

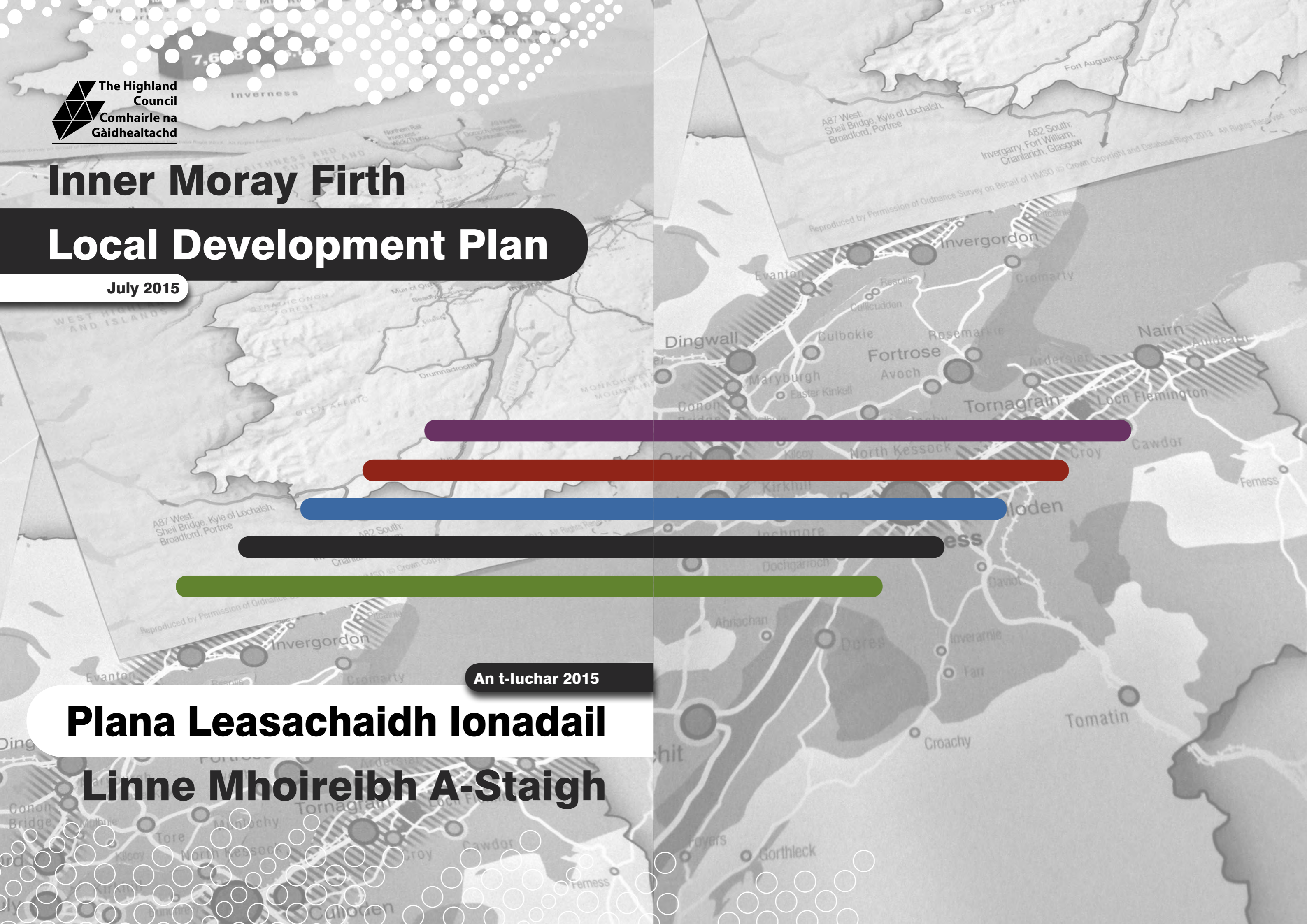


Inner Moray Firth Local Development Plan

July 2015

An t-luchar 2015

Plana Leasachaidh Ionadail Linne Mhoireibh A-Staigh



Legend

Settlements

 Settlement Development Area



Allocations

-  Housing
-  Mixed Use
-  Community
-  Business
-  Industry
-  Retail
-  Open Space

