildings or activities, aligns comfortably with the grain and texture of places; functions safely and efficiently, with ease of connection to services for all users; and enhances the "public realm". There has always been room for continuity of patterns or styles and innovation. The dark night skies are a product of anti-light pollution.

## A Heritage Safe in the Hands of Local People

**5.24** Local custodianship of the area's outstanding heritage is commonplace. The seaboard is again the subject of an integrated approach to marine planning, on terms which enhance the economic prospects of communities and traditional activities. Long-term development and conservation objectives embrace: public ownership of the seabed; offshore planning controls; a coastal buffer naturally absorbing rising sea levels; and beaches which continue to record standards of cleanliness exceeding European standards. Natura 2000 sites are promoting a superlative visitor experience and bio-diversity. The partnership based Nevis Management Strategy is an enduring, positive framework for a pressurized area attracting upwards of 150,000 visitors per annum. Lochaber has cemented its position as the Outdoor Capital UK, maximizing local development opportunities. Visitors are drawn annually to World Events.

**5.25** That increased pride in the local environment is also evident in the area of Badenoch and Strathspey around Loch Laggan. This area now acts as an important gateway between Lochaber and the Cairngorms National Park. Heritage designations continue to protect important resources and safeguard their importance to tourism and the wider economy.

**5.26** The Area's landscape and artefacts - amongst the most dramatic in Europe - support an enormous diversity of habitats, species and cultural heritage. International and national designations including SAC, SPA, Ramsar Sites and SSSI's continue to protect the most outstanding terrestrial and marine environments, sustaining a variety of sympathetic economic initiatives. Rural regeneration schemes such as the Sunart Atlantic Oakwoods initiative are increasingly sustaining communities. Battle sites, the 18C *Highland Clearances* relics and historic patterns of human settlement continue to be preserved.

Landscape rehabilitation is continuing to take place with long term commitments to mineral workings. Promotion of the west coast sailing waters is coupled with upgraded facilities within the seaboard communities.

**5.27** Regeneration embraces the uniqueness of places and cultural life of the community. The *Highland Year of Culture* was a springboard for more cohesive communities helping to sustain facilities such as the Lochaber *Music Centre*. Feisean nan Gaidheal hosts *Celtic Colours* as transatlantic links have strengthened with the Gaelic culture and *island* identity. Bi-lingual signs are common-place. Restoration of the industrial heritage has resurrected the

Lochybridge-Aonach Mor/Torlundy "Puggie line" outside Fort William and the Alcan industrial tail-race is adapted as part of an international kayaking course. While the Scottish Ministers did not support an application to restore the Castle Tioram scheduled monument, restoration work on the Kinloch Castle listed building on Rum has begun. Superb bike tracks, core paths and bridleways have opened up the immediate hinterland for low ground activities. International sports, leisure facilities, first-class links and accommodation have brought tangible prosperity, world-wide media and corporate attention placing this entire part of the West Highlands of Scotland on par with the most outstanding year-round European venues.

## 6 KEY FORECASTS, STRATEGY AND VISION FOR SKYE & LOCHALSH

### Priomh Ro-aithrisean, Ro-innleachd is Lèirsinn airson An t-Eilean Sgitheanach & Loch Aillse

#### A: Priomh Ro-aithrisean

#### A: KEY FORECASTS

Projection	2008	2018	2008-18 Change
Population	12,950	13,455	+505 (+4%)
Younger People (0-15)	2,246	2,071	-175 (-8%)
Older People (65+)	2,350	3,302	+952 (+40%)
Households	5,832	6,488	+656 (+11%)
Additional dwellings (Houses) Required 2008-2018 (assumes a similar proportion of future second / holiday home ownership and a 25% flexibility allowance to allow developers a choice of landowners, locations and markets)			+988 (c. 100 per annum)
Affordable Housing waiting list total 2007			609
Total Housing Capacity of Allocated Sites			1,392

**6.1** The 2008 population of Skye and Lochalsh is estimated to reach 12,950. Using national data and accepted pan-Highland assumptions this is projected to increase by 4% by 2018. This rise is due to an increase in the anticipated level of migration to the area during the period. Because deaths continue to outnumber births, any future growth in population is dependent on increasing in-migration and reducing out-migration (particularly of young people). This will of course also have the added benefit of sustaining local primary schools and other facilities.

**6.2** In common with the rest of Highland, the population of Skye & Lochalsh is ageing and this trend is expected to continue. The age profile of the Area's population is projected to change significantly over the next 10 years. A 40% growth in those 65 or older and an 8% decline in children are the headlines. This is due to declining birth rates, the

inevitable ageing on of the current population, the older age profile of in-migrants and the continued out-migration of young adults.

**6.3** An ageing population will require increased care provision and has clear implications for the Plan in terms of allocating land for housing and community facilities. These implications mean that the Plan should identify sites that are accessible to community facilities and any public transport connections, suited to the provision of housing for varying needs or sheltered accommodation and suited to additional care home provision.

**6.4** There are currently an estimated 5,800 households in Skye and Lochalsh. With the changing patterns of households this is expected to increase by 11% to 2018.

## B: Ro-innleachd

**6.11** The “ideal future” or *Vision* for Skye and Lochalsh is set out in part C of this chapter. This *Vision* is given sharper focus by the key Plan objectives (Chapter 4) and by the following *Strategy*. These key ideas and proposals have evolved through extensive consultation with the public and key agencies.

**6.12** The spatial Strategy for Skye and Lochalsh is to allow the organic growth of every recognised settlement in keeping with the established settlement hierarchy. This means that the Plan will support: the role of Portree as the island’s capital and as a sub-regional centre; key allocations at Broadford and Kyle and a potential new community in Sleat as part of a “T” shaped strategic development corridor linking Lochalsh, Broadford and Sleat with the competitive advantages it offers in terms of centrality and transport connections; and, the underpinning of the remoter parts of the Plan area by bolstering local centres within these more fragile areas.

### Protect and Promote the Identity of Skye & Lochalsh

**6.13** Safeguarding and promoting **crofting** is a crucial element of preserving Skye and Lochalsh’s unique identity. The Plan assists in this process by making the quality of croft land a key criterion in site and settlement boundary selection. Where possible, sites will be chosen that do not represent locally important agricultural land and expansion of townships on to poorer common grazings land will be supported.

**6.14** Similarly, **Gaelic culture** is a cornerstone of the heritage of the Area. Positive allocation of land to allow the expansion of facilities such as Sabhal Mor Ostaig will bolster such heritage.

**6.15** **Helping to stem the loss of young people** through ensuring that there is a plentiful supply of land for housing, employment and education development.

## B: STRATEGY

Each principal settlement contains at least one site suitable for affordable housing; higher education expansion and related employment is encouraged at Sabhal Mor Ostaig; higher density, smaller housing unit developments are supported in Kyle, Portree and Broadford; and, the affordable housing quota policy will apply to sites of 4 or more houses.

**6.16** The Area’s identity should be safeguarded for its own sake and to **promote the Skye and Lochalsh “Brand”**. In particular, the tourism potential of the Area’s cultural, natural and built heritage could be expanded provided the integrity of that heritage is not diminished. The Plan can contribute by allocating, and promoting to developers, sites close to this heritage but not where it will have a significant detrimental impact on it. For example: a brownfield, Glenbrittle gateway site at Carbost; a distillery part conversion at Knock, Sleat; a hub of an archaeological trail at Edinbane; and, expansion opportunities at both Armadale and Dunvegan Castles - all promote opportunities to harness the appeal of the heritage of the Area.

**6.17** **Safeguarding and improving the physical identity of places** is a key theme of good planning practice. However, many residents and agencies, mindful of the traditional, scattered settlement pattern that characterises much of Skye and Lochalsh, are supportive of the physical coalescence of crofting communities. The Plan’s proposed boundaries endorse this, particularly where dispersed supporting facilities have also traditionally served the community on a collective ‘parish’ basis. By contrast, settlements with a more nucleated pattern such as Kyle and Portree have been given allocations and boundaries that bolster this tighter knit character.

### Use the Natural Environment Positively and Wisely

**6.18 Sustainable development** has been integral to The Plan's decision making process via the application of Strategic Environmental Assessment (SEA). In particular, SEA has been integral to the development site selection process. Effective stewardship of the Area's outstanding natural heritage is paramount in terms of preserving biodiversity but also as a basis for **local identity and prosperity**.

**6.19** Identifying the scope for development within the countryside in relation to the importance of the **natural heritage** features it contains, and the nature and scale of development.

**6.20** As a general principle, **waste** should be managed and processed as close as possible to its source and the proportion that needs to be landfilled minimised. The Council's aspiration is to have 90% of the population within 10 miles of a recycling centre. Applying this principle, three new **recycling centres** would be required within Skye and Lochalsh to increase accessibility to and therefore the amount and proportion of recycled material. Sites are safeguarded at Broadford, Auchtertyre and Dunvegan.

**6.21** Although not a common feature of such a rural area, the Plan promotes the **re-use of brownfield sites** where possible, for example at South Strome, Earlish, and Dunvegan. Generally, these have a much lower environmental impact than greenfield options.

