

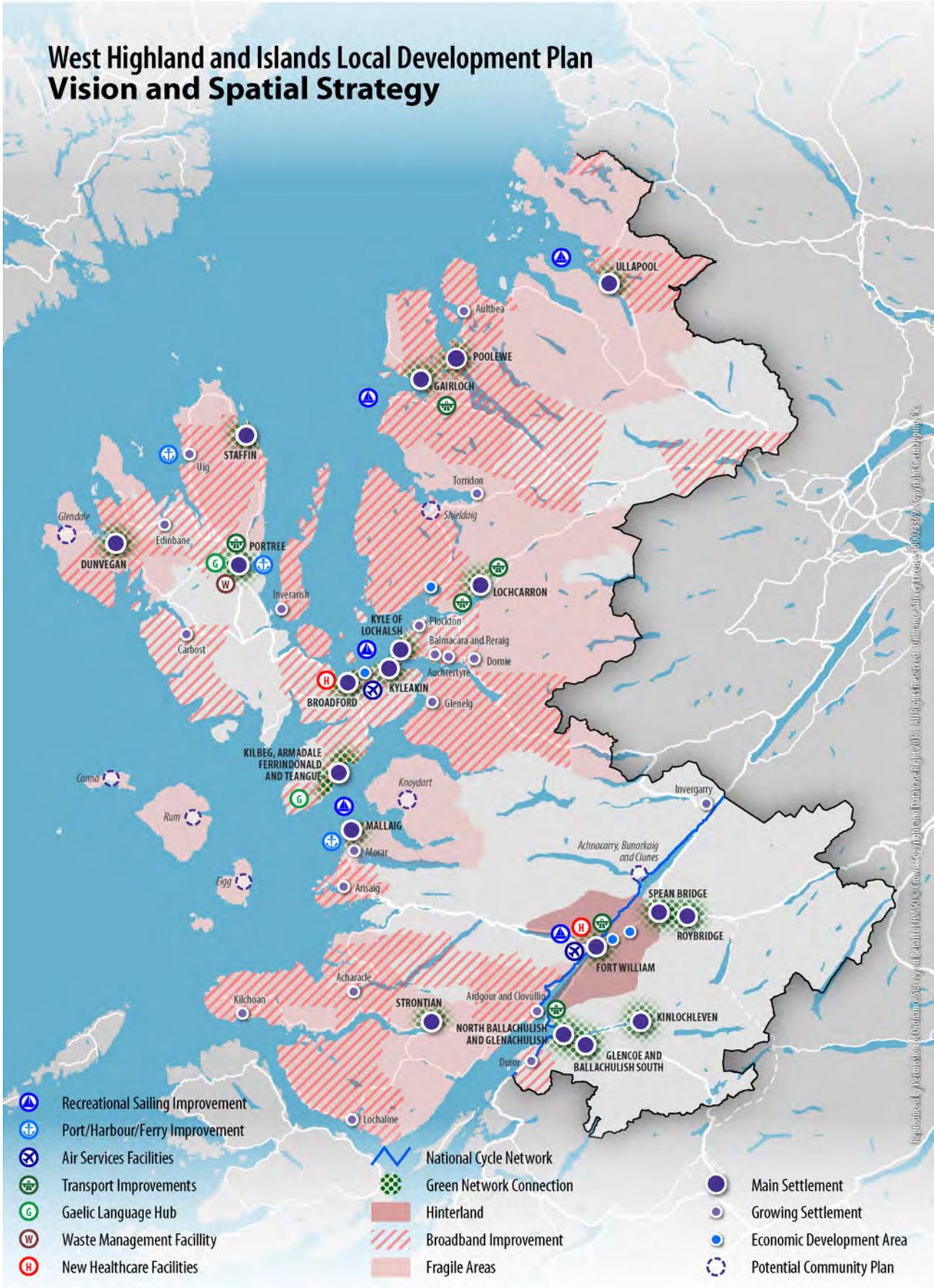
West Highland and Islands Local Development Plan

Plana Leasachaidh Ionadail na Gàidhealtachd an Iar agus nan Eilean

Main Issues Report Aithisg nam Prìomh Chùisean

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Picture .1

How to Comment

This document asks for your views on the main issues for preparing a new West Highland and Islands Local Development Plan. It includes a suggested vision and spatial strategy for the Plan area, and identifies the site options and priorities for the main settlements.

Throughout the document you will find yellow boxes like this one which set out questions on these main issues for your consideration. We have drawn up options for tackling each of the main issues, and have highlighted which of these options the Council prefers. We ask you to consider each of the options presented and tell us your views, including which option(s) you would support and why. When assessing the options for development sites, you may wish to suggest that an alternative site is more suitable than the preferred sites we have identified. You may wish to suggest an alternative boundary for a site or settlement, or a more appropriate use for a site.

The easiest way to read and comment on this Main Issues Report is through our consultation portal consult.highland.gov.uk. If you do not have access to a computer please contact the Development Plans Team and we will provide a form for you to submit your comments.

All comments must be made by [insert date].

How to Find Out More

Our website www.highland.gov.uk/whildp includes details of events that are being held during the Main Issues Report consultation.

If you would like to speak to a member of the Development Plans Team please do not hesitate to contact us by email at whilp@highland.gov.uk or by telephone 01349 886606.

Ro-radh

Gaelic translation of English Foreword

The Main Issues Report is an important stage in the preparation of the new West Highland and Islands Local Development Plan. It sets out the priorities for things such as employment, housing, town centres and the environment. It is essential that everyone gets involved at this stage; this is your chance to help shape the future of the places where you live and work.

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

OUTCOMES

HEADLINE OUTCOMES FOR WEST HIGHLAND

ECONOMIC GROWTH ENCOURAGED

The local economy is growing and diverse. West Highland has an enhanced reputation as a heritage tourism destination, as a base for marine renewables and as an effective place for working at home and with the land.

PLACES BETTER DESIGNED

All places are better designed. Larger settlements and their centres have retained and expanded facilities. Their populations

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OUTCOMES	HEADLINE OUTCOMES FOR WEST HIGHLAND
	have increased because of this better access to facilities and because they are safe, attractive and healthy places to live.
RESOURCES MANAGED	Resources are better managed: <ul style="list-style-type: none"> • a higher proportion of journeys are shorter, safer, healthier, more reliable and made in a carbon efficient way; • water, heat sources, land and buildings are used, sited and designed in a way that is carbon clever and respectful of heritage resources; • waste is reduced, reused, recycled or treated as close to source as possible to generate renewable energy.
COMMUNITIES AND DEVELOPMENT SUPPORTED	Communities are better supported to become more self reliant, to have more pride in their area and identity, to diversify their populations, and to have more control of local resources. Public agencies and other partners co-ordinate and optimise their investment in agreed growth locations.

Table 1 - VISION / OUTCOMES

1.2 The outcomes and their colour-coding are intended to underpin the structure and content of the new Local Development Plan. The Outcomes Framework diagram at Appendix 1 provides a full description of how these were drawn up, and how they relate to the aims and targeted outcomes of partner organisations and groups. These partners will play an important role in delivering the Plan. For example, community groups might take responsibility for implementing proposals that contribute to outcomes in their area, and other partners can better co-ordinate their capital programmes to deliver infrastructure projects.

1.3 The outcomes cover the following four themes:

- Economic growth encouraged
- Places better designed
- Resources managed
- Communities and development supported

1.4 Matters directly connected to employment are tackled under the first outcome. The aim to increase the quantity, quality and type of job opportunities feeds through to land allocations for industrial expansion at key harbours such as Kishorn, mixed-use allocations that could support home working, and support for rural diversification in particularly fragile areas. Tourism expansion is supported where it would better utilise the area's outstanding natural and cultural heritage for example at Inverloch Castle, Aonach Mor and within Sleat.

1.5 Secondly, the Plan strives to create better designed places. Good design goes well beyond attractive buildings. The spaces between the buildings and how easily, safely and enjoyably they can be used together with the functional connections between the buildings, are just as important. For example, the Plan will promote development sites that combine compatible land uses and flexibility of use within the same building to minimise the need travel while maximising accessibility. This could be health care and accommodation suitable for the elderly on the same site or within the same building, or community schools that also function as community sports centres and meeting places, or commercial units in town centres that can be adapted to part residential use if appropriate. Greenspaces and green network connections are also vital to the health and enjoyment of those that inhabit or visit a place. We think the new Plan should safeguard and encourage the improvement of important green or open spaces and require developers to create ones.

1.6 Resource management is about enabling growth of the plan area while respecting the built and natural environment that is highly valued by residents, businesses and visitors. In practice, this means we have suggested development sites and uses that can maximise energy efficiency, minimise waste, minimise net impact on local heritage, minimise unnecessary travel and avoid flood and other risk areas.

1.7 Finally, the Plan's fourth outcome is about the networks that support communities and growth. Without adequate infrastructure, empowering governance, community self confidence and joined-up investment programmes, achieving all the outcomes will be impossible. This Plan is launched at a time when all stakeholders are beginning to realise they will have to work together to achieve common aims. This Plan outcome connects to the larger infrastructure proposals such as Ashaig Airport, Stromeferry Bypass, Portree Link Road, the Caol Flood Scheme, and new school building programme, but also to less obvious building of community self reliance through the ownership of land and building assets. Most importantly, the Plan will be a vehicle to foster joint working and investment to achieve consistent, consensus and actionable outcomes.

Issue 1 - Plan Outcomes

The Council's preferred approach is to work with pursue all the outcomes outlined in Table 1 and detailed in Appendix 1 by working in collaboration with partners and communities.

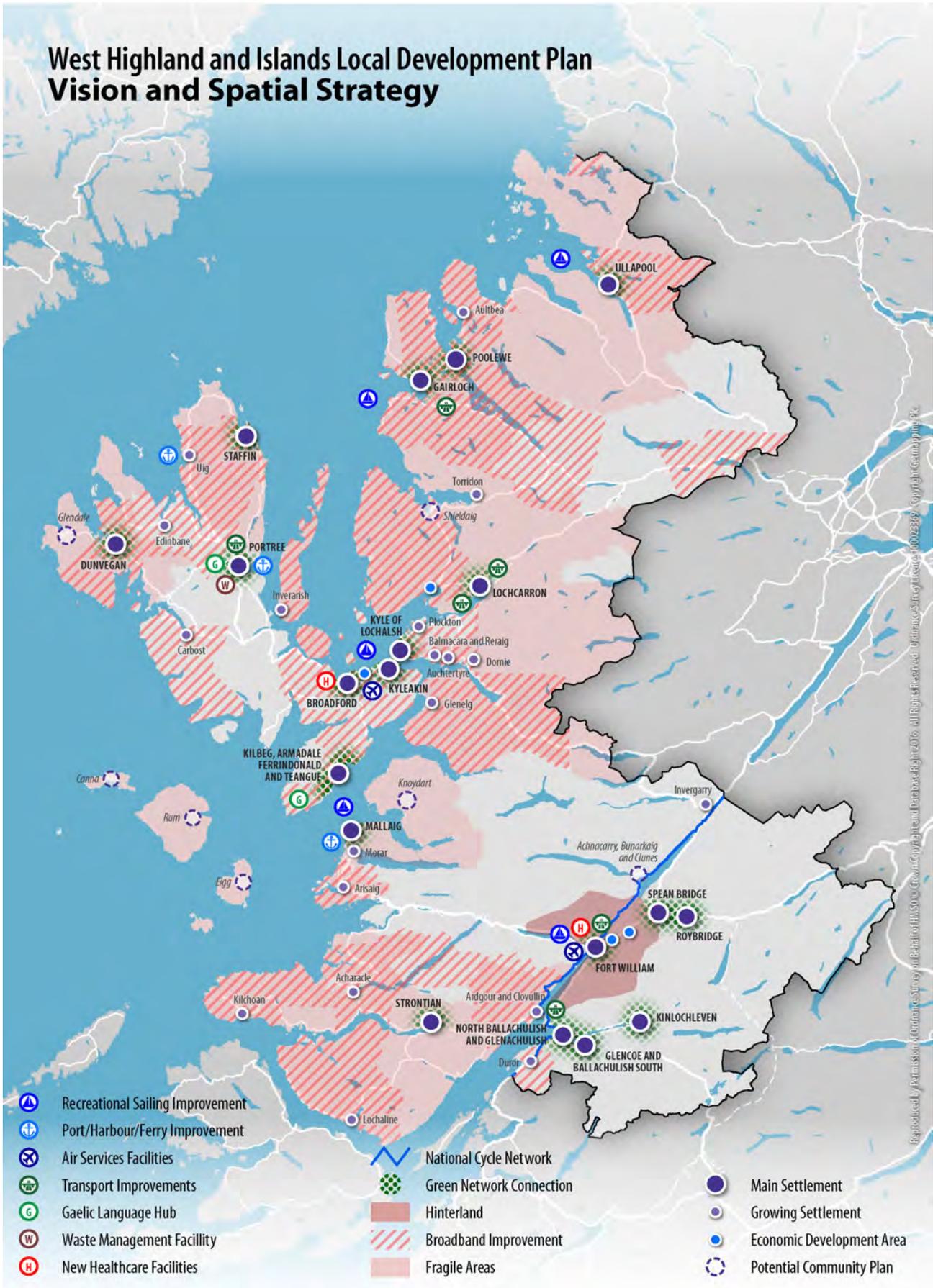
Alternatives to this approach would be to favour the pursuit of one or more outcomes ahead of others, to amend the wording of the outcomes, or to suggest additional outcomes which are realistic and likely to be supported by others.

Q1. Do you agree with the Council's preferred approach? If not, then what alternative(s) would you suggest and why?

2.1 The Spatial Strategy Map is a visual representation of the key projects and policy proposals supported within the Main Issues Report. Sections 3 to 6 provide more detail on these projects and proposals. For example, section 3.1 explains our preferred approach that the scale of new development encouraged should be proportionate to the scale and capacity of each community. Section 3.3 on transport and its supporting document discusses and explains the transport improvements symbols shown on the Map. Similarly, the more strategic development site allocations explained in sections 3.6 to 6 are also depicted. For example, the new hospital proposals at Broadford and Fort William, the Gaelic school and employment hubs at Portree and Kilbeg, and the possibility of a new waste management facility at Portree, are all illustrated.

2.2 Within the countryside, the Map shows the boundary of Fort William's commuter Hinterland, (which is explained further in section 3.5) and other areas defined as fragile because of their relatively poor accessibility to services, facilities and employment opportunities. The policy that is applied within these areas is set at Highland wide level. Finally, a diagrammatic indication of green networks and locations scheduled for improved internet connections are shown because they are also strategic in nature and provide context. All these projects and proposals flow from and contribute to the outcomes listed in section 1. The supporting background documents set out the rationale for this Spatial Strategy and the Council's analysis of other options available.

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Picture 2.1

Issue 2 - Spatial Strategy Map

The Spatial Strategy illustrated above (or on the inside cover) represents the Council's preferred approach in planning for the future of the area.

Alternatives to this approach would be to direct development to different locations or to suggest different types of development.

Q2. Do you agree with the Council's preferred approach? If not then what would you suggest and why?

3.1 Settlement Hierarchy

3.1 Local Development Plans need to guide new development and growth across the area to which they relate. The Council has started a review of the main planning policy document, the [Highland-wide Local Development Plan](#), which proposes a settlement hierarchy that determines how we assess development proposals in each type and scale of place across Highland. The hierarchy is based on the principle of directing the majority of new development within existing settlements and town centre locations. It is not based on the existing size or importance of a village.

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

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

Table 2 Preferred Settlement Hierarchy

3.3 For the eighteen main settlements, this Main Issues Report includes mapping and text which describe the suggested sites and uses for future development, and the 'placemaking priorities' for the future of each place.

3.4 Within "growing settlements" future development proposals will be assessed against the general criteria from the emerging Highland-wide Local Development Plan (Issue 2c in the [Main Issues Report](#)) for determining how these places can grow, together with the suggested placemaking priorities listed in this document.

3.5 The third category is Community Plan Settlements, made up of places where a community group has recorded an interest in preparing their own community or neighbourhood plan which could then be made part of the Development Plan against which applications are determined. The Council aims to provide guidance or a template for how these plans should be prepared. In all cases, communities will be required to work with the Council, landowners and other partners to prepare a plan to positively influence future development in their

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area. The plan will also need to be based on the suggested placemaking priorities identified in Sections 4-6 of the document. In certain cases, it may be appropriate for Growing Settlements to prepare a community plan following these requirements.

3.6 The Isle of Rum Community Trust has already prepared, consulted upon, and finalised a land use community plan for Rum, which has been approved by the Highland Council as interim statutory planning policy. It provides a good example for other community groups to consider. Full details are available at the [Isle of Rum Community Land Use Plan](#).

Issue 3.1 - Settlement Hierarchy

The Council's preferred approach is to direct growth in accordance with the hierarchy outlined in Table 2 and as illustrated on the Spatial Strategy Map.

We do not have any alternatives to this approach.

Q3.1. Do you agree with the Council's preferred Settlement Hierarchy? If not then what would you change and why?

3.2 Housing Requirements

3.7 All local development plans must earmark sufficient land for future housing development, based on estimates of need and demand across the plan area. Such estimates are calculated through the Housing Need and Demand Assessment, which in Highland was most recently published in 2015 to support the first stage of consultation on the Highland-wide Local Development Plan. This guides the amount of housing land to be allocated in the West Highland and Islands Local Development Plan and there is little scope for variation at this stage. This background information is set out in the Monitoring Statement that accompanies this Plan and is summarised below. One of the main findings is that population growth forecasts have reduced at both national and regional level. Household growth forecasts have also reduced with a 40% reduction for the West Highland and Islands Plan area compared to previous forecasts from 2010.

3.8 The Monitoring Report explains the options and the Council's preferred approach is to make a conscious policy decision to use the high end of the nationally derived growth forecast limit to best encourage growth in the Plan area. We believe that this is desirable for the following reasons:

- To help retain population particularly in the younger age groups;
- To attract inward migration and its economic benefits;
- To provide flexibility in where development can happen, and improve the viability and likelihood of growth; and
- To reduce the restrictions on land supply caused by the concentrated pattern of landownership within the Plan area.

3.9 In numeric terms, this approach generates the housing requirements set out in Table 3.

Area	Housing Requirements 2015 to 2034		
	2015 to 2024	2025 to 2034	20 Year Total #
West Ross Housing Market Area	336	216	551
Skye and Lochalsh Housing Market Area	862	477	1,339
Lochaber Housing Market Area	1,022	715	1,738
Plan Area Total	2,219	1,408	3,627

* The Plan area encloses 74% of the West Ross Housing Market Area so the figures represent 74% of the Market Area total

Row figures don't necessarily total due to rounding

~ The totals take account of meeting future affordable housing need and an assumption that a certain % of houses built in the future will not be available for general need and demand - i.e. they will be lost to the second / holiday home market or be vacant

Table 3

3.10 We take these totals and earmark sufficient land on which this amount of housing can be built. However, converting a housing requirement to a housing land requirement requires further assumptions to be made. The Council proposes to assume that an extra 20% allowance is added to provide flexibility and then a 50% reduction is made to reflect the proportion of houses that will be built outwith the earmarked sites (known as "windfall" development) in the 18 main settlements. We believe these assumptions are reasonable because the West Highland and Islands LDP area is characterised by many barriers to development: a concentrated pattern of landownership; an additional layer of crofting tenure; high development costs due to physical, climatic and remoteness constraints; low private house-builder interest in the area, and little if any spare capacity in the infrastructure networks that support development. The Monitoring Report examines this in more detail and highlights the delivery of high levels of windfall development in recent years, primarily in the form of single, rural, private houses.

3.11 Following the above methodology, we propose to allocate specific sites to accommodate 2,177 houses over the longer term 20 year time horizon with an initial 10 year target of land for 1,331 houses. We have calculated that the sites identified as being preferred locations for housing development in this document are more than adequate to accommodate the housing land requirement.

Issue 3.2 - Housing Requirements

The Council's preferred approach is to plan for the housing requirements outlined in Table 3 and site specific allocation capacity totals in paragraph 3.9.

An alternative to this approach would be to apply a lower growth forecast within the nationally derived range of scenarios.

Q3.2. Do you agree with the Council's preferred approach to housing requirements? If not, then what changes would you suggest and why?

3.3 Transport

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

3.13 This Main Issues Report is accompanied by a Transport Background Paper which discusses strategic transport issues within the Plan area. These transport issues are all important to the Plan's Vision and Spatial Strategy and the potential projects are at varying stages of progress in terms of feasibility work and financial commitment.

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3.14 Further details on the potential transport improvements and the suggested approach to taking these forward is set out in the Table 4 below. This reflects the preferred approach for the new Plan:

Potential Transport Improvement	Suggested Approach
Public Transport and Active Travel improvements	Various improvements to be sought across the plan area to maximise the number of journeys made by public transport and by walking and cycling (active travel). Developer Contributions will be sought to contribute towards the provision of such facilities associated with new development.
A832 - twin tracking at Slattadale	Listed in the Council's Capital Programme. Proposed to be carried forward in the new Plan and shown on Spatial Strategy.
A890 - an off line "bypass" between Balnacra to Lair	Listed in the Council's Capital Programme. Proposed to be carried forward in the new Plan and shown on Spatial Strategy
A890 - Strome ferry / Lochcarron bypass	Listed in the Council's Capital Programme. Proposed to be carried forward in the new Plan and shown on Spatial Strategy and land safeguarded on Lochcarron Settlement Map
A87 to A855 - Portree Link Road	Listed in the Council's Capital Programme. Proposed to be carried forward in the new Plan and shown on Spatial Strategy and land safeguarded on Portree Settlement Map. Developer Contributions to be sought towards its completion.
Ashaig (Skye) Airport	Proposed to be carried forward to the new Plan and shown on the Spatial Strategy and identified as an Economic Development Area.
A830 to A82 - Caol Link Road	Route proposed to be safeguarded on the Fort William settlement map, and developer contributions to be sought for the northern section accessing Lochyside. Further testing required for the remaining sections of route.
A82 between An Aird and Carr's Corner - realignment and/or junction capacity improvements	Propose to remove land safeguard for realignment of this section and instead support Transport Scotland in improving Belford Hospital junction by seeking developer contributions towards its delivery.
A82 to A861 - Corran Narrows crossing	Identify the crossing on the Spatial Strategy and include an action to explore options for practicable improvements to frequency and reliability of ferry service.
Enhancement of facilities at ports and harbours	Shown on Spatial Strategy and settlement maps

Table 4

Issue 3.3 - Transport

The Council's preferred approach is to progress with potential transport improvements as summarised in Table 4 and described in more detail in the accompanying Transport Background Paper.

Alternatives to this approach would be to:

- favour the pursuit of one or more transport improvement ahead of others;
- suggest a different, more effective way of tackling transport issues;
- suggest additional transport issues and solutions which are realistic and likely to be supported by others.

Q3.3. Do you agree with the Council's preferred approach to transport projects? If not then what amended or different solutions would you suggest and why?

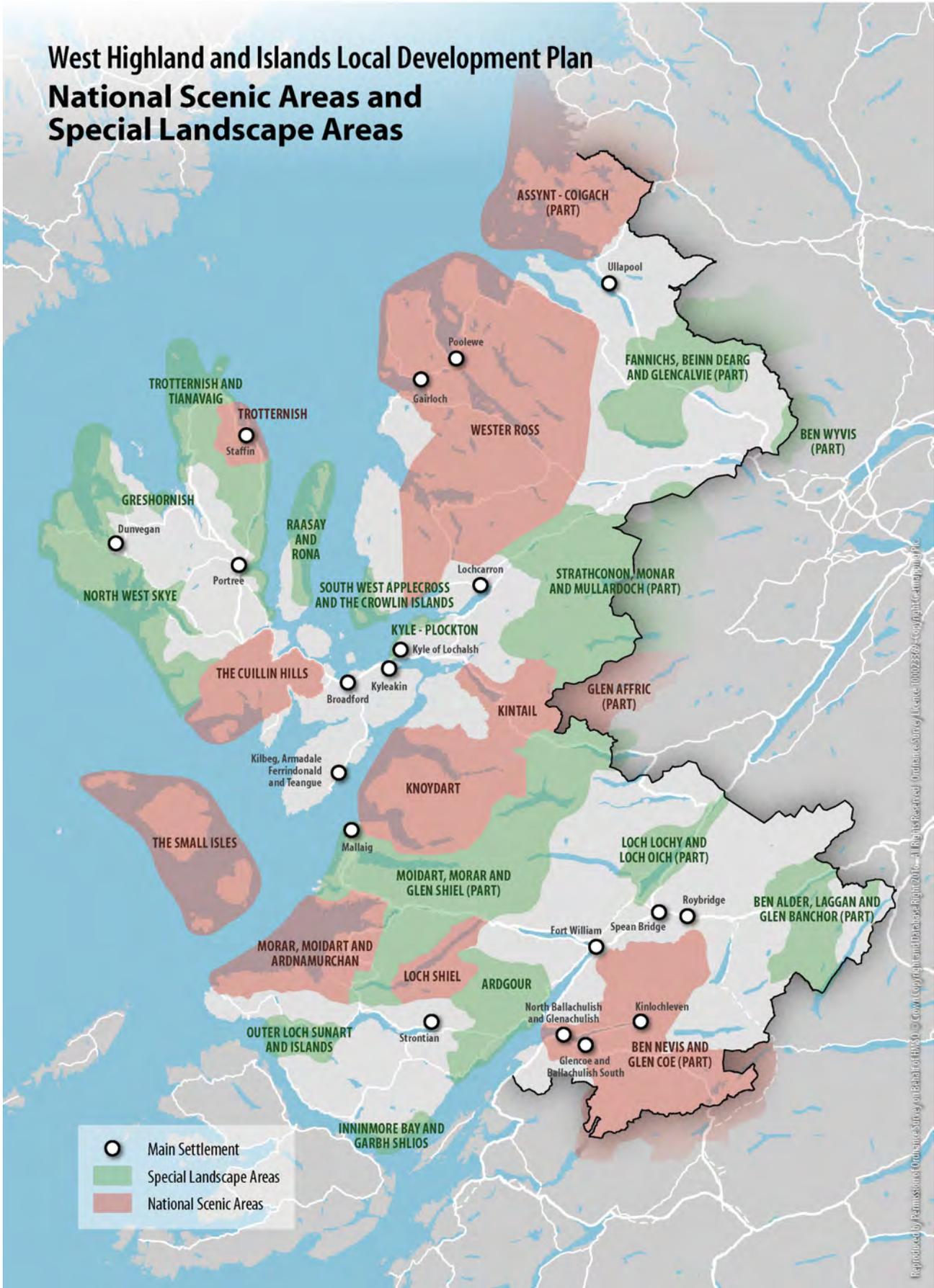
3.4 Special Landscape Area Boundaries

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

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

3.17 In light of the above, our preferred approach is to carry forward the existing SLA boundaries with the exception of the Ardgour SLA boundary change. Map 3.1 below shows the SLAs the boundaries of which it is proposed to retain unaltered [Note - A detailed map of the suggested change will be included within the published version of the MIR].

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Map 3.1

Issue 3.4 - Special Landscape Areas

The Council's preferred approach is illustrated on Map 3.1. It suggests carrying forward the existing boundaries of Special Landscape Areas (SLA) with one minor change to the Ardgour SLA. More detailed mapping of this proposed change is shown on the Council's website.

Alternatives to this approach would be to leave the existing SLA boundaries completely unchanged.

Q3.4. Do you agree with the Council's preferred approach? If not then what would you suggest and why?

3.5 Fort William Hinterland Boundary

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

3.19 Fort William's Hinterland is the only one within the West Highland and Islands Plan area. The Hinterland boundary is outlined on the Spatial Strategy Map and mapped in detail on the Council's website at www.highland.gov.uk/whildp. We have reviewed the suitability of this boundary in achieving the aim of protecting the visual, landscape and servicing capacity of the countryside around Fort William. As a result, we believe that the existing boundary represents the most appropriate hinterland area, and we believe that the boundary should be retained without amendment.

Issue 3.5 - Fort William Hinterland Boundary

The Council's preferred approach is to retain the Fort William Hinterland boundary unaltered as outlined on the Spatial Strategy Map and mapped in detail on the Council's website.

An alternative to this approach would be to suggest minor amendments to the boundary.

Q3.5. Do you agree with the Council's preferred approach? If not then what alternative boundary would you suggest and why?

3.6 Economic Development Areas

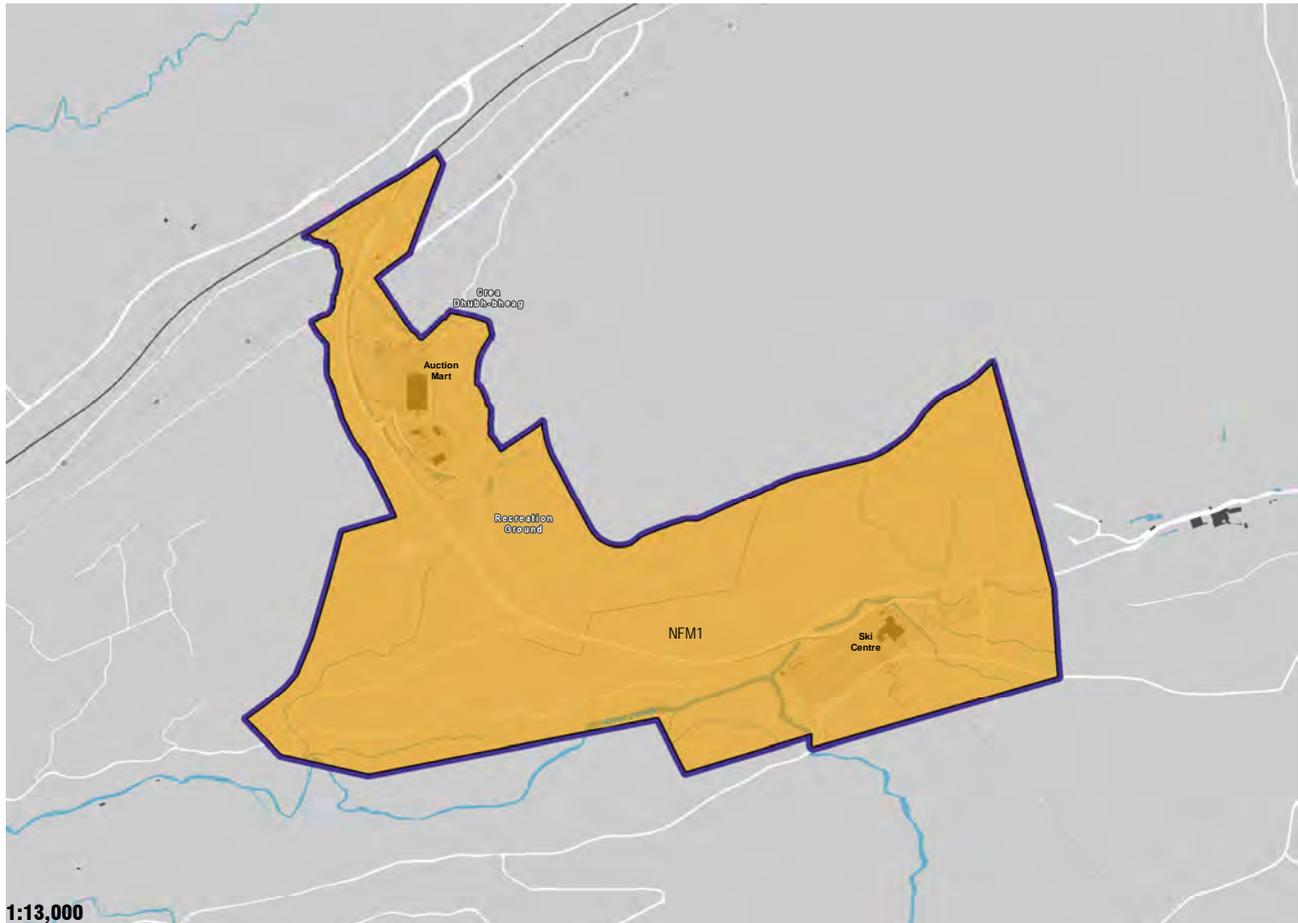
3.20 Sections 4 to 6 detail employment land allocations within the Plan area's main settlements but there are several other strategic opportunities for business, tourism and industrial development outwith these settlements that we think should be identified. These are listed below and shown on the Spatial Strategy and settlement in this section. All sites are partly established but have significant potential for expansion.