Centres

 Town/Neighbourhood Centres

Proposed Infrastructure

-  Road
-  Railway

Settlements

City

Inverness	29	West Inverness	38
Central Inverness	35	South Inverness	41
		East Inverness	48

Strategic Employment Sites

Inverness Airport	55	Fearn Aerodrome	57
Castle Stuart	55	Fendom	59
Morayhill	55	Nigg	59
Whiteness	56		

Towns

Beaully	59	Alness	70
Nairn	63	Dingwall	75
Tornagrain	68	Fortrose and Rosemarkie	80
		Invergordon	82
		Muir of Ord	88
		Tain	91



Local Centres

Ardersier	95	Avoch	123
Auldearn	98	Conon Bridge	126
Cawdor	100	Contin	130
Croy	103	Cromarty	132
Dores	105	Culbokie	135
Drumnadrochit	107	Evanton	138
Fort Augustus	110	Maryburgh	142
Inchmore	113	Munlochy	145
Kiltarlity	115	North Kessock	148
Kirkhill	116	Seaboard Villages	150
Tomatin	120	Strathpeffer	152
		Tore	155



Map 1 Inner Moray Firth Spatial Strategy

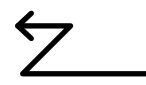


Transport

-  Improved Road
-  Improved Railway

Development

-  Significant Housing
-  Significant Employment

 Fold out cover fully to view legend alongside settlement maps

Scale: 1:300,000

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Foreword

I am pleased to present the Inner Moray Firth Local Development Plan which is the guide for development and investment in the Inner Moray Firth area over the next twenty years. This Plan sits alongside the Highland-wide Local Development Plan to provide the framework for delivery of new homes, jobs and services, and supporting infrastructure. Growth is mainly focused on larger settlements in two growth areas – Inverness to Nairn and Ross-shire – with organic growth of smaller settlements to help strengthen those communities. The Plan also provides greater certainty to local communities and the development industry on how development sites should be delivered.

This Plan has been prepared in consultation with a range of stakeholders and its adopted content reflects the outcome of a comprehensive engagement process including independent scrutiny at Examination. To show how this plan can be delivered we will publish an accompanying Action Programme later this year which will be updated at least every two years.

On behalf of the Council I commend this plan and we look forward to working with communities and partners to grow and enhance the Inner Moray Firth area.

Councillor Audrey Sinclair

Chair of the Planning, Development and Infrastructure Committee



What is the Plan?

The Inner Moray Firth Local Development Plan (IMFLDP) is the first of three new area local development plans that, along with the Highland-wide Local Development Plan (HwLDP) and Supplementary Guidance, will form The Highland Council's Development Plan that guides future development in the Highlands. The IMFLDP focuses on where development should and should not occur in the Inner Moray Firth area over the next 10-20 years.

In preparing this Plan, The Highland Council have held various consultations firstly with a "Call for Sites" followed by a Main Issues Report and Alternative Sites and Uses consultation. Thereafter, the Council consulted on a Proposed Plan and representations were referred to a Scottish Government appointed Reporter for independent scrutiny through the examination.

What is its Status?

This plan was adopted in July 2015. The IMFLDP joins the HwLDP and Supplementary Guidance as part of the Development Plan that will be used to determine planning applications in the Inner Moray Firth area. Any allocation and/or text in the HwLDP that relates to sites within this Plan area will be updated by this Plan's content.

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7,678 5,16

Inverness

Road and Rail
Trunk Road
A Road
B Road
Railway

WEST HIGHLAND AND ISLANDS

A925 West, Braemar, U
A832 West, Achinnoch, Kinlochewe/Lochcarron
Western Rail, Inverness - Kyle

A87 West, Sheil Bridge, Kyle of Lochalsh, Broadford, Portree

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th Corridor

Quality Constraint



1.Introduction

Explains the purpose of the document and its relationship to other plans and policies.

2.Guiding and Delivering Development

Explains the issues that have informed the strategy for development in the Inner Moray Firth.

3.Strategy for Growth Areas

Sets out the strategy for the two main growth areas in the Inner Moray Firth.

4.Development Allocations

Provides details of the sites allocated for development in settlements and other areas across the Inner Moray Firth Area. Page numbers for individual settlements can be found on the inside cover.

Appendices

Provides additional information on the content of the Plan, including links to associated documents and organisations.