**6.22** The choice of allocated land can also make **micro-renewable energy** technology schemes more economic for individual households and communities. The Plan's site and boundary selection process has maximised these opportunities, for example by favouring land with good aspect and by allowing increased densities for larger village sites that may support community schemes.

### **Improve access to Goods, Services and Markets**

**6.23 Improving accessibility and connectivity** is an essential aim and theme for the Highlands, and Skye and Lochalsh in particular. Population sparsity, geographic peripherality and social and economic fragility are all features of the Area which can be mitigated by making better connections.

**6.24** Seeking further public investment in 'lifeline' or "locally significant roads" is a particular lobbying objective of the Plan. This would apply to routes such the B8083 Elgol Road and A855 Portree to Staffin and any other route that provides a 'lifeline' connection to communities. The Plan also allocates and safeguards land for **transport improvements** - for example at Broadford Airstrip to promote quicker tourist and business air service access to and from the central belt, and zones employment land adjacent to maximise this competitive advantage. Similarly, harbour, pier and back-up land allocations are included to encourage seaborne connectivity improvements and maximise the economic benefit of improvements on Raasay and at Dunvegan, Uig, Portree. Completion of the Armadale-Broadford road improvements will allow the Plan to direct development to take advantage of its enhanced capacity to service development and improve tourist destination connectivity. At the more local level, developer contributions to upgrade parts of the single track road network will be endorsed by the Plan.

**6.25 Connection to spare water and sewerage capacity** is an overriding current and likely future issue for the development of Skye and Lochalsh. Further political lobbying may be the most effective solution, but the Plan can minimise deficiencies by allocating land where some existing or programmed capacity exists, and highlighting to developers where confirmed interest or a private contribution or arrangement may be a workable solution.

**6.26 Encouraging active travel** (walking and cycling) to school, work and other facilities is a key national and regional priority. Although Skye and Lochalsh's

dispersed rural character offers particular local challenges to achieving this aim, the Plan will require developers of all major sites to make active travel connectivity improvements. Scope for public transport improvements are limited, but Portree may need a suburban bus loop service as its peripheral residential areas grow outwith a walkable distance of the town centre.

**6.27 Dispersing service provision** - The Plan proposes to bolster service provision in the principal settlements within the fragile areas as a means of protecting their wider viability. So, for example, land for community uses is safeguarded within Inverarish, Glenelg and Uig.

### **Maintain the existing Settlement Hierarchy**

**6.28 Growing the total population** across all age groups is a key objective for the area that the Local Plan can contribute to. Over the next 10 years, nationally based forecasts predict around 500 more people and 650 more households in net terms for Skye and Lochalsh. The strategy within the Local Plan will seek to deliver the appropriate amount of housing land for this growth to be accommodated. This will equate to 1,000 houses or a new housing requirement of 100 homes per annum which would represent a small increase on recent building rates.

**6.29 Encouraging the organic expansion of every settlement** fits with expressed local priorities. This means that new housing and employment land will be allocated in proportion to existing settlement sizes. Balanced, sustainable communities with a suitable mix of uses, services and infrastructure are more self-sufficient and reduce the need for unnecessary travel.

**6.30 Building a critical population mass for the main communities** is vital to make future service and infrastructure provision more viable and to safeguard existing provision. Other things being equal, the larger settlements are more likely to keep and attract investment: in adequate mains water and sewerage;

waste collection and recycling services; school, post office and library provision; community renewable energy; broadband availability; and, emergency service provision - than smaller dispersed communities. This is particularly relevant in the Area's most fragile and peripheral areas where bolstering the larger settlements like Glenelg, Uig, Carbost, Dunvegan, Inverarish is more likely to retain "lifeline" facilities.

**6.31 Encouraging healthy, active travel** by allocating facilities and houses within reasonable walking and cycling distances of each other.

**6.32** Where overriding infrastructure and environmental constraints prevent the organic expansion of existing communities, the Plan will support communities and other agencies in testing the feasibility of **new communities**. In particular, there may be scope for the creation of new crofting settlements or a return to cleared ones. Sleat is a particular example of a locality with constrained existing settlements and a lack of a principal community focus that may benefit from further new community feasibility assessment.

### **Creating an Improved Business Environment**

**6.33** The Plan can contribute to enhancing the **eco-tourism potential** of the outstanding natural environment by protecting and promoting development sites close to the resource but not where it will have a significant detrimental impact - e.g. a Glen Brittle gateway site on a brownfield site at Carbost.

**6.34** Allocating land for further **tourist destination facilities** such as Knock distillery or Aros expansion.

**6.35** **Allocate/safeguard employment sites**, thereby preventing loss to other uses, especially in locations with competitive advantage e.g. next to Broadford Airstrip.

**6.36** Promote more flexible **rural mixed business/housing/tourism use** developments to maximise use of broadband coverage and allow diversification away from primary sector jobs.

**6.37** Allocations of land for affordable housing only in locations particularly suitable for **key worker accommodation** - e.g. Sabhal Mor.

**6.38** Allocate land for further **expansion of higher education opportunities at Sabhal Mor Ostaig**.

**6.39** Confirm the land identified for the development of the **Fas Centre for Creative & Cultural Industries** at Sabhal Mor Ostaig.

**6.40** Safeguard/allocate land for **aquaculture developments**, such as at Portnalong, which will be linked into aquaculture supplementary planning guidance.

**6.41** Promote a clear link through to the **Highland Renewable Energy Strategy and Planning Guidelines**.

#### **Addressing the Need for Quality Living Environments**

**6.42** Place emphasis on **siting and design quality**, and the key benefits of sustainable building techniques.

**6.43** Promote the use of **Home Zones** in the largest housing areas.

**6.44** Ensure that **landscape planting, play areas and other useable open space** is provided by developers within the larger sites.

**6.45** Protect key areas of **open space**, e.g. Leasgeary corridor in Portree to be safeguarded.

**6.46** Preserve public **health, safety and amenity** - e.g. Waste Water Treatment Plants & flood risk set-backs for development.

**6.47** Positive identification of more isolated locations for **bad-neighbour uses**.

#### **Working in Partnership with the Community and other Agencies**

**6.48** Safeguard land **for infrastructure facilities and community uses** such as community schools - e.g. Portree High, Uig/Kilmuir.

**6.49** Site selection process had close liaison with other agencies through the **Local Housing Development Forum** to address local affordable housing need.

**6.50** Addressing the **ageing population** by allocating at least one housing site in each major community that is particularly suitable for elderly accommodation - i.e. it is relatively flat, central and/or close to relevant community facilities or a community uses allocation that is suitable for elderly care provision.

**6.51** Allocate land for restructuring of **NHS Highland accommodation** - e.g. Broadford.

**6.52** Highlight the need for continued dialogue with **Scottish Water** and lobbying of Scottish Ministers, to accelerate priority projects within Skye & Lochalsh, where inadequate water supply imposes a strategic constraint.

## C: SKYE & LOCHALSH - A VISION

### An t-Eilean Sgitheanach & Loch Aillse - Lèirsinn

**6.53** A short term plan and its proposals can only be meaningful if they fit with progress towards a broadly defined, “ideal” future. The following ideas represent The Council’s aspirational *Vision* for Skye and Lochalsh.

#### Portree as a Burgeoning Sub-Regional Centre

**6.54** Regeneration of Portree’s central waterfront has enhanced the island capital’s role as a visitor hub.

**6.55** Also as a major employment centre Portree offers an expanding portfolio of land and facilities for economic development with in excess of 30 ha identified north of the Industrial Estate for business and industrial growth.

**6.56** New sustainable residential neighbourhoods to the north and west, in particular at Home Farm and Shullishadder are tackling pressing affordable housing needs.

**6.57** Completion of the Home Farm distributor road has given a more cohesive urban structure supporting a community transport “loop” and good links to the centre.

**6.58** Major service and employment sites have developed around conference and enterprise facilities at Aros and Bayfield.

**6.59** Portree has stronger commercial cores and offers improved choice in shopping, the supermarket operators having competed for prime position. The river corridors are enhanced as the “lungs” of the urban area – enhanced public routes, bio-diversity and habitats containing Portree and accessible to the whole community for recreation.

**6.60** Land to the north of the settlement provides a focus for innovation in waste

management and harnessing renewable energy.

**6.61** Investment in water and waste-water capacity and other community facilities has ensured that no artificial barriers to continued growth remain. A clear vision has been central to securing this share of national resources in future agency programmes.

**6.62** The certainty offered by long term planning has also encouraged the private sector to make a long term investment commitment to Portree and the rest of Skye and Lochalsh.

#### A Competitive and Connected Place

**6.63** Collaborative long-term management programmes are sustaining the staple forestry, fishing, timber processing and energy industries as well as the crofting traditions.

**6.64** New investment is being secured in the evolving technologies which underpin the off-shore energy sector.

**6.65** Business links improving the knowledge and skills base and fostering creative industries continue to be forged through the UHI networks, notably at Sabhal Mor Ostaig, which is a national focus for Gaelic and Media Studies.