NFM1: Nevis Forest and Mountain Resort, By Fort William

Use: Mixed Use (Business, Tourism, Community, Recreation, Leisure)

Reasons: Most land already shown for similar uses in adopted plan. Masterplan already prepared, consulted upon and approved by Council as interim supplementary guidance. See Council's website for further details. Functional connection to existing tourism hub. Existing forest framework will contain visual and landscape impact. High capacity trunk road junction and spine access road. Existing foot / cycleway connection to Fort William. Market opportunity for luxury resort accommodation in Fort William area. Some spare waste water treatment capacity. Opportunity to increase recreational trails, parking and other facilities. Any future planning applications will still need to assess and where appropriate mitigate, economic, environmental and servicing impacts.

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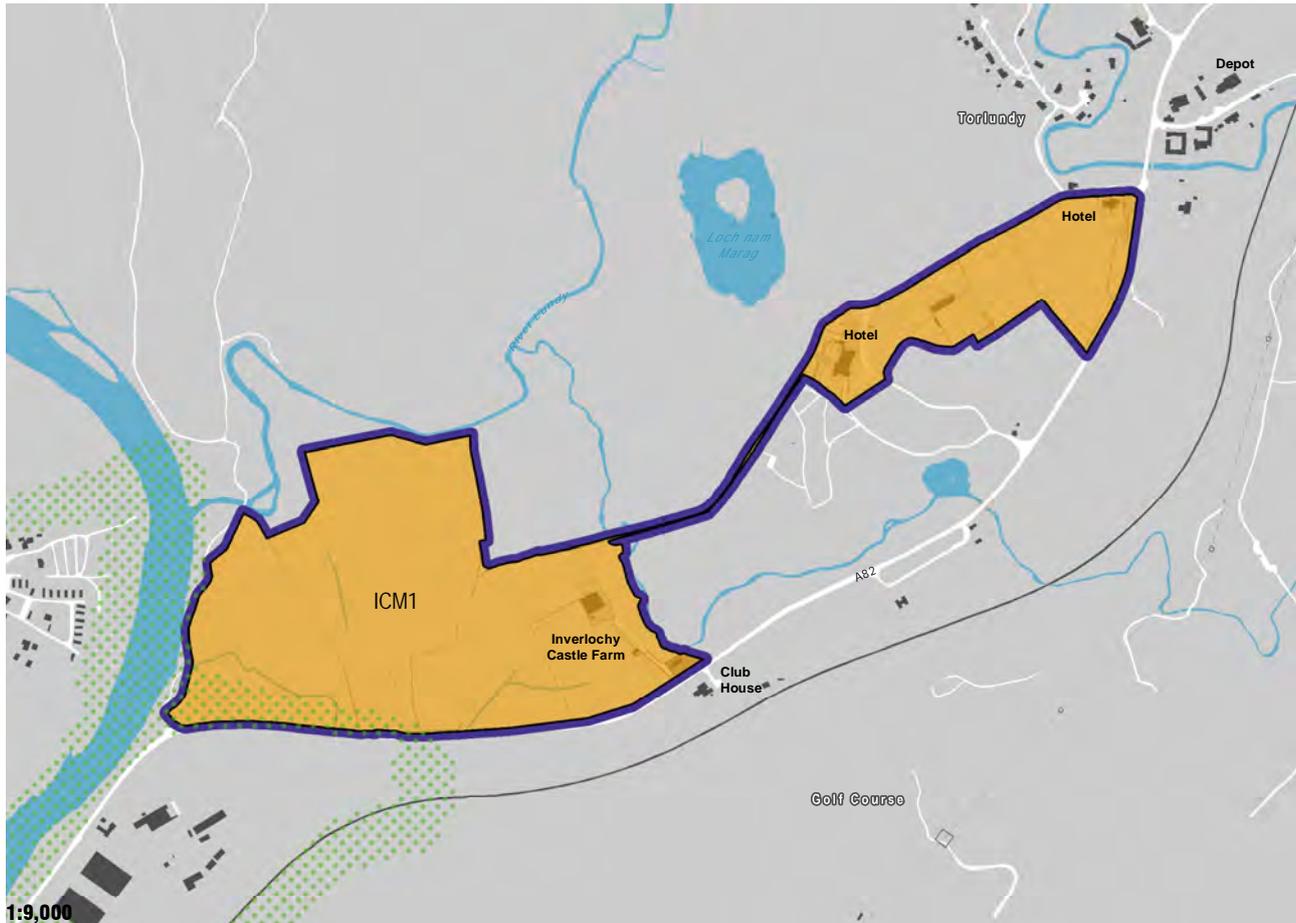
Picture 3.1

ICM1: Inverlochy Castle Estate, By Fort William

Use: Mixed Use (Business, Tourism, Community, Recreation, Leisure)

Reasons: Opportunity to expand and diversify the tourism offer of the Inverlochy Castle Estate and therefore the Fort William area and outdoor capital brand in general. Draft developer masterplan prepared (see Council's website for further details). Mainstream housing non-preferred by the Council at this location because of distance to supporting facilities such as schools. However, self catering and other tourist accommodation and facilities directly connected to estate's assets preferred by Council. Other preferred uses would be an events space and related buildings, additional planting and footpaths, and a community access parkland. Rationalisation / improvement of A82 accesses needed and walk / cycle connections to Fort William. Need to preserve heritage features and their setting.

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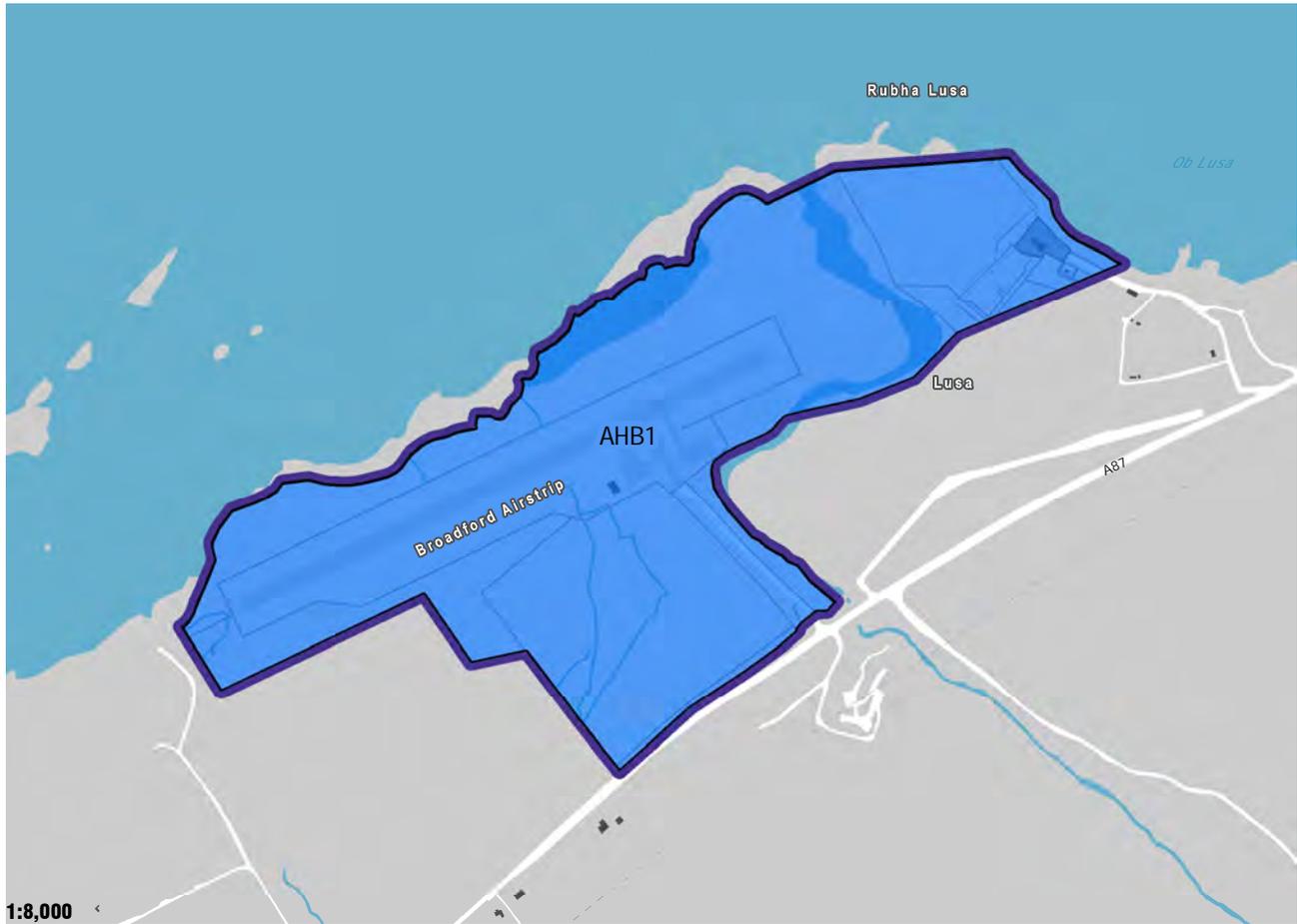
Picture 3.2

AHB1: Ashaig Airstrip, Broadford, Skye

Use: Business and Tourism

Reasons: To safeguard the land for the conversion of the airstrip to an airport that can take scheduled air services, which would remove the Plan area's competitive disadvantage in terms of promoting tourism and business. The site's margins present environmental challenges in terms of flooding, deep peat, contamination and natural heritage issues. Need for improved trunk road junction, access road and public transport connection. Any significant built development will require comprehensive water and sewerage provision. Potential for adverse visual impact from A87 requires assessment and mitigation.

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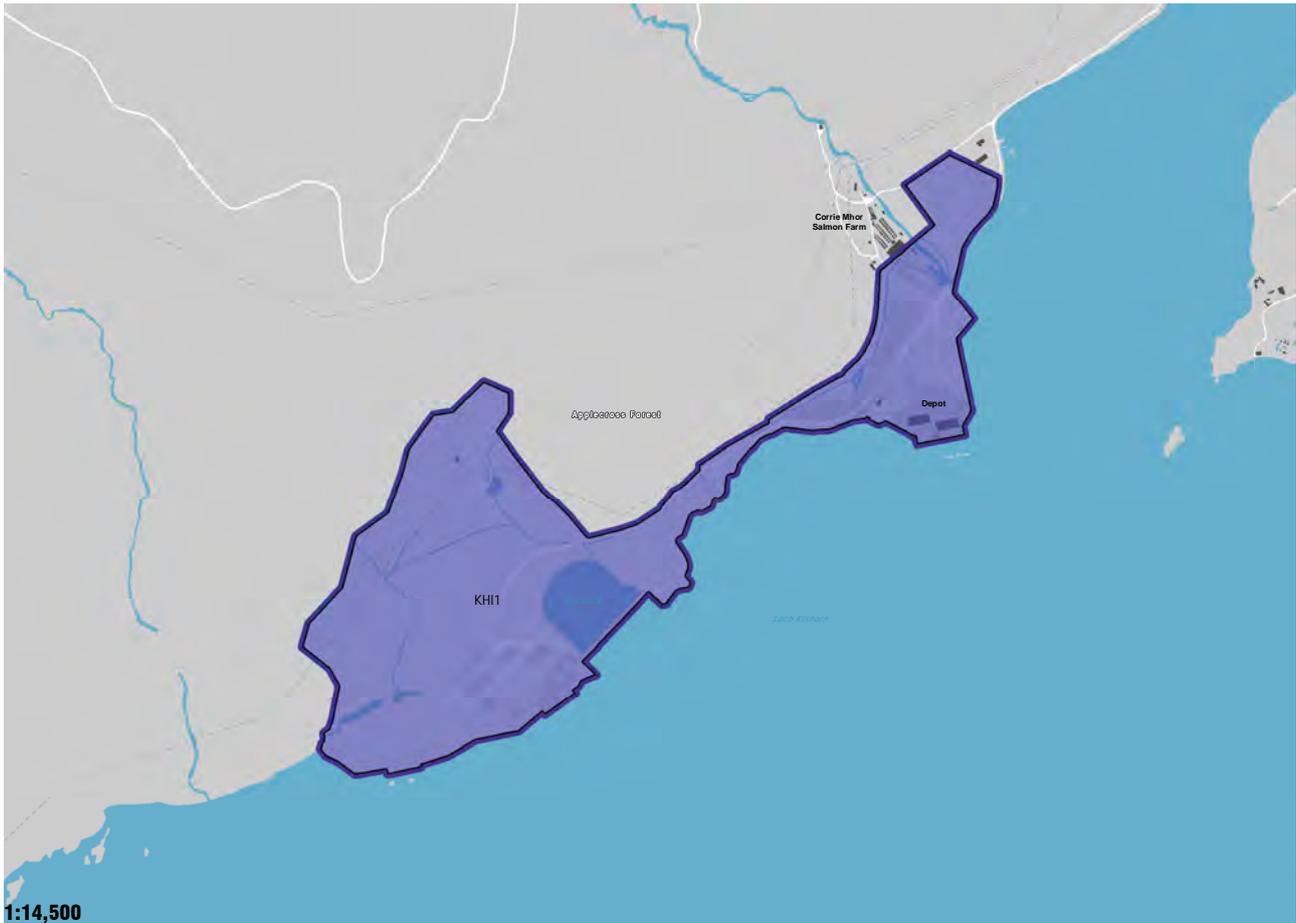


Picture 3.3

KHI1: Kishorn Yard, Wester Ross

Use: Industry and Business

Reasons: Potential for base to serve offshore industry notably renewable energy development. Site already endorsed within national and adopted local planning frameworks. Visual, landscape, adjoining marine uses, and water environment sensitivities. Most suitable for water-borne access. Mitigation likely to be required to improve infrastructure connections and landscaping.



Picture 3.4

Issue 3.6 - Economic Development Areas

The Council's preferred approach is to allocate all of the above sites for the uses listed.

Alternatives to this approach would be to suggest additional, strategic, economic development areas outwith the main settlements, and/or to suggest the removal or amendment of any of the four sites listed.

Q3.6. Do you agree with the Council's preferred approach? If not then what amended or different economic development areas would you suggest and why?

4.1 Ullapool

4.1 Originally, Ullapool was a Telford grid pattern, planned settlement to service the fishing industry. Its site on a raised river flood plain on the eastern shores of Loch Broom afforded enough flat land and enough natural shelter to form a harbour and small village. Its character is dominated by the formal, grid, relatively dense layout of the street pattern which is a designated conservation area; its harbour and surrounding rugged mountains, and; its role as a key service, employment and tourism centre for northern Wester Ross.

4.2 Recent housing development in Ullapool has been focused in the north at Morefield and to the south on higher ground at the Braes. Demand has been high for business and industrial uses resulting in Ullapool's industrial estates recently reaching capacity. Future development opportunities are limited by steep slopes to the north and east which create a well defined edge to the town, important areas of native woodland, coastal and river flood risk, and limited trunk road capacity.

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4.3 Many central infill sites have been developed and few opportunities now remain within central Ullapool. The site of the former Glenfield Hotel in the north of village represents an important regeneration opportunity and has capacity to absorb a significant proportion of Ullapool's housing need for the plan period. Other smaller, lower density opportunities are available on the northern and southern fringes of the settlement.

4.4 Ullapool's Harbour plays a fundamental role in its economy. The harbour's ferry terminal has recently been upgraded and provides frequent crossings between Ullapool and Stornoway. It is also a popular destination for cruise ships, and fishermen and yachtsmen are also frequent visitors. There is further potential at the harbour to upgrade facilities and access, including the development of a marina facility. There are opportunities for further business, industrial and tourism development to the north and close to Morefield Quarry.

PLACEMAKING PRIORITIES

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

PREFERRED SITES

UPH1: North West of Morefield Industrial Estate

Use: Housing

Reasons: Adopted local plan site. Logical expansion area adjacent to built up area of Ullapool. Potential for low density development within woodland. However site is sloping; there is potential for amenity conflicts with nearby industrial estate and overhead electricity lines. Some distance from Ullapool's services and facilities. Potential for disturbance of carbon rich soils.

UPH2: Former Glenfield Hotel

Use: Housing

Reasons: Enlargement of adopted local plan site. Demolition of former hotel provides significant redevelopment opportunity in a central location close to services and facilities. Relatively flat site within built up area allows for very limited landscape impact. Active development interest. However potential for impact on prominent attractive trees along site boundaries and some risks of flooding and contaminated land.

UPH3: Rear of Broomhill

Use: Housing

Reasons: Enlargement of adopted local plan site to allow development to the rear of Broomhill and Broombank. Logical site in fairly central location. However potential to be highly visible in the landscape and adversely impact trees on the site.

UPM1: Woodland area by Quarry Access

Use: Mixed Use (Business and Housing)

Reasons: Adopted local plan site. Logical area for consolidation of settlement in central and accessible location with potential for employment creation. Current planning permission for three homes on southern portion of site. Potential for further low density housing development adjacent and business development to the rear. However site is sloping; there is likely to be some woodland impact; overhead lines are present on the site and there is potential for disturbance of carbon rich soils.

UPM2: Shore Street Sea Front

Use: Mixed Use (Business and Tourism (harbour related uses))

West Highland and Islands MIR

Reasons: Potential for expansion of facilities at Ullapool Harbour including additional mooring facilities, break water, additional car parking and improvements to vehicular and pedestrian access. Would allow for enhancement of Ullapool's role as a tourist destination. Central, accessible location. However the site subject to coastal flood risk which may limit the type of development possible; there is potential for impacts on Wester Ross Marine Protection Area and interruption of the currently attractive outlook over Loch Broom. The site is also adjacent to business and residential properties whose amenity could be affected. Ullapool Conservation Area also lies adjacent to the site.

UPB1: North of Quarry Access Road

Use: Business and Tourism

Reasons: Provides opportunities for new and expanding business and tourism developments. Potential for employment creation and increased visitor stay and spend within Ullapool. Logical site that allows for consolidation of the settlement. Location and existing woodland cover allows for limited landscape impacts. Opportunity to connect to existing recreational paths on Ullapool Hill. However potential for impacts on woodland and carbon rich soils. Overhead lines traverse the site and there is potential for contaminated land and archaeological remains. Development would also need to be compatible to adjacent industrial site, part of which is occupied by an operational quarry.

UPI1: Morefield North

Use: Industry and Business

Reasons: Some distance from village however provides good opportunity for new business and industrial enterprises given estates within the settlement have recently reached capacity. Remote from concentrations of residential areas. Potential to limit landscape impact by retention and/or replanting of trees. Access would require to be upgraded.

UPI2: Morefield Quarry

Use: Industry and Business

Reasons: Adopted local plan site. Part of site currently occupied by plant for Morefield Quarry, opportunity for further industrial development compatible with this use. However potential for impacts on trees.

UPLT1: South of Braes

Use: Housing

Reasons: Adopted local plan site. Potential for integration with Braes development which would allow Allt a' Choire water course to become a central focus. Suitable for low density development that allows core areas of woodland and existing boundary trees to be retained. Upgrade to existing trunk road access essential. However overhead lines are present on the site; it is distant from services and facilities and there is potential for archaeological remains.

NON-PREFERRED SITES

UPH4: Fields adjacent to Golf Course North

Use: Housing

Reasons: Adopted local plan site. Flat, developable site that is relatively well contained and provides an opportunity for a strategic expansion area. However large parts are at risk of flooding; there is currently no active developer interest; it is some distance from Ullapool's services and facilities; proximity to golf course may result in amenity issues and site is reasonably good quality agricultural land.

UPH5: Fields adjacent to Golf Course South

Use: Housing

Reasons: Adopted local plan site. Flat, developable land that provides an opportunity for strategic expansion area. However development at this location would appear isolated in the landscape and lack integration to other development in the absence of the allocation of the adjacent field to the north. The proximity to the golf course may result in amenity issues and the potential access route is at risk of flooding.

West Highland and Islands MIR

UPH6: Ullapool East

Use: Housing

Reasons: Steep site that is highly visible in longer distance views and difficult to access. Development would affect the containment and setting of Ullapool. Also potential for woodland impacts and affects on the amenity of the Ullapool Hill footpath network. However may provide a low density development opportunity in a settlement where a limited number of longer term sites are available.

UPM3: Ullapool West

Use: Mixed Use (Education and Housing)

Reasons: Intensity of uses do not justify an allocation; more suited as a rural economic development proposal which would be judged against general policy criteria.

Issue 4.1 - Ullapool

Q4.1. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR

4.2 Gairloch

4.5 Gairloch is a key service and employment centre for Wester Ross. It is a coastal settlement sited in an exposed position looking west across Gair Loch. Located within the Wester Ross National Scenic Area, the settlement lies within one of the finest landscapes in Scotland.

4.6 Originally, the pattern of settlement in Gairloch related to the fishing and crofting industries. Tourism is now one of the principal economic activities of the area. Newer development has taken place around the key road junction at Gairloch where a range of public services are now located. Much of Gairloch's strategic development site at Auchtercairn has now been developed with a mixture of affordable housing, retail and community facilities.

4.7 Future development in Gairloch is constrained by the presence of the loch to the west and steep rocky and wooded ground which contains the settlement to the east. The presence of the National Scenic Area also means that development must be sensitively sited to successfully integrate with the landscape. The accessibility of Gairloch will improve in the future following the planned completion of the twin tracking of A832. Many of Gairloch's services and facilities have capacity to accommodate growth of the settlement.

4.8 Some development potential remains at Auchercairn for community uses, retail and housing. Other new development is directed to the west at Fasaich and to the south at Gairloch Harbour where the development of a marina is being explored. There are other infill opportunities within the settlement, particularly within the crofting areas of Smithstown and Lonemore, and around the Manse.

PLACEMAKING PRIORITIES

- Completion of regeneration area at Auchtercairn with housing and community uses;
- Regeneration and redevelopment of Gairloch Harbour area for mixed uses including housing, tourism and harbour related uses;
- Focus sensitively sited housing expansion to the west at Fasaich;
- Siting of infill development in crofting areas must aim to provide a cohesive settlement pattern;
- Enhancement of green networks to provide improved opportunities for physical activity and access to the outdoors and increase accessibility within Gairloch;
- Maintain undeveloped coastal strips for open views across the loch;
- Maintain clear separation between distinctively different settlements of Charlestown and Gairloch; and
- Sensitively site development to avoid adverse impact on the special qualities of the Wester Ross National Scenic Area.

PREFERRED SITES

GLH1: North Fasaich

Use: Housing

Reasons: Well contained area with limited impact on long distance views, suitable vehicular access from existing development. However presence of carbon rich soils may impact development potential and site is distant from facilities and services. Suitable for low density development.

GLH2: East Fasaich

Use: Housing

Reasons: Adopted local plan site with current planning permission. Capacity of 12 homes remaining. Forms logical expansion area to existing development and a significant amount of infrastructure already in place. However is distant from facilities and services.

GLM1: Achtercairn

Use: Mixed Use (Housing, Community and Retail)

Reasons: Adopted local plan site. Well contained largely brownfield site in central location. Much of site has been redeveloped in recent years. Flat, developable ground. Potential for housing development within northern section and further redevelopment including former bunk houses and Council Depot. However some land may potentially be contaminated.

West Highland and Islands MIR

GLM2: Gairloch Harbour

Use: Mixed Use (Housing, Tourism, Retail, Community, Business and Industry (including harbour related uses))

Reasons: Opportunity for masterplan led mixed use regeneration to capitalise on tourism, business and community opportunities, including development of a marina. Coastal flood risk and presence of mature woodland may limit development potential at some locations. Includes site of former fish factory (existing Local Plan site) which has planning permission for 15 homes subject to conclusion of a legal agreement. Opportunities for limited infill housing development.

GLM3: Achtercairn West

Use: Mixed Use (Retail, Business, Community, Open Space)

Reasons: Flat, developable and accessible site in central location. Allows for expansion of retail and community facilities and development of quality open space. Economic development opportunity in terms of job creation and increased retention of spend within local community. However site is exposed and highly visible; its development could adversely impact attractive views over Gair Loch that are a special quality of the Wester Ross National Scenic Area. Would also result in the loss of some reasonably good quality agricultural land.

NON-PREFERRED SITES

GLH3: Land between Gairloch and Charleston

Use: Housing

Reasons: Development would be highly visible in long distance views and result in some loss of containment of the distinctively different settlements of Charlestown and Gairloch both resulting in negative impacts on the special qualities of the Wester Ross National Scenic Area. Site has very steep, rocky slopes and as a result would be difficult to access and provide a cohesive, permeable development. Also likely to be impacts on important woodland. However does provide a low density development opportunity in a settlement where a limited number of sites available.

GLH4: Auchtercairn South

Use: Housing

Reasons: Adopted local plan site. Fairly steep, rocky ground with access constraints. However site is in a central location and provides an option for development in a settlement where a limited number of sites are available.

GLH5: Wider Fasaich

Use: Housing

Reasons: Significant adverse landscape impact as development would be on much higher slopes than elsewhere in Gairloch; this would affect containment and could result in development above the skyline. Therefore potential for negative impacts on special qualities of National Scenic Area. Site is distant from services and facilities. Carbon rich soils likely to be present in large parts of the site and potential for archaeological remains. Difficult to form suitable access to lower parts of the site. However does provide an opportunity for long term development in a settlement where there are few opportunities for this.

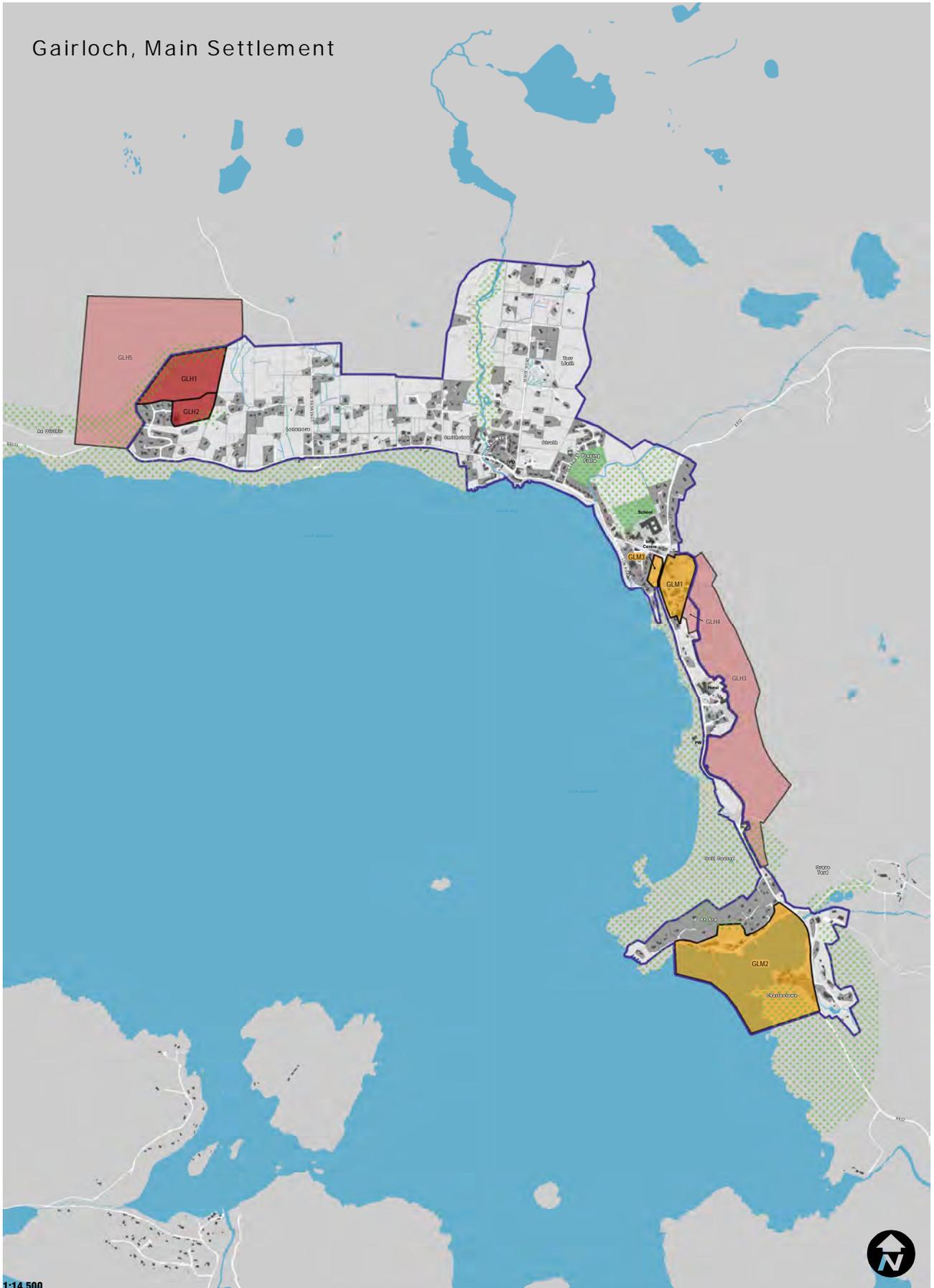
Issue 4.2 - Gairloch

Q4.2. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR

Gairloch, Main Settlement



Picture 4.2

4.3 Poolewe

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

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

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

PLACEMAKING PRIORITIES

- Riverside in centre of village, including bridge crossing, provides important open view point and amenity spaces, and should be protected;
- Crofting area at Londubh is distinct from the more clustered development towards the centre of the village. Existing settlement pattern here should be retained;
- New housing development to the north of the village will form a new entrance gateway, design and layout must be reflective of this;
- Sensitively site development to avoid adverse impact on the special qualities of the Wester Ross National Scenic Area; and
- Enhancement of green networks to provide improved opportunities for physical activity and access to the outdoors.