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

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Map 2 Plan Area



Road and Rail

-  Trunk Road
-  A Road
-  B Road
-  Railway

Scale: 1:500,000

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Fort William - Glasgow

A87: Skye and Lochalish

Fort Augustus

GLEN AFFRIC

STRATHCONON FOREST

A835: Ullapool

A832: Rail: Wester Ross - Kyle

CAITHNESS AND SUTHERLAND

EASTER ROSS

WEST HIGHLAND AND ISLANDS

BLACK ISLE

Inverness

MORAY

MONADHLIATH MOUNTAINS

CAIRNGORMS NATIONAL PARK

A9: Rail: Perth - Stirling
Perth - Glasgow/Edinburgh

A939: Grantown-on-Spey

Rail: Aberdeen

A96: Elgin - Aberdeen

A9: Dornoch - Thurso

Rail: Wick/Thurso

Dornoch Firth

Moray Firth

GLEN MOR

Lake Ness

Loch Ness

Loch Ness

Loch Ness

Loch Ness

The Inner Moray Firth Area

1.1

The Inner Moray Firth Plan area, shown on Map 2, is the most densely populated part of the Highlands containing some of the largest settlements and where the demand for growth and development is greatest. It also contains some important and sensitive natural assets which need to be protected. This Plan, known as the Inner Moray Firth Local Development Plan (IMFLDP), provides policies and proposals for delivering sustainable economic growth in the Inner Moray Firth area. It identifies suitable locations for new homes, businesses and infrastructure but also protects places of value to people and wildlife.

1.2

The Inner Moray Firth area plays an important role in the Highlands and the wider sub-region. It has several important towns which provide a range of regional and local services and facilities. Inverness acts as the administrative, educational, business and commercial centre of the Highlands and a transport hub for connections to other parts of the country and beyond. Ross-shire is developing as the industrial heart of the Highland economy with growing employment potential at its nationally important ports and harbours. Many rural parts of the plan area have high agricultural value and many are popular tourist destinations, in particular Loch Ness and the Black Isle.

1.3

The importance of the area nationally is recognised in the Scottish Government's National Planning Framework 3 Main Issues Report (NPF3) which identifies Inverness and the Inner Moray Firth as an 'Area of Coordinated Action'. It focuses on the potential for the area to deliver new homes and facilities for research, education and employment and realise the benefits from the energy sector. NPF3 also identifies Inverness Airport as a proposed national development alongside the requirement for transport improvements, in particular dualling of the A9 and A96 and the Aberdeen-Inverness rail line.

Vision & Spatial Strategy

1.4

The vision for the Inner Moray Firth area is set out in the Highland-wide Local Development Plan (HwLDP) adopted in April 2012. The vision is summarised below:

By 2030, the Inner Moray Firth will:

- have increased the number of jobs, people and facilities;
- have a growing City;
- have safeguarded and enhanced its special places;
- have made it easy for people and wildlife to move about through a green network;
- have more efficient forms of travel;
- have resolved its infrastructure constraints;
- have diversified its economy; and
- be regenerated and renewed.

1.5

This Local Development Plan sets out the land use strategy for delivering this vision. The Spatial Strategy shown on Map 1 (on the inside cover) aims to concentrate development on existing settlements, create sustainable new communities, provide the infrastructure and transport network required to support these communities whilst ensuring the area's most valuable built and natural assets are protected.

Purpose of the Plan

1.6

The HwLDP contains the general policies for determining planning applications in the Highlands. The IMFLDP is the first of three new area Local Development Plans for 3 sub-areas – the Inner Moray Firth, Caithness and Sutherland and West Highland and Islands. The purpose of the area Local Development Plans is to set out plans and proposals for delivering development reflecting on the unique characteristics and attributes of these three areas. Once they are adopted they will join the HwLDP and Supplementary Guidance as part of the Development Plan that is used to make planning decisions in these areas.

1.7

Any allocation and text in the adopted HwLDP that relates to sites within the Inner Moray Firth area will be updated by this Plan's content. This Plan will also replace the retained parts of the Local Plans (as continued in force) listed below*.

- Inverness Local Plan (adopted 2006, continued in force 2012).
- Ross and Cromarty East Local Plan (part*) (adopted 2007, continued in force 2012).
- Nairnshire Local Plan (adopted 2000, continued in force 2012).
- Badenoch and Strathspey Local Plan (adopted 1997, continued in force 2012).