**6.66** The range of Isle of Skye branded products has been extended, including for example distilling opportunities at Knock. Conservation and organic farming respect the prerequisites of scale and balance with the local economy and environment, notably in the aquaculture sector.

**6.67** Many villages now act as focal points for specialized visitor/outdoor activities for example at Carbost, Dunvegan and Armadale.

**6.68** The major deep-water berths and railheads at Kyle of Lochalsh, South Strome and Altanavaig have adapted to changing market opportunities and new business enterprises have sprung-up at Broadford.

**6.69** Outlying centres offer small business accommodation and devolved jobs: e-commerce capability enabling home working and the benefits of rural living.

**6.70** Far-sighted community development plans and a mix of specialist pursuits, traditional activities, wind-wave-solar micro energy schemes and heritage projects are revitalising the remoter communities such as Staffin, Waternish and Raasay. In-coming workers have helped sustain an active and healthy workforce, generating continuing population growth, improved productivity and specialist high-earner posts.

**6.71** More frequent rail services between Kyle and Inverness have improved connectivity to the area as has the expanded airstrip at Broadford, which provides better links along the west coast of Scotland.

**6.72** Important investment has been targeted to the regional network of roads. The main Hi-Trans arteries and external links – the A82 and A87 – have been given priority following the dual tracking of the A851 through to the Armadale-Mallaig ferry which has yielded major economic gains for south east Eilean a' Cheò.

**6.73** Improved, scheduled ferry services operate from Mallaig and Uig to the Outer Hebrides and to and from Raasay, these assets combining to foster tourism through schemes like the Gaelic Ring initiative. Other communities too benefit from enhanced lifeline ferry services and related shore based facilities.

**6.74** National Cycle Routes are linked to local circuits and local dial-a-bus / community car services help support a network of interdependent places.

**6.75** At the local level, people can walk, cycle or take public transport to facilities safely and conveniently.

**6.76** Sub-regional water and drainage schemes span groups of communities providing all necessary capacity, reliable service and meeting the highest environmental standards.

### **A Network of Strong Local Communities**

**6.77** Digital broadband extending to the most remote parts and concerted community action has fostered confidence and inclusion. The larger villages have consolidated as the focus for services to the landward area.

**6.78** Links between places located close to one another have strengthened and new local centres have established with a shift in the distribution of people.

**6.79** Housing for the elderly located beside health and day centres enables more effective self-help and voluntary support schemes.

**6.80** Places are on a more sustainable footing with a better mix of homes, local jobs and infrastructure networks.

**6.81** New community schools are the focus for one-stop shops for local businesses and mobile service bases outreaching to the more peripheral parts, still sustained along "Parish" lines in the more dispersed areas of settlement.

**6.82** Significant growth has centred upon the A87/A851 axes linking Broadford, Lochalsh and Sleat and this area is also the focus for a new community drawing on existing centres for shared services. This has recognised the economic development drivers which combine a "gateway" location, the proximity of established employment and service centres at Broadford, Kyle of Lochalsh and Sabhal Mor and the major road-rail-air transport networks which connect them.

**6.83** Outwith Portree, Broadford and Kyle of Lochalsh sustain the main services including secondary schools / health and emergency services. Auchtertyre, Dornie, Plockton, Sleat, Kyleakin, Staffin, Uig and Dunvegan support local services, including primary school, surgery and hall.

**6.84** Concerns about the impacts of commuting dissipated as bespoke community-run/demand-led transport services gained credibility.

**6.85** Community buy-out has fostered new crofter/lifestyle townships, home based working, social facilities and environmental management commitments. The scattered rural settlement pattern has strengthened as townships have consolidated and in some places coalesced, many extending onto Common Grazings in order to safeguard in-bye lands enriched over centuries of working.

**6.86** Fragile communities - those "at the Edge" some 25 years ago - are experiencing population growth and are better able to fend-off cyclical pressures to review and rationalize lifeline services. Results have been achieved through a mix of agency intervention/community self-help together with more innovative solutions to induce economic activity and secure lifeline services. More local employment, affordable homes, utility schemes, community transport and welfare improvements and a flexible and responsive land use regime have also contributed.

**6.87** The dark night skies are a product of anti-light pollution and good design.

### **A Heritage Safe in the Hands of Local People**

**6.88** Local custodianship of the area's outstanding heritage, scenery, species and social history is commonplace. The seaboard - embracing the "Three Lochs" SAC - is again the subject of an integrated approach to marine planning, on terms which enhance the economic prospects of communities and traditional activities.

**6.89** Long-term development and conservation objectives embrace: public ownership of the seabed; offshore planning controls; a coastal buffer naturally absorbing rising sea levels; and beaches which continue to record standards of cleanliness exceeding European standards.

**6.90** Natura 2000 sites are protecting biodiversity and helping inform and educate locals and visitors. Local partnership working and management strategies provide a positive framework for the more pressurised heritage area.

**6.91** The enduring and refurbished attractions - including Dunvegan and Eilean Donan castles continue to draw ever increasing numbers but there are now more creative ways of encouraging lower impact tourism.

**6.92** The Cuillin Range is renowned world-wide for its climbing, walking and scenic appeal and public facilities accessible via Carbost / Glenbrittle have upgraded, allowing enhanced but sensitive access to this outstanding heritage.

**6.93** Land Reform legislation also underpins ground restoration, public access and conservation schemes themed upon retaining the remote mountain experience in Lochalsh, Battle sites, the 18C Highland Clearances relics and historic patterns of human settlement - notably the archaeological trail at Edinbane.

**6.94** Regeneration embraces the uniqueness of places and cultural life of the community. The Highland Year of Culture was a springboard for more cohesive communities helping to sustain for example Plockton as a centre for music.

**6.95** The Gaelic language can be seen and heard throughout the area and bolsters a feeling of local identity that appeals to visitors and gives greater self confidence to the indigenous population.

**6.96** Superb bike tracks, core paths and bridleways have opened up the less remote countryside for low ground and low impact activities.

**6.97** International sports, leisure facilities, first-class links and accommodation have brought tangible prosperity, world-wide media and corporate attention placing

West Highland and Islands on a par with the most outstanding year-round European venues.

**6.98** Opportunities to extend infrastructure to expand the recreational sailing appeal of the west coast sailing waters have been provided at Carbost, Dunvegan, Portree and Armadale.

## 7 Poileasaidhean Coitcheann

## GENERAL POLICIES

**7.1** The fundamental part of this Plan strategy is to direct the right sorts of development to the right places, thereby *making better places*. The Plan sets out below a range of general policies to achieve its objectives.

**7.2** It is very important that users of this Plan note that each planning application will be assessed against all policies and legislation relevant to the particular proposal and location. Conformity with a single policy will not necessarily indicate that a proposed development is acceptable.

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## Land Allocations

**7.6** The Vision / Strategy recognises that most of the future growth in the Plan area will be in the main settlements. These include the communities:

- which have experienced the greatest development pressures;
- where the main services are;
- where the best transport links are; and
- where larger-scale industrial and business development is the most practical.

**7.7** Within the *Settlement Development Areas* we have allocated sites for the following types of land use, in the table below.

Allocation	Type of Land Use
H	Housing
AH	Affordable Housing
LT	Long Term
C	Community
OS	Open Space (see Appendix 2: Glossary for definition)
R	Retail
MU	Mixed Use
B	Business
I	Business and Industry

**7.8** The Plan also identifies a number of *Developer Requirements* which are associated with these sites and which must be addressed by developers in taking proposals forward on them. These have been identified through consultation or through the Strategic Environmental Assessment process. In some cases the Action Programme which will accompany the Plan will identify the need for a development brief or master plan to be prepared prior to the site being developed.

**7.9** Indicative site capacities are given where appropriate in the settlements section of the Plan for housing or part housing allocations. At planning application stage a more detailed appraisal will be undertaken of the actual site capacity in the context of assessing whether the developer's proposed scheme is appropriate.

### Policy 2 Development Objectives and Developer Requirements

Developers must take account of the details set out on the Proposals Map insets. We will give particular consideration to the total effect of private water and sewage systems.

## Commerce

**7.50** This policy will provide a context for consideration of retail developments within the Plan area. It is intended to support existing centres of settlements in providing for a range of commercial and leisure needs of the wider community. This will help in the retention of services and facilities which serve both the settlement and the wider rural area. The policy also seeks to apply a sequential approach to site identification and to follow the approach advocated in Scottish Planning Policy 8: Town Centres and Retailing.

### Policy 16 Commerce

The Council will encourage retail, office, and leisure development (Use Classes 1-3, 7, 10 & 11), within the following network of centres.