PREFERRED SITES

PEH1: Shorefield

Use: Housing

Reasons: Adopted local plan site. Flat, developable site with attractive outlook over Loch Ewe. Logical expansion site on edge of village with active development interest. In close proximity to listed buildings and visible from Inverewe Designed Landscape. Potential for impact upon special qualities of Wester Ross National Scenic Area.

PEH2: Builders Yard Field

Use: Housing

Reasons: Adopted local plan site (with minor enlargement). Flat, developable site in relatively central location. Logical expansion area adjacent to existing housing area and community facilities. In close proximity to listed buildings and potential for impact upon special qualities of Wester Ross National Scenic Area. Potential for limited area of flood risk and access issues.

PEH3: Land South of St Maelrubha Close

Use: Housing

Reasons: Opportunity for consolidation of settlement. Flat, developable and accessible site. Potential for impact on established trees and disruption of world war two remains.

PEI1: Former Coal Yard

Use: Industry and Business

Reasons: Adopted local plan site. Provides opportunity for expansion of existing industrial area new and expanding business and industrial enterprises and employment creation. Potential for limited area of flood risk and impact upon special qualities of Wester Ross National Scenic Area and contaminated land issues.

NON-PREFERRED SITES

West Highland and Islands MIR

PEH4: Central Land West of River Ewe

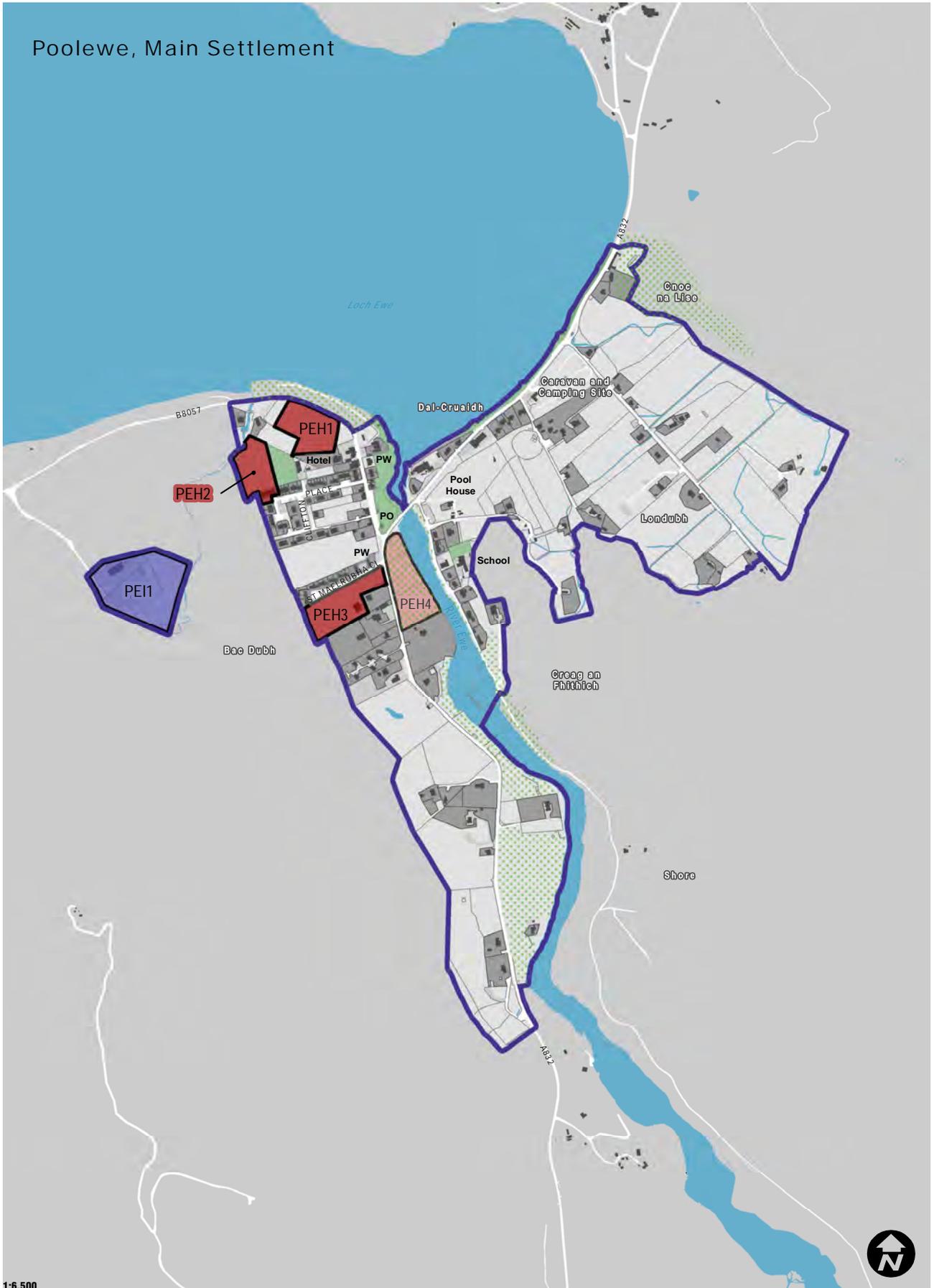
Use: Housing

Reasons: Impact on attractive entrance to village that provides open views over River Ewe. Some parts of the site are also subject to flood risk and there is potential for impacts on mature trees. Potential for impact upon special qualities of Wester Ross National Scenic Area. However is central site close to Poolewe's services and facilities.

Issue 4.3 - Poolewe

Q4.3. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?



Picture 4.3

West Highland and Islands MIR

4.4 Lochcarron

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

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

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

4.15 An important issue currently facing Lochcarron is the potential for a new Strome ferry Bypass close to the settlement. Rock face failures in the past on the current Strome ferry Bypass past has lead to the closure of the road for significant periods resulting in a significant diversion route for travellers. Several route options to replace the current bypass have been explored. Following their review two options remain:

- Lochcarron Bypass – this option requires a bridge crossing of the Strome Narrows and a bypass road around Lochcarron village (shown on Lochcarron inset map)
- Glen Udalain – this option involves a diversion of the existing road corridor to the south

4.16 The Council is currently exploring potential funding options for these routes. The availability of funding will impact upon which route is ultimately chosen. It is important in the meantime that the alignment of these routes is given consideration in any development proposals, particularly those at Kirkton and within Kirkton Woodland.

PLACEMAKING PRIORITIES

- The boundaries of the village formed by the burn and golf course to the north and by woodland to the south should be respected;
- Views over Lochcarron afforded by open fields between Strome Road and the shoreline should be retained;
- Green networks, in particular, within Kirkton Woodland and the coast line should retained and enhanced;
- Give priority to development of smaller scale sites infill and consolidation sites within village;
- Ensure longer term housing and community expansion area at Kirkton can be achieved in a phased manner that is compatible with the northern route option of the new Strome ferry Bypass;
- Provide sufficient land to accommodate new and expanding business opportunities at Tullich Industrial Estate and Kishorn Yard.

PREFERRED SITES

LCH1: Keilburn Crescent North

Use: Housing

Reasons: Current planning permission for six homes. Accessible and close to services and facilities. Attractive outlook. However will result in loss of trees which impact on appearance of entrance to village and will result in increased visibility of existing housing development at Kirkton and there is potential for impacts on archaeological remains.

West Highland and Islands MIR

LCH2: Sage Terrace

Use: Housing

Reasons: Adopted local plan site. Logical infill site on edge of established housing area. Limited landscape impact and suitable access achievable. Potential for impact on trees that line northern boundary. Potential for medium to high density development.

LCH3: Kirkton Gardens North

Use: Housing

Reasons: Adopted local plan site. Current planning permission for seven homes. Logical, accessible site which would form extension of existing housing area. Potential for surface water drainage issues and impact on trees.

LCM1: Kirkton Woodland

Use: Mixed Use (Business, Community, Housing and Tourism)

Reasons: Community proposal for comprehensive long term woodland management, recreation area with picnic areas, shelters, workshops, art and craft workshop and green burial ground. Would bring economic benefits to the area in terms of promoting enterprise, skills and development and education for the community and visitors about environment, culture and heritage. Timber access road recently delivered. Housing is proposed within southern part of woodland close to Kirkton Gardens and in its northern corner. A limited number of plots are supported close to Kirkton Gardens given this sites proximity to the the Kirkton area of Lochcarron, limited landscape impact and potential accessibility from the existing road network. Due to the distance from the settlement and presence of archaeological features housing in the northern corner of the woodland is not supported at this time. Important that the northern route option of the new Strome ferry Bypass (if chosen) is compatible with the vision for Kirkton Woodland.

LCM2: Kirkton Expansion Area

Use: Mixed Use (Community and Housing)

Reasons: Much of site is allocated in the adopted local plan. Logical northern expansion area of Lochcarron for housing and community facilities including leisure/community centre. Close to primary school, however other facilities and services are more distant. Potential for access to be taken from upgraded timber access road. Attractive outlook. Important that the northern route option of the new Strome ferry Bypass (if chosen) is compatible with mixed use development at this location, which dependant upon timing, may provide a junction/s to access the site. Potential for impact on burn side trees and crossing of burn would be required. Sloping site, potential for landscape and visual impacts, archaeological remains and impact on setting of nearby scheduled monument. Close to areas at risk of coastal flooding.

LCI1: Tullich Industrial Estate

Use: Industry and Business

Reasons: Adopted local plan site. Potential for expansion of established industrial area that would allow for expansion of existing business and creation of new businesses. Dependant on nature of development may result in some adverse visual impacts, particularly given prominent location close to the entrance of Lochcarron. Southern parts of site at risk from flooding.

LCLT1: Kirkton Expansion Area (long term)

Use: Housing (Long Term)

Reasons: Logical long term northern expansion area of Lochcarron following completion of LCM2. For reasons see LCM2.

NON-PREFERRED SITES

LCH4: Slumbay

Use: Housing

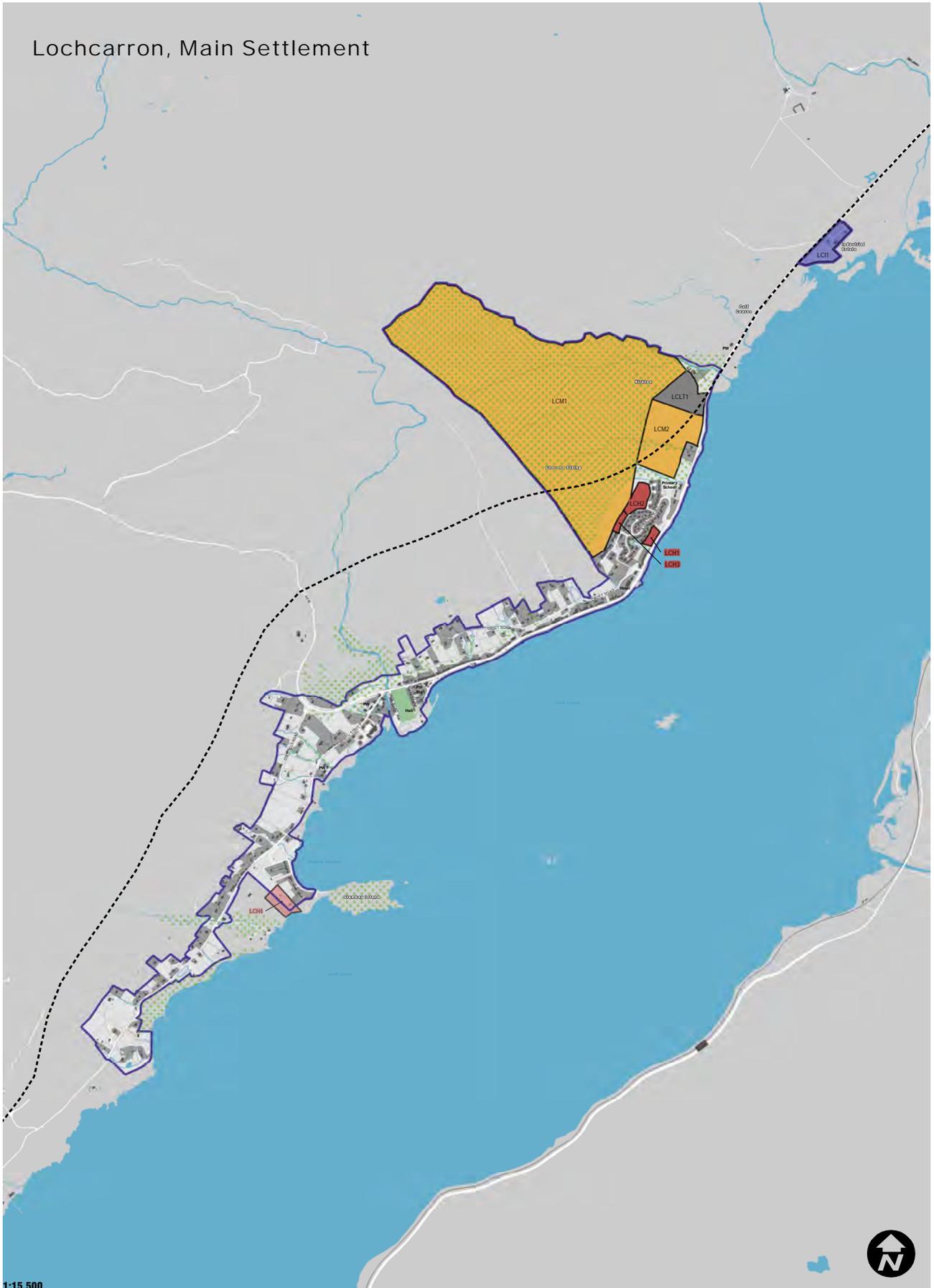
West Highland and Islands MIR

Reasons: This site has limited potential due to its size, fit with settlement pattern, potential for negative landscape impacts and it is currently in crofting tenure. It is considered more appropriate for northern part of the site (which currently has planning permission for two units) to be included within the settlement boundary to allow for small scale, linear housing development. However would provide opportunity for some housing development in southern end of settlement.

Issue 4.4 - Lochcarron

Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?



Picture 4.4

West Highland and Islands MIR

4.5 Kyle of Lochalsh

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

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

4.19 Limited availability of parking particularly in the busy summer months is a widely recognised issue in Kyle. Long term solutions to provide additional parking are currently being explored. The Plan in its next iteration will include a formal policy requiring adequate on site provision of parking or commuted parking developer contributions for all proposals within the settlement that create additional parking demand.

PLACEMAKING PRIORITIES

- To maximise Kyle's locational advantage as a strategic gateway location at the eastern end of the Skye Bridge;
- Regeneration of prominent sites for mixed uses within northern and central Kyle;
- Focus sensitively sited strategic masterplanned housing expansion to the north of the settlement;
- To realise the potential of the Plock of Kyle by developing its recreational and tourism offer as well as potential for a limited amount of housing;
- Development of business and industrial opportunities to allow Kyle to diversify its employment base;
- New development must respect the settlements location within the Kyle-Plockton Special Landscape Area, in particular its attractive coastline and visibility from key tourist routes;
- Preserve the integrity of the rich natural heritage of Loch Alsh; and
- To secure a long term solution to overcome current parking issues in the settlement.

PREFERRED SITES

KLH1: Kyle North (Short Term)

Use: Housing

Reasons: Adopted local plan site. Suitable opportunity for large scale masterplanned development. Attractive outward views and south facing. However potential for impacts on native woodland; landscape and visual impacts in longer distance views; overhead lines are present on the site; carbon rich soils may impact development potential and achieving a suitable site access is likely to be costly. Site is also relatively distant from Kyle's services and facilities.

KLH2: Opposite Clan Garage

Use: Housing

Reasons: Opportunity for reasonably small scale development that could provide an attractive northern gateway to Kyle. Existing woodland would help integrate development with surroundings. However lies within Special Landscape Area; potential for contaminated land and relatively distant from Kyle's services and facilities.

KLH3: Langlands Terrace

Use: Housing

Reasons: Adopted local plan site. Logical expansion area that would form an extension to an existing housing area. However carbon rich soils may limit development potential and access may need to be upgraded.

West Highland and Islands MIR

KLM1: West of Wemyss Place

Use: Mixed Use (Community and Housing)

Reasons: Opportunity for mixed use development adjacent to primary school and housing area. Potential to connect to existing active links to central services and facilities. However likely to impact important areas of woodland and potential for surface water flooding.

KLM2: Corner of Main Street and A87

Use: Mixed Use (Business, Retail and Housing)

Reasons: Adopted local plan site. Opportunity to regenerate prominent and derelict site in the centre of Kyle to provide additional commercial facilities and housing. However potential for parking issues and impact on sunlight and daylight of neighbouring buildings.

KLM3: Plock of Kyle

Use: Mixed Use (Business, Tourism, Community and Housing)

Reasons: Large scale expansion of adopted local plan site to include entire Plock of Kyle. Potential for limited amount housing, however access would require to be upgraded. Opportunity for tourism related development on the remainder of the Plock potentially including a 'planetarium/earth centre', marina and camping facilities as well as general improvements to recreational access. However potential for contaminated land; trunk and local road access issues; protected species impacts; coastal flood risk; affects on Kyle-Plockton Special Landscape Area and other natural heritage designations associated with Lochs Duich, Long and Alsh.

KLM4: South of A87

Use: Mixed Use (Business, Industry, Retail, Tourism, Parking)

Reasons: Opportunity for intensification and future regeneration of business and industrial area for wider range of uses, including parking associated with town centre. Potential trunk road access and contaminated land issues.

KLI1: Kyle Harbour

Use: Industry and Business (Harbour related uses)

Reasons: Adopted local plan site. Would allow for intensification of existing harbour uses and potential for land reclamation. Much of site is subject to coastal flood risk and therefore only suitable for harbour related uses. Potential for impact on Lochs Duich, Long and Alsh Special Area of Conservation and Marine Protected Area.

KLLT1: Kyle North (Long Term)

Use: Housing (Long Term)

Reasons: Adopted local plan site. Opportunity for long term strategic expansion at North Kyle following completion of short term site directly adjacent to the west. However there is currently no active developer interest and there is potential for significant landscape and visual impacts in longer distance views; overhead lines are present on the site; carbon rich soils may impact development potential. Site is also relatively distant from Kyle's services and facilities.

NON-PREFERRED SITES

KLH4: Telephone Exchange

Use: Housing

Reasons: Adopted local plan site. Limited development potential given that telephone exchange is understood to not be relocating. Given scale of development opportunity remaining it is considered more suitable for the site to be located within the settlement development area rather than given a specific location. This would continue to allow for the principle of development.

West Highland and Islands MIR

KLC1: North West of Playing Field

Use: Community

Reasons: Adopted local plan site. The viability of proposals for land reclamation to facilitate additional sports facility provision are doubted and there is currently little active interest in this proposal. Potential for impacts on Loch Carron Marine Consultation Area and Kyle-Plockton Special Landscape Area.

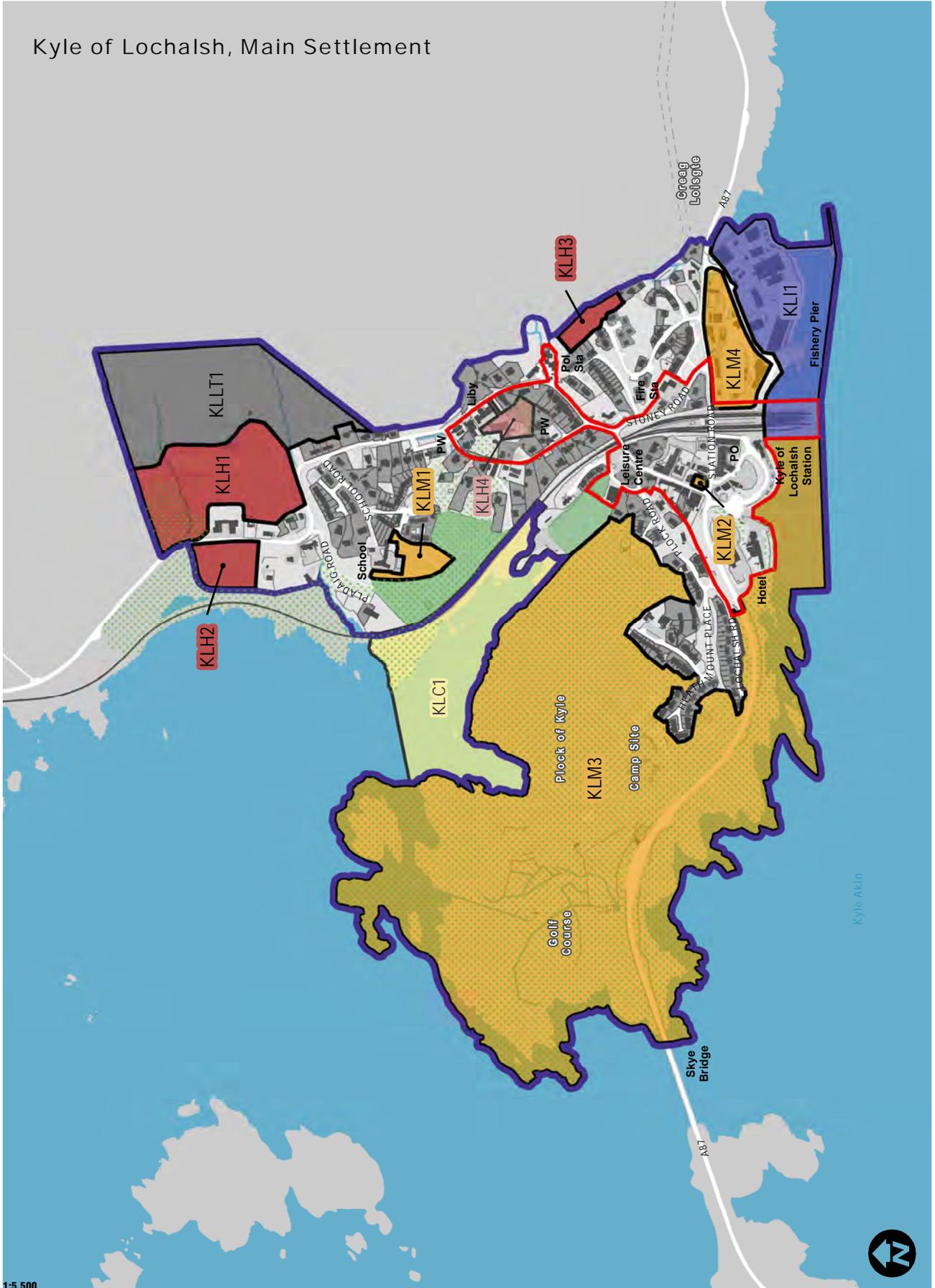
Issue 4.5 - Kyle of Lochalsh

Q4.5. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR

Kyle of Lochalsh, Main Settlement



Picture 4.5

4.6 Growing and Potential Community Plan Settlements

GROWING SETTLEMENTS

AULTBEA

4.20 Issues

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

Placemaking Priorities

- To protect public views across Loch Ewe which are important to the setting of the village and the green network along the coastal edge.
- To protect the best inbye croft land in particular the linear fields leading up to Tighnafiline.
- To expand the tourism appeal of the village as a hub for the interpretation of Loch Ewe's naval wartime history.
- To support additional, clustered development most sensibly close to the main village junction with the A832 and at Pier Road where the new community centre is proposed.



Picture 4.6

TORRIDON

4.21 Issues

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

4.22 Placemaking Priorities

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

West Highland and Islands MIR



Picture 4.7

PLOCKTON**4.23 Issues**

- Plockton is a key tourist destination, conservation area village and employment centre in the Lochalsh area. It also has spare water, sewerage, high school and primary school capacity. It benefits from a rail connection and a relatively good, sheltered, microclimate.
- However, its constraints to development outweigh these advantages. The built heritage quality is a constraint to growth as well as an asset. The single spine access road into the main village is a cul-de-sac and is congested by width, alignment, on road parking and lack of suitable turning opportunities. Perhaps most importantly, National Trust ownership and crofting interest control continue to restrict the availability of land for development to such an extent that no significantly sized, viable sites are likely to come forward.
- The following other development factors shape development opportunities: the absence of flat, well drained, infill sites within the old part of the village; listed buildings and archaeological sites; the attractive seaward outlook afforded by most parts of 'old Plockton'; important public views from Harbour and Cooper Street over Loch Carron and the restricted railway bridge junction visibility close to the High School.

4.24 Placemaking Priorities

- If there are any changes in the ownership and crofting position then expansion would most sensibly be located in the newer part of Plockton close to the High School subject to comprehensive servicing and where it will not compromise the historic core of the village.
- Otherwise, development opportunities will be limited to very minor infill proposals subject to heritage and servicing factors.

West Highland and Islands MIR

- The community has aspirations to improve parking and pier facilities but land availability, funding and heritage constraints may curtail this potential.
- The implications of the constraints listed above and the expressed opinion of the community are to divert growth elsewhere. The Council's initial preference is to support such an approach.



Picture 4.8

DORNIE**4.25 Issues**

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

4.26 Placemaking Priorities

- To support Dornie's continued role as a local housing and tourism and agricultural employment centre.

West Highland and Islands MIR

- To safeguard Dornie's attractive loch side setting, views of it from the A87 tourist route, and public views over open water.
- To support infill development, particularly closer to the settlement's facilities and where suitable servicing can be undertaken.



Picture 4.9

AUCHTERTYRE**4.27 Issues**

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

4.28 Placemaking Priorities

- To make the most of Auchtertyre's locational advantages and to mitigate its constraints.
- To rationalise the village junctions with the A87 most sensibly by creating a new junction with better visibility at the western edge of the settlement.

West Highland and Islands MIR

- To support housing development close to the primary school subject to adequate servicing.
- To be more flexible in land use terms to attract new enterprises and jobs to the business park.



Picture 4.10

BALMACARA AND RERAIG

4.29 Issues

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

4.30 Placemaking Priorities

- To locate development as close as possible to the core of each settlement and where adequate servicing can be achieved;

West Highland and Islands MIR

- To secure a mix of uses including the completion of the shinty pitch and associated facilities at Reraig, a tourist / community facility most sensibly at the former caravan park at Balmacara, and housing infill or croft based development elsewhere.
- To preserve views from the A87 major tourist route by retaining the tree screen at Balmacara and preventing seaward side of the road development at Reraig.



Picture 4.11

GLENELG**4.31 Issues**

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

4.32 Placemaking Priorities

West Highland and Islands MIR

- To consolidate additional housing, community facilities and employment opportunities as close as possible to the historic core of the village at Kirkton and its supporting community facilities.
- To allow more dispersed single private housing plots in Gallfair particularly on the Glebe land.
- To encourage continued community empowerment and local land use planning initiatives.
- To retain and enhance local green networks along the coastal edge and including the areas of woodland.



Picture 4.12

POTENTIAL COMMUNITY PLAN SETTLEMENTS

The following settlement may be appropriate for a community led land use plan. A community group has recorded an initial interest in preparing such a plan. The Isle of Rum Community Trust have produced a Community Land Use Plan, which has been endorsed by the Highland Council as Interim Supplementary Guidance full details of which are available via the Council's website. It provides a good example of what other communities could produce both in terms of process and content. For each potential community plan settlement/area a list of guiding principles is stated (see below).

SHIELDAIG

4.33 Issues

- The following development factors shape development opportunities: steep landward hill slope behind a narrow developable coastal edge has led to a pronounced linear settlement pattern; coastal flood risk; very attractive outlook; remote and fragile area; built and natural heritage constraints to development, and; limited capacity of spine access road; quality of in by croft land.

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4.34 Placemaking Priorities

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

Issue 4.6 - Wester Ross and Lochalsh Growing and Potential Community Plan Settlements

Q4.6. Do you agree with the Council's list of issues and priorities for the settlements listed above? Or, do you have alternatives that you wish to be considered? If so then please tell us why.

5.1 Staffin

5.1 Staffin is the collective name given for a collection of crofting communities on the northeast coast of the Trotternish peninsula of the Isle of Skye. It is renowned for its scenery, scattered houses, beach, archaeology, geology and Gaelic culture. It's core at An Clachan, provides a centre for local services including a small shop, church, community centre and primary school. The settlement lies entirely within the Trotternish National Scenic Area (NSA) which imposes a design constraint to development. Other development factors include the need to protect public views across open water, better croft land, geological interests at An Corran, areas prone to coastal and fluvial flooding, and areas of deep peat.

5.2 Recent development has been limited to small scale single houses, leaving the existing local plan sites undeveloped. Provision of future development must be sensitively selected to take account of the landscape character and quality within the NSA, as well as regard for the traditional linear and sparse crofting patterns and all development constraints. The preferred strategy sets out a choice of house sites, many of which are located close to existing development and mixed use allocations which will help to diversify employment opportunities and support a sustainable community with less dependence on commuting.

PLACEMAKING PRIORITIES

- To protect the intrinsic and traditional crofting and landscape character of the village through securing exceptional siting and design.
- To support the growth of the community by identifying sufficient, viable housing and employment opportunity sites.
- To identify development locations which do not unduly compromise the constraints listed above.

PREFERRED SITES

SFH1: West of Nurses Cottage

Use: Housing

Reasons: Adopted local plan site. Previous applications and permission for housing development. Within NSA and prominent in public views from A855 tourist route. Need for high quality of siting and architectural design. Possible conflict between viability of site and number of units that would be in keeping with existing scattered building pattern. Small watercourse with attendant flooding and drainage issues.

SFH2: Rear of Trotternish

Use: Housing

Reasons: Less sensitive location in terms of visual and landscape impact. Central to village facilities. Road access already formed but capacity for extension hampered by width, gradient and on road parking considerations. Higher parts of the site may be less sheltered and more prominent but do offer better outlook. Relatively close to built heritage designations and overhead lines are present on site.

West Highland and Islands MIR

SFH3: Opposite Junction at Trotternish Avenue**Use: Housing**

Reasons: Central location close to facilities. Reasonable fit to existing settlement pattern. Listed buildings lie immediately adjacent to the site and will therefore preservation of their setting will be a siting and design constraint. New access may be required onto the A855 and flood risk may limit development potential.

SFM1: Stenscholl Common Grazings**Use: Mixed Use (Business and Housing)**

Reasons: Flat, relatively low lying, available, close to the primary school, and with an open outlook. On fringe of existing settlement and therefore not well related to its existing pattern. Likely need for road widening to site access. Flood risk and carbon rich soils may limit development potential to site frontage.