* A small part of the Ross & Cromarty East Local Plan area (close to Achnasheen) is outwith the IMFLDP area and will, in due course, be covered by the West Highland and Islands Local Development Plan.

Accompanying Documents

1.8

In preparing this Plan the Council has carried out the following background assessments and analysis to inform the policies and proposals it identifies:

- Strategic Environmental Assessment;
- Habitats Regulations Appraisal;
- Equalities Impact Assessment;
- Transport Appraisal;
- Action Programme;
- Housing Land Requirement Background Paper; and
- Education Provision in the Inverness-Nairn Corridor.

All of these documents can be viewed on our website at www.highland.gov.uk/imfldp

How to Use the Plan

1.9

The Plan is made up of maps and text. If you are interested in finding out what the Plan means for your particular area or proposal then you need to read both. To get the complete picture, you need to read this Plan together with the Highland-wide Local Development Plan and associated Supplementary Guidance.

1.10

Development proposals will need to consider the relevance of all the contents of this Plan, including its Vision and Spatial Strategy. Conformity with a single policy or element of the Vision and Spatial Strategy does not indicate conformity with the Plan as a whole.

1.11

In making planning decisions the Council will take account of a wide range of other factors, such as:

- national planning policy and guidance which is prepared by the Scottish Government and includes the National Planning Framework, Scottish Planning Policy, Circulars and Planning Advice Notes. This Plan does not attempt to name all of the documents that might be relevant to a particular case and it is therefore advisable to check for available and current documents on the Scottish Government's website;
- the Highland-wide Local Development Plan, Supplementary Guidance and Development Briefs. A full list is available on the Council's website;
- other plans, programmes and strategies of The Highland Council including Programme of The Highland Council 2012-2017, Single Outcome Agreement 3 and Carbon CLEVER – The Highland Council Carbon Management Plan;
- the strategies and plans of other public agencies like Highlands & Islands Enterprise, Scottish Natural Heritage and Scottish Environment Protection Agency; and
- National, UK and European legislation and Regulations such as the Planning Etc. (Scotland) Act 2006, The Town and Country Planning (Development Planning) (Scotland) Regulations 2009 and the Environmental Assessment (Scotland) Act 2005. All available at www.oqps.gov.uk.

2 Guiding and Delivering Development

2.1

The Scottish Planning System is focused on delivering the Scottish Government's overarching aim of increasing sustainable economic growth. This section of the Plan sets out the factors that, in combination with the Highland-wide Local Development Plan, will safeguard the natural environment and guide future development towards the most appropriate locations in the Inner Moray Firth area.

Safeguarding Our Natural Environment

2.2

The Highland-wide Local Development Plan contains policies that provide protection of the Highlands' rich natural environment. This Plan provides additional detail on two issues relevant to the natural environment – Special Landscape Areas and the Hinterland area which guides housing development in the countryside.

Role of Special Landscape Areas

2.3

Special Landscape Areas (SLAs) are regionally valuable landscapes which are intended to protect and enhance unique and important landscape qualities and encourage the enjoyment of these areas. Policy 57 of the HwLDP provides for the protection of these areas and is accompanied by a background paper "The Assessment of Highland Special Landscape Areas" - both of these are used to assess the landscape impact of any proposal. The potential effects of a development on SLAs is therefore a consideration for proposals situated both within and outwith the SLAs. This ensures that the qualities and amenity of the SLA is protected.