Hierarchy / Scale	Centre(s)	Function/Role
<b>Sub-Regional Town Centre</b>	<ul style="list-style-type: none"> <li>Fort William (High Street / An Aird)</li> <li>Portree</li> </ul>	Mixed use Comparison & Convenience
<b>Urban District Centre</b>	<ul style="list-style-type: none"> <li>Caol / Lochyside / Blar Mor</li> </ul>	Mixed use Comparison & Convenience
<b>Urban Neighbourhood Centre</b>	<ul style="list-style-type: none"> <li>Upper Achintore</li> <li>Corpach</li> <li>Inverlochy/Claggan</li> </ul>	Mixed use Convenience
<b>Retail Park</b>	<ul style="list-style-type: none"> <li>North Road, Fort William</li> </ul>	Bulky goods
<b>Sub-Area / Local Centre</b>	<ul style="list-style-type: none"> <li>Mallaig</li> <li>Kinlochleven</li> <li>Ballachulish South</li> <li>Acharacle</li> <li>Strontian</li> <li>Spean Bridge</li> <li>Broadford</li> <li>Kyle of Lochalsh</li> <li>Kyleakin</li> <li>Uig</li> <li>Dunvegan</li> <li>Staffin</li> </ul>	Mixed use Comparison & Convenience
<b>Villages</b>	<ul style="list-style-type: none"> <li>Various</li> </ul>	Local shop

[Specific opportunities for land assembly / redevelopment are allocated within the relevant settlement sections.]

Outwith the above centres, proposals will be judged against the following criteria:

- its compliance with the sequential approach to site identification;
- its accessibility by means of public transport, walking and cycling;
- its impact, including any cumulative impact, on the vitality and viability of a centre defined in a Highland development plan;
- its fit with the aim of creating a retail hierarchy in which travel is minimised;
- whether the type and scale of development proposed can reasonably be accommodated within a centre defined in the Plan;
- the extent to which the proposals meet with identified deficiencies;
- whether any developer funded mitigation of the above is offered.

## 8 SETTLEMENTS - LOCHABER - FORT WILLIAM Tuineachaidhean - Loch Abar - An Gearasdan

AN GEARASDAN	FORT WILLIAM (Mapping on Inset LO30)
Position in Settlement Hierarchy	Sub-Regional centre
2007 Estimated Population	9,230
Housing Completions 2000-2006	192
Primary School Roll Capacity (roll / physical capacity)	57% (7 schools combined)
Water Capacity (allocations versus capacity)	Limited spare capacity
Sewerage Capacity (allocations versus capacity)	Subject to PFI contract.

### Objectives

**8.1** to identify a long term supply of land for expansion of Fort William adjacent to the main A82/A830 urban transport corridors; and secure urgent commitments to the phased delivery of sites for development

**8.2** to co-ordinate agency/private sector initiatives to address land engineering and infrastructure upgrades by securing a share of funding programmes and developer contributions to facilitate development

**8.3** to strengthen the town centre and integrate a major waterfront development as part of a strategy for regeneration, traffic management and conservation

**8.4** to develop a campus of sub regional facilities and services at a location central and accessible to the built up area and enable redevelopment of vacated *brown-field* sites

**8.5** to promote *landmark* sites within the urban area which are high profile and

underused, and offer scope for redevelopment drawing on the juxtaposition of brown-field and heritage assets

**8.6** to promote a full portfolio of employment opportunities – including industrial estates and new business parks - which fit well with the structure of the town and its urban neighbourhoods

**8.7** to promote large-scale after-use for the vacated mill site taking advantage of its unique location and accessibility to road, rail and sea

**8.8** to restructure existing neighbourhoods and meet deficiencies in community facilities - notably affordable homes, new schools and open space - within the established urban framework

**8.9** to integrate long term opportunities for transport enhancements including realignment of the A82 and A830, urban rail halt, interchange and park n' ride facilities, and dedicated multi-user routes

to improve accessibility and decongest the town

**8.10** to promote an urban *green-space* network incorporating public access routes, recreation facilities, wildlife habitats, woodland schemes and flood protection works

**8.11** to protect the listed building, TPO, scheduled monument, ancient woodland, SSSI and NSA features within the settlement

## Policies and Proposals

### Strategic Land Supply

**8.12** Within the wider Fort William area, the Plan allocates sites with a capacity for almost 1,700 housing units and an appropriate mix of supporting uses, facilities and services.

**8.13** This apparent over-supply recognises that many allocated sites face a combination of service network capacity, land assembly, availability, high preparation costs and/or heritage constraints.

**8.14** If the landowner(s) / developer(s) of each confirmed site, fail(s) to commit before the review of the next Plan, via section 75 agreement, to contribute to the infrastructure improvements required to activate their site, then the Council will consider "de-allocation" as part of that review.

### Renewing Urban Communities

**8.15** The Council will encourage renewal, refurbishment and upgrading of the established urban neighbourhood districts. Changes in the size of households and under-occupation of the existing housing stock, the scope for new schools and improved amenities, provides the impetus for restructuring of the Upper Achintore, Plantation, Caol, Inverlochy, and Corpach communities, over time. This should deliver an appropriate mix of homes in

terms of size, tenure and type; community focal points incorporating higher density/higher intensity uses and a better range of services; refurbishment / replacement of obsolete facilities, restore open space, discourage traffic penetration, enable better access to public transport and respect the existing character and amenities. These changes should proceed on the basis of community-led *Neighbourhood Action Plans* and redevelopment / regeneration projects, founded on sustainable 3-dimensional design principles.

**8.16** The Council will investigate a community restructuring/regeneration package involving land and property at Caol and Upper Achintore/Plantation. This will be based on a masterplan and phased redevelopment, refurbishment and environmental improvements co-ordinated with flood protection works. Subject to agreement and public involvement, this could embrace land currently in use for housing, school, social, retail, businesses and open space uses.

### School Sites

**8.17** The Council is currently reviewing primary school provision in the wider Fort William area. Two new community primary schools may be required as part of this process. Sites of approximately 2.0 ha will be required. The site allocations below make reference to land safeguards as appropriate.

**8.18** Any schools to be replaced will offer regeneration potential, including opportunities for affordable housing, local facilities, open space and environmental improvements. Redevelopment should be of a scale/capacity equivalent to the existing building(s).

### Transport / Circulation

**8.19** Land required for realignment of the A82 from An Aird to the Golf Club, and the A830 from Caol to An Aird will continue to be protected. (*The Scottish Government's Strategic Transport Projects Review has not supported these specific schemes*).

### Water And Waste Water

**8.20** The Council will safeguard strategic infrastructure from development. These involve a 90m “buffer” around the WWTW at Caol and Corpach and a 25m corridor in respect of the high-pressure processed water pipeline.

### Flood Protection – Caol/Lochyside

**8.21** The Council proposes to carry out a flood protection scheme in the margins of the River Lochy/Loch Linnhe. This is likely to involve a flood wall/armoured bund designed for the 1:100 year event and measures to address the accumulation of surface water in the adjoining built-up area. Works will be subject to a Flood Prevention Order and grant assistance from the Scottish Government. The Council has commissioned a feasibility / design study.

### Cemeteries

**8.22** Land adjoining the Burial Ground at Glen Nevis is safeguarded for extension.

### Town centre

**8.23** The Council will engage with partners in preparing a *Fort William Town Centre Strategy* to provide a detailed framework for on-going regeneration and management.

### Urban Fringe

**8.24** A major initiative is required to assemble land in the town’s immediate surroundings to improve amenity, manage habitats and bio-diversity, and provide for future recreation. This should focus creating “green” corridors through and adjoining the built-up area, embracing transitional farmland, and spoiled and reclaimed areas under the auspices of a Community Trust. This might promote and take ownership of community woodlands, core path networks and wildlife/heritage assets. Priority might be given to schemes involving:

- Caol Beach and the Lochy Spit;
- the River Lochy margins through Lochyside/Mount Alexander/lower reaches of the Great Glen;
- the town’s landward edges embracing Cow Hill/Glen Nevis.

### Leisure/Recreation

**8.25** Parkland at Claggan is safeguarded for development of a leisure and recreation complex. Access from the A82 should be reconfigured through the adjoining Ben Nevis industrial estate.

### Heritage Impact Mitigation

**8.26** In addition to general policy and specific site allocation requirements, the Council will expect developers to contribute to heritage impact assessment and mitigation for developments that are likely to have a cumulative effect on these resources in the wider Fort William area.

### Developer Contributions

**8.27** In addition to General Policy 15 and site-specific requirements below, the table below sets out the deficiencies and developer contributions common to more than one site within the wider Fort William area and will be a starting point for negotiation with relevant applicants. The total level of contributions sought will take account of market and site conditions.