SFM2: Slipway**Use: Mixed Use (Business, Community and Tourism (water/harbour related uses))**

Reasons: Opportunity to expand upon harbour related business, tourism and community enterprises connected to Staffin's heritage. The site is affected by coastal flooding, geological interests and severely constrained access road and therefore is deemed suitable only for limited water/harbour related uses. Need for high quality siting and architectural design to limit visual and landscape character impacts.

NON-PREFERRED SITES**SFH4: The Glebe, Garafad****Use: Housing**

Reasons: Fluvial flood risk, poor ground conditions, crofting interests, poor outlook and built heritage sensitivities. Central to village facilities.

SFM3: Land at Village Hall**Use: Mixed Use (Community and Housing)**

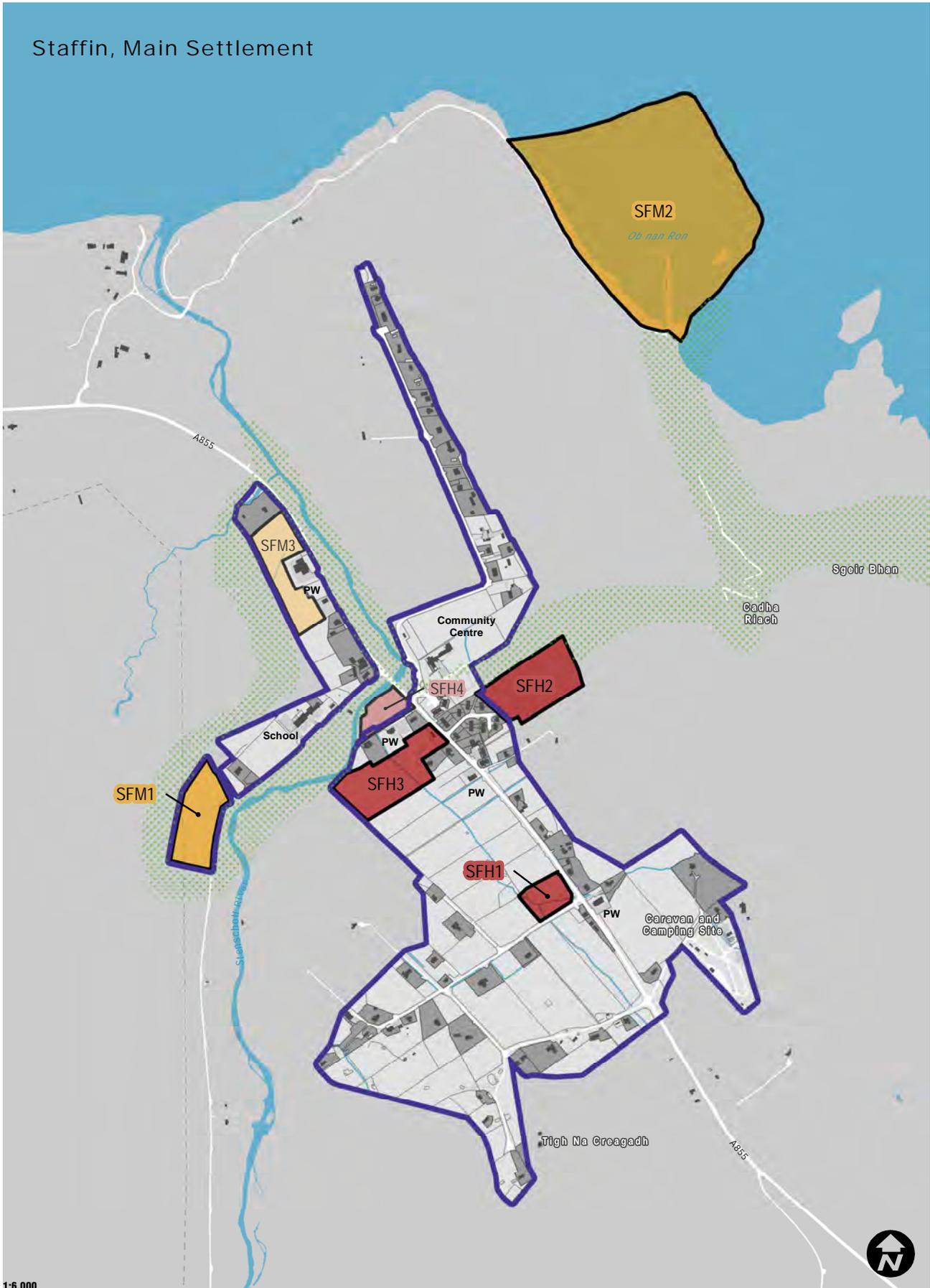
Reasons: Poor ground conditions and costs of remedying them. Central to village facilities. Uncertain availability for development. Well related to existing settlement pattern but prominent from A855 tourist route.

Issue 5.1 - Staffin

Q5.1. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR



Picture 5.1

5.2 Dunvegan

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

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

5.5 The permanent population of the village is declining, threatening the community's ability to sustain existing services. Sewerage capacity is good but water supply capacity to service new development is very limited. The Council's intention is to rationalise primary school provision across north west Skye with a new school with a wider range of facilities located at Dunvegan.

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

PLACEMAKING PRIORITIES

- To consolidate the village, with new development being focused as close as possible to existing and complementary facilities.
- To safeguard, enhance and promote the natural and built heritage of the area through the protection and expansion of green networks through and around the village.
- To work with Scottish Water and potential developers to secure additional water supply capacity sufficient to service expected growth.
- Support existing services through diversification of local employment and a choice of housing sites.
- Safeguard actively used croft land within the central/eastern side of the village and promote infill opportunities for the expansion of crofting townships.

PREFERRED SITES

DVH1: South of St Mary's Church

Use: Housing

Reasons: Adopted local plan site. Extant planning permission for 4 detached houses. In keeping with the small scale pattern of single housing development on surrounding land. Central to village facilities.

DVH2: North West of Primary School

Use: Housing

Reasons: Central site close to the school. Attractive outlook. Bounded by trees with amenity value. Opportunity for expansion of walking/cycling connections to village centre and other parts of the community. Possible contamination issues, flood risk and overhead electricity lines present on site.

DVH3: South of Health Centre

Use: Housing

Reasons: Central to village facilities. Previous local plan allocation. Sheltered but poor outlook. In keeping with existing settlement pattern. Potential to retain natural features of the site through extension / enhancement of green network. Native woodland exists on site and it is prone to flooding.

DVM1: Castle Car Park

Use: Mixed Use (Business, Community and Tourism)

West Highland and Islands MIR

Reasons: Opportunity for further expansion of tourism development connected to castle and improved connection / promotion of adjoining green networks. Possible risks of flooding and contamination. Potential tree loss.

DVM2: Above Dunvegan House

Use: Mixed Use (Business, Housing and Tourism)

Reasons: Steeply sloping and treed. Relatively central and excellent outlook. Existing landscape framework that could provide a backdrop to development. Opportunity to connect/enhance the green network. Particularly suitable for forest context tourist accommodation such as lodges. Likely tree loss and wind blow risk to retained planting. Long and costly access road / track required.

DVM3: Adjoining Dunvegan Pier

Use: Mixed Use (Business, Industrial and Tourism - harbour related uses only)

Reasons: Suitable only for harbour related uses because of coastal flood risk. Existing pier is constrained by the lack of back up land, built and natural heritage features and designations, and a narrow and poorly aligned road access. Opportunity to improve the pier and adjoining land as an employment facility.

DVM4: South of Dunvegan House

Use: Mixed Use (Business, Housing and Tourism)

Reasons: Central to village facilities. Excellent outlook and relatively good ground conditions. Relatively inexpensive to service. Prominent site but limited existing vegetation can provide a partial screen. Particularly suitable for development that can gain a competitive advantage from the site's location on a tourist route and with an attractive outlook - e.g. a hotel. Adjoining built heritage, nature conservation and flooding constraints.

DVM5: Quarry

Use: Mixed Use (Business, Tourism and Industrial)

Reasons: Possible need to upgrade road access. Commercial visibility to tourist route but prominent in views from it. Rear of site within quarry suitable for bad neighbour industrial development as separate and more visually self contained. Most of land previously developed or soils disturbed. Small watercourse flooding and drainage constraints. Likely need for contamination assessment. No known crofting constraints. Opportunity for net environmental improvement.

DVB1: Land South of Fairfield Cottage

Use: Business and Tourism

Reasons: Potential for distillery / brewery or similar business / tourism proposal. Relatively flat and commercial visibility on tourist route approach to village. Prominent site at village gateway and no vegetation cover so need for exceptional siting and architectural design quality. Potential flood risk and/or poor ground conditions.

DVI1: Lonemore Industrial Estate

Use: Industry and Business

Reasons: Part of site previously developed and derelict. Flat and good road access. Opportunity for net environmental improvement. Possible contamination and flooding issues. The site lies within the setting of built heritage.

DVC1: North of St Mary's Church

Use: Community

Reasons: Opportunity for a golf course development to broaden the tourist facility appeal of the village and convert day trips to overnight stays. High, up front site preparation costs. Attractive outlook albeit exposed. Ground conditions vary but drainage works will be required. Built heritage sensitivities within site and adjoining. Need to avoid overhead lines and minimise carbon rich soils disturbance in course layout.

West Highland and Islands MIR

DVC2: Primary School and Adjoining Land

Use: Community (New / refurbished community school)

Reasons: Safeguard for potential new / refurbished primary school and related sports facilities. Dependent upon pending legal procedure outcome and availability of other site alternatives. Need to retain football pitch or provide reasonable alternative. Opportunity to improve road access, circulation and parking. Central to village.

NON-PREFERRED SITES

DVH4: South of St Mary's Church

Use: Housing

Reasons: Steeper slope, crofting interests and contravention of settlement pattern. Adopted local plan allocation. Central to village facilities.

DVM6: Former Caravan Site

Use: Mixed Use (Community and Housing)

Reasons: Distant from village facilities and a denser development would not be in keeping with adjoining settlement pattern. Relatively poor active travel connections to rest of village. Previously developed land and not in a productive use at present. Suitable for very limited infill housing development.

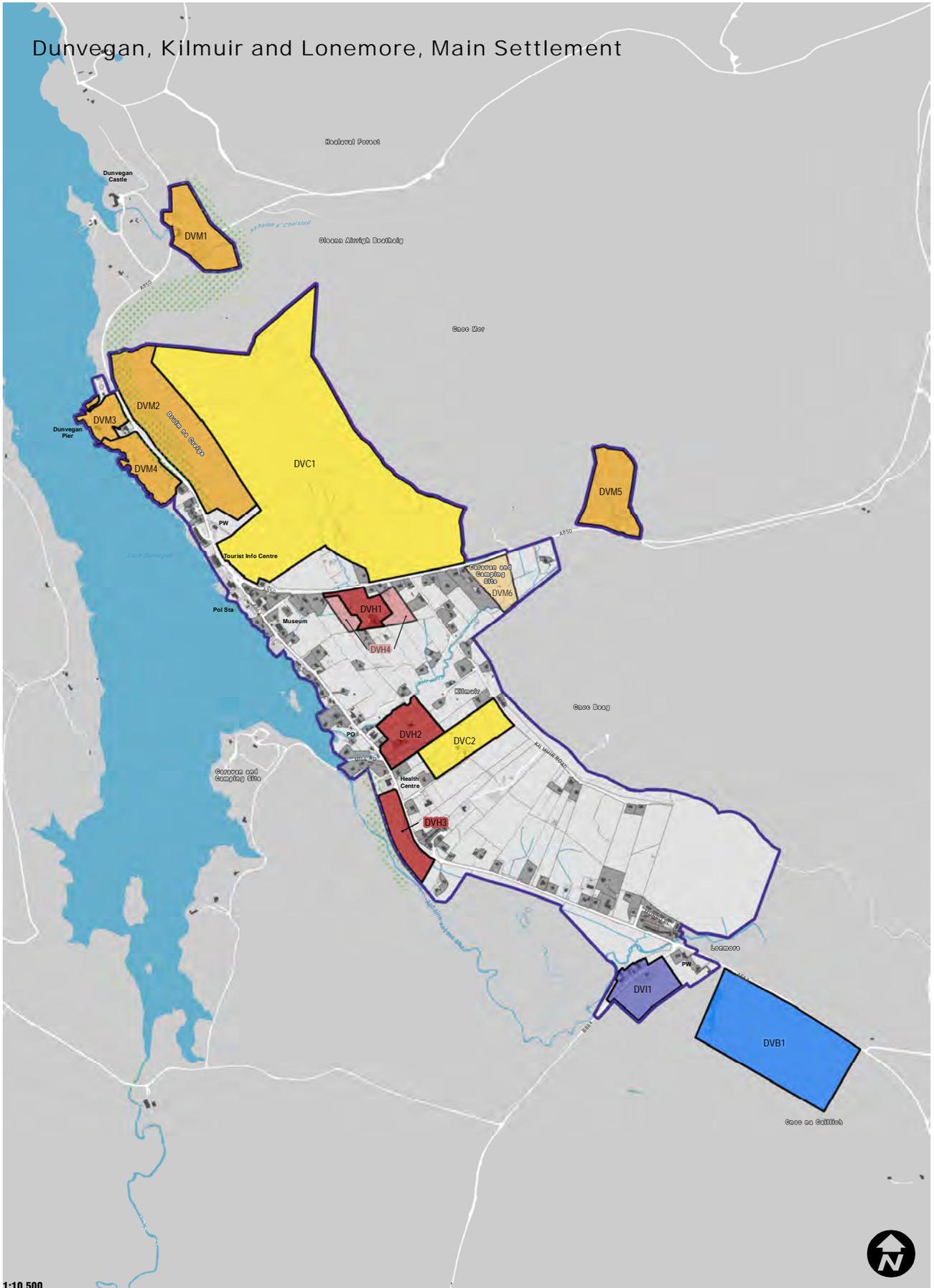
Issue 5.2 - Dunvegan

Q5.2. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR

Dunvegan, Kilmuir and Lonemore, Main Settlement



Picture 5.2

5.3 Portree

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

5.8 Portree, like many west Highland settlements, is physically constrained by loch, river and hill. Even the flatter areas of the land to the north don't provide an easy building opportunity because the ground is poorly draining peatland. Add in the human made limitations caused by a limited and poorly aligned road network, a concentrated pattern of local landownership, crofting restrictions, the amenity value of the conservation area, a former landfill site to the north, and high voltage electricity transmission lines to the west, and it becomes obvious that finding land for future growth is difficult.

5.9 The Council's suggested way forward is to concentrate on small scale consolidation of Portree in the short term but to secure land for expansion for the longer term. In practice, this means support for a series of infill development sites often on previously developed land close to the centre of the village and two options for public debate on where Portree should expand in the longer term 20 year time horizon of the Plan.

PLACEMAKING PRIORITIES

- Identification of infill and redevelopment opportunities which will consolidate the existing pattern of Portree;
- Land safeguarded for a second phase of commercial and industrial expansion at Home Farm on the northern flank of Portree and sites to diversify the tourism offer of the historic, central part of the village notably at Bayfield and the harbour;
- Encouragement of village centre expansion that respects the architectural, cultural and natural heritage of the conservation area, Lump, other greenspaces and public vistas notably to the Cuillin;
- Preservation and extension of Portree's green networks in particular its wooded river and burn sides;
- Completion of a Gaelic school and Portree Link Road as infrastructure vital to support the cultural heritage of the community and its internal connectivity

5.10 The Plan's accompanying Transport Background Paper (see the Council's website for further details) discusses a list of transport interventions within the Plan area including the completion of the Portree Link Road.

5.11 The Council proposes to seek developer contributions from any new development within Portree that will benefit from completion of this Link. We will produce a protocol that will be published alongside the Proposed Local Development Plan. This will specify: the catchment within which contributions will be sought; the threshold level of development above which contributions will be sought; the amount and timing of payments, and; details of how the link will be completed.

PREFERRED SITES

PTH1: North End of Home Farm Road

Use: Housing

Reasons: Potential loss of community land but compensatory provision likely closeby. Planning application pending the outcome of which will dictate the zoning of this site. Central and close to facilities. Housing compatible with adjoining uses. Relatively good ground conditions and easy to service.

PTH2: North of Storr Road

Use: Housing

Reasons: Central and close to facilities. Housing compatible with adjoining uses. Good ground conditions and relatively easy to service. Requires road access from short, not yet extended section of Portree Link Road. Opportunity for connection to Storr Road. Possible archaeological constraint. Limited outlook but sheltered.

PTH3: Kiltaraglen

Use: Housing

West Highland and Islands MIR

Reasons: Uncertain availability for development. Central and close to facilities. Housing compatible with adjoining uses. Mixed ground conditions. Steep slope and north easterly aspect constrains developable area. Requires road access from not yet extended section of Portree Link Road. Opportunity to improve within village connectivity and realign Staffin Road. Possible archaeological constraint. Limited outlook but sheltered. Potential loss of croft land.

PTH4: Urquhart Court

Use: Housing

Reasons: Planning permission. Previously developed land. Central and close to facilities.

PTH5: York Drive (East)

Use: Housing

Reasons: Built heritage constraint which will necessitate high standard of architectural design quality. Steep slope. Central and close to facilities. Previously developed land. Housing compatible with adjoining uses.

PTM1: North East of Mart, Home Farm

Use: Mixed Use (Business and Tourism, Industrial, Bulky Goods Retail)

Reasons: Relatively poor ground conditions. Need to upgrade A87 trunk road junction and for new distributor road connections. Disturbance to deep peat. Opportunity to retain, enhance and extend green networks around the site. Likely problems with surface water drainage arrangements. Opportunity to secure a strategic employment expansion area for Skye. Visually prominent from A87 northern tourist route approach to Portree. Part allocated in adopted local plan.

PTM2: West of College, Struan Road

Use: Mixed Use (Business and Tourism, Housing, Community)

Reasons: Relatively poor ground conditions. Relatively distant from most facilities. Need to upgrade Struan Road. Opportunity to retain, enhance and extend green networks around the site. Likely problems with surface water drainage arrangements. Visually prominent and upslope of most other existing development but offers good outlook. Allocated in adopted local plan. North easterly aspect but evidence of previous settlement and productive agricultural use.

PTM3: Woollen Mill and Adjoining Ground

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

Reasons: Previously developed land. Need to safeguard and ideally enhance path connections to/from site. Need for upgraded and possibly rationalised junctions and road access. Possible contamination issues. Need for set-back from wooded pond area to west. Central and close to facilities. Retain and ensure setback from watercourse. Adopted local plan allocation.

PTM4: MacRae's Garage and Adjoining Ground

Use: Mixed Use (Business and Tourism, Housing, Community)

Reasons: Previously developed land. Need for upgraded junction with A87 but commercial visibility from it. Possible contamination issues. Central and close to facilities. Uncertain availability for development.

PTM5: Former Builder's Depot

Use: Mixed Use (Business and Tourism, Housing, Community)

Reasons: Previously developed land. Possible need for upgraded junction with A87 but commercial visibility from it. Possible contamination issues. Central and close to facilities. Uncertain availability for development.

PTM6: Community Centre and Adjoining Ground

Use: Mixed Use (Business and Tourism, Housing, Community)

West Highland and Islands MIR

Reasons: Previously developed land. Central, flat and close to facilities. Uncertain availability for development. Built heritage constraint which will necessitate high standard of architectural design quality. Need to rationalise and enhance parking and access arrangements but otherwise servicing relatively easy. Most existing uses need to be relocated within site.

PTM7: Court House and Police Station

Use: Mixed Use (Business and Tourism, Housing, Community)

Reasons: Previously developed land. Central, flat and close to facilities. Uncertain availability for development. Built heritage constraint which will necessitate high standard of architectural design quality. Possible need to rationalise and enhance parking and access arrangements but otherwise servicing relatively easy. Dependent upon relocating existing uses.

PTM8: Bayfield

Use: Mixed Use (Business and Tourism, Housing, Community)

Reasons: Part previously developed land. Central and close to facilities. Uncertain availability for development. Need to rationalise and enhance parking and access arrangements. Sewage pumping station retention and development set-back required. Borders coastal and fluvial flood risk area. Opportunity for significant environmental improvement and creation of attractive tourist gateway and promenade. Need to retain public vista from Green. Opportunity to enhance pedestrian connections to town centre. Steep slope affects northern sections of site but this also offers an elevated and attractive outlook.

PTM9: Harbour

Use: Mixed Use (Business and Tourism, Housing, Community)

Reasons: Central and close to facilities. Part previously developed. Uncertain availability for development. Built heritage constraint which will necessitate high standard of architectural design quality. Need to rationalise and enhance parking and access arrangements. Possibly dependent upon relocating existing uses. Coastal flood risk area within which uses should be water based. Contamination assessment. Opportunity to create additional berthing and moorings for cruise liner tender reception and recreational sailing. Opportunity for net environmental improvement particularly if tanks are removed.

PTB1: Auction Mart

Use: Business and Tourism

Reasons: Uncertain availability for development. Dependent upon relocation of existing use. Advantage of trunk road commercial visibility but need for net environmental improvement on tourist route frontage. Likely need to upgrade trunk road junction.

PTB2: Post Office Building

Use: Business and Tourism

Reasons: Uncertain availability for development. Dependent upon relocation of existing use. Advantage of trunk road commercial visibility but need for net environmental improvement on tourist route frontage. Likely need to upgrade trunk road junction.

PTB3: Jewsons

Use: Business and Tourism

Reasons: Uncertain availability for development. Dependent upon relocation of existing use. Advantage of trunk road commercial visibility but need for net environmental improvement on tourist route frontage. Likely need to upgrade trunk road junction.

PTB4: North of Aros Heritage Centre

Use: Business and Tourism

West Highland and Islands MIR

Reasons: Opportunity to expand existing heritage centre or for business uses complementary to it. Need for pedestrian connection to existing footway. Opportunity to retain, extend and enhance green network bordering western boundary. Need to improve trunk road junction and access. Steep slope and surface water drainage challenges. Adopted local plan allocation. Need for high quality of architectural design as prominent, trunk tourist route gateway site.

PTI1: Land North of Sluggans

Use: Industry and Business

Reasons: Opportunity for Energy from Waste facility or other waste management uses such as sewage works expansion if required. Contamination assessment. Need for additional screen planting given prominence of site from northern A87 tourist route approach. Possible need for A87 junction upgrade.

PTI2: Portree Industrial Estate Expansion

Use: Industry and Business

Reasons: Adopted local plan allocation. Opportunity to retain, extend and enhance green network bordering eastern boundary. Services laid and constructed to site boundary but distributor road extension required. Opportunity to free up town centre sites by relocating existing town centre industrial, storage and business uses to this location. Need to retain watercourses and ensure development set back from them. Challenging surface water drainage arrangements and site borders fluvial flood risk area. Disturbance to deep peat.

PTR1: Land North of Home Farm Dental Practice

Use: Retail

Reasons: Planning permission subject to legal agreement. Challenging surface water drainage arrangements and site borders fluvial flood risk area. Disturbance to peat. Need for improved active travel and public transport connections to rest of settlement.

PTR2: Land Adjoining Home Farm Biomass Plant

Use: Retail

Reasons: Planning permission subject to legal agreement. Challenging surface water drainage arrangements and site borders fluvial flood risk area. Disturbance to peat. Need for improved active travel and public transport connections to rest of settlement.

PTR3: Land Adjoining the Co-op

Use: Retail

Reasons: Planning permission. Previously developed land. Serviced site. Need for improved surface water drainage arrangements and set back from adjoining watercourse.

PTC1: Home Farm (North)

Use: Community

Reasons: Previous planning permission for church and community centre. Central to allocated and permitted neighbourhood. Serviced and prepared site.

PTC2: Home Farm (West)

Use: Community

Reasons: Previous planning permission for community use as part of masterplan for Home Farm neighbourhood. Land unsuitable for built development because of slope, access, surface water drainage, ground conditions and flood risk issues. Opportunity to retain, enhance and extend adjoining green network.

PTC3: Hostel and Adjoining Land, Struan Road

Use: Community (Gaelic Primary School)

Reasons: Safeguarded for new Gaelic primary school. Planning permission. Road access improvements already undertaken.

West Highland and Islands MIR

PTC4: South of Portree Cemetery

Use: Community (cemetery extension)

Reasons: Safeguarded for extension of cemetery. May required improved A87 trunk road access. Retain and enhance green networks that border site. Retain watercourses with appropriate set back.

PTLT1: Kiltaraglen (North)

Reasons: Uncertain availability for development. Relatively distant from most existing facilities. Relatively good ground conditions. Requires major road access improvements. Parts of the site have good outlook and southerly aspect. Potential loss of croft land. Parts of the site likely to have problematic surface water drainage issues including need to retain and set development back from watercourses. Opportunity to secure a strategically sized expansion area for Portree.

NON-PREFERRED SITES

PTH6: Achachork

Use: Housing

Reasons: Distant from village centre and facilities. Dependent upon significant road access improvements. Relatively poor ground conditions and problematic surface water drainage issues including need to retain and set development back from watercourses. Attractive outlook and southerly aspect.

PTH7: Woodpark

Use: Housing

Reasons: Uncertain availability for development. Central and close to facilities. Housing compatible with adjoining uses. Relatively good ground conditions. Severe trunk road access constraint that would require rationalisation of number of existing accesses. Limited outlook but sheltered. Potential loss of croft land.

PTH8: York Drive (East)

Use: Housing

Reasons: Built heritage constraint which will necessitate high standard of architectural design quality. Steep slope and mature, amenity value trees. Central and close to facilities. Housing compatible with adjoining uses.

PTM10: Home Farm Phase 2

Use: Mixed Use (Business and Tourism, Non Food Retail, Industrial)

Reasons: Poor ground conditions. Need to upgrade A87 trunk road junction and for new distributor road connections. Loss of deep peat. Opportunity to retain, enhance and extend green networks around the site. Likely problems with surface water drainage arrangements. Opportunity to secure a strategic employment expansion area for Skye. Visually prominent from A87 northern tourist route approach to Portree. Part allocated in adopted local plan.

PTM11: Bridge Road to Harbour Expansion Area

Use: Mixed Use (Retail, Business and Tourism, Housing)

Reasons: Coastal and fluvial flood risk. Uncertain commercial viability and landownership availability. Potential adverse natural heritage impacts. Uncertain public funding availability. Central and close to facilities. Adopted local plan allocation. Technical feasibility assessments prepared. Opportunity to achieve net visual improvement and to create higher capacity road connection to harbour which would allow its expansion. Opportunity to create new promenade and additional visitor parking which would be tourism assets. Proximity to sewage pumping station and possible need for relocation of water and sewerage infrastructure.

PTC5: Land South of Shinty Pitch and Hostel at Sulaisiadar

Use: Community

Reasons: Common grazings interests. Requires new road access most likely through shinty pitch site which may require remodelling of pitch and/or amended access arrangements. Relatively good ground conditions

West Highland and Islands MIR

but high site preparation costs for additional playing field provision. Adopted local plan allocation for community use. Need to retain watercourses.

PTLT2: Sulaisiadar

Reasons: Uncertain land availability including access routes for necessary distributor road connections. Relatively good ground conditions. Relatively close to community facilities. Potential loss of good croftland. Some undevelopable steep slopes but higher land offers an attractive outlook and land sheltered from prevailing wind. Opportunity to create and enhance green networks. Possibility of alternative distributor road access through shinty pitch site. Need to retain watercourses and set development back from them. High voltage overhead lines in close proximity. Opportunity to secure a strategically sized expansion area for Portree.

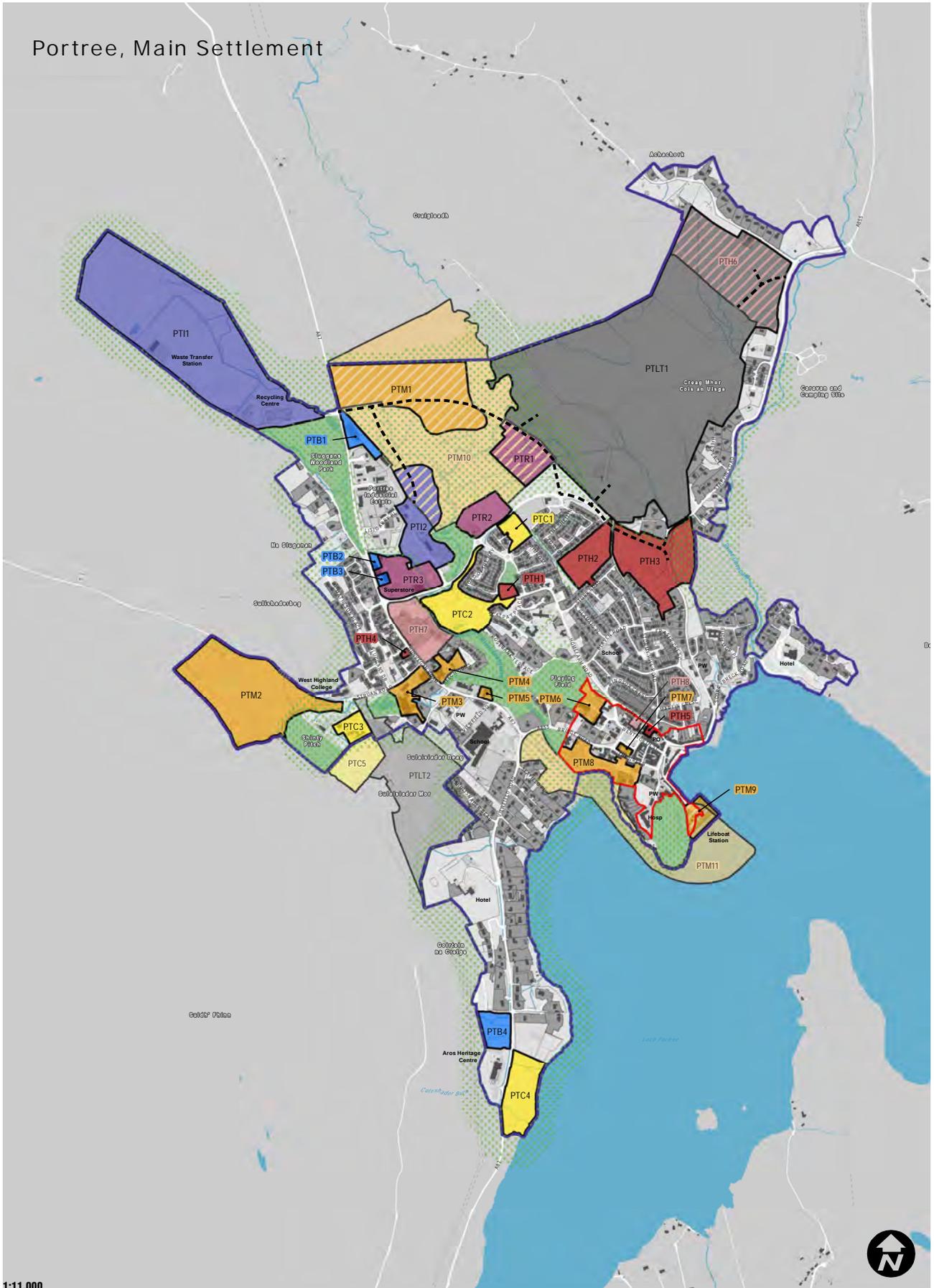
Issue 5.3 - Portree

Q5.3. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

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Portree, Main Settlement



1:11,000

Picture 5.3

West Highland and Islands MIR

5.4 Kyleakin

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

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

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

5.15 Positive conditions for growth exist. Water, sewerage, school and road capacities are all good compared to other settlements. Central, well drained land is available. Kyleakin is well placed to accommodate housing need and demand from other settlements closeby such as Kyle of Lochalsh which has severe constraints to growth.