2.4

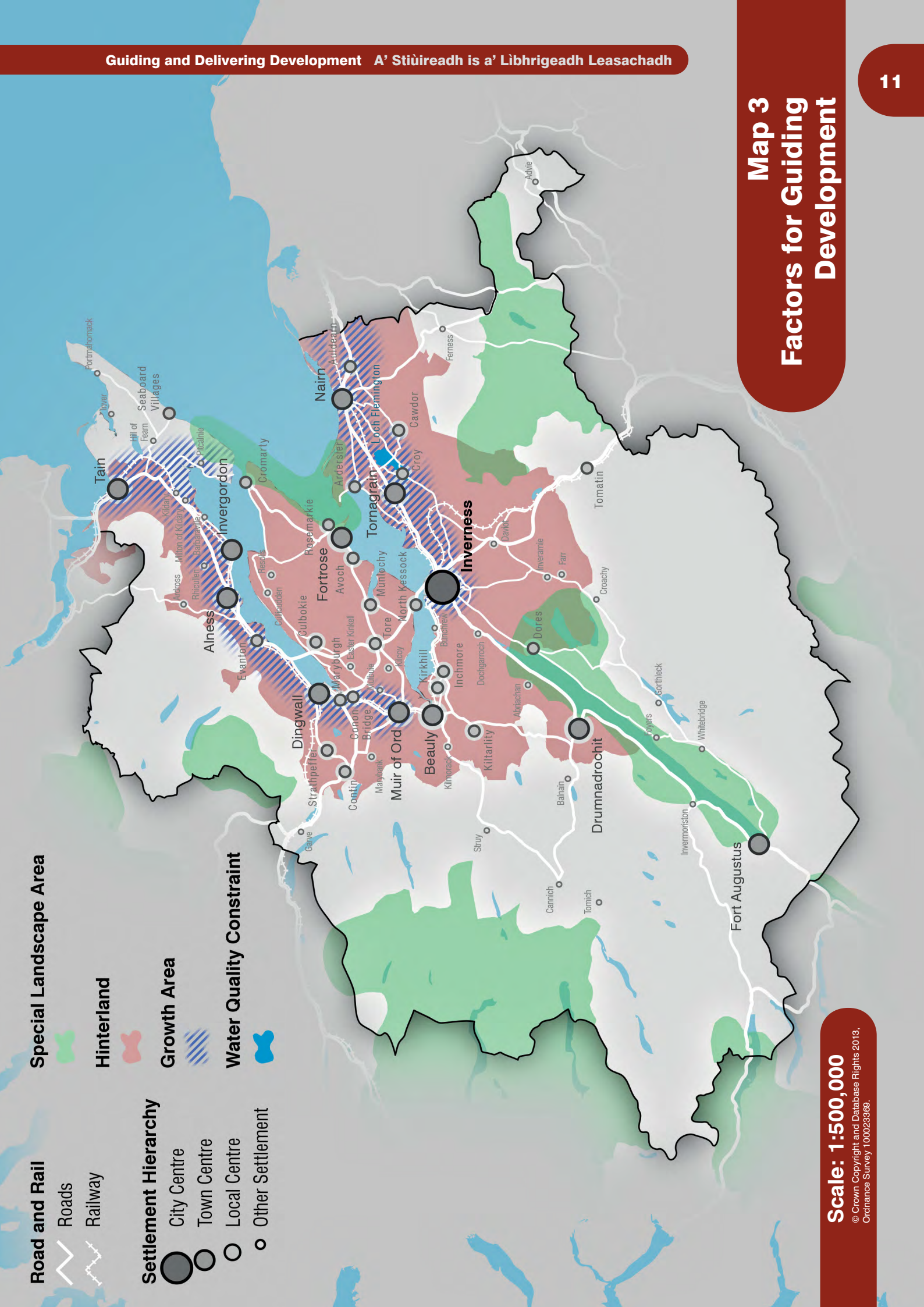
The identification of SLAs is one of several measures for protecting the natural heritage of the area. The HwLDP also provides more detail on other measures for protecting our natural, built and cultural heritage features, and habitats and species. Policy 61 of the HwLDP requires that any development proposal considers the impact on the landscape, irrespective of whether it is within, near or outwith a designated landscape.

SLA boundary amendments

2.5

The SLAs themselves have been confirmed through the HwLDP. However, through the preparation of this Plan the Council has consulted on and considered whether the SLA boundaries need to be adjusted to better reflect the landform and to avoid any severance of landscape features. We considered these adjustments on the basis of how they compared with the existing SLA, to establish whether the proposed extension would reflect similar special landscape characteristics.

Map 3
Factors for Guiding
Development



- Road and Rail**
 - Roads
 - Railway
- Special Landscape Area**
- Hinterland**
- Growth Area**
- Water Quality Constraint**

- Settlement Hierarchy**
 - City Centre
 - Town Centre
 - Local Centre
 - Other Settlement

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2.6

Map 3 confirms the extent of the SLAs within the Inner Moray Firth area and detailed maps are available on our website at www.highland.gov.uk/imfldp. The only adjustment made is to the Drynahan, Lochindorb and Dava Moors SLA boundary. First of all, the southern extent of this SLA has been redrawn to accord with the development plan boundary. There is a minor extension to the SLA on the northern boundary at Streens where the land reflects particular characteristics of the existing SLA and includes a special landscape feature at the 'Three Waterfalls Gorge'. Following Examination, this SLA has also been extended in the vicinity of Hill of Aitnoch. The boundary is extended north approximately one kilometre to follow the minor road linking the B9007 and the A939.