**Fort William Common Deficiencies / Developer Requirements Table**

<b>Common Deficiency</b>	<b>Assessment / Requirement</b>
Education Provision	Safer routes to school contributions from the landowners / developers of all housing sites. Land safeguards for chosen new primary school sites.
Rail Halts	Potentially at Lochybridge. Subject to Transport Scotland support and consultation with Network Rail. Landowner / developer land safeguard required.
Blar Mor to Caol Link Road	Design and construction of distributor (including railway bridge) linking Caol / Lochyside to Blar Mor District Centre. Landowners / developers with site MU7 will be expected to contribute and those within MU5 that benefit from such an enhanced connection to the A830.
A82 / A830 Realignments	The Scottish Government's Strategic Transport Projects Review has not supported these specific schemes. Landowners / developers will be expected to fund improvements to ensure no net detriment to trunk road access / network and local network.
Cycle / Pedestrian Links	Improvement of cycle connections from Caol / Lochyside to Corpach - contributions from landowners / developers of all Corpach allocations. Total cost (including maintenance) of remote all user footpaths may be sought for all mixed use expansion sites.
Public Transport	An initial 3 year subsidy will be sought from the landowners / developers of residential expansion and commercial "attractor" areas to meet a minimum target of an hourly frequency of day-time service within 400m walking distance for each householder.
Commerce Centre Parking	Within the commerce centres defined on the Fort William Inset, landowners / developers will be expected to make one of the following: on-site provision; provision off-site but within the commerce centre; or commuted parking payments equivalent to the average cost of provision within the commerce centre.
Sewerage Network	Landowner / developer costs - network modelling and any consequential pumping station / trunk main improvements.
Public Open Space & Sports Pitches	Provision of space at the standards of provision set out in the Council's Supplementary Guidance: Open Space in New Residential Development. Particular Fort William requirements are for at least one more multi-user sports pitch and for tennis courts.

Site Allocations

Site Ref.	Site Area	Location	Indicative Capacity	Developer Requirements
H1	44.8 ha	Corpach	200 units	<p><b>Acceptable Uses</b> - housing together with compatible community facilities and neighbourhood retail or business uses.</p> <p>Development dependent upon prior approval of:</p> <ul style="list-style-type: none"> <li>• A flood risk assessment which ensures that built development avoids flood risk areas.</li> <li>• A transport assessment, which should address the impact on the trunk road, and the needs of pedestrians, cyclists and bus users including safe routes to schools.</li> <li>• A protected species survey.</li> <li>• A ground condition survey, to include the identification of contaminated land in connection with the former landfill sites.</li> <li>• Proposals for any necessary upgrading of the waste water treatment works.</li> <li>• A site masterplan, showing the proposed layout, road network, structural planting and open space provision, protection of watercourses and natural woodland, and safeguarding of land for a possible cemetery extension. The masterplan should address the need to create sustainable neighbourhoods which fit with the existing settlement; and it should demonstrate the proposed phasing of development.</li> </ul> <p>Justification required for any new junction onto trunk road.</p> <p>The issuing of planning permission may be made subject to the prior conclusion of a Section 75 agreement if particular requirements arise from the proposed development which cannot be addressed through planning conditions</p>

				or other legal agreements.”
H2	23.9 ha	Caol / Lochyside	350 units	<p><b>Acceptable Uses</b> - housing, other residential uses and compatible community facilities including a possible primary school.</p> <p>Development dependent upon: a developer master plan; contributions towards an A830 distributor connection (but not its prior completion); engineering works involving peat stripping and up-filling of land together with arrangements for surface water drainage; “internal” distributor road(s); a possible Gaelic School or other primary school and other community uses safeguards; useable public open space; flood risk assessment; structural planting; affordable housing; and section 75 agreement(s).</p> <p>The developer master plan(s) should address the need to: set development back from the railway line; reserve land for realignment of the A830 from Caol to An Aird; create a sustainable neighbourhood; fit with the existing settlement in terms of pedestrian (including safer routes to school) and vehicular connections; ensure phasing; secure equitable contributions towards all development costs.</p>
H3	19.6 ha	Lundavra	150 units	<p><b>Acceptable Uses</b> - housing, and compatible community uses including a possible primary school.</p> <p>Development dependent upon: a developer master plan; a land safeguard for a possible new primary school; a protected species survey and assessment (which identifies areas to be protected from development and any necessary mitigation measures); affordable housing provision; distributor “loop” from Lundavra Road; assessment and resolution of any slope stability issue; and net betterment of surface water run-off.</p> <p>The developer master plan(s) should address the need to: create a central open space; safeguard mature trees and the SSSI; retain and bridge the principal watercourse; secure equitable</p>

				contributions towards all service network improvements and other development costs; ensure no new access from A82; and incorporate an overlooking / privacy set-back from neighbouring properties.
C1	1.4 ha	Kilmallie Hall		- Safeguard for refurbishment / extension of hall and ancillary community uses.
C2	2.0 ha	Carr's Corner		- Safeguarded for community based leisure / sports facilities. Development dependent upon: park n' ride safeguard; exceptional siting and design quality; suitable access from the A82; and safeguard for A82 realignment.
MU1	2.1 ha	Corpach Locks		- <b>Acceptable Uses</b> - tourism and recreational uses, with ancillary or incidental business or residential uses.  Any development package should deliver enhanced recreational sailing facilities, most appropriately, west of the canal entrance. Development dependent upon: exceptional siting and design quality; enhanced vehicular and pedestrian access; and avoiding any significant adverse impact on the Caledonian Canal scheduled monument or its setting. Flood risk assessment will be required, built development to avoid flood risk area. Only water-related or harbour uses would be acceptable within flood risk areas.
MU2	1.3 ha	Banavie Car Park		- <b>Acceptable Uses</b> - tourism and/or recreation related to adjacent canal.  Development dependent upon: no net detriment to existing tourism / community facilities; exceptional siting and design quality; and avoiding any significant adverse impact on the Caledonian Canal scheduled monument or its setting.
MU3	3.7 ha	Mount Alexander	20 units	<b>Acceptable Uses</b> - housing, business, tourism and community.  Development dependent upon: road and pedestrian connection improvements; possible flood risk assessment; ancient woodland safeguard and set-back; exceptional siting and design quality; mitigation for any canal SAM impact; and transmitter set-back and "line of sight" safeguard.
MU4	47.4 ha	Blar Mor	300 units	<b>Acceptable Uses</b> - housing, business, community, leisure and urban district

				<p>scale retail.</p> <p>Development dependent upon: developer master plan; land safeguard for new hospital and other community facilities (including sports pitch(es) and a potential primary school) at A830 core; rationalised (utilising existing industrial estate access) and improved access to the A830; engineering works involving peat stripping and up-filling of land together with arrangements for surface water drainage; flood risk assessment; and retail impact assessment to address the impact on the vitality and viability of Fort William town centre.</p> <p>Justification required for any new junction onto trunk road.</p> <p>The developer master plan(s) should address the need to: create a sustainable district centre; fit with the existing settlement in terms of pedestrian / cycle connections; ensure phasing; secure equitable contributions towards all development costs; establish a hierarchy for buildings and spaces; create "home zones" within the peripheral housing areas; greenspace retention / enhancement including opening up riverside parkland incorporating retained croft land and flood risk areas.</p>
MU5	13.5 ha	Waterfront	300 units	<p><b>Acceptable Uses</b> - housing, community, retail, leisure, tourism, business.</p> <p>Development dependent upon: a developer master plan; exceptional siting and design quality; affordable housing provision; built heritage impact avoidance or mitigation; public open space provision including an enhanced pedestrian waterfront; assessments of hydrology, flood risk, tidal impacts and sedimentation transport; and adequate marine waste disposal facilities.</p> <p>Justification required for any new junction onto trunk road.</p> <p>The developer master plan(s) should address the need to: extend and integrate the Town Centre; detail land reclamation and assembly; promote</p>

				sustainable modern buildings, generally 3-4 storeys with the exception of any vertical foci; maximise shelter, outlook and orientation; integrate the A82, which need not remain in its present location; improve pedestrian connectivity through and to/from the site; create a breakwater and assess the scheme's impact on the Underwater Centre pier.
MU6	0.7 ha	Old School	14 units	<b>Acceptable Uses</b> - community, retail (non bulky goods), leisure, tourism, business, housing (upper floors only and subject to compatibility with traffic management/parking requirements). Justification required for any new junction onto trunk road.  Retention of listed building.
MU7	0.5 ha	BT Depot / Police Station	10 units	<b>Acceptable Uses</b> - community, retail (non bulky goods), leisure, tourism, business, housing (upper floors only and subject to compatibility with traffic management/parking requirements).
MU8	0.5 ha	High Street "Backlands"	10 units	<b>Acceptable Uses</b> - community, retail (non bulky goods), leisure, tourism, business, housing (upper floors only and subject to compatibility with traffic management/parking requirements).
MU9	1.6 ha	Belford-St Mary's	32 units	<b>Acceptable Uses</b> - community, retail (non bulky goods), leisure, tourism, business, housing (upper floors only and subject to compatibility with traffic management/parking requirements).  Respect for setting of adjacent listed building.
MU10	0.1 ha	St Andrew's Church - The Parade	2 units	<b>Acceptable Uses</b> - community, retail (non bulky goods), leisure, tourism, business, housing (upper floors only and subject to compatibility with traffic management/parking requirements).  Respect for setting of adjacent listed building.
MU11	31.6 ha	Upper Achintore	300 units	<b>Acceptable Uses</b> - housing, business, community, and neighbourhood scale retail.  Development dependent upon: developer master plan; transport assessment and contributions toward consequential improvements possibly