PLACEMAKING PRIORITIES

- To respect the integrity of adjoining and overlapping heritage features.
- To support the central expansion of the village.
- To support new employment opportunities particularly on previously developed land within the village and at Altanavaig Quarry.
- Encourage walking and cycling links as well as the protection of woodland via integration of new development to the green network.
- To limit further development at the harbour and the bridge-head because of inadequate road capacity.

PREFERRED SITES

KAH1: Old Kyle Farm Road

Use: Housing

Reasons: Adopted local plan site. Planning permission. Ground conditions and surface water drainage challenges. No other major constraints.

KAH2: Land Adjoining Playing Field

Use: Housing

Reasons: Adopted local plan site. Flat, close to village facilities, good aspect, sheltered, and available. Limited outlook. Opportunity to enhance adjoining green network and connections to it. Edge of site prone to flooding. Need for upgraded road access. Part of site previously developed. Proximity to playing field will be a design constraint. Pinchpoint suggests that discussion should take place with users of playing field about possible re-orientation of field.

KAB1: West of Harbour

Use: Business and Tourism

Reasons: Adopted local plan site. Central, flat, previously developed area. Opportunity for net environmental improvement. Coastal flood risk so better suited to uses connected with harbour.

KAI1: Altanavaig Quarry

Use: Industry and Business

West Highland and Islands MIR

Reasons: Adopted local plan site. Extant planning permission for continued quarry use. Site is distant from the village centre so most suitable for self contained industrial or business use. Pier facility makes site particularly suitable for those uses that can gain a competitive advantage from seaborne access. Potential contamination issues. Need to safeguard sand and gravel economic resource by not stymieing existing and potential future quarrying operations.

NON-PREFERRED SITES

KAH3: The Hirsell West

Use: Housing

Reasons: Potential loss of woodland cover. Part previously developed. Limited capacity. Distant from village facilities. Doubts over trunk road junction capacity and acceptability. Poor active ravel connections to rest of village. Uncertain ground conditions. Poor residential amenity so close to a busy trunk road. Prominence from A87 tourist route.

KAH4: The Hirsell East

Use: Housing

Reasons: Potential loss of woodland cover. Part previously developed. Limited capacity. Distant from village facilities. Doubts over trunk road junction capacity and acceptability. Poor active ravel connections to rest of village. Uncertain ground conditions. Poor residential amenity so close to a busy trunk road.

KAB2: Old Ferry Area

Use: Business and Tourism

Reasons: High risk of coastal flooding. Lack of commercial visibility. Previous local plan allocation. Previously developed land.

KAI2: Altanavaig Quarry

Use: Industry and Business

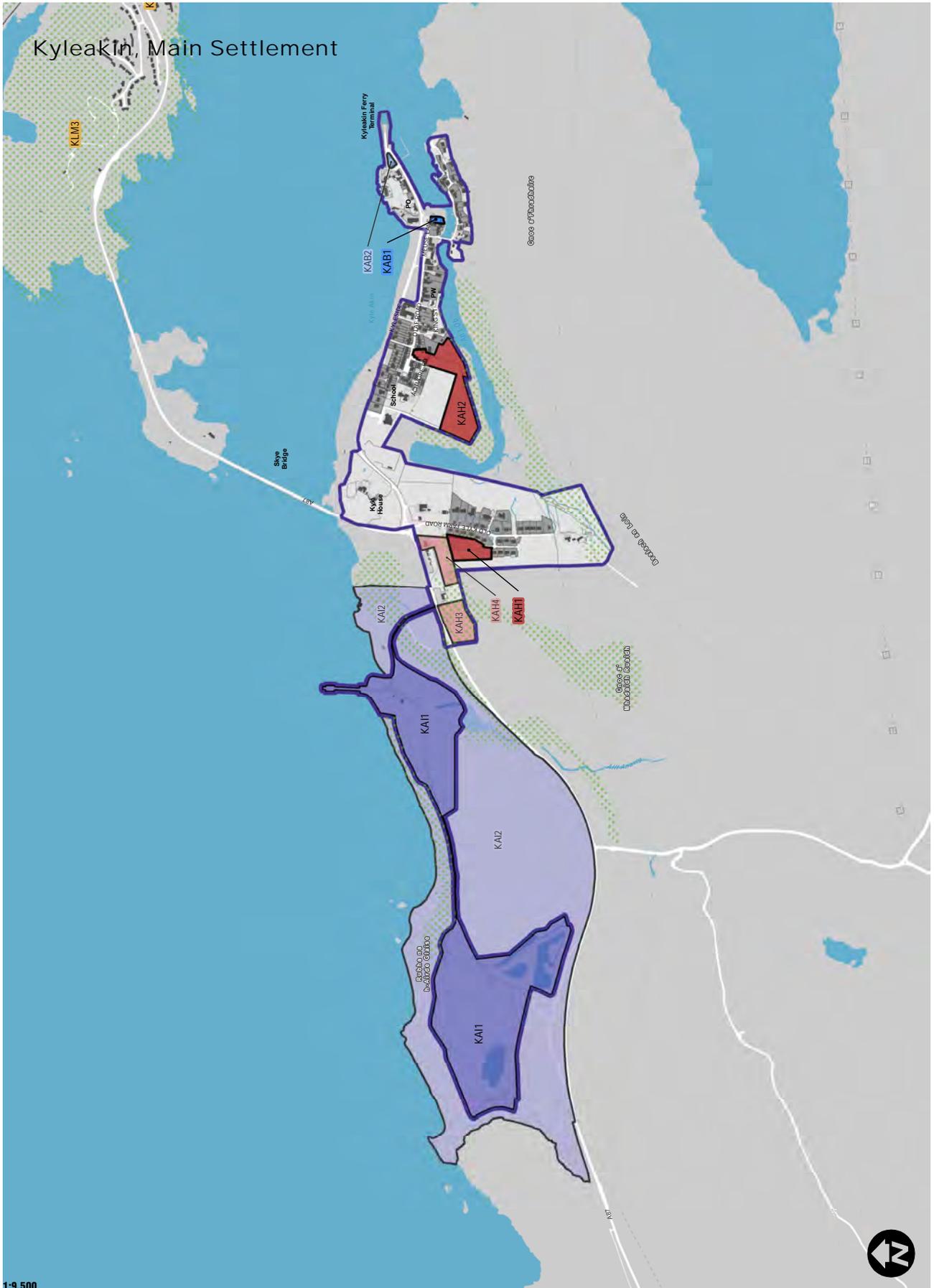
Reasons: Adopted local plan site. Site is distant from the village centre so most suitable for self contained industrial or business use. Pier facility makes site particularly suitable for those uses that can gain a competitive advantage from seaborne access. Site prominent in tourist views from A87 adjoining and from Skye Bridge so need for quarry restoration and retention of landward and seaward screens. Potential contamination issues, flood risk and woodland loss. Need to safeguard sand and gravel economic resource by not stymieing existing and potential future quarrying operations.

Issue 5.4 - Kyleakin

Q5.4. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR



Picture 5.4

5.5 Broadford

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

5.17 Most parts of the settlement afford attractive views over Broadford Bay. Aspect is generally gently sloping to the north. Ground conditions are better on the in by land but poorer towards the fringes of the existing settlement.

5.18 The village is surrounded and overlapped by heritage constraints. The Red Hills to the west, the Bay to the north and nature conservation interests to the east, all limit suitable directions for growth.

5.19 Most recent development has been relatively small scale within the outlying crofting communities but some pockets of denser, infill development have taken place notably at Campbell's Farm. Future growth prospects are helped by spare school and sewerage capacities but hindered by the lack of water supply capacity. Potential public investment in Broadford will centre on a new hospital and the investigation of upgraded water supply, industrial estate expansion and community school funding opportunities.

PLACEMAKING PRIORITIES

- To consolidate the centre of Broadford at its western end by allocating land for most development at this location.
- To ensure developers of sites at this western end assist in improving the appearance of and active travel connectivity within this village centre. In particular in improving the A87 frontage as the public face of most development sites.
- Encouragement of small scale mixed use sites with hybrid live/work office and retail units.
- To allocate viable and locationally appropriate sites to encourage public investment in water, healthcare, affordable housing and community school provision.
- To secure sufficient land for an airstrip at Ashaig to allow the reintroduction of scheduled air services to Skye, promoting business and tourism.
- To allow the retention of a traditional crofting pattern of development and land use in the eastern part of the settlement.
- To allow the expansion of recreational tourism activity to the west of the village including extension of green networks and promotion of active travel links to the village centre.

PREFERRED SITES

BFH1: East of Boreraig Place

Use: Housing

Reasons: Adopted local plan site. Flat, central land very close to main village facilities and with no major constraints. Adjacent to existing housing and future development sites and part serviced. Limited outlook but not prominent.

BFH2: South of Caberfeidh

Use: Housing

Reasons: Well contained in the landscape but limited outlook. River edge of site prone to flooding. Existing road formed and other service connections available.

BFM1: North of Cnoc na Cachaille

Use: Mixed Use (Business, Community and Tourism)

Reasons: Adopted local plan site. Safeguarded for recreational tourism and connected development. Opportunity to enhance/expand green networks. Land available for development and no crofting restrictions. Parts of the site prone to flooding. Ground conditions uncertain, outlook good, aspect varied. Need for

West Highland and Islands MIR

woodland management to minimise loss of trees and windblow risk and to encourage replanting of native species.

BFM2: Cnoc na Cachaille

Use: Mixed Use (Community and Tourism)

Reasons: Adopted local plan site. Safeguarded for recreational tourism and connected development. Opportunity to enhance/expand green networks. Land available for development and no crofting restrictions. Parts of the site prone to flooding. Ground conditions, outlook and aspect varied. Built development most appropriate closest to existing village edge. Need for woodland management to minimise loss of trees and windblow risk and to encourage replanting of native species.

BFM3: South of Cnoc na Cachaille

Use: Mixed Use (Business, Community and Tourism)

Reasons: Extant planning permission for camping and other recreational / leisure / community facilities. Close to village centre and its facilities. Flood risk and surface water drainage challenges. Southerly aspect and attractive outlook. Requires upgraded road access and other service connections. Opportunity to enhance/expand green networks. Commercial visibility to A87 but prominent in views from it. Need for setback from sewage works for any incompatible uses.

BFM4: Existing Hospital Site

Use: Mixed Use (Community and Housing)

Reasons: All or part likely to be surplus if new hospital constructed on land closeby. Central to village facilities. Previously developed and serviced site. Attractive outlook over Broadford Bay. Possible contamination. Road access, turning and circulation may need to be upgraded.

BFM5: South of Library

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

Reasons: Opportunity to improve A87 frontage within village centre. Very central location with A87 tourist route commercial visibility. Ground conditions problems - part made ground. Surface water drainage likely to be problematic, potential flood risk and proximity to overhead lines.

BFM6: Glen Road (North)

Use: Mixed Use (Business and Tourism, Community and Housing)

Reasons: Adopted local plan site. Very central location and fully serviced. A small watercourse runs through the site which may limit the development potential or at least affect the layout. No commercial visibility.

BFM7: North of Village Hall

Use: Mixed Use (Business, Housing, Retail and Tourism)

Reasons: Adopted local plan site. Central and with A87 tourist route commercial visibility. Opportunity for mix of live / work / retail units. Need for high quality of siting and architectural design given that site represents one of few remaining gaps, public views across Broadford Bay. Road access requires upgrading.

BFM8: Glen Road West of School

Use: Mixed Use (Community School, Housing, Business and Tourism)

Reasons: Part allocated in adopted local plan. Potential site for new community school including hall facility. Central location, close to existing school which would allow phased reconstruction. Levels difference which would suggest existing hall site be in a separate use. Overhead lines and uncertain ground conditions. Surface water drainage challenging particularly for playing field.

BFI1: North of Industrial Estate

Use: Industry and Business

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Reasons: Extant planning permission. Adopted local plan site. Service connections to site boundary. Existing landscape framework. Loss of woodland but opportunity for replanting with native species. Business and retail uses most suitable on A87 frontage which should result in a net environmental improvement. Potential contamination issues.

BFC1: Land Adjoining Health Centre

Use: Community (Hospital)

Reasons: Adopted local plan site. Safeguarded opportunity site for new hospital. Central to settlement. Services to site boundary. Attractive outlook and good ground conditions. Likely need to upgrade road access. Need to retain site boundary trees. Compatible with adjoining health centre use. Site size limited.

BFC2: Ashaig Cemetery

Use: Community (Cemetery extension only)

Reasons: Land safeguarded for cemetery extension only. Ground conditions unknown and therefore site boundary may need to vary.

BFLT: Glen Road (West) (long term)

Use: Housing (Long Term)

Reasons: Adopted local plan site and services to site boundary. Relatively poor ground conditions, uncertain availability, uncertain viability but suitable for longer term strategic expansion of the settlement. Opportunity to retain and extend existing green networks.

NON-PREFERRED SITES

BFH3: Blackpark

Use: Housing

Reasons: Crofting interests and uncertain availability for comprehensively serviced development. Relatively poor ground conditions.

BFH4: East of Caberfeidh

Use: Housing

Reasons: Adopted local plan site but already part developed in crofting style pattern. Uncertain availability of balance of site. Crofting restriction.

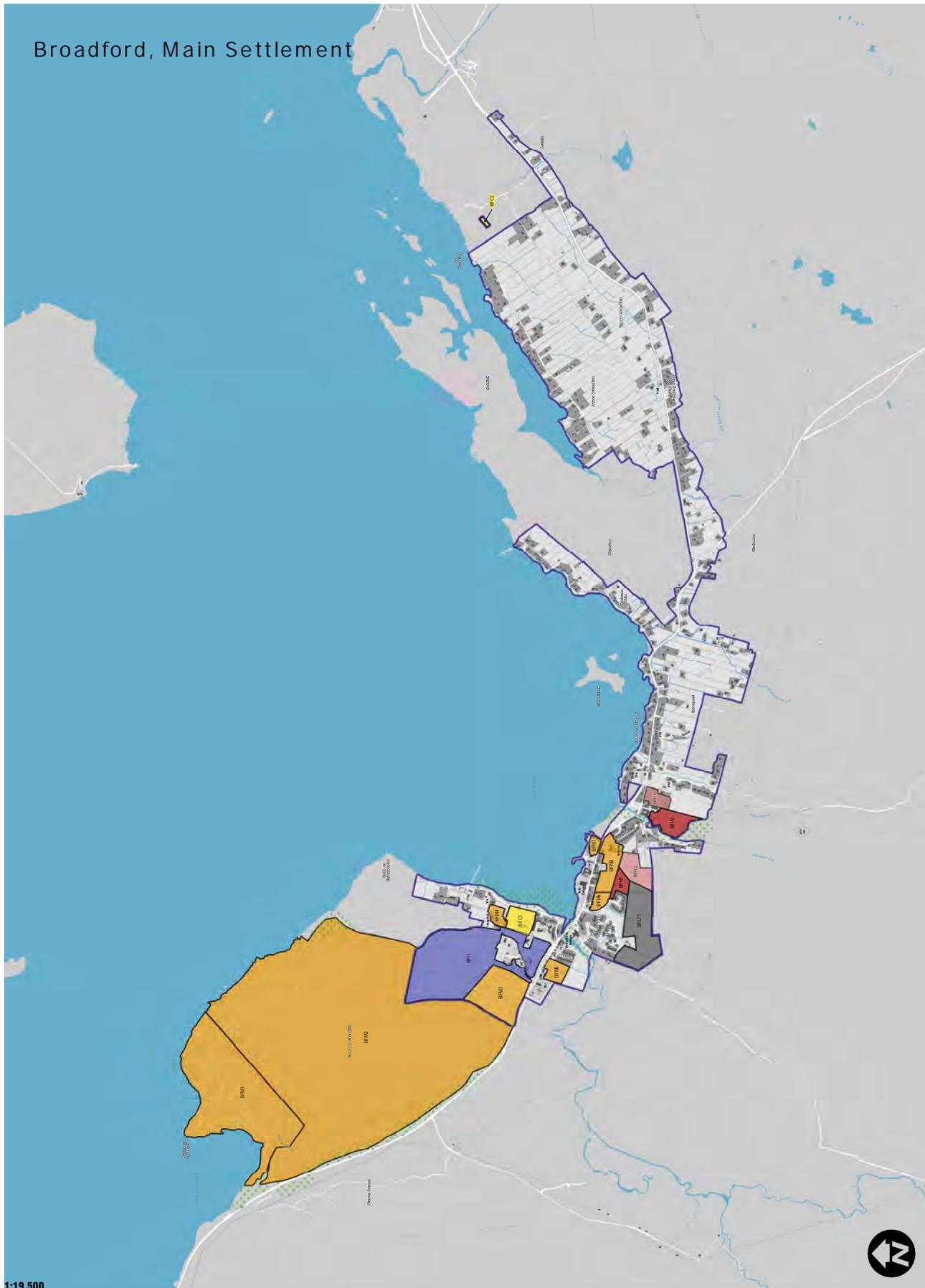
Issue 5.5 - Broadford

Q5.5. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR

Broadford, Main Settlement



Picture 5.5

5.6 Sleat

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

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

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

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

PLACEMAKING PRIORITIES

- To safeguard the capacity of the traditional crofting areas by directing all significant development to land not in crofting tenure.
- To consolidate existing clusters of development and facilities with further growth allocations at Armadale, Kilbeg, and Teangue.
- To maximise the cultural heritage and employment opportunities of expanding Gaelic related education and enterprise at Sabhal Mor Ostaig.
- To support an improved chain of tourist facilities and destinations at Armadale and Teangue.

PREFERRED SITES

ESH1: Manse Field

Use: Housing

Reasons: Extension of adopted local plan site. Attractive outlook. Potential for phased development. Steep gradient and prominence of land prompts need for exceptional siting and architectural design quality so development doesn't skyline from adjoining tourist route and isn't unduly prominent in long distance views. Potential flood risk and surface water drainage challenges.

ESM1: West of Youth Hostel

Use: Mixed Use (Community and Housing)

Reasons: Adopted local plan site. Flat, close to facilities, reasonable ground conditions and part serviced. Feasible to extend access road from adjacent housing development. Need to incorporate an element of useable children's playspace.

ESM2: Between the Potteries

Use: Mixed Use (Business and Retail)

Reasons: Part complete and part with planning permission. Small infill opportunity part with commercial frontage to tourist route. Loss / lack of parking and turning may limit potential. Coastal section subject to flood risk. Need to retain public access to beach and coastal edge green network.

ESM3: Armadale Bay

Use: Mixed Use (Harbour/marine related uses only)

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Reasons: Safeguarded for improved recreational sailing and connected facilities. Opportunity for enhancement of marine infrastructure such as moorings / pontoons. Coastal flood risk. Need to retain public access to beach and coastal edge green network.

ESM4: Kilbeg Village

Use: Mixed Use (Business, Community, Housing and Retail)

Reasons: Adopted local plan site with extant planning permission. Part developed and part serviced. Need to comply with approved masterplan in terms of siting, architectural design, use mix and servicing requirements.

ESM5: Land adjacent to Kilbeg Village North of A851

Use: Mixed Use (Business, Community, Housing)

Reasons: Close to old college and new village. Need for improved active travel connections to the rest of Kilbeg. Access most suitable from Tarscavaig Road with improvement of initial section of that road. Need to minimise loss of boundary trees which provide a good summer screen. Relatively steep gradient and surface water drainage challenges.

ESM6: Knock

Use: Mixed Use (Business, Community and Tourism)

Reasons: Adopted local plan site with extant planning permission for a distillery. Potential flood risk. Need for high quality of architectural design as site prominent from A851 tourist route.

NON-PREFERRED SITES

ESH2: East Manse Field

Use: Housing

Reasons: Steep gradient and prominent slope means development will impinge upon the skyline from A851 tourist route.

ESH3: Teangue

Use: Housing

Reasons: Steep gradient. Side road has very poor alignment, width restrictions and already services a large crofting settlement area. Loss of in by croft land.

ESM7: North West of Armadale Bay

Use: Mixed Use (Business, Community and Tourism)

Reasons: Loss of trees and windblow risk to those remaining. Other better alternatives in same ownership closeby. Loss of green network connectivity.

ESM8: Armadale Wood and Home Farm

Use: Mixed Use (Business, Community and Tourism)

Reasons: Adopted local plan site. Considerable tourism related accommodation and other development already in place. Other Plan policies will support limited additional development of this type without the need for a specific allocation. Potential adverse impact on landscape character and visual quality if area over developed.

ESM9: Land adjacent to A851 Opposite Ostaig House

Use: Mixed Use (Business, Housing and Tourism)

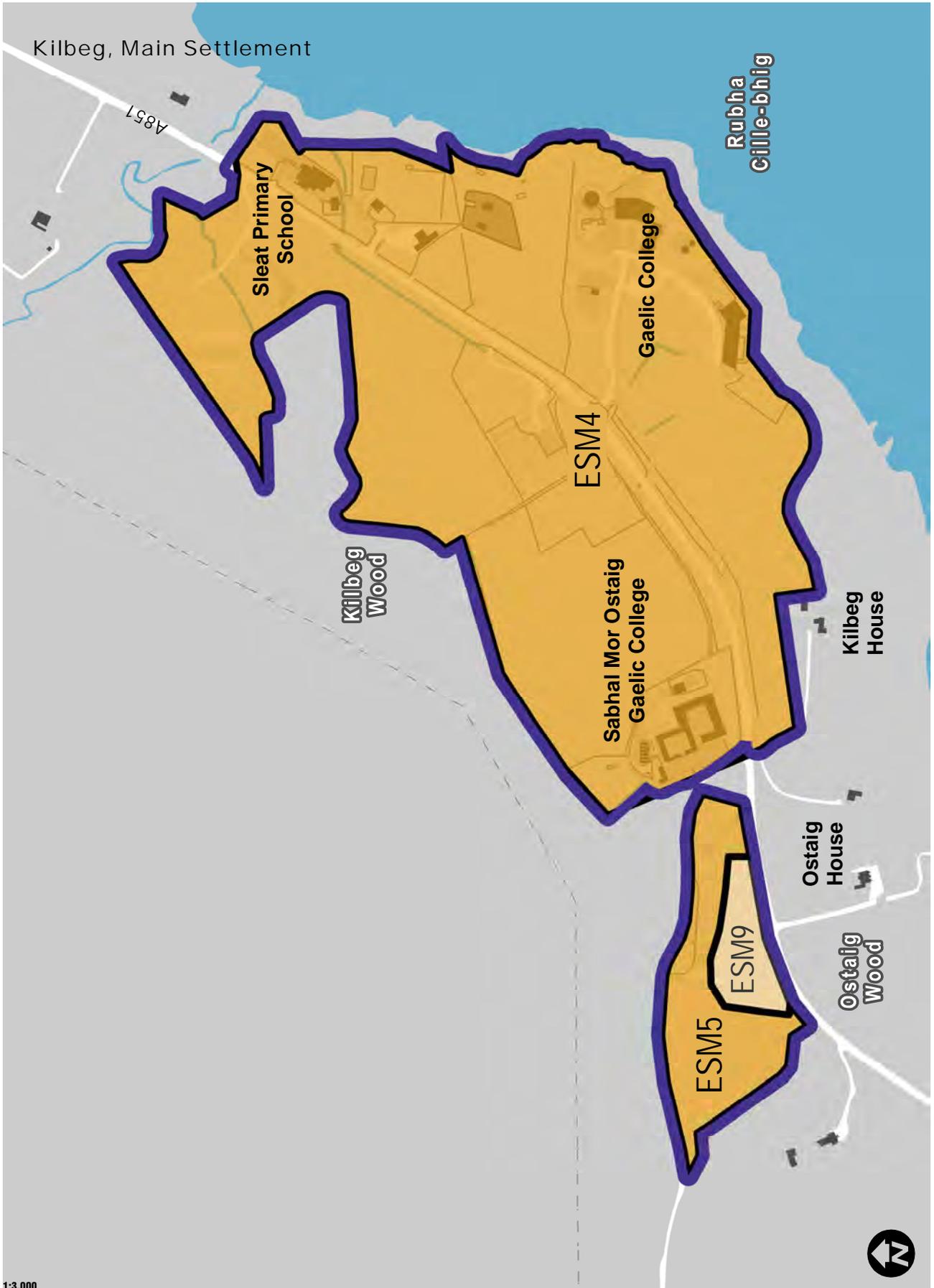
Reasons: Balance of site preferred for development. However this frontage section has poorer ground conditions and outlook. It may be suitable for a surface water drainage device but not for built development.

Issue 5.6 - Sleat

Q5.6. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

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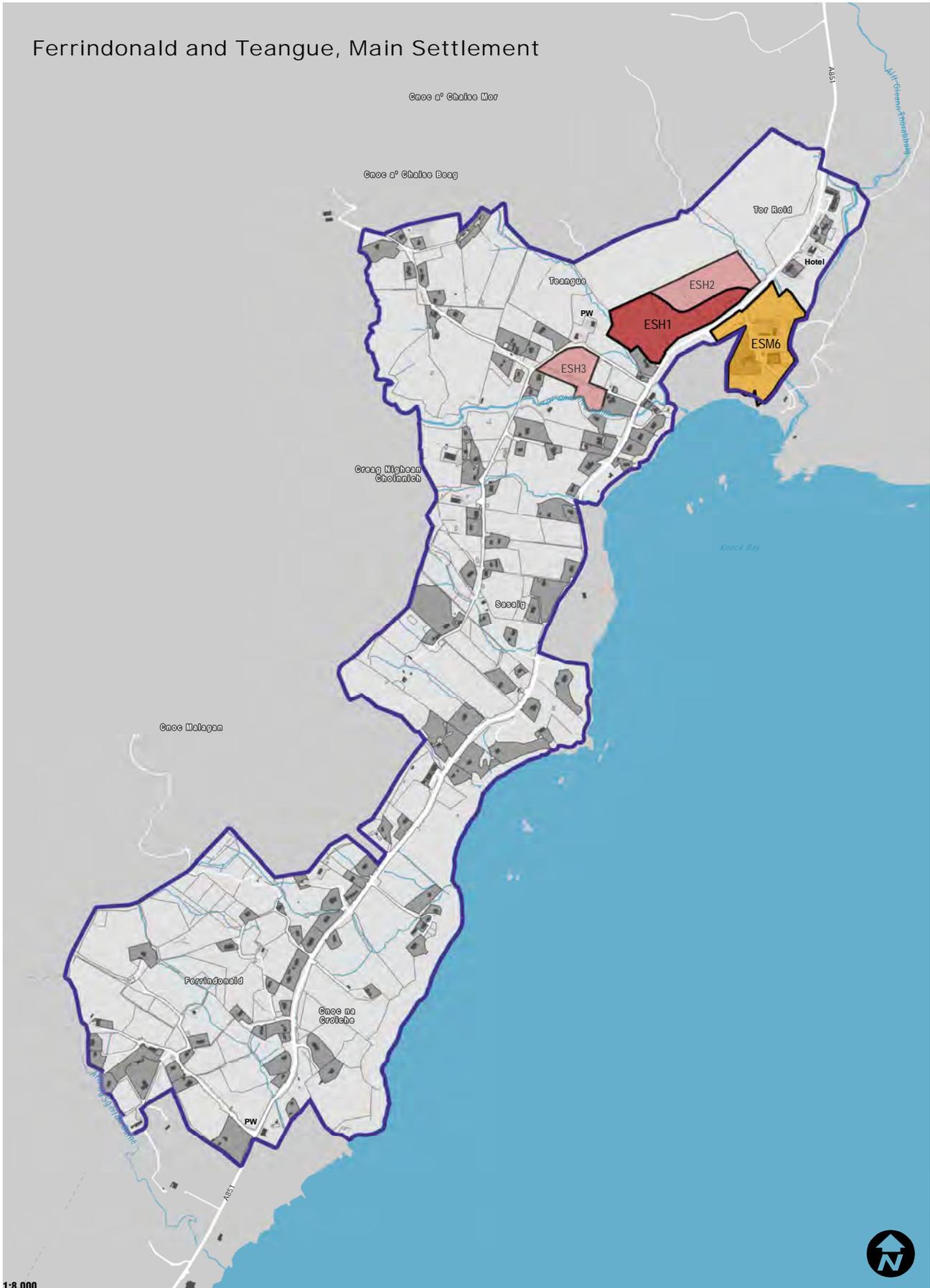


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Picture 5.6

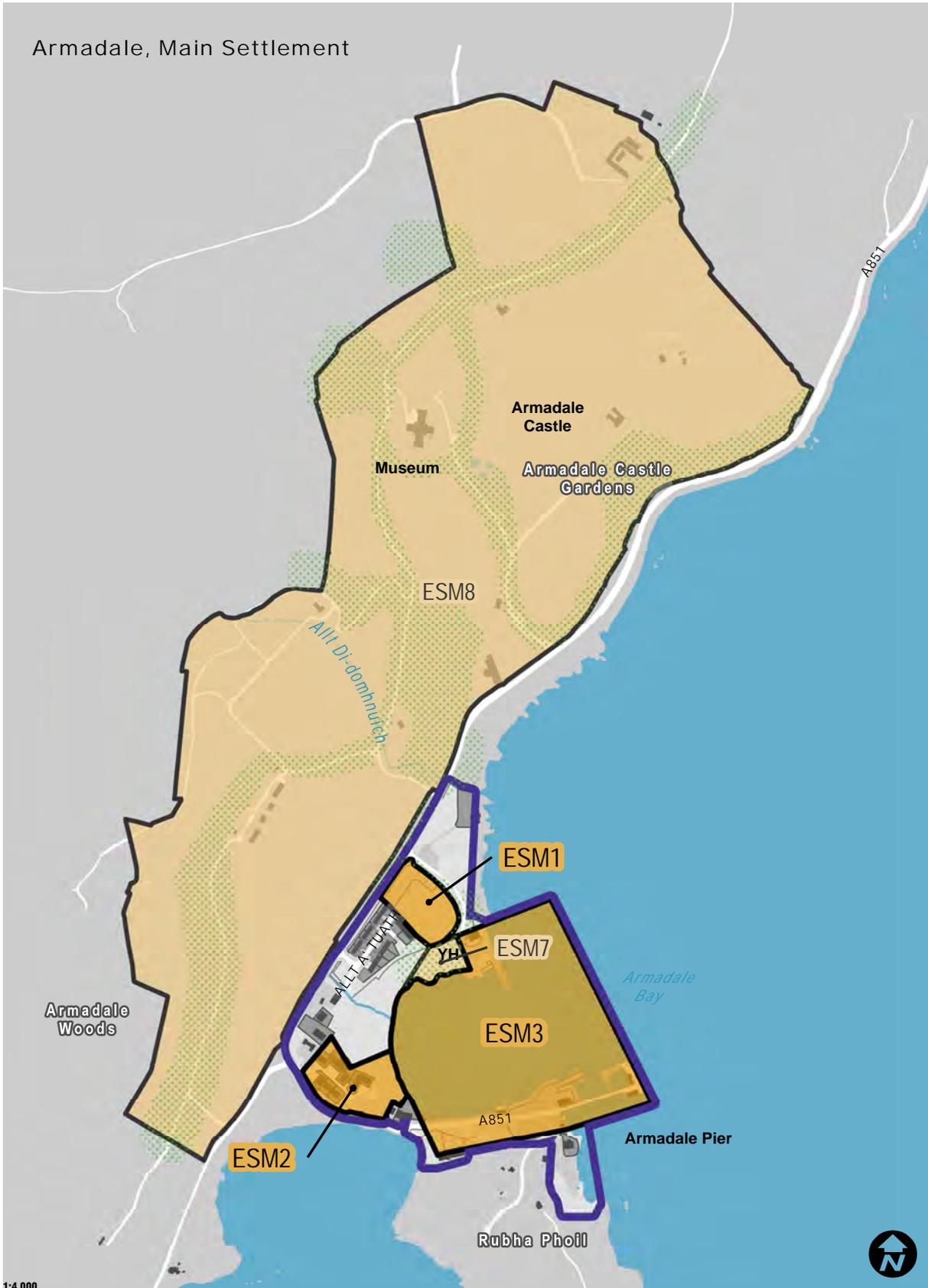
West Highland and Islands MIR

Ferrindonald and Teangue, Main Settlement



Picture 5.7

West Highland and Islands MIR



Picture 5.8

5.7 Growing and Potential Community Plan Settlements

GROWING SETTLEMENTS

UIG

5.24 Issues

- Land availability, marketability, gradient, water and sewerage, and trunk road constraints mean that Uig, although significant in population size, is not well placed for significant growth.
- The ferry terminal and the passing and other trade it generates is the principal economic driver. Some diversification has been successful such as the brewery but marine related enterprises less so.
- The following development factors shape development opportunities: physical/heritage barriers such as Uig Bay to the west, steep ground to the north and east, Conon and Rha wooded river corridors; the crofting/agricultural value of land within settlement; trunk road access constraint and visual prominence of most land; attractive outlook; and the unavailability of land.