				<p>including a new distributor road linking Connachie Road and Lundavra Road - any partial construction of this route in association with the phasing of development (limited to 150 houses) including diversion of traffic via Lochaber Road, will require a one-way system involving Sutherland Avenue and improvement of its junction with Lochaber Road; additional water storage; playing field provision and access to the "green wedge" between Upper Achintore and the Plantation and commitment of this land for recreational use; land safeguard for community facilities, incorporating business (shop), primary school and social facilities; shelter planting; and net betterment of surface water run-off.</p> <p>The developer master plan(s) should address the need for: neighbourhood facilities to be located most favourably in the vicinity of the Aonghais Centre; and no adopted access connection to Heathercroft. Retain and integrate watercourses as natural features within the development.</p>
B1	45.0 ha	Corpach Paper Mill	-	<p>Allocated for business and industrial uses. Suitable for enterprises that can exploit competitive advantage of site's size, location and transport connections.</p> <p>Development dependent upon: developer master plan; adequate service network improvements; flood risk assessment; contamination assessment and any necessary remediation measures; adequate access from the A830 via the existing level crossings and appropriate "stacking" arrangements, with an option to create a "loop" by crossing the railway further west reserved, should traffic generation necessitate; and natural and built heritage safeguards/mitigation.</p> <p>The developer master plan(s) should address the need for: compatibility and connectivity between proposed and adjacent uses including avoidance of A830 junction conflict with sawmill site opposite; phasing; protection of the natural drainage pattern and the adjoining "corridor" habitats; integration</p>

			of heritage features including the Ice House (Listed Building/Scheduled Ancient Monument) and the Admiralty heritage.
B2	6.5 ha	Annat North	<p>- The site is to be allocated for business and industrial uses (Use Classes 4, 5 and 6).</p> <p>Re-development of site to be dependent on prior approval of:</p> <ul style="list-style-type: none"> <li>• A transport assessment to address the need for an upgraded junction with the A830 trunk road. That junction to provide shared vehicular and pedestrian access for the site and for the adjacent land to the north which is allocated for housing development.</li> <li>• A contaminated land assessment to identify remedial measures necessary to address any site contamination.</li> <li>• A masterplan to address site layout, design principles, and boundary treatment.</li> </ul> <p>Flood risk assessment will be required, built development to avoid flood risk area.</p> <p>Justification required for any new junction onto trunk road.</p>
B3	1.2 ha	Smelter Tailrace	<p>- Safeguarded for kayaking facility. A82 realignment safeguard and Inverloch Castle setting safeguard. Flood risk assessment will be required, built development to avoid flood risk area. Only water-related or harbour uses would be acceptable within flood risk areas.</p>
B4	1.0 ha	Carr's Corner	<p>- Safeguarded for employment uses, which could include a hotel or other tourist related facilities. Development dependent upon: exceptional siting and design quality; suitable access from the A82; safeguard for A82 realignment; and safeguard for extension of foot/cycle way to Lochybridge.</p>
B5	1.6 ha	North Road	<p>- Allocated principally for bulky goods retailing, or for business development. Development dependent upon: transport assessment; exceptional siting and</p>

			design quality; and a contamination assessment and any necessary remediation.
B6	18.3 ha	Glen Nevis Business Park	<ul style="list-style-type: none"><li>- Allocated for business and industrial uses, including waste management facilities. Development to be dependent on the approval of a masterplan for the site, which should address access, layout and distribution of uses, and design principles, including landscaping and boundary treatment, having particular regard to the impact of the development from the principal Glen Nevis public viewpoints.</li></ul>
B7	9.8 ha	Blar Mor Industrial Estate Expansion	<ul style="list-style-type: none"><li>- Allocated for business and industrial uses (Use Classes 4, 5 and 6).</li></ul> <p>Development of site to be dependent on prior approval of:</p> <ul style="list-style-type: none"><li>• A transport assessment to address the need for a new or upgraded junction with the A830 trunk road, while also accommodating the Caol link road. The assessment should address the needs of pedestrians, cyclists and bus users, as well as the needs of car traffic and of freight and service vehicles.</li><li>• A masterplan to address peat removal, site layout, design principles, and boundary treatment.</li></ul>

## 9 SETTLEMENTS - SKYE & LOCHALSH

### Tuineachaidhean - An t-Eilean Sgitheanach & Loch Aillse

Port Rìgh	PORTREE (Mapping on Inset 183)
Position in Settlement Hierarchy	Sub-Regional Centre
2007 Estimated Population	2,034
Housing Completions 2000-2006	76
Primary School Roll Capacity (roll / physical capacity)	55%
Water Capacity (allocations versus capacity)	Limited spare capacity
Sewerage Capacity (allocations versus capacity)	Limited spare capacity

#### Objectives

**9.1** To consolidate Portree's role as the island's capital and the principal commercial, community facility and employment centre on Skye.

**9.2** To assist economic expansion via allocating industrial land at Dunvegan Road and mixed use expansion opportunities at Bayfield and the Harbour.

**9.3** To secure the completion of a link road between the Dunvegan and Staffin Roads to open up further expansion land.

**9.4** To allocate housing land as close as possible to the settlement's core facilities.

**9.5** If and when more peripheral areas are developed and Portree's natural physical limits, in terms of being a river valley and coastal edge settlement, are breached to secure developer funded mitigation of this breach in terms of better visual and infrastructure connections to the new High School and the rest of the

village. Also to safeguard public views to the Cuillin, Raasay and Ben Tianavaig.

**9.6** To secure longer term investment in water and sewerage capacity.

**9.7** To take account of the following development factors: physical/heritage constraints such as Loch Portree and the amenity value of the Conservation Area & Lump to the south and east, steeper ground to the north east & south west, the heritage value of the wooded river valleys, and 'bad-neighbour' land use, & poorly drained moorland to the north; high voltage overhead electricity lines west and north of the settlement; A87 trunk road and A855 village spine road access limitations; attractive outlook; and, crofting and private owner land availability restrictions.

**9.8** To protect the TPO and ancient woodland features within the settlement.

## Site Allocations

Site Ref.	Site Area	Location	Indicative Capacity	Developer Requirements
H1	9.9 ha	Achachork	50 units	No development unless prior legal agreement to fund/undertake road improvements to Staffin Road between Achachork junction & Kiltaraglen, new access direct from Staffin Road with improved visibility junction, pedestrian connection to Portree via Staffin Road, useable public open space adjacent on eastern boundary, public transport connection, shelter planting on western boundary, safeguard for possible distributor road connection to Home Farm. Retain and integrate watercourses as natural features within the development.
H2	2.9 ha	Woodpark	10 units	Rationalisation of trunk road accesses, no access from Home Farm distributor, public open space as part of Leasgeary River corridor set-back and on northern frontage, pedestrian connection improvements to Co-op and river footpaths, trunk road frontage planting subject to visibility. Justification required for any new junction onto trunk road. Flood risk assessment will be required, built development to avoid flood risk area.
H3	13.7 ha	Home Farm	249 + 30 units	As per consent and legal agreement, which includes: early phasing of the distributor road; play space provision; landscaping; archaeological assessment; community woodland safeguard; gifted transfer of community land use parcels. For non-consented area (30 units): extend distributor link road to boundary of ownership, useable public open space on south west boundary contiguous and linked to existing, pedestrian connections to adjoining housing areas in particular to Storr Road and primary school, public transport connection, existing vegetation retention, enhanced boundary planting, home zone layout.
H4	4.1 ha	Kiltaraglen (West)	25 units	Extend distributor link road to connect to Staffin Road, public open space, pedestrian connection to Storr Road and

				primary school, public transport connection, minimise recontouring.
C1	4.0 ha	Home Farm		- As per consent and legal agreement. Flood risk assessment will be required, built development to avoid flood risk area. Retain and integrate watercourses as natural features within the development.
C2	5.6 ha	Land at Shinty Pitch		- Pedestrian connections to adjacent proposed housing areas, public transport connection, improved access from Struan Road. Retain and integrate watercourses as natural features within the development.
C3	0.1 ha	Swimming Pool Site		- Refurbishment or redevelopment, off-site parking contribution if more intensive use.
C4	3.3 ha	South of Cemetery		- Cemetery extension, new or improved trunk road access, enhanced A87 screen/shelter planting. Retain and integrate watercourses as natural features within the development.
C5	4.3 ha	Clay Target Range		- Uses restricted to those related or ancillary to clay target club. Retain and integrate watercourses as natural features within the development.
LT	14.1 ha	Shullishadder		- Not to be developed within the Plan period. Presumption against piecemeal development that will prejudice future access / layout options.
MU1	10.9 ha	North West of Shinty Pitch	20 units	<b>Acceptable Uses</b> - housing, public open space & hotel.  Developer master plan to demonstrate: structural wrap-around planting on west & north boundaries, sports pitch provision, dual-tracking of Struan Road to site entrance, pedestrian connections to village centre, High School and Co-op, public transport connection, integration with village wide footpath network, development set-back from B855. Retain and integrate watercourses as natural features within the development.
MU2	1.3 ha	Former Co-op & Woollen Mill	10 units	<b>Acceptable Uses</b> - business, housing & retail  Pedestrian connection improvements to adjacent uses, improved access from Struan Road, possible contamination assessment, set-back from wooded pond area to west, any housing element