5.25 Placemaking Priorities

- To consolidate Uig's role as the principal settlement on the western flank of the Trotternish peninsula and as a ferry terminal with the tourist traffic and custom that generates.
- To protect heritage interests including public seaward views, the scheduled monument and other built heritage, and to safeguard corncrake species and habitat.
- To encourage crofting interests and the community to consider the release of central land for mixed use development.



Picture 5.9

West Highland and Islands MIR

5.26 Issues

- To secure improvements to water and particularly sewerage capacity, which is severe barrier to growth at present.
- The following development factors shape development opportunities: physical/heritage features such as the A850 and Loch Greshornish to the north and east, steep afforested land to the west and actively used croft land and steeper hillsides to the east and wooded river corridors; the difficulty of achieving satisfactory direct access to an unrestricted section of the A850; and the presence of actively used in by croft land.
- The local primary school is scheduled for amalgamation with others in north west Skye and other local facilities have gravitated towards larger centres.

5.27 Placemaking Priorities

- To retain Edinbane's role as the largest centre serving Skeabost district.
- To support the role of community initiatives in opening up development potential at Blackhill and/or Coishletter subject to servicing improvements.
- To support the role of community initiatives in enhancing the woodland area adjoining the former Gesto Hospital, the green network along the river corridor, and any proposal to re-use vacant buildings in the heart of the community.
- To support the expansion of tourism assets such as local archaeological trails to expand/underpin local tourism employment to help reduce commuting dependency and assist in the retention of local community and commercial facilities.



Picture 5.10

INVERARISH (RAASAY)

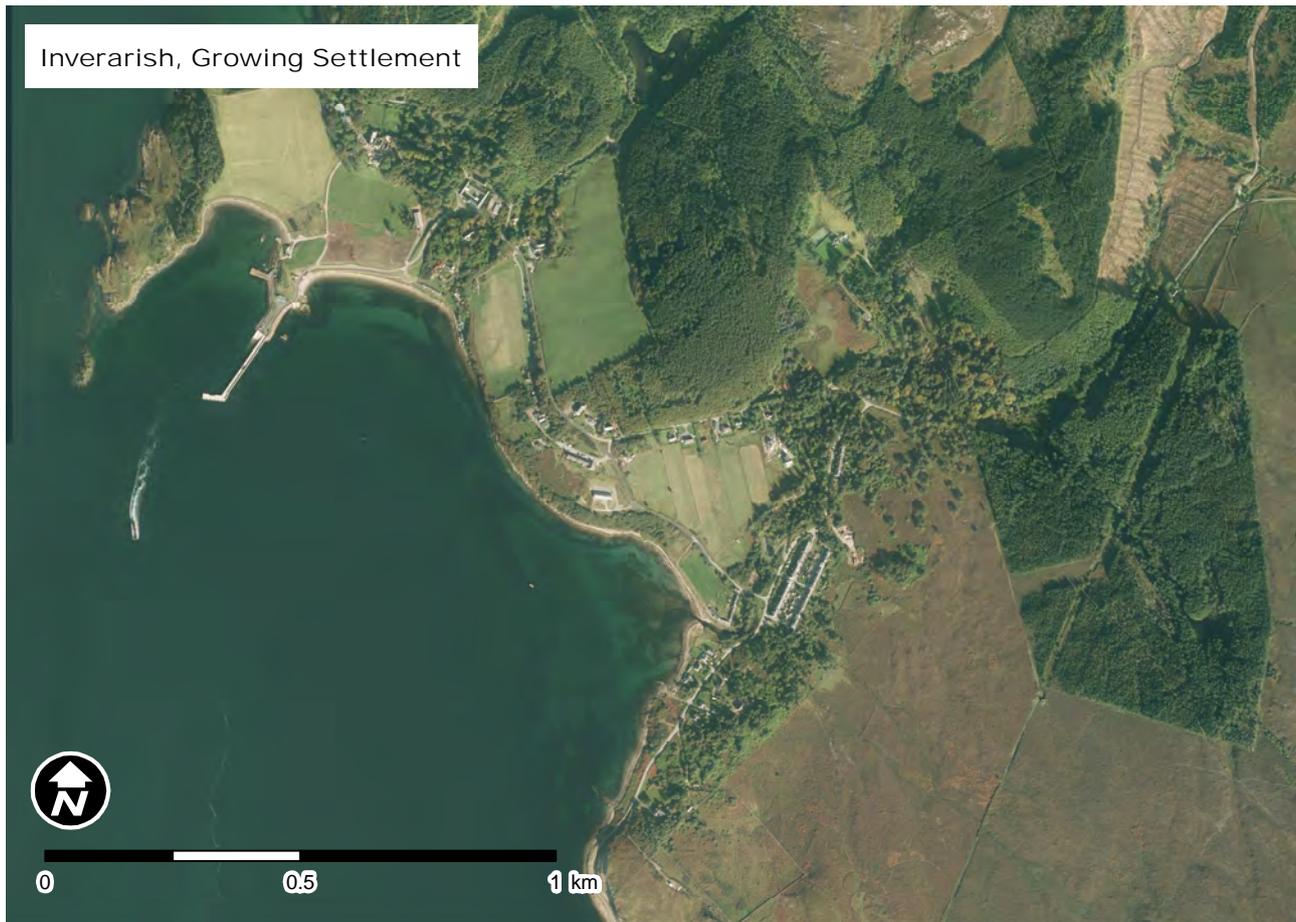
5.28 Issues

- The enhanced ferry connection with Skye has improved the reliability of journeys to Raasay and therefore its attractiveness to permanent residents, visitors and business.
- However, Raasay and Rona are still classified as fragile in terms of remoteness from key services, facilities and employment opportunities.
- Infrastructure capacities, notably roads and sewerage are very limited and the economics of volume housebuilding are poor so advanced, comprehensive servicing of any development site is a challenge.
- The following development factors shape development opportunities: built heritage interests including the Designed Landscape; public views over open water; the narrow and poorly aligned road network; the outstanding outlook, and; the need to preserve the highest quality croft and farm land within and bordering the settlement.

5.29 Placemaking Priorities

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

West Highland and Islands MIR



Picture 5.11

CARBOST**5.30 Issues**

- The following development factors shape development opportunities: physical/heritage barriers such as Loch Harport to the north, steep, prominent land to the west and south; the Carbost Burn and its associated flood risk area; an attractive, albeit northerly outlook; a steep gradient for most of the land within the settlement; the fragmented nature of crofting interests which inhibit release of land for comprehensively serviced sites; the lack of 'side roads' and spine road capacity; and the active use of in byre and grazings croft land.
- Water and sewerage capacities are very limited and the prospects of private demand and public funding to increase capacity are poor.
- To support its changing pattern from a collection of dispersed crofting communities to a nucleated community centred on the Talisker Distillery with community and commercial facilities grouped close-by.
- Local employment opportunities which centre on the distillery which attracts significant tourist trips.

5.31 Placemaking Priorities

- To consolidate Carbost's role as the principal local centre within Minginish.
- To support its changing pattern from a collection of dispersed crofting communities to a nucleated community centred on the Talisker Distillery with community and commercial facilities grouped close-by.

West Highland and Islands MIR

- To safeguard and add to local employment by supporting retention and expansion of the distillery, recreational sailing and other tourism growth opportunities including those connected with the gateway to Glen Brittle.
- To concentrate new housing development within walking distance of village facilities notably its employment and primary school.



Picture 5.12

POTENTIAL COMMUNITY PLAN SETTLEMENTS

The following settlement may be appropriate for a community led land use plan. A community group has recorded an initial interest in preparing such a plan. The Isle of Rum Community Trust have produced a Community Land Use Plan, which has been endorsed by the Highland Council as Interim Supplementary Guidance full details of which are available via the Council's website. It provides a good example of what other communities could produce both in terms of process and content. For each potential community plan settlement/area a list of guiding principles is stated (see below).

GLENDALE

5.32 Issues

- Glendale accommodates a collection of crofting communities that have coalesced over time and lack a discernible core.
- There is active community interest in promoting growth with the area carrying forward a long tradition of local action in Glendale.

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- There is a high proportion of owner occupied and actively worked crofts in the area.
- Social and service infrastructure (notably water, sewerage and roads) capacity is not available locally or limited and the economics of volume housebuilding are poor so advanced, comprehensive servicing of any development site is a challenge.

5.33 Placemaking Priorities

- To support the role of community initiatives in opening up development potential particularly for housing and commercial use at Lephin, at Meanish Pier for enhanced user facilities, and at the former Borrodale School for a community hub, all subject to servicing improvements.
- To support the enhancement of local green networks along the principal watercourses and the coastal edge and any proposal to re-use vacant buildings within the community.
- To support the expansion of tourism assets such as local trails and recreational sailing opportunities to expand/underpin local tourism employment to help reduce commuting dependency and assist in the retention of local community and commercial facilities.

Issue 5.7 - Skye Growing and Potential Community Plan Settlements

Q5.7. Do you agree with the Council's list of issues and priorities for the settlements listed above? Or, do you have alternatives that you wish to be considered? If so then please tell us why.

6.1 Mallaig

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

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

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

6.4 An important development and employment priority for Mallaig is the expansion of its harbour. A masterplan is to be prepared which will encourage a larger harbour area within a new breakwater plus the possibility of more back up land and berthing. It is hoped to give this masterplan statutory status within the adopted Plan.

PLACEMAKING PRIORITIES

- To allow the organic, consolidation of Mallaig within its landscape capacity limits.
- In practice, this means a scaling back of previous local plan allocations which would have breached that capacity and are not proportionate to the level of local demand.
- To allocate smaller development sites where building is most practicable and viable, and where they can be absorbed within the landscape.
- Support a masterplan-led expansion of the harbour with that masterplan ultimately being incorporated as a component of the statutory Plan.

West Highland and Islands MIR

- To investigate additional parking provision at the harbour or elsewhere within the village.
- To ensure that developers of peripheral sites retain and enhance green network connectivity around the village notably in terms of new planting and footpath retention / extension.

PREFERRED SITES**MAH1: Coteachan Hill**

Use: Housing

Reasons: Adopted local plan site. Logical expansion site from adjacent housing development. Developable land with the opportunity to add to the enhancement of the green network and integrate with adjacent core path network. The site has relatively steep topography and may be prone to flooding.

MAH2: Frank Brae South of Manse

Use: Housing

Reasons: Relatively self contained in landscape. Attractive outlook but may create problem of overlooking of lower properties. Access may require upgrading/extension from existing development. Relatively steep and lies close to natural heritage designations, small watercourses and peatland. Challenging surface water drainage.

MAH3: West of Reservoir

Use: Housing

Reasons: Extant planning permission for 18 houses. Opportunity to provide more housing tenure diversity within the village. Attractive outlook. Opportunity for development to integrate / enhance the green network and extension of the active travel connections to the village centre. Sensitive siting and architectural design required given site's relative prominence. Uncertain ownership and availability. Parts of the site being relatively steep, presence of watercourses, peat depths and overhead lines may limit the developable area.

MAM1: Harbour

Use: Mixed Use (Business, Community and Tourism)

Reasons: Active Harbour Authority proposal. Opportunity to regenerate accessible, central brownfield land to provide additional harbour related activities and encourage a vibrant centre, boosting the economic prosperity of Mallaig. The site lies within the coastal flood risk area so harbour related uses only within flood risk area. Additional access/junction provision may be required from the A830 trunk road. There may also be significant contamination issues which will require further site investigation.

MAB1: South of Glasnacardoch

Use: Business and Tourism

Reasons: Relatively flat, developable land with an attractive outlook. Provides additional business land choice. Fairly distant from the village centre. Natural features of the site such as native woodland and watercourses should be retained with integration to the green network. Commercial visibility on trunk tourist route.

MAB2: Opposite Garage

Use: Business and Tourism

Reasons: Relatively flat, developable land compatible with adjacent allocations. Additional access from the trunk road may be required. Fairly distant from the village centre. Natural features of the site such as native woodland and watercourses should be retained with integration to the green network. Commercial visibility on trunk tourist route.

NON-PREFERRED SITES**MAH4: Coteachan Hill South**

Use: Housing

West Highland and Islands MIR

Reasons: Adopted local plan site. Attractive outlook, adjacent to existing housing development and core path network. Steep gradient of land would necessitate expensive road and earthworks which would be very likely to have an adverse visual impact. Development likely to skyline. This area is valued for recreational activities.

MAH5: East Bay

Use: Housing

Reasons: Adopted local plan site. Attractive outlook, adjacent to existing housing development and core path network. Steep gradient of land would necessitate expensive road and earthworks which would be very likely to have an adverse visual impact. Development likely to skyline. The site is also heavily treed with native woodland and a valued recreational asset within the village.

MAH6: North of Reservoir

Use: Housing

Reasons: Adopted local plan site. Steep gradient of land would necessitate expensive road and earthworks which would be very likely to have an adverse visual impact. Development likely to skyline. Disturbance of peat, potential crofting interests/tenure, and presence of overhead lines.

MAH7: Glasnacardoch

Use: Housing

Reasons: Adopted local plan site. Steep gradient land with long and expensive road access required and with overhead lines constraint.

MAB3: North East of Garage

Use: Business and Tourism

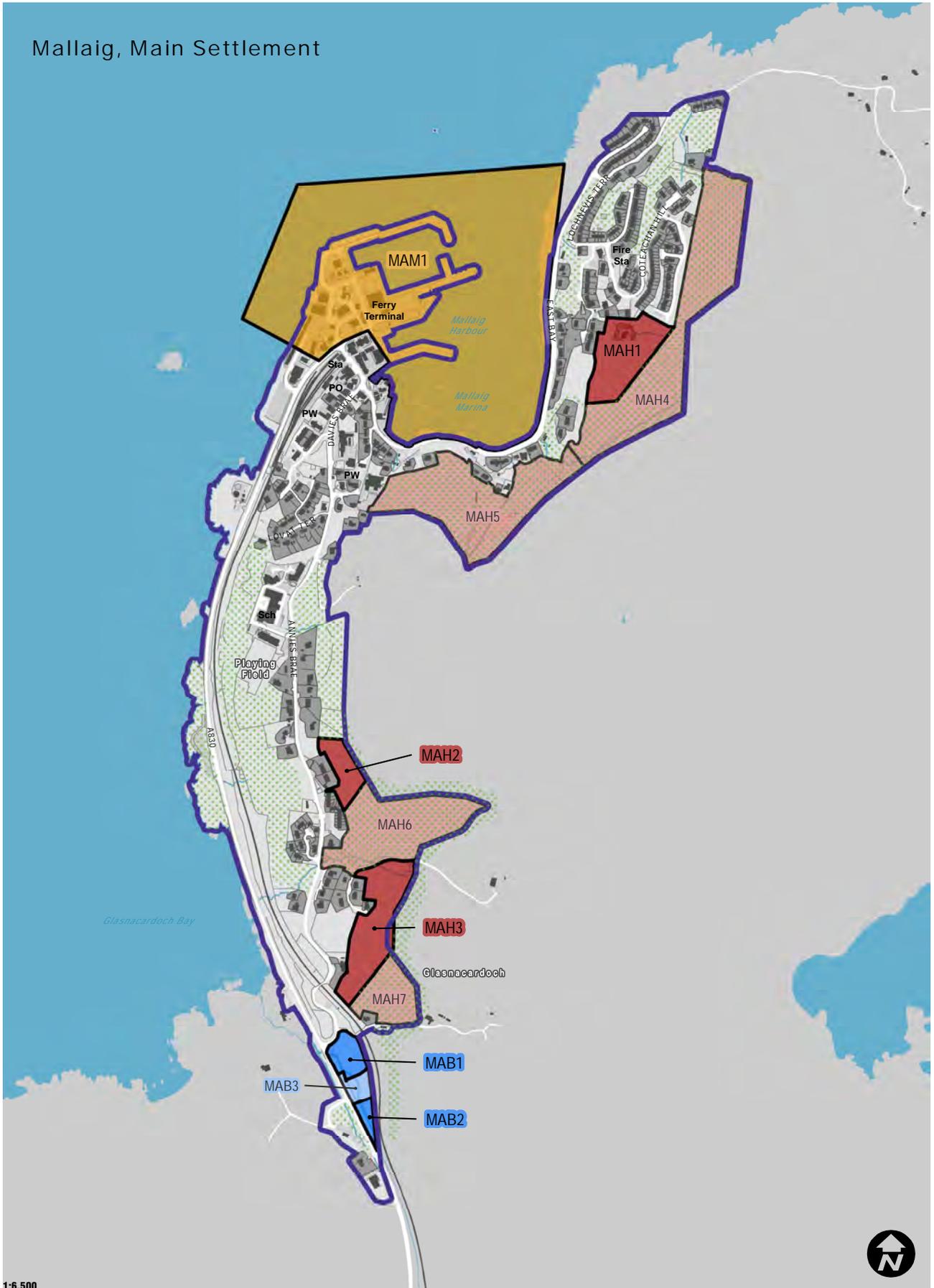
Reasons: Native woodland covers the entire site and it is located fairly distant from the village centre.

Issue 6.1 - Mallaig

Q6.1. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

Mallaig, Main Settlement



Picture 6.1

West Highland and Islands MIR

6.2 Spean Bridge and Roy Bridge

6.5 Spean Bridge and Roy Bridge are located at the southern end of the Great Glen and are known as ‘the crossroads of the Highlands’, offering an ideal touring base standing at the junction of the roads north to Inverness, east to Laggan and Badenoch, and south to Fort William. The villages are famous for their cultural heritage, particularly the iconic Commando Memorial and viewpoint as well as the Mulroy historic battlefield.

The Great Glen Way and West Highland Way are two long distance walks which pass through the area, with the Leanachan Forest immediately south, which offers a range of tourist activities. The area is also famous for its geological significance including the Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI). In recent years, commuting to Fort William has also fuelled local housing demand from those wishing to live within a small village rather than a town.

6.6 The preferred strategy is simply to roll forward adopted local plan sites. These are still seen as the most suitable for development and there is no evidence of insurmountable constraints that would hinder their implementation. New development site suggestions came through the "Call for Sites" process but these were distant from the established village boundaries - west of Spean Bridge at Achnabobane and east of Roy Bridge at Bohenie. Their locations were so distant from the connected villages and facilities that the Council does not believe that they merit consideration as village expansion sites and we will not therefore take them forward for consideration within the Plan process.

PLACEMAKING PRIORITIES

- To support the consolidation of both settlements so that they retain their small village identities and attractiveness.
- This will be achieved by rolling forward adopted local plan sites which are still appropriate.
- To keep the villages as compact as possible so that their facilities are still walkable.
- To promote a high standard of siting and architectural design for the sites that front the villages' tourist routes
- To allow the option of local employment and therefore reducing commuting by retaining business components within the mixed use sites.
- To ensure that all development sites contribute to internal village connectivity in terms of active travel connections to facilities and retention and enhancement of green networks.

PREFERRED SITES

SBH1: Transport Workshops

Use: Housing

Reasons: Adopted local plan site with extant planning permission for 9 houses. Fairly distant from the village centre therefore walking/cycling connections should be encouraged with possibility of extended, lowered speed limit in this area. Small watercourses run through the site. Site lies entirely within geological SSSI. Surrounding native woodland should be enhanced / retained as site is prominent from A82.

SBH2: Redevelopment of Haulage Depot adjacent to the Aonach Mor Hotel

Use: Housing

Reasons: Adopted local plan site with extant planning permission for 6 homes. Central to village facilities. Previously developed land. Potential to extend active travel connections through the site. Opportunity to establish adjoining road access from this site to the adjacent Blarour site.

SBH3: North of Nursery

Use: Housing

Reasons: Central to village facilities. Adopted local plan site. However road access problematic and uncertain availability. Steeply sloping in parts, vegetation cover and overhead electricity lines. Generally southerly aspect.

SBH4: Glen Roy

Use: Housing

West Highland and Islands MIR

Reasons: Southerly aspect and attractive outlook. Road improvements required. Land is relatively steep and there may be disturbance of peatland. The site also lies close to the setting of a listed building and an historic battlefield.

SBM1: Opposite Former Little Chef**Use: Mixed Use (Business, Community and Housing)**

Reasons: Close to village facilities. Opportunity for a masterplan led mixed use allocation to capitalise on business opportunities and to add to the housing choice. Parts of the site are at risk of flooding and/or are covered by native woodland, as well as overhead electricity lines. Potential to retain natural features of the site through integration of a green network. Upgrading of access would be required from the A82 trunk road which is likely to require removal of boundary trees.

SBM2: Field off Bohenie Road and Stronlossit**Use: Mixed Use (Business and Housing)**

Reasons: Well connected, central site which consolidates and fits into the existing pattern of development. However, significant pluvial and fluvial flood risk, particularly to the western part of the site. Need to retain woodland on margins of site. Difficult ground conditions on parts of site. Improved access will be required from Bohenie Road otherwise new access will be required from the trunk road.

SBLT: Blarour**Use: Long Term**

Reasons: Provides opportunity for strategic expansion of the settlement and to provide a range of different options for both developers and future householders. Road access may be difficult to achieve. Small watercourses surround the boundary of the site and appropriate buffer strips should be provided for any development. Opportunity for development to enhance and integrate a green network.

NON-PREFERRED SITES**SBH5: Redevelopment of Haulage Depot****Use: Housing**

Reasons: Adopted local plan site. Most of site already lost to existing and competing uses, e.g. an SSE Yard.

SBH6: Mulroy Terrace**Use: Housing**

Reasons: Adopted local plan site. Lies adjacent to existing housing development and core path network. However it will elongate the settlement and impact views on approach to the village from the west. It would also cause loss of existing playground. The site lies entirely within natural heritage designations and within 5m of Mulroy historic battlefield.

SBM3: Burn Bank**Use: Mixed Use (Business and Housing)**

Reasons: Adopted local plan site. Creates unnecessary ribbon development and extension of the settlement. Potential loss of woodland. Owner does not favour release for concentrated housing development. Additional/improved access would be required from trunk road.

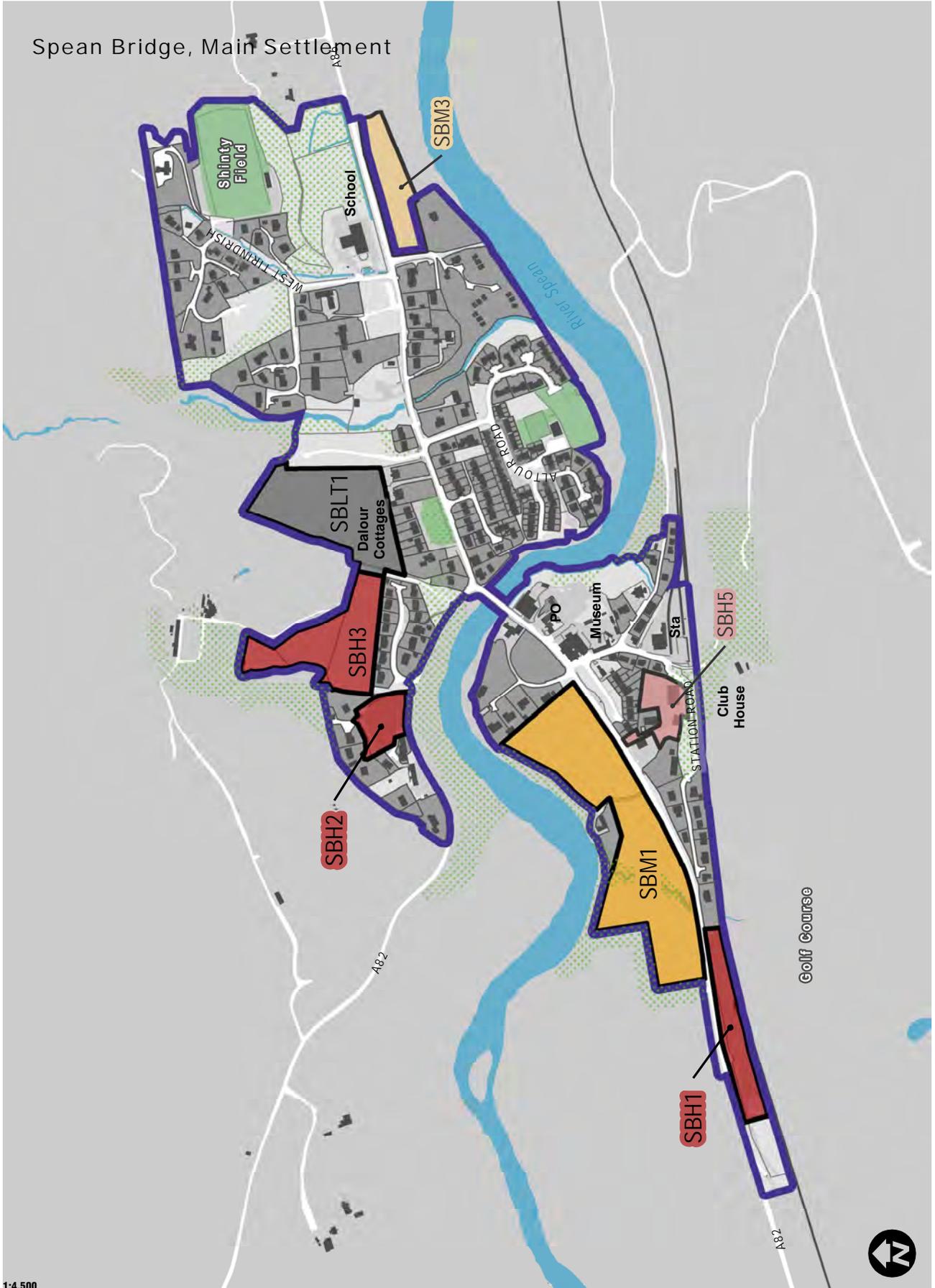
SBB2: Achaderry**Use: Business and Tourism**

Reasons: Adopted local plan site. Site and surroundings covered by native woodland and would elongate the settlement.

Issue 6.2 - Spean Bridge and Roy Bridge

Q6.2. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

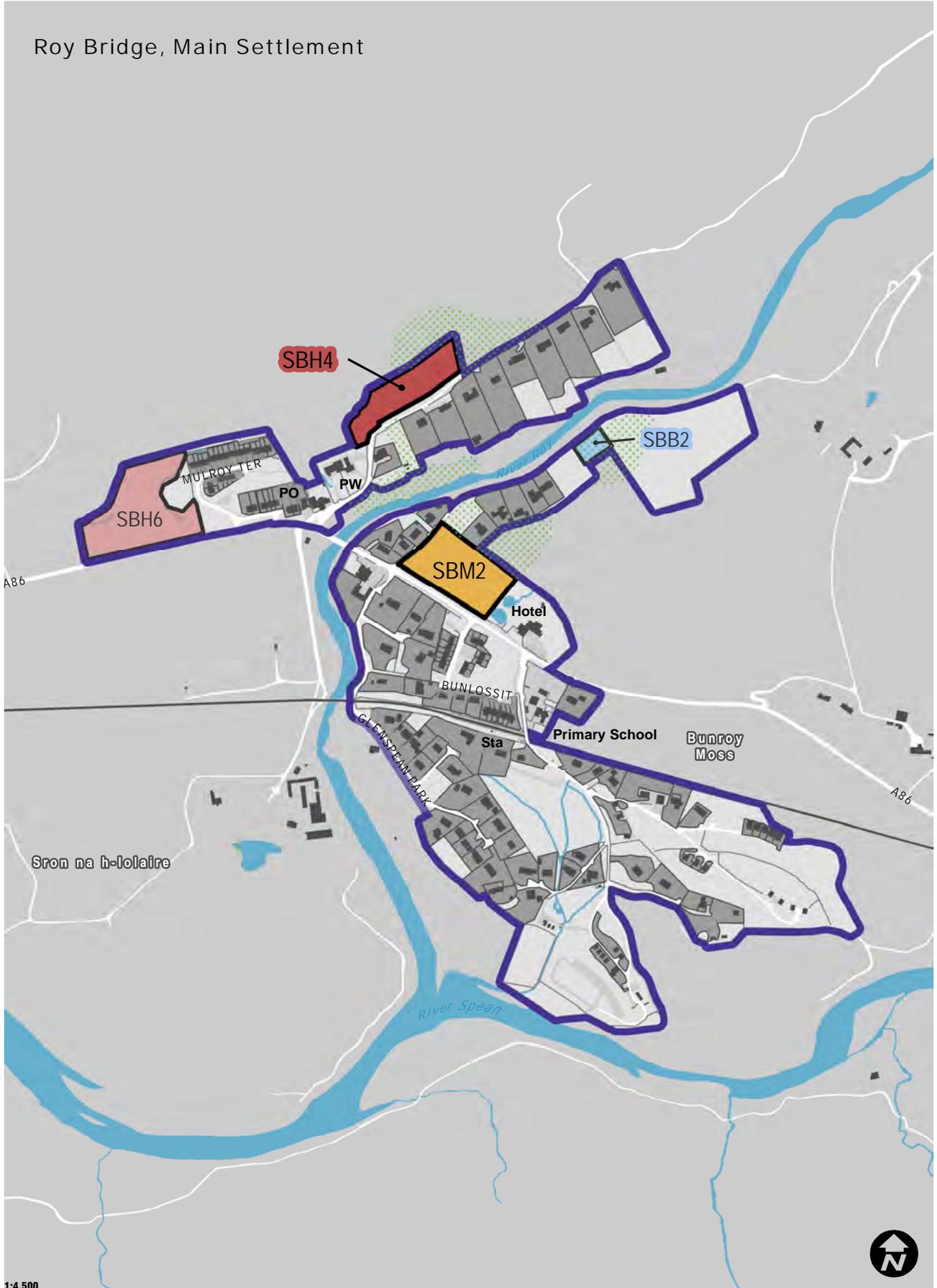
Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?