				at ground floor level to be suitable for the elderly, safeguard / enhance existing residential access. Justification required for any new junction onto trunk road. Retain and integrate watercourses as natural features within the development.
MU3	5.8 ha	Bayfield	20 units	<p><b>Acceptable Uses</b> - public open space, retail, business, housing &amp; public parking / access improvements.</p> <p>Improved access from Bridge Road, river set-back, enhancement of river corridor footpath network, bus / coach drop-off provision, safeguard distributor road link to Harbour area via Lump, improved pedestrian connections to village centre, exceptional design quality, waterfront public open space minimise loss of salt marsh area, any at-grade housing provision suitable for the elderly, retain / improve boat slip, on site provision or off-site parking contribution, maintain / enhance public outlook from Green and riverfront. Justification required for any new junction onto trunk road. Flood risk assessment will be required, built development to avoid flood risk area. Only water-related or harbour uses would be acceptable within flood risk areas.</p>
MU4	0.5 ha	Upper Bayfield	50 units	<p><b>Acceptable Uses</b> - business, tourism, retail &amp; housing.</p> <p>Intensification of existing uses dependent upon improved access from Bridge Road / The Green, improved pedestrian connections to village centre, exceptional design quality, any at-grade (or lift assisted) housing provision suitable for the elderly, on site provision or off-site parking contribution, maintain / enhance public outlook from Green. Flood risk assessment will be required, built development to avoid flood risk area.</p>
MU5	7.0 ha	Harbour	-	<p><b>Acceptable Uses</b> - business &amp; tourism.</p> <p>Distributor road access and pedestrian connection around Lump, exceptional design quality, waterfront public open space, ES/EA, public transport connection, development set-back any retained 'bad-neighbour' uses, harbour improvements, adequate marine waste</p>

			disposal facilities. Flood risk assessment will be required, built development to avoid flood risk area. Only water-related or harbour uses would be acceptable within flood risk areas.
MU6	1.3 ha	North of Aros	- <b>Acceptable Uses</b> - business & tourism.  No development that will prejudice the vitality and viability of the village centre, improved pedestrian connection to village centre, public transport connection, retain / expand shelter planting on western boundary, improved (if feasible shared) trunk road access. Justification required for any new junction onto trunk road. Retain and integrate watercourses as natural features within the development.
B1	0.9 ha	Auction Mart	- Public transport connection, pedestrian connections to village centre and Home Farm, screen planting on north boundary & selective planting on west boundary. Justification required for any new junction onto trunk road.
B2	0.5 ha	North of Co-op	- In the event of redevelopment: access from east, rationalisation of trunk road accesses, net design quality improvement, selective western boundary planting, pedestrian connection improvements to adjacent uses. Justification required for any new junction onto trunk road.
I1	24.5 ha	Land North of Sluggans	- "Energy from Waste" facility land safeguard, contaminated land assessment, tip restoration, structural wrap-around planting on northern approach boundaries, waste water treatment plant expansion safeguard.
I2	19.9 ha	North of Industrial Estate	- EA/ES, structural wrap-around planting on northern approach boundaries, safeguard for useable public open space along Leasgeary corridor, emergency services facility land safeguard, long stay coach / bus parking land safeguard, footpath connection to Home Farm, distributor loop road connection to A87 but no connection between it and A87 through existing industrial estate. Justification required for any new junction onto trunk road. Retain and integrate watercourses as natural features within the development.

An t-Àth Leathann	BROADFORD (Mapping on Inset 185)
Position in Settlement Hierarchy	Area Centre
2007 Estimated Population	1,008
Housing Completions 2000-2006	58
Primary School Roll Capacity (roll / physical capacity)	93%
Water Capacity (allocations versus capacity)	deficiency
Sewerage Capacity (allocations versus capacity)	spare capacity

### Objectives

**9.9** To bolster Broadford's role as a principal settlement and to maximize the locational advantages of its centrality to Skye and Lochalsh and lack of significant constraints.

**9.10** To allocate land for the majority of this growth to be met within or close to the core of the community to allow accessibility to existing and new community, employment and commercial facilities.

**9.11** To take account of servicing constraints in the eastern townships by only allowing selective single house developments here, related to crofting and subject to developer contributions toward resolving servicing deficiencies.

**9.12** To foster major tourism opportunities within forestry land to the west of Broadford and the possibility of an island airport by safeguarding land to the east.

**9.13** To secure water supply capacity improvements necessary to activate many of the allocations.

**9.14** To take account of the following development factors: physical/heritage barriers such as Broadford Bay to the north and inaccessible moorland to the south; the attractive outlook over Broadford Bay but a northerly aspect and a lack of shelter; a lack of significant land availability constraints; a lack of settlement form; the coalescence of crofting townships; the access constraint caused by the spine trunk road; and, the relatively quality of much of the remaining croft land.

**9.15** To safeguard remaining public seaward views.

**9.16** To consolidate and create a recognisable village centre.

**9.17** To protect the SSSI within the settlement.

Site Allocations

Site Ref.	Site Area	Location	Indicative Capacity	Developer Requirements
H1	17.0 ha	Glen Road	170 units	Distributor road connection to Torrin Road (B8083) or trunk road junction capacity assessment, road connection to boundary of site AH, pedestrian connection to school, home zone layouts, tramway as pedestrian public open space corridor, surface water drainage improvements on Torrin Road, accommodation suitable for key workers. Justification required for any new junction onto trunk road. Retain and integrate watercourses as natural features within the development.
H2	3.4 ha	South of Caberfeidh	34 units	Riverside public open space, traffic calming at northern junction, improved pedestrian connections to school, and retain & extend riverside shelter planting. Justification required for any new junction onto trunk road. Retain and integrate watercourses as natural features within the development.
H3	1.6 ha	East of Caberfeidh	10 units	Improved pedestrian connections to school & village centre, and public open space.
AH	1.1 ha	Blackpark	11 units	Pedestrian connection to school, higher ground for public open space and to avoid skylining, shelter planting on western boundary.
C1	1.8 ha	West of School	-	Community sports field and pedestrian connection to school. Retain and integrate watercourses as natural features within the development.
C2	0.2 ha	Ashaig Cemetery	-	Safeguard land for cemetery extension.
MU1	4.0 ha	Hospital & Land to South	20 units	<b>Acceptable Uses</b> - housing & community.  Public open space with seaward outlook, dual track adoptable access with at least one footway, improved pedestrian connections to village centre, maximise retention of existing frontage woodland, and residential accommodation suitable for the elderly.
MU2	0.8 ha	North of Village Hall	-	<b>Acceptable Uses</b> - tourism & business  Exceptional design quality, low profile building(s), protected species survey and

			improved trunk road access. Justification required for any new junction onto trunk road. Flood risk assessment will be required, built development to avoid flood risk area.
MU3	1.1 ha	Glen Road (North)	- <b>Acceptable Uses</b> - retail & community.  Retain and integrate watercourses as natural features within the development.
MU4	217 ha	Cnoc na Cachaille	- <b>Acceptable Uses</b> - tourism, business & community.  Useable public open space, network of public footpaths and cycleways, access segregated from industrial estate traffic, any built development closest to village edge but set-back from waste water treatment facility and framed by retained planting, tree/woodland management. Justification required for any new junction onto trunk road. Flood risk assessment will be required, built development to avoid flood risk area. Retain and integrate watercourses as natural features within the development.
MU5	41.6 ha	Airstrip	- <b>Acceptable Uses</b> - tourism & business  Improved trunk road access, public transport connection, comprehensive water and sewerage servicing, natural heritage safeguards & mitigation, exceptional design quality, low profile building(s), and built development set-back from A87. EA/ES to assess impact on adjacent SSSI. Flood risk assessment will be required, built development to avoid flood risk area. Proposals will only be supported if developers can demonstrate no adverse effect on the integrity of the adjoining Natura site. Retain and integrate watercourses as natural features within the development.
MU6	0.6 ha	Glen Road (West)	- <b>Acceptable Uses</b> - tourism & business  Safeguard pedestrian tramway access through site.
MU7	1.7 ha	South of Library	- <b>Acceptable Uses</b> - retail, business, housing & community.  Improved trunk road access, improved pedestrian connections to village centre, and retain & extend shelter planting on western boundary. Justification required for any new junction onto trunk road. Flood risk assessment will be required,

			built development to avoid flood risk area.
I	23.2 ha	North of Industrial Estate	- Waste facility land safeguard, waste water treatment facility expansion safeguard and set-back, improved pedestrian connections to village centre, and forestry retention as screening to non-compatible adjoining uses. Retain and integrate watercourses as natural features within the development.