Picture 6.2

West Highland and Islands MIR

Roy Bridge, Main Settlement



Picture 6.3

6.3 Fort William

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

6.8 This dispersed and seemingly random settlement pattern has been shaped by physical, employment, ownership and crofting factors. The River Lochy, Nevis and Loch Linnhe flood risk areas continue to influence where development can happen. Similarly, the steep slopes of the glen sides and the climatic exposure they offer still affect where it is practical to live. Also, crofting, in particular areas of common grazings, and other greenspaces that are worthy of protection, have and will continue to shape where building should happen. Finally, employers are situated where they have a competitive reason to be there. For example, Rio Tinto Alcan's operation makes use of the steep slope to the Ben Nevis Massif, Annat's jobs are partly based on good sea and rail access, and commercial operations gravitate to the central locations or where they can capture passing trade.

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

PLACEMAKING PRIORITIES

- We believe future development in wider Fort William (including the communities from Corpach to Achintore) should be about consolidation within the existing physical limits of the settlement not further dispersal which would make better internal connectivity even harder to achieve;
- Fort William's industrial employers have good reason to remain where they are so the Plan should allow in situ expansion;
- New commercial expansion should only be supported in central locations for example in Fort William town centre and at Blar Mor, or where commitments have already been made at North Road, Glen Nevis Business Park and Achintore, or where there is a locational imperative such as the slalom course at the smelter tail race and marinas at the waterfront and Corpach Caledonian Canal entrance;
- Increasing internal cohesion and connectivity are the main design objectives which means every development site and travel project will be asked to contribute to that aim whether it's footpath, bus, road, green network, visual, sewer, or any other type of connection;
- Connections are just as important to wildlife as people although instead of fibre optic cables it's about continuous habitat whether that's otters journeying up and down burnsides or other wildlife utilising strips of broadleaf woodland;
- Putting adequate public agency infrastructure where it can best support existing and future growth is also vital and this too means consolidation whether that be the completion of school rationalisation proposals, a flood scheme for Caol and Lochyside, travel and transport improvements, or shared public function buildings.

6.10 The Plan's accompanying Transport Background Paper (see the Council's website for further details) discusses the following transport interventions within the Fort William urban area:

- Caol Link Road
- Active travel measures
- A82 improvements

6.11 The Council proposes to seek developer contributions from any development that will add to traffic congestion within the urban area in line with a protocol that will be published alongside the Proposed Local Development Plan. This will specify: the catchment within contributions will be sought; the threshold level of development above which contributions will be sought; the amount and timing of payments, and; what transport interventions these contributions will be used towards.

PREFERRED SITES

FWH1: Annat Farm

Use: Housing

West Highland and Islands MIR

Reasons: Need to retain broadleaf woodland, achieve setback from watercourses, upgrade access from A830 and assess risk from neighbouring landfill site and quarry. Elevated, attractive and southerly outlook. Distant from main settlement facilities including a primary school. Relatively good ground conditions. Established landscape framework that will minimise landscape and visual impact of development. Potential to connect to existing path networks and enhance adjoining green networks.

FWH2: North of A830 at Banavie

Use: Housing

Reasons: Planning permission granted for 15 houses. Need for relocated and upgraded A830 access. Cost and technical feasibility of a public sewer connection. Relatively flat and close to existing and proposed facilities. Potential to extend green network.

FWH3: Lochyside Common Grazings

Use: Housing

Reasons: Previous "minded to grant permission" committee decision. Successive previous and adopted local plan allocations. Central to settlement and its facilities. Public sewer connection closeby. Poor ground conditions and cost of remedying this. Common grazings interest. Cost and technical feasibility of forming adequate road access. Potential loss of woodland. Pluvial flood risk and difficulty of dealing with surface water drainage. Need for A830 connection / safeguard.

FWH4: Former Lochyside RC Primary School

Use: Housing

Reasons: Central to urban area and therefore close to most facilities. Previously developed land. Flat and good ground conditions. Need to retain woodland on margins of site and for upgraded road access. Loss of school playing field and its amenity value.

FWH5: Upper Achintore (North)

Use: Housing

Reasons: Part complete and part with planning permission. Spine access road constructed. Surface water drainage challenges due to steep slope and ground conditions. Need to retain and enhance green network and path connections to surrounding land. Need to retain existing watercourses and ensure development setback from them.

FWH6: Former Upper Achintore Primary School

Use: Housing

Reasons: Previously used land. Infill opportunity and compatible with adjoining use. Road access, slope and surface water drainage issues may limit the site's capacity.

FWH7: Lundavra Road

Use: Housing

Reasons: Close to facilities and adjoining new primary school. Need for development set back from and bridging of principal watercourse. Nature conservation interests. Attractive outlook. Moderate slope. Surface water drainage challenges. One road access already part constructed. Relatively good ground conditions. Need to retain broadleaf woodland. Potential to retain, enhance and extend green networks.

FWM1: Blar Mor

Use: Mixed Use (Business, Retail, Community, Housing, Recreation)

Reasons: Planning permission for mixed use development. Council intends to update approved masterplan in conjunction with development interests to reflect changed circumstances. Potential site for relocated hospital and new Science, Technology, Engineering and Maths centre. New, high capacity junction with A830 and site access completed. Need for attractive, landscaped setback from A830. Need to retain woodland where possible. Central location and close to other facilities. Active travel connections to High School a priority for updated masterplan. Poor ground conditions and difficult surface water drainage arrangements.

West Highland and Islands MIR

FWM2: Carr's Corner

Use: Mixed Use (Business, Tourism, Housing)

Reasons: Distant from settlement facilities in particular from a primary school. Prominent, trunk tourist route frontage, gateway location. This would offer a competitive advantage to uses that would capture passing trade. Housing component more appropriate to rear of site. Need to retain / enhance boundary planting particularly to A82 frontage. Need for upgraded junction with A82 and retention of foot / cycle way.

FWM3: Belford Hospital / RC Primary School

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

Reasons: Road access and on-site parking constraints. Very close to facilities. Previously developed land. Relatively easy ground conditions and surface water drainage arrangements. Likelihood of net environmental improvement. Opportunity for denser / taller development than on alternative suburban sites. Need to retain woodland, to enhance frontage to A82 tourist route and to respect setting of adjacent listed building.

FWM4: High Street "Backlands"

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

Reasons: Road access and on-site parking constraints. Very close to facilities. Previously developed land. Relatively easy ground conditions and surface water drainage arrangements. Visually contained and likelihood of net environmental improvement. Land assembly problematic.

FWM5: BT Depot / Police Station

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

Reasons: Road access and on-site parking constraints. Very close to facilities. Previously developed land. Relatively easy ground conditions and surface water drainage arrangements. Visually contained and likelihood of net environmental improvement. Opportunity for denser / taller development than on alternative suburban sites.

FWM6: Fort William Primary School

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

Reasons: Planning permission pending for civic hub on part of site. Trunk road junction, access and on-site parking constraints. Retention and setting of listed structures. Visually prominent from A82 tourist route at gateway location but this also offers a commercial visibility advantage to any business / tourism use. Close to facilities. Previously developed land. Relatively easy ground conditions and surface water drainage arrangements.

FWB1: Corpach Locks

Use: Business and Tourism (water based)

Reasons: Suitable only for water based recreational / tourism uses. Need to preserve listed building / scheduled monument and their settings. Need for enhanced access by all users within level crossing capacity constraint. Coastal, fluvial and pluvial flood risk.

FWB2: Smelter Tailrace

Use: Business and Tourism (water based)

Reasons: Suitable only for water based recreational / tourism uses in particular a kayaking facility. Need to respect setting of Inverloch Castle. Known coastal and fluvial flood risk.

FWB3: Glen Nevis Business Park

Use: Business

Reasons: Need to retain woodland where useful to buffer incompatible uses and/or as a landscape framework. Prominent in some views from Glen Nevis so a need for additional planting and a high standard of architectural design quality. Poor ground conditions. Need to retain watercourses and development set back from them. Surface water drainage arrangements may be problematic.

West Highland and Islands MIR

FWB4: Fort William Waterfront

Use: Business and Tourism (water based or connected)

Reasons: Opportunity to add new and/or enhance existing marine connection facilities. This could include: a new breakwater; additional pontoons / moorings; recreational sailing facilities; cruise liner tender berthing and reception facilities, and/or; expansion of underwater training facility. Need to protect setting and fabric of Old Fort. Need to improve pedestrian connectivity across A82 from town centre and from An Aird. Coastal flood risk. Prominent from A82 tourist route and therefore need for high standard of architectural design quality. Possible need to enhance road access from A82. Possible constitution of formal harbour and harbour authority.

FWB5: Heathercroft Drive

Use: Business and Tourism

Reasons: Planning permission for 10 business / storage units. Spine access road completed. Slope and surface water drainage constraints. Need to ensure compatibility with adjoining uses.

FWI1: Annat, Former Paper Mill and Adjoining land

Use: Industry and Business

Reasons: Ideal for enterprises that can exploit competitive advantages offered by good rail, sea and trunk road access. Pluvial, fluvial and coastal flood risk. Contamination assessment required and if appropriate mitigation. A830 trunk road connections across limited additional capacity level crossings. Listed building / scheduled monument constraint. Need to retain woodland for visual and nature conservation reasons.

FWI2: North of Blar Mor Industrial Estate

Use: Industry and Business

Reasons: Planning permission for business and industrial uses. New, high capacity junction with A830 and part of site access completed. Need to retain woodland where possible. Safeguard required for Caol Link Road. Central location and compatible with uses adjacent. Poor ground conditions and difficult surface water drainage arrangements.

FWR1: North Road

Use: Retail

Reasons: Planning permission granted for retail development. Need to upgrade A82 access and to retain / replace boundary planting. Also suitable for business use should the permitted development not proceed.

FWC1: North of Kilmallie Sawmill

Use: Community

Reasons: Opportunity for limited community development. Retain woodland as amenity resource and as buffer between proposed industrial and residential uses. Utilise existing industrial access to A830. Potential to connect to, and extend adjoining green networks.

FWC2: Caol Primary School

Use: Community (community school campus)

Reasons: Planning permission granted for community school campus. Coastal flood risk but this will be mitigated by proposed flood scheme.

FWC3: Fort William Gaelic Primary School

Use: Community (expansion of Gaelic school)

Reasons: Planning permission granted and initial phases constructed. Safeguard for further expansion.

West Highland and Islands MIR

FWC4: North of Lochaber High School

Use: Community (Recreation with functional connection to High School)

Reasons: Safeguarded for recreational / leisure uses with at least a functional connection with the High School. Ideal for an indoor training / sports centre. Flood risk affects the eastern margins of the site. Opportunity to extend adjoining green network.

FWLT1: West of Corpach

Reasons: Sufficient, better site options already preferred. Distant from facilities especially a primary school. Possible loss of broadleaf woodland. Cost and technical difficulty of creating access from A830. More feasible if/when land to east is developed.

FWLT2: Upper Achintore (South)

Reasons: Sufficient, better site options already preferred. Relatively poor ground conditions, outlook and shelter. Steep walk / cycle connections to primary school and other settlement facilities. More feasible if/when land to north is developed.

NON-PREFERRED SITES

FWH8: North of Lady Margaret Drive, Corpach

Use: Housing

Reasons: Possible ownership constraint. Dependent upon prior construction of a lengthy and costly access road. Possible loss of woodland. Good aspect but relatively high elevation. Relatively good ground conditions. Forested backdrop. Surface water drainage challenges. May reduce amenity value of green network and adjoining path network. Relatively distant from facilities.

FWM7: Corpach Locks

Use: Mixed Use

Reasons: Pluvial, fluvial and coastal flood risks remove potential for non water related uses. Also heritage and servicing constraints.

FWM8: Mount Alexander

Use: Mixed Use

Reasons: Suitable for infill development but less so for a larger scheme. No practicable public sewer connection. Need for access improvements for all users. Constrained by existing and proposed public utilities. Possible flood risk. Need for woodland and canal monument safeguard and setback.

FWM9: Land Reclamation West of Old Fort

Use: Mixed Use

Reasons: Coastal flood risk. Commercial viability uncertain. Land reclamation costs and risks. Cost, technical feasibility and acceptability of amended trunk road access arrangements. Need to respect fabric and setting of Old Fort. Prominent from tourist route and many other public viewpoints.

FWB6: Annat (West)

Use: Business and Tourism

Reasons: Proximity to caravan site. Potential loss of woodland. Lack of industrial enterprise interest. Pluvial flood risk and ponding. Relatively flat and close to existing industrial and tourism uses. Severed by rail routes. Length and cost of extending / upgrading access.

West Highland and Islands MIR

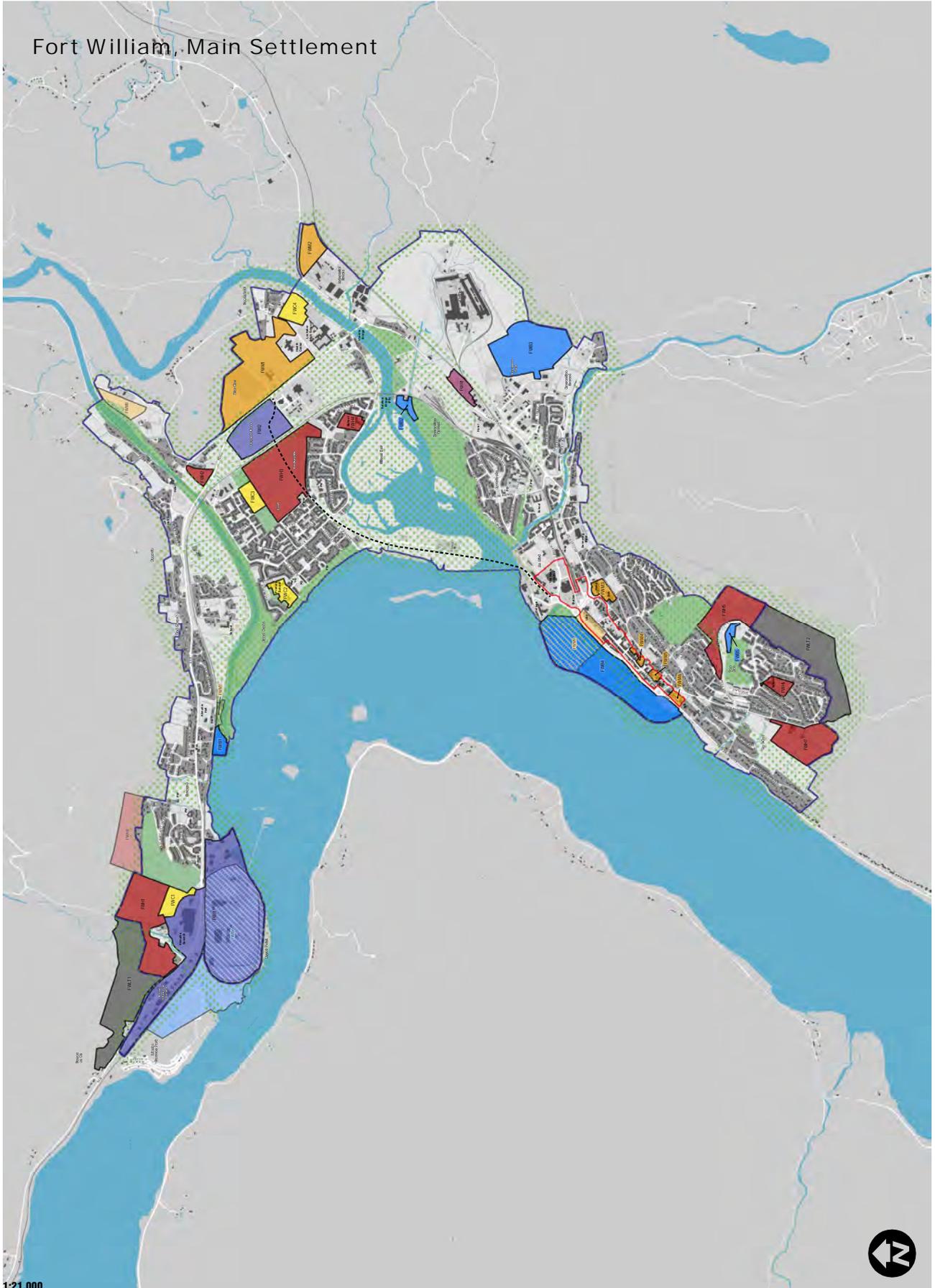
Issue 6.3 - Fort William

Q6.3. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR

Fort William, Main Settlement



Picture 6.4

West Highland and Islands MIR

6.4 Strontian

6.12 Strontian's origins include its connection with the local mining resource and employment. It occupies the glen floor north of the eastern head of Loch Sunart and either side of the Strontian River. Open space and wooded land exist on the river margins and the river is a designated Site of Scientific Interest (SSSI). A plethora of other heritage designations - the Sunart Special area of Conservation (SAC), Moidart Ardgour Special Protection Area (SPA), Loch Sunart Geological Conservation Review site (GCR), Loch Sunart to the Sound of Jura Marine Protection Area (MPA) - lie to the west and south of the settlement.

6.13 Today the village functions as a tourism and community facility centre serving a wide rural hinterland and offering modern facilities such as a shopping centre, café, hotel, caravan and camping site, information centre, primary school and high school.

6.14 Despite this strategic importance, recent development rates have been low and have largely been in the form of single house developments focused on the coastline where views over open water are available and in the crofting township of Anaheilt. Future development should complement the traditional pattern of development as well as encouraging local employment opportunities most suitably through tourism and community enterprises.

PLACEMAKING PRIORITIES

- Direct most new development to the core of the settlement close to the High School where flat serviced land is available within walking distance of the village's facilities.
- Maintain the existing linear grain of the crofting parts of the community particularly at Anaheilt.
- Restrict the peripheral expansion of the community given the distance it would leave for active travel to village facilities.

PREFERRED SITES

SRH1: Drimnatorran

Use: Housing

Reasons: Adopted local plan site. Part of site has extant planning permission for 7 homes with current application for phase one under consideration. Opportunity for masterplan led large scale development to consolidate core of village. The land is flat, accessible and close to existing services. Adjacent natural heritage designations, multiple watercourses run through and adjacent to the site, native and ancient woodland exists on the eastern boundary of the site.

SRH2: South of Caravan Site

Use: Housing

Reasons: Small potential infill site. Adopted local plan site. Central to village facilities. Improved road access may be required with the integration of active travel connections. Native / ancient woodland exists within the site.

SRB1: Drimnatorran West

Use: Business and Tourism

Reasons: Adopted local plan site. Relatively flat, developable, accessible land. Central to village. Opportunity to be included as part of masterplanning of SRH1. Woodland exists along the western boundary of the site and presence of overhead electricity lines on the site.

SRB2: Caravan and Camping Site

Use: Business and Tourism

Reasons: Existing camp site area with the opportunity to expand these facilities. Road access may require to be upgraded. Native woodland exists within the site.

SRC1: Drimnatorran South East

Use: Community

Reasons: Adopted local plan site. Flat and central to community. Opportunity to maintain the existing grain and layout of the settlement with potential inclusion of open space to provide open aspect when adjoining allocations developed. Parts of the site may be at risk of fluvial flooding.

NON-PREFERRED SITES

SRH3: Land east of Otterburn

Use: Housing

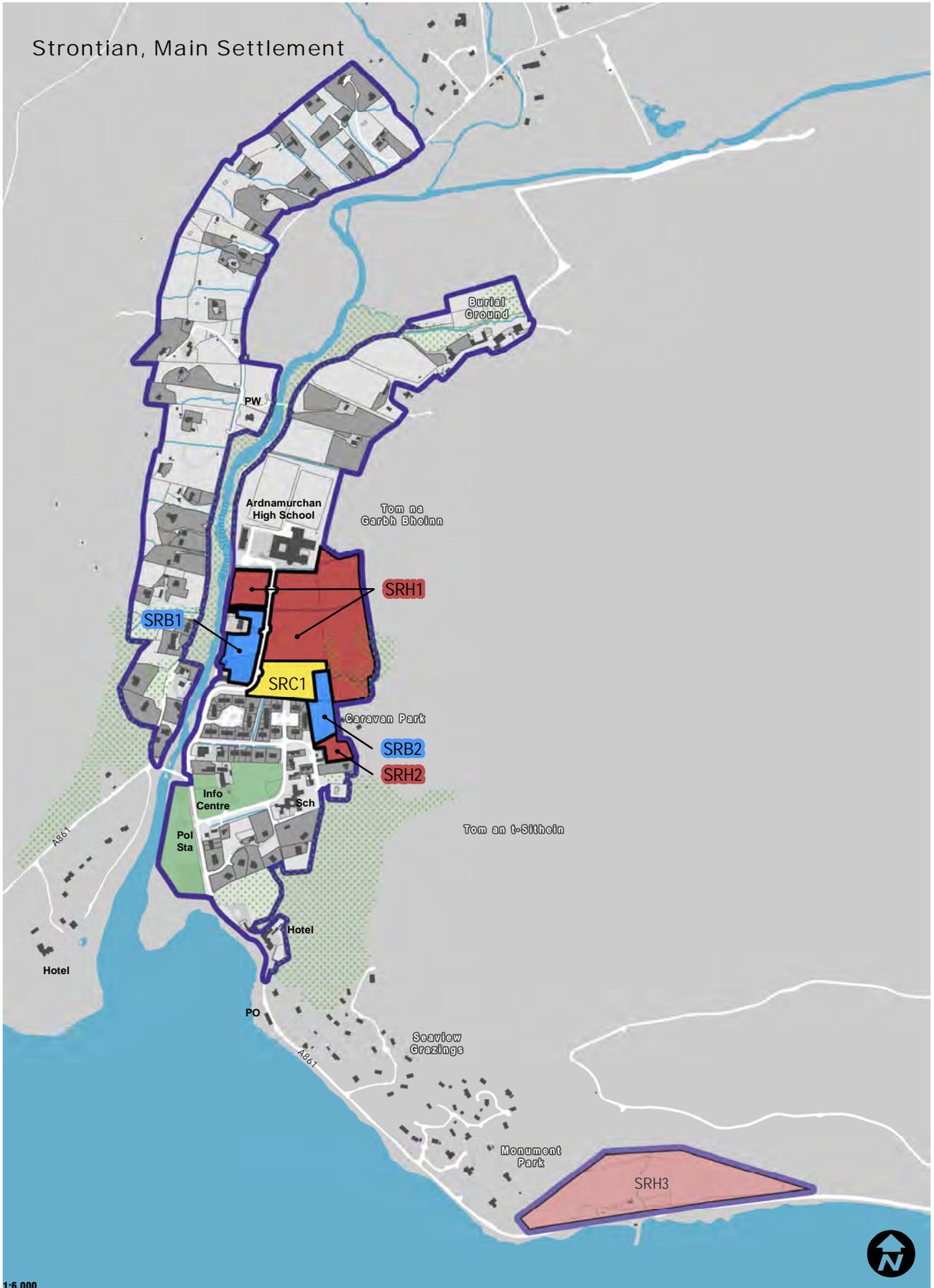
Reasons: Attractive, southerly outlook. Distant from village and its facilities and inadequate active travel connections to it. Visually divorced from rest of settlement and would create a new village gateway development. Adequate, better alternative housing land allocated. Steep gradient will create visual prominence issues and increase the cost of improved road access. Close to natural heritage designations. Possibly skylining of buildings. Partial, existing landscape framework that may soften development and offer opportunity to create / enhance green network.

Issue 6.4 - Strontian

Q6.4. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR



Picture 6.5

6.5 Kinlochleven

6.15 Kinlochleven is set in a uniquely isolated and enclosed location at the head of Loch Leven. Its location and expansion was to exploit the hydro electric power necessary for the aluminium smelter. However, with the contraction of this industry, the village has tapped into its other competitive locational advantage of being in the heart of Scotland's highest mountains. Its diversification into a top destination and stop over for outdoor enthusiasts has been successful.

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

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

PLACEMAKING PRIORITIES

- Safeguard and revamp the industrial heritage of the area by promoting a mixed use redevelopment of the brownfield smelter site.
- Protect the natural heritage of the settlement by only allocating previously developed land west of Lismore Road and to the north of Brown Terrace, as well as securing high quality and sensitive design within the National Scenic Area.
- Secure active travel connection and/or green network improvements with all new developments.

PREFERRED SITES

KNH1: Foyers Road

Use: Housing

Reasons: Adopted local plan site. Previously developed land. Infill opportunity, forming an extension to the existing housing development. Development should be sensitive to the grain, form and layout of the adjacent development.

KNH2: North of Hostel

Use: Housing

Reasons: Adopted local plan site. Previously developed land. Extant planning permission for 8 detached homes. Trees around the periphery of the site should be retained with an appropriate setback from development. Shared road access arrangements with the KNM1 site.

KNM1: Smelter

Use: Mixed Use (Business, Community, Housing and Retail)

Reasons: Adopted local plan site. Previously developed land. Opportunity for redevelopment of relatively flat site in a village centre location. Need for masterplan to ensure viable mix of business, tourism, retail and housing development. Ensure permeability of site and extension of active travel connections. Need to establish road access and assess capacity at the junction with Foyers Road. Built heritage designations exist within the site. Fluvial flood risk from the River Leven close to the boundary of the site and surface water flooding within the site may be an issue. Investigation is required into contaminated land issues.

KNB1: Quay

Use: Business and Tourism

Reasons: Opportunity for regeneration of a brownfield site with an attractive outlook. Relatively distant from village centre however core paths extend to and throughout the site. Opportunity for employment creation connected with harbour related activities and tourism. Lies adjacent to a closed special waste landfill associated with Kinlochleven Smelter, therefore contamination issues may be present. The site is heavily wooded with native woodland and the majority of the site is at risk of flooding. Due to these factors and the presence of small watercourses that run along the southern boundary road access may be difficult.

West Highland and Islands MIR

KNLT: Wades Road (long term)

Use: Housing (Long Term)

Reasons: Adopted local plan site. Rounding off of existing village form. However, substantial road improvements required to gain access. The site adjoins an SSSI and GCR designations notified for special woodland and geological features. The site is almost entirely covered by native woodland and multiple watercourses exist throughout the site limiting the developable area.

NON-PREFERRED SITES

KNH3: Greenspace Between Foyers and Lismore Roads

Use: Housing

Reasons: Adopted local plan site. Attractive, central, scarce, public greenspace which should be safeguarded from development.

KNM2: Quay East

Use: Mixed Use (Business, Housing)

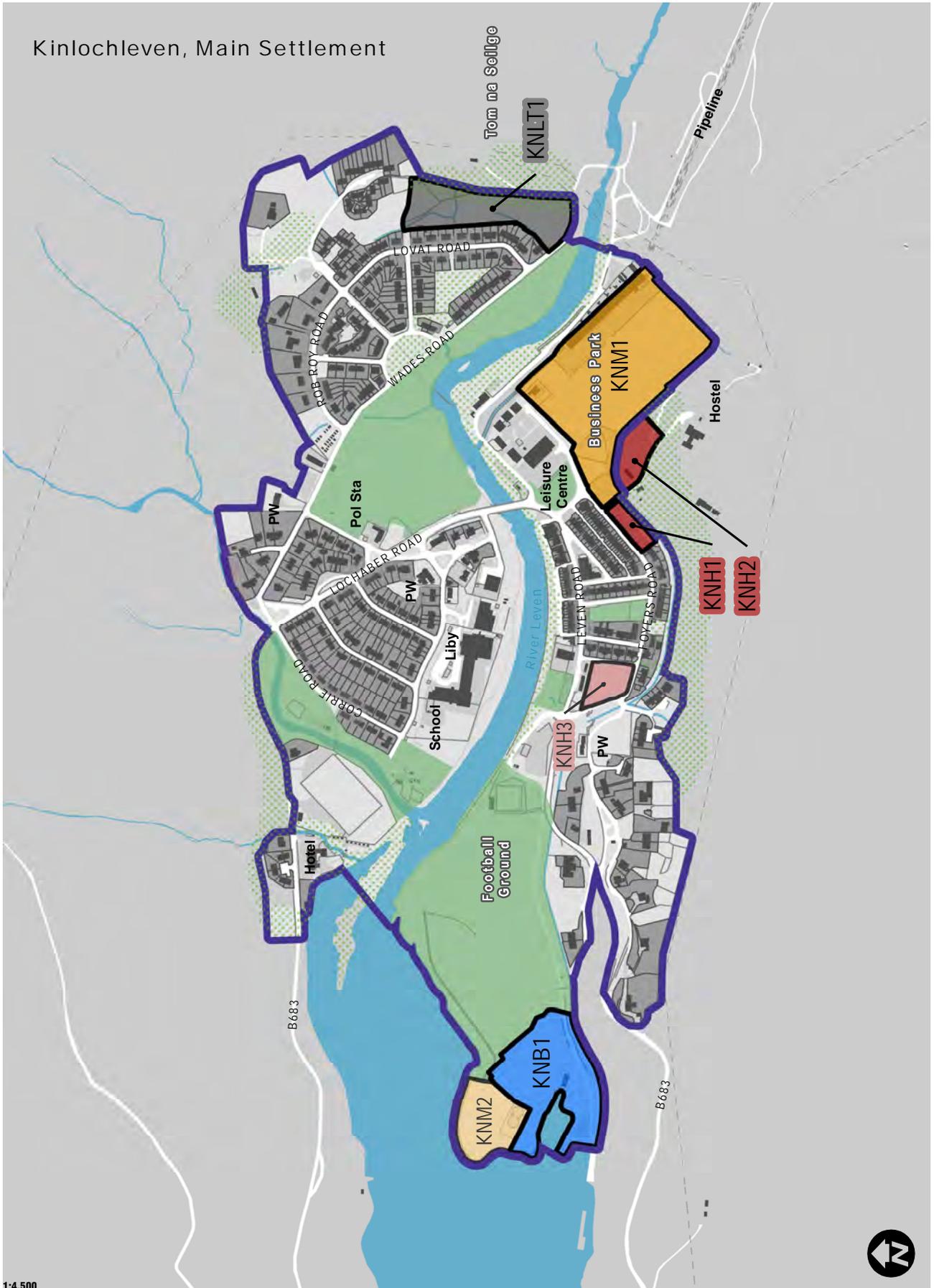
Reasons: Adopted local plan site. Part developed for sewage pumping station which creates odour issues. High risk of coastal flooding which also limits road access to site. Potential contamination and surface water flooding issues. Potential loss of native woodland.

Issue 6.5 - Kinlochleven

Q6.5. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

Kinlochleven, Main Settlement



Picture 6.6

West Highland and Islands MIR

6.6 North Ballachulish and Glenachulish

6.18 North Ballachulish and Glenachulish developed either side of the narrows which supported the ferry and now bridge crossing of Loch Leven. Their relatively flat and well drained land still supports crofting and other agricultural activities although there is now more emphasis on tourism employment capturing trade along the trunk roads that pass closeby. The outstanding outlook attracts visitors, holiday/second home demand and commuters who work in Fort William.

6.19 This demand supports a range of facilities far in excess of what the local community could otherwise support. There is a range of hotel accommodation, self catering lodges, a golf course, as well as a primary school and local shops.

6.20 However, the advantages that attract people to the area also constrain further development potential. The trunk road status of the principal roads mean that forming new junctions is problematic, the Ben Nevis and Glencoe National Scenic Area status means fitting new development within the landscape is a challenge, and the offshore marine heritage interests mean that treating the waste from new developments is problematic.

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

PLACEMAKING PRIORITIES

- Achieve a high standard of architectural design and siting on all sites.
- Allocate sites that allow the option of comprehensively serviced rather than piecemeal development.
- Divert development pressure that will further erode the better in bye croft land.
- To investigate appropriate foul drainage arrangements for the larger development sites.
- Create new tourism opportunities on sites which have a competitive locational advantage for such a use.

PREFERRED SITES

BHH1: Between North Ballachulish and Oldtown Perardva Use: Housing

Reasons: Adopted local plan site. Well contained and connected to the village centre and in keeping with the existing settlement pattern. Core path lies to the south at adjacent housing development, with the possibility to establish new connections through new development. Land is of good agricultural quality. Close to areas at risk of flooding. Uncertain availability.

BHM1: Land adjacent to A82/A828 at Glenachulish (west) Use: Mixed Use (Business, Community and Housing)

Reasons: Gently sloping land with good outlook and good ground conditions. Trunk road tourist route visibility. Potential for comprehensively serviced mixed use site to provide local tourist/business employment, a choice of housing tenures, and extension of active travel and green network connections. Need to upgrade existing access. Part landscape framework but visually prominent so need for high standard of architectural design and siting. Loss of land of good agricultural quality.

BHM2: Land adjacent to A82/A828 at Glenachulish (east) Use: Mixed Use (Business, Community, Housing and Tourism)

Reasons: Gently sloping land with good outlook and good ground conditions. Trunk road tourist route visibility. Particularly suitable for hotel or similar development. Potential for comprehensively serviced mixed use site to provide local tourist/business employment, a choice of housing tenures, and extension of active travel and green network connections. Need to upgrade existing access. Part landscape framework but visually prominent so need for high standard of architectural design and siting. Loss of land of good agricultural quality.

West Highland and Islands MIR

BHB1: Adjoining the Business Park**Use: Business and Tourism**

Reasons: Adopted local plan site. Central but small infill site. Opportunity to create limited additional employment. A scheduled monument lies adjacent, so sensitive siting and design respectful of its setting will be required. Other potential archaeological issues may exist. Potential loss of trees. Access will probably require adoption and improvement of existing road through industrial estate. Loss of land of potentially good agricultural quality.

NON-PREFERRED SITES

BHH4: Between North Ballachulish and Oldtown North of Perardva **Use: Housing**

Reasons: Over capacities development and does not comply with the existing linear pattern of development within the village.

BHH5: Land Opposite Bluebell Wood **Use: Housing**

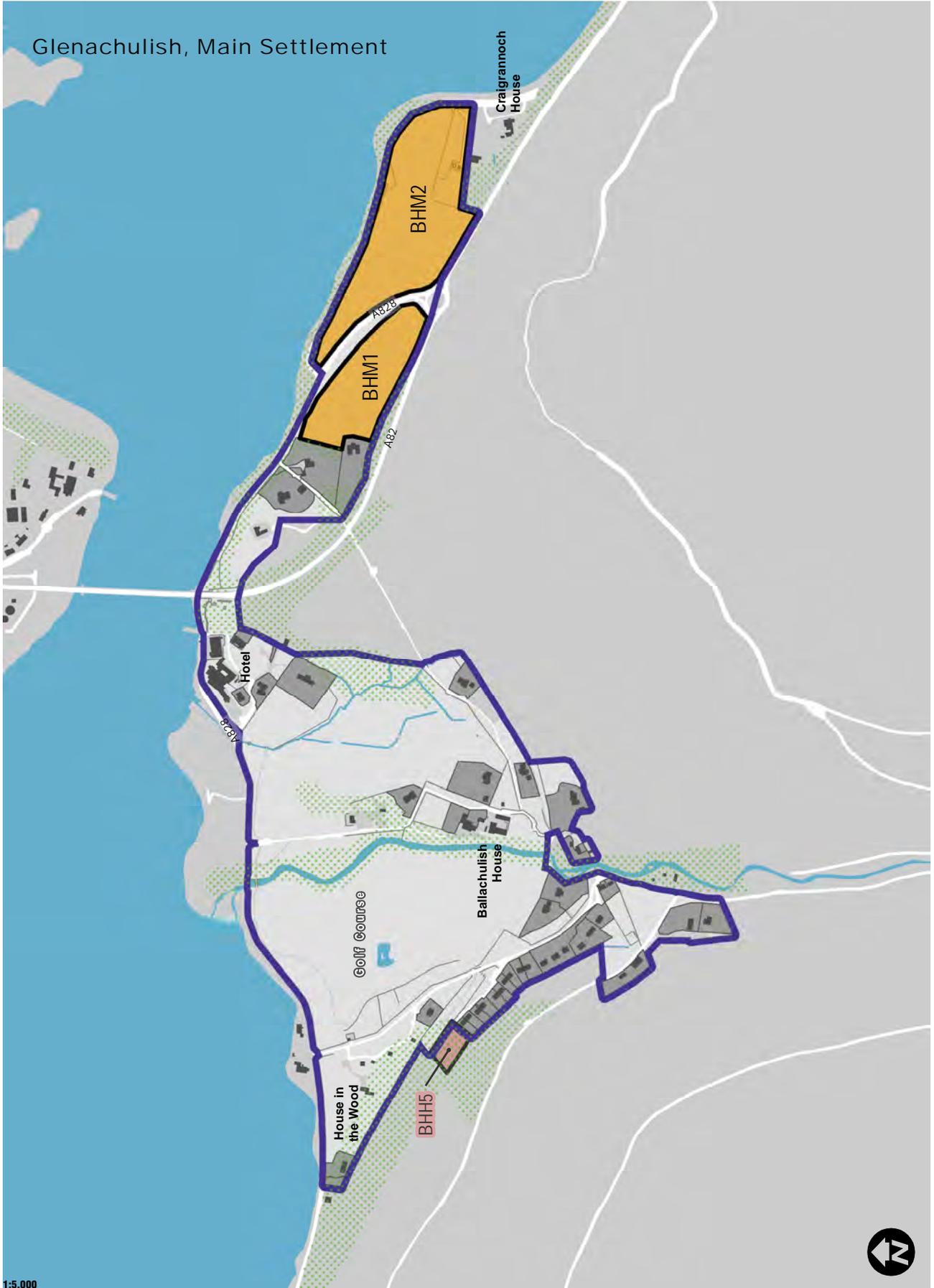
Reasons: Loss of trees. Flood risk. Very limited capacity. Need for upgraded road access and parking / turning. Available and not prominent from any public viewpoint.

Issue 6.6 - North Ballachulish and Glenachulish

Q6.6. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?

West Highland and Islands MIR



Picture 6.7



Picture 6.8

West Highland and Islands MIR

6.7 Glencoe and South Ballachulish

6.22 Glencoe and South Ballachulish are popular tourist destinations, because of their scenic quality, historical associations, proximity to outdoor activities, and ease of connection from the A82 trunk road. Both settlements are covered by the Ben Nevis and Glencoe National Scenic Area, as well as other natural heritage features including the Carnach SSSI and Glen Etive and Glen Fyne Special Protection Area. Built heritage constraints also exist in the form of Cnocan Dubh Fort and Tom Beag as well as a number of listed buildings. The settlements' built form has been shaped by the availability of flatter, more agriculturally productive land. where glen meets loch. Much steeper ground encloses both settlements and presents winter shading issues. Despite this woodland thrives along the rivers within the villages and represents an important green network.

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

6.24 The Council's proposed strategy for the settlements is to retain the option of comprehensively serviced development sites in particular where they will be less prominent in landscape terms and/or are known to be largely free of ownership, crofting and other constraints.

PLACEMAKING PRIORITIES

- Direct most development within the existing built form to protect the landscape and visual capacity and quality of the area - for example to small scale infill opportunities to the east end of Gleann Comhann, Glencoe; and North of the Co-op site, South Ballachulish.
- Encourage tourism development where it can gain a competitive advantage - i.e. on the north and eastern edges of South Ballachulish.
- Ensure a high standard of architectural design and siting for prominent sites so that local landscape and visual capacity and quality is not compromised.
- Protect in bye croft land from further erosion by allocating a choice of housing and business sites that are capable of comprehensive servicing and of meeting local need and demand.

PREFERRED SITES

GCH1: North of Glencoe Primary School

Use: Housing

Reasons: Adopted local plan site. Relatively flat site, close to school with attractive outlook. However parts of the site are at risk of coastal flooding. Suitable vehicular access will need to be established from the B863 and suitable active travel connectivity to the wider community. Boundary trees should be retained. Possible crofting restrictions.

GCH2: South of A82

Use: Housing

Reasons: Adopted local plan site. Relatively flat site, unlikely to impact upon long distance views. Uncertain availability. Commercial visibility to but also prominent in views from A82. Site has northerly aspect and winter shading issue. Native woodland surrounds the site and should be retained and enhanced as part of green network.

BHH2: Former Station Yard

Use: Housing

Reasons: Adopted local plan site. Extant planning permission for single house to the North of the site. Balance of the site is likely to have very limited capacity. Flat serviced site within the village centre. Possible surface water drainage issue.

BHH3: West Laroch

Use: Housing

West Highland and Islands MIR

Reasons: Land available for development and technical feasibility work undertaken. Relatively close to village centre and adjoins existing housing development. Road access feasible and adjoins site boundary. Need to secure additional / enhanced public open space to compensate for informal area lost. Adjoins fluvial flood risk area. River corridor and its tree cover should be retained and enhanced as green network.

GCB1: Hotel

Use: Business and Tourism

Reasons: Safeguarded for hotel expansion. Possible need to upgrade A82 road access and junction. Lies adjacent to an area at risk of coastal flooding.

GCB2: Lower Carnoch

Use: Business and Tourism

Reasons: Adopted local plan site. Relatively flat site, close to school with attractive outlook. However parts of the site are at risk of coastal flooding. Suitable vehicular access will need to be established from the B863 and suitable active travel connectivity to the wider community. Boundary trees should be retained. Possible crofting restrictions.

BHB2: Land North of A82

Use: Business and Tourism

Reasons: Opportunity to expand tourism employment and visitor facilities. Compatible with existing, surrounding uses. High capacity road access off A82. Excellent outlook with the potential to enhance active travel connections to the village centre. However, the site lies within close proximity to the coastal flood risk area, to built and natural heritage designations and may adversely impact upon the national scenic area. Any development should demonstrate high architectural design quality and siting. Possible tree loss and if so need for compensatory planting. Balancing act of maintaining commercial visibility to A82 but not compromising views from it.

GCLT: South of Filling Station (long term)

Use: Housing (Long Term)

Reasons: Adopted local plan site. Relatively flat, close to centre and existing services. Opportunity for long term strategic expansion of the settlement. However, availability uncertain, northerly aspect, limited outlook, winter shading and possible surface water drainage issues.

NON-PREFERRED SITES

GCH3: Southern section of South of A82 site

Use: Housing

Reasons: Encroaches upon natural heritage designations including the SSSI and native woodland. Land is also steep and rocky.

GCH4: Southern section of Filling Station site

Use: Housing

Reasons: Loss of native woodland and close to natural and built heritage designations. Steep and rocky.

GCH6: North of River Coe

Use: Housing

Reasons: Distant from village facilities and encroaches upon native woodland. Close to natural heritage designations and fluvial flood risk area. Need to upgrade road access.

BHB3: Land North of A82 southern section

Use: Business and Tourism

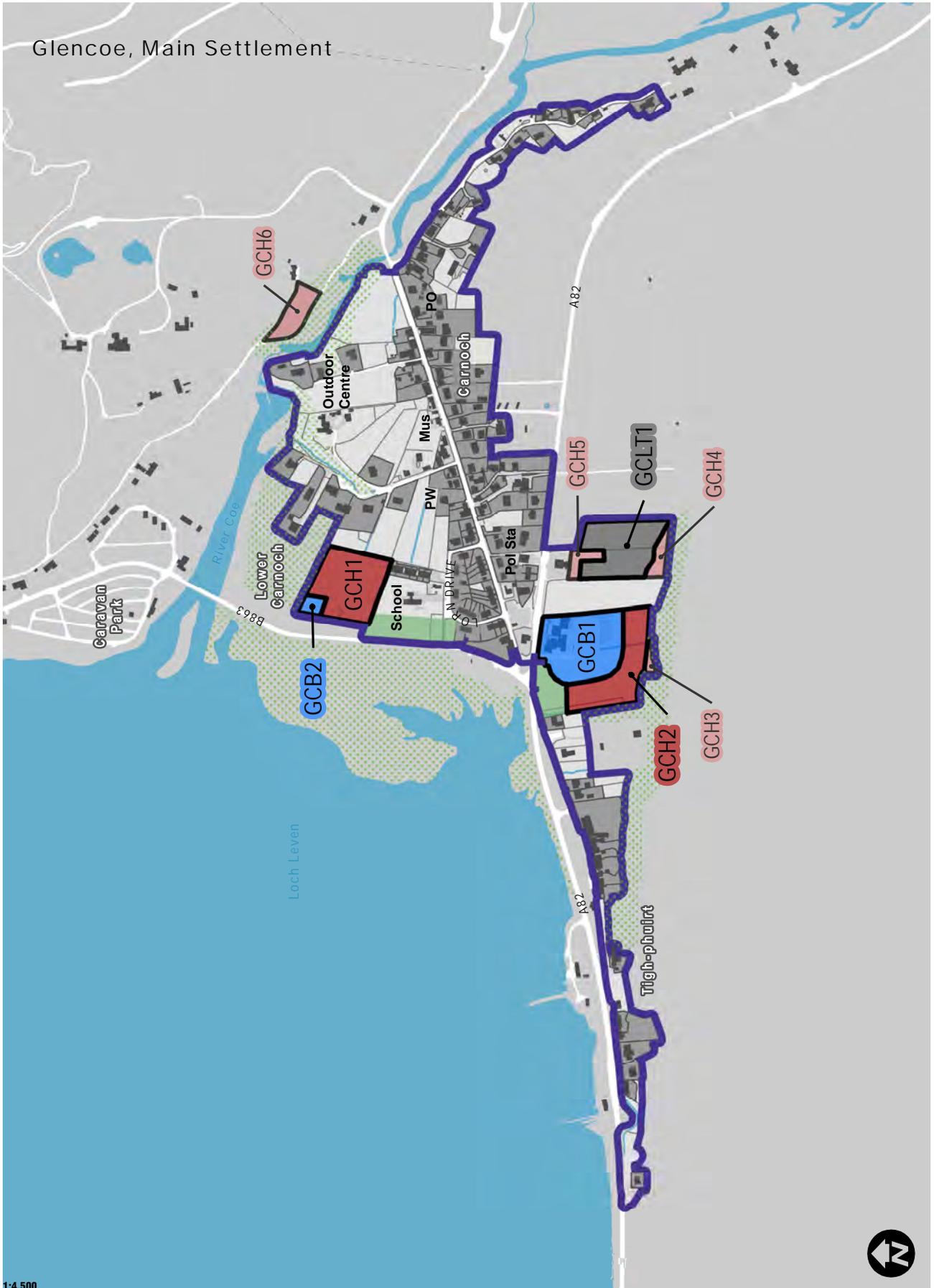
West Highland and Islands MIR

Reasons: Development likely to result in adverse impact on national scenic area and adjoining built heritage. Coastal flood risk and potential loss of trees. Commercial visibility from A82 and high capacity junction off it. Lack of sewerage capacity and sensitivity of offshore waters to receive effluent from private treatment facility.

Issue 6.7 - Glencoe and South Ballachulish

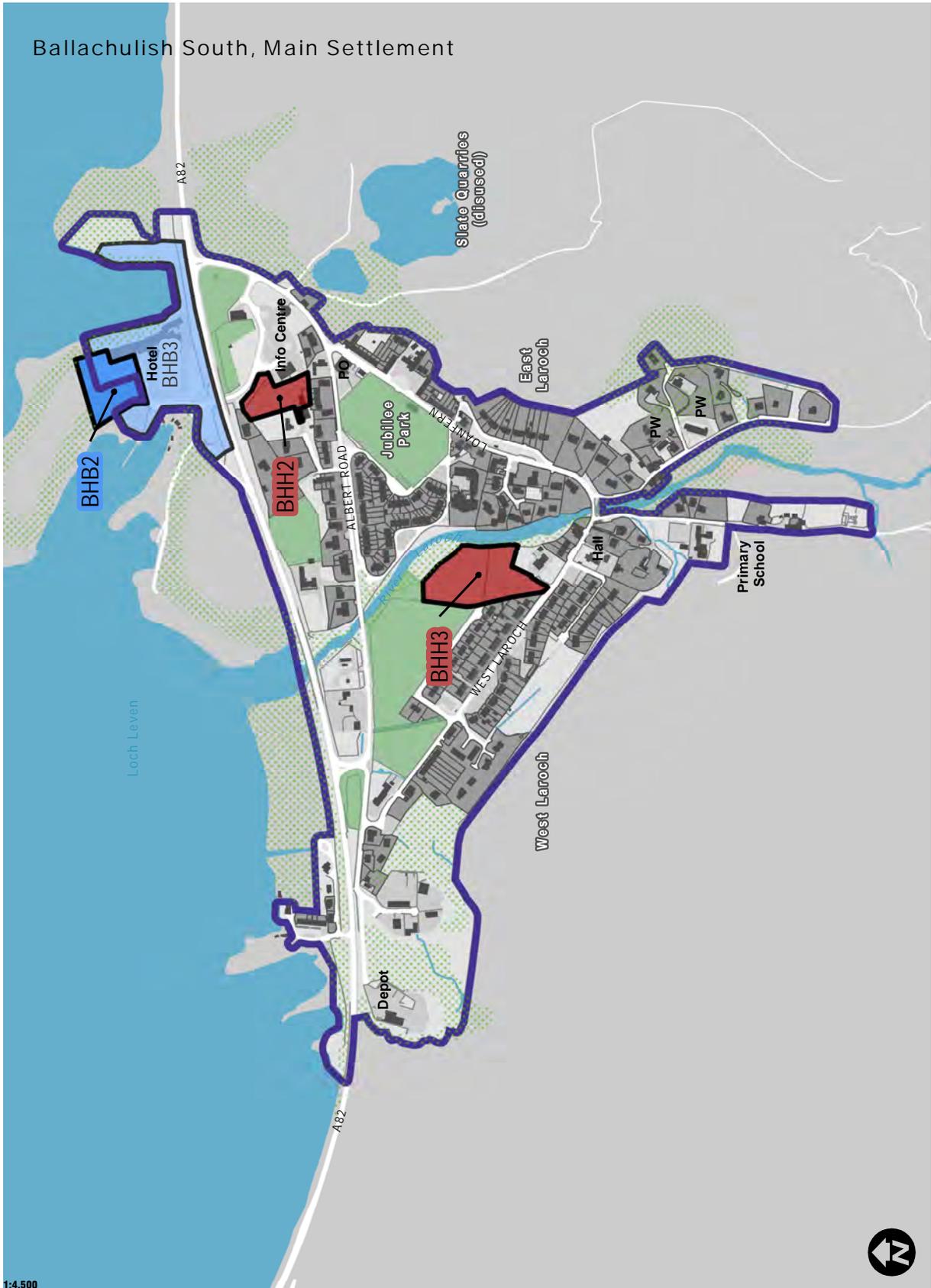
Q6.7. Do you agree with the Council's views on the list of preferred and non-preferred sites, also shown on the corresponding map? Or, do you have alternative proposals or sites that you wish to be considered? If so then please tell us why.

Do you agree with the placemaking priorities and the greenspaces, green networks, and draft town centre boundary identified?



Picture 6.9

West Highland and Islands MIR



Picture 6.10

6.8 Growing and Potential Community Plan Settlements

GROWING SETTLEMENTS

INVERGARRY

6.25 Issues

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

6.26 Placemaking Priorities

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



Picture 6.11

MORAR

6.27 Issues

- Morar is a relatively remote, fragile centre. It provides local services including the Morar Hotel and Lady Lovat Primary School and is served by a train station and trunk road.

West Highland and Islands MIR

- Multiple heritage designations surround the settlement including the Moidart, Morar and Glen Shiel SLA, North Morar GCR and Loch Morar SSSI. Native and/or ancient woodland and deep peat are particular constraints to development.
- Most development is linear in pattern, shaped by the need to preserve the better croft land, to avoid but be close to the railway line, and to be visible from both the old and new roads to Mallaig.
- Most recent development has been piecemeal in the form of single houses.

6.28 Placemaking Priorities

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



Picture 6.12

ARISAIG

6.29 Issues

- Arisaig is a sizeable and compact village known for its tourist and marine based activities and enterprises. The village's built form is constrained by the physical barriers of Loch nan Ceall to the West, steeper gradient land to the East and areas of woodland to the south east.
- The settlement is covered by the Moidart, Morar & Glen Shiel SLA with the Larach Mor Designed Landscape lying immediately east of the SDA boundary. Many listed buildings also exist through the centre area of the village which new development must be sensitive to, ensuring high quality siting and architectural design.

West Highland and Islands MIR

- The village benefits from good trunk road and rail accessibility but the internal roads are narrow and poorly aligned in places. Good quality, central croft land provides another constraint to development.
- Recent development has been in keeping with the nucleated settlement pattern and there are remaining options to maintain this pattern.

6.30 Placemaking Priorities

- To direct new tourism and employment development to the lochside or the A830 where there is a competitive locational advantage of being there.
- To support improvement of the harbour in particular to enhance recreational sailing opportunities.
- To support further clustered development within the confines of the existing village most notably near the western A830 junction.
- Secure improvements to water and particularly sewerage capacity, which may present a barrier to future growth.
- To safeguard the crofting and amenity value of central greenspace and promote its active use as a green network.



Picture 6.13

ACHARACLE

6.31 Issues

- The settlement provides a centre and local services, including Acharacle Primary School for a much wider rural hinterland.
- Acharacle is surrounded and overlapped by a plethora of landscape and nature conservation designations including the Morar, Moidart and Ardnamurchan National Scenic Area all of which constrain development potential.

West Highland and Islands MIR

- Native and/or ancient woodland, carbon rich soils, flood risk areas, limited road capacity, and the need to preserve the better croft land also count against prospects for growth.
- Built form is a classic linear crofting strip pattern. Facilities are dispersed and there is no recognisable clustered centre.

6.32 Placemaking Priorities

- To support limited croft based development within the existing limit of built development so as to not compromise the constraints listed above.
- Maintain the grain of the community, particularly its overriding linear form and to safeguard traditional crofting activity.
- To direct any commercial or community development to a central location within the village for example close to MacNaughton Crescent and the medical centre.
- Improve active travel and green network connectivity within and around the village.



Picture 6.14

KILCHOAN

6.33 Issues

- The following development factors shape development opportunities: the remote and fragile peninsula area location; coastal flood risk and steep topography reducing the developable area; a pronounced linear crofting settlement pattern; limited road capacity; an ownership pattern and crofting tenure layer that restricts the availability of land for comprehensively serviced development; a very attractive seaward outlook; good quality in bye croft land, and; landscape, nature conservation and built heritage sites and designations that surround and overlap the village.
- The village has spare water capacity however sewerage capacity is limited and with limited development pressure improvement may prove uneconomic.

West Highland and Islands MIR

- The village provides a centre for local services serving a wide rural hinterland with a series of activity “nodes” at the pier, shop, and other community and commercial buildings.
- Despite its remoteness, the ferry linking to Tobermory, on Mull provides some passing trade, further tourism potential, and the opportunity to access higher order facilities.

6.34 Placemaking Priorities

- To consolidate any further community, commercial or other clustered development close to the principal village junction and community centre so it is central to the community served.
- Elsewhere within the community, to maintain the linear, small scale, crofting grain of the settlement.
- To be respectful of the constraints to development listed above notably the protection of better quality in bye croft land.
- To secure infrastructure improvements notably in terms of improved public sewerage.



Picture 6.15

ARDGOUR & CLOVULLIN

6.35 Issues

- Ardgour and Clovullin are centres for tourism, offering a range of tourist accommodation, walks among the woodland of Ardgour Estate, the opportunity for fishing and accessibility from the Corran Ferry crossing. The villages also offer limited commercial facilities and a primary school which is close to capacity.
- The Ardgour Special Landscape Area covers the majority of the settlements excluding the eastern area at the Pier and Corran Point. A designed landscape area surrounds Ardgour House.
- Other constraints include coastal flooding from the shores of Loch Linnhe, crofting and ownership restrictions, areas of ancient woodland to the north of the settlements, areas of carbon rich soils, and the need to retain core path and other green networks.

West Highland and Islands MIR

- Road capacity is relatively good but public sewerage capacity very limited.
- Recent development has conformed with the existing linear pattern of development close to Loch Linnhe and the attractive outlook it offers. Development rates have been relatively low despite the proximity to Fort William and A82 via the ferry crossing.

6.36 Placemaking Priorities

- To support further infill development in keeping with the existing linear pattern of the settlements.
- To safeguard local heritage particularly the exceptional architectural design quality of Ardgour House and its designed landscape.
- Promote better internal connectivity within the communities by improving active travel and other green networks.
- To direct any significant, comprehensively serviced new development to Clovullin where the school and more developable land exists.



Picture 6.16

DUROR

6.37 Issues

- The following development factors shape development opportunities: the flood risk associated with the River Duror; the presence of relatively good ground conditions, the relatively good aspect but lack of seaward outlook; the very limited capacity of the A828 trunk road junctions through the settlement and the cost of improving or rationalising them; the tourism potential of the national cycle network route closeby; limited water and sewage capacity, and; a range of heritage designations that surround and overlap the settlement including areas of native / ancient woodland, the Glen Etive and Glen Fyne SPA and Ardsheal Hill and Peninsula GCR to the north west; as well as many other listed buildings and monuments.
- The settlement pattern is irregular because of the landform and the corridors of the former railway line, A828 trunk road and river.

6.38 Placemaking Priorities

- Create a more cohesive village centre close to the principal village junction subject to rationalisation and improvement of road access from the trunk road.
- New developments will be required to improve the internal connectivity of the village through improved active travel and green network links.
- To investigate the opportunity for new or enhanced tourist facilities taking advantage of the trunk road and national cycle network tourist routes.
- Protect the constraint features listed above.



Picture 6.17

LOCHALINE

6.39 Issues

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

6.40 Placemaking Priorities

West Highland and Islands MIR

- To replicate and consolidate the existing pattern of development west of the A884 and where a seaward outlook is available.
- To encourage tourist facilities/other small business proposals at the marina. Water infrastructure may require upgrading to enable this development.
- Safeguard better agricultural land to the north and west of the settlement and retain / enhance green networks around the village margins.
- Improve intra village connectivity via active travel and green networks connections.
- To protect the heritage constraints listed above.



Picture 6.18

POTENTIAL COMMUNITY PLAN SETTLEMENTS

The following settlements / areas may be appropriate for community led land use plans. Community groups have recorded an initial interest in preparing such a plan for their areas. The Isle of Rum Community Trust is the furthest advanced of all these groups. They have produced a Community Land Use Plan, which has been endorsed by the Highland Council as Interim Supplementary Guidance full details of which are available via the Council's website. It provides a good example of what other communities could produce both in terms of process and content. For each settlement/area below a list of guiding principles is stated which any community plan should comply with.

Rum

- To focus almost all new development within the principal settlement at Kinloch.
- To support an increase in the year round population on Rum as a means of underpinning community, commercial and improved pier facilities on the island.

West Highland and Islands MIR

- To provide detailed locational guidance to secure exceptional siting and architectural design of housing and other development so that the heritage features that surround and overlap the settlement are not compromised in particular Kinloch Castle and its associated policy woodland.
- To extend the settlement pattern of Kinloch in an arc to the northern shore of Loch Scresort to minimise environmental impacts, distance to what will become the village centre and to maximise the solar gain from south facing slopes.
- To detail suitable mitigation that should accompany individual development proposals to address woodland management, avoidance of flood risk and the need for servicing improvements.
- To identify specific sites for housing, business/tourism units, live/work units, new crofts and additional recreational sailing facilities.
- To ensure a community input to a separate masterplanning exercise for the future of Kinloch Castle.

Eigg

- To safeguard in by croft land quality by favouring siting on poorer parts of crofts or on common grazings.
- To direct most significant development close to the ferry terminal and within active travel reach of the island's community and commercial facilities
- To require developer funded recording of any archaeological resource prior to development.
- To secure native woodland retention/replanting and to protect the integrity and setting of the Listed structures within the settlement.
- To provide detailed locational guidance to secure exceptional siting and architectural design of housing and other development so that the heritage features that surround and overlap the settlement are not compromised in particular the National Scenic Area designation.
- To secure a collective, master planned, crofting community development of any township expansion area.

Canna

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

Inverie (Knoydart)

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