Dùn Bheagain	DUNVEGAN (Mapping on Inset 184)
Position in Settlement Hierarchy	Local Centre
2007 Estimated Population	310
Housing Completions 2000-2006	10
Primary School Roll Capacity (roll / physical capacity)	57%
Water Capacity (allocations versus capacity)	deficiency
Sewerage Capacity (allocations versus capacity)	limited spare capacity

### Objectives

**9.18** To consolidate the role of the crofting townships which comprise wider Dunvegan as a local centre.

**9.19** To support the continued diversification of local employment.

**9.20** To support Macleod Estate, which dominates local landownership, in its role as the hub of local tourism employment through Dunvegan Castle and the pier.

**9.21** To safeguard actively used central croft land.

**9.22** To allocate housing land as close as possible to the community's commercial and community facilities.

**9.23** To balance the above objectives by extending development opportunities on to those parts of the common grazings closest to the core of the community subject to developer funded servicing improvements - in particular, on to the common grazings at Kilmuir and Lonemore dependent upon developer

contributions to upgrading (new/expanded passing places and strengthening) of the Kilmuir Road and its junction with the A850.

**9.24** To secure programmed water supply improvements to help deliver the land allocations.

**9.25** To take account of the following development factors: physical/heritage barriers such as Loch Dunvegan to the west which is an SAC; steep, prominent land to the east; and Castle related heritage constraints to the north; an attractive outlook across Loch Dunvegan; fragmented crofting interests which inhibit release of land for comprehensively serviced sites; a lack of 'side roads' capacity, particularly the Kilmuir Road; and, the active use of much of the in by croft land.

**9.26** To protect the SAC, listed building, designed landscape and scheduled monument features within the settlement.

Site Allocations

Site Ref.	Site Area	Location	Indicative Capacity	Developer Requirements
H1	3.2 ha	South of St Mary's Church	15 units	Improved pedestrian connections to village centre, exceptional siting and design quality to respect setting of adjacent built heritage, shelter planting on western boundary, screen planting on northern boundary subject to visibility, public open space provision. Retain and integrate watercourses as natural features within the development.
H2	3.1 ha	North west of Primary School	10 units	Possible safeguard for improved school access, possible contamination assessment for builders yard area, retain/expand woodland / burnside vegetation on northern boundary, public open space provision. Retain and integrate watercourses as natural features within the development.
AH	2.3 ha	South of Health Centre	15 units	Accommodation suitable for the elderly, village road crossing facility to school and improved pedestrian connections to village centre, retain/enhance riverside woodland, public open space provision. Flood risk assessment will be required, built development to avoid flood risk area. Retain and integrate watercourses as natural features within the development.
C	50.0 ha	North of St Mary's Church	-	Golf course provision, footpath network connectivity and provision, additional shelter planting, any built development set-back from heritage features, avoidance / mitigation of any built heritage setting effect, EA/ES screening. Retain and integrate watercourses as natural features within the development.
MU1	4.1 ha	Castle Car Park	-	<b>Acceptable Uses</b> - business & tourism.  Minimise semi-natural woodland loss, bat survey, formalise adoptable loop road through car park, forest walk connections, exceptional design quality, public transport connection. Retain and integrate watercourses as natural features within the development.
MU2	11.2 ha	Above Dunvegan House	-	<b>Acceptable Uses</b> - business & tourism.  Forest walk connections, adoptable access or legal agreement to prevent

				<p>permanent housing, replacement of any loss of lay-by parking provision, pedestrian connections to village centre and castle, selective plantation origin forestry clearance but management / retention of remainder, exceptional siting and design quality.</p>
MU3	1.7 ha	Adjoining Dunvegan Pier		<p>- <b>Acceptable Uses</b> - pier / harbour related uses, business &amp; tourism.</p> <p>Exceptional design quality, otter survey, set-back from waste water treatment plant for non compatible uses, improved access, pedestrian connection improvements to adjacent network, public transport connection, EA/ES for any new harbour proposal. Proposals will only be supported if developers can demonstrate no adverse effect on the integrity of the adjoining Natura site. Flood risk assessment will be required, built development to avoid flood risk area. Only water-related and harbour uses would be acceptable within flood risk areas.</p>
MU4	2.8 ha	South of Dunvegan House	10 units	<p><b>Acceptable Uses</b> - housing, business &amp; tourism.</p> <p>Exceptional design quality, lochside planted public open space and footpath, pedestrian connections to castle, pier and village centre. Flood risk assessment will be required, built development to avoid flood risk area. Retain and integrate watercourses as natural features within the development.</p>
MU5	4.3 ha	Quarry		<p>- <b>Acceptable Uses</b> - industry, business &amp; community.</p> <p>Waste facility land safeguard, exceptional design quality for any built development on A850 frontage, bad-neighbour uses within enclosed quarry area, possible contamination assessment. Retain and integrate watercourses as natural features within the development.</p>
MU6	1.9 ha	Former Caravan Site	8 units	<p><b>Acceptable Uses</b> - community &amp; housing.</p> <p>Allotments provision <u>and</u> limited housing, retained / expanded shelter planting on western edge of site. Retain and integrate watercourses as natural features within the development.</p>

I	2.4 ha	Lonemore Industrial Estate	- Shelter & screen planting on all undeveloped boundaries, pedestrian connections to rest of village, exceptional design quality.
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Glinn Eilg / Galltair	GLENELG / GALLTAIR (Mapping on Inset 80)
Position in Settlement Hierarchy	Local Centre
2007 Estimated Population	196
Housing Completions 2000-2006	8
Primary School Roll Capacity (roll / physical capacity)	89%
Water Capacity (allocations versus capacity)	spare capacity
Sewerage Capacity (allocations versus capacity)	deficiency

### Objectives

**9.27** To consolidate development as close as possible to the historic core of the village at Kirkton and its supporting community facilities.

**9.28** To allow more dispersed single private housing plots on the Glebe land in Galltair.

**9.29** To safeguard land for additional community facilities and employment opportunities.

**9.30** To take account of the following development factors: built heritage features at Kirkton and the Barracks; steep or poorly drained ground away from the coastal edge; locally important croft land especially at the southern end of the village; coastal and river flood risk areas; and, the tree lined 'village approach road' and other clusters of amenity woodland.

**9.31** To protect the listed building, scheduled monument and SSSI features within the settlement.

### Site Allocations

Site Ref.	Site Area	Location	Indicative Capacity	Developer Requirements
H1	1.2 ha	Land South of Primary School	12 units	Adoptable access from Allt Ruadh, connect to access for H2, a path to connect the site to the village road, mains sewerage connection, net betterment of surface water run-off.
H2	1.8 ha	Land South of Health Centre	18 units	Connection between H2 and H3, suitable drainage improvements, a path to connect the site to the village road, mains sewerage connection, net betterment of surface water run-off.
H3	3.0 ha	Land South of Forestry	20 units	Access past the Forestry Houses rather than via the Cosaig track (road will need

		Houses			to be widened to become double track), suitable drainage improvements, a path to connect the site to the village road, mains sewerage connection, net betterment of surface water run-off. Flood risk assessment will be required, built development to avoid flood risk area.
MU1	0.8 ha	Land East of Health Centre	6 units		<b>Acceptable Uses</b> – community (day care), affordable housing.  Adoptable access from Allt Ruadh, suitable drainage improvements, a path to connect the site to the village road, mains sewerage connection.
MU2	0.3 ha	Daldregnish	1 unit		<b>Acceptable Uses</b> – business, housing.  Net environmental improvement.
MU3	0.3 ha	Depot	1 unit		<b>Acceptable Uses</b> – business, housing.  Net environmental improvement.
C1	0.9 ha	Lochan na Cor			- Wildlife watching / interpretative facility - exceptional siting and design quality
C2	0.2 ha	South-West Galltair			- For fire service use only. Road widening to form an access which has adequate visibility splays. Flood risk assessment will be required, built development to avoid flood risk area.
B	1.4 ha	Benera Barracks			- Barracks interpretative facility - exceptional siting and design quality to respect scheduled area and setting, minimise tree loss in formation of village road junction.

Portnalong & Fiosgabhaig	PORTNALONG & FISCAVAIG (Mapping on Inset 186)
Position in Settlement Hierarchy	-
2007 Estimated Population	214
Housing Completions 2000-2006	11
Primary School Roll Capacity (roll / physical capacity)	55%
Water Capacity (allocations versus capacity)	limited spare capacity
Sewerage Capacity (allocations versus capacity)	limited spare capacity

### Objectives

**9.32** To secure exceptional siting & design quality where public seaward views likely to be affected or land within a landscape designation.

**9.33** To secure developer funded road improvements where a network deficiency created or worsened.

**9.34** To protect public seaward views where applicable.

**9.35** To safeguard in bye croft land quality by favouring siting on poorer parts of crofts or on common grazings where applicable.

### Site Allocations

Site Ref.	Site Area	Location	Indicative Capacity	Developer Requirements
C	2.6 ha	Adjacent to Hall	-	As per consent. Wider area safeguarded for new community hall and related uses, pedestrian connections to adjacent housing areas.