Hinterland

2.7

In directing housing to the most appropriate locations, the Council offers greater protection to those areas of the countryside where the demand for commuter based housing is greatest. This issue is covered by Policy 35 of the HwLDP (Housing in the Countryside (Hinterland areas)) and the area to which the policy applies is known as the Hinterland. The boundary of the Hinterland area was defined during the preparation of the local plans that preceded this Plan. During the preparation of this Plan we reassessed and consulted on the extent of the existing Hinterland area around towns. Map 3 shows the revised Hinterland boundary which has been amended to include new areas north of Ardross, south-west of Kiltarlity, west within Glen Urquhart and Bunloit, south of Drumadrochit, where the Hinterland policy will now apply. The boundary also excludes land to the immediate south of Dores where development proposals will now be assessed against Policy 36 of the HwLDP, having been removed from the Hinterland area.

Delivering Development

Promoting and Protecting City and Town Centres

2.8

One of the main elements of the strategy for the Inner Moray Firth is to focus attention on the area's town and local centres to bolster their role as well connected meeting places and as hubs for local facilities. We will follow the "Town Centres First" principle requiring that all developers of proposals that generate footfall (visits by the general public) should look at sites within city and town centres first before considering alternative locations. In addition, Inverness City Centre will be established as a Priority Action Area which means it will be where the Council will offer co-ordinated advice and guidance to developers. For example, the Inverness City Centre Development Brief will be reviewed to highlight development opportunities to the private sector. This will help to achieve the Council's commitment to sustainability and its "Carbon Clever" initiative.

2.9

Map 3 shows the settlement hierarchy for the Inner Moray Firth. This approach fits with national planning policy, encourages reuse of existing brownfield sites, maximises accessibility to facilities and allows cost efficient infrastructure provision. The boundaries of the centres listed within tiers 1-3 below are defined on the relevant settlement maps by a blue dashed line.

Policy 1 Promoting and Protecting City and Town Centres

The Council will not support any proposal for development that is likely to have an adverse effect on the vitality and viability of any of the centres listed below and highlighted on the maps in Section 4.

Developers of proposals that generate footfall (visits by the general public) should consider sites that are suitable, in terms of the scale and type of development proposed, within those centres listed below. Developers should also consider how appropriate the scale and type of their proposed development is to the hierarchical scale and function of the centre within which it is proposed. If the Council considers that a proposal may result in an adverse impact on the vitality and viability of any of these centres then the developer will be required to produce a retail impact assessment. If this demonstrates an adverse impact then the development proposal will not be supported.

Residential uses are encouraged within the upper floors of buildings within all of these centres.

Tier	Settlement	Centre
1	Inverness	City Centre
	Dingwall	
2	Alness	Town Centre
	Invergordon	
	Tain	
	Nairn	
	Inverness (Commercial Centres)	
3	Inverness Neighbourhood Centres	Culloden, Slackbuie, Dores Road
	Muir of Ord	
	Tornagrain	Town Centre
	Beauly	
	Fortrose	

Housing

2.10

The Council's 2010 Housing Need and Demand Assessment gives the amount of land required in all ten housing market areas in the Highlands, and these figures were confirmed in our Highland-wide Local Development Plan. Table 1 below gives the requirement for the six housing market areas in the Inner Moray Firth Plan area. The figures in Table 1 and Map 4 both include a 25% allowance that provides for market choice and to meet demand where it arises. It also includes an allowance for 3,200 houses to eradicate the backlog of need for affordable housing.

Housing Market Area	2011-2021	2021-2031	Total
Badenoch & Strathspey (part)	15	11	26
East Ross	2,078	1,206	3,284
Inverness	9,178	6,664	15,842
Mid Ross	2,126	1,404	3,530
Nairn	1,562	938	2,500
West Ross (part)	179	111	290
Plan Area Total	15,137	10,335	25,472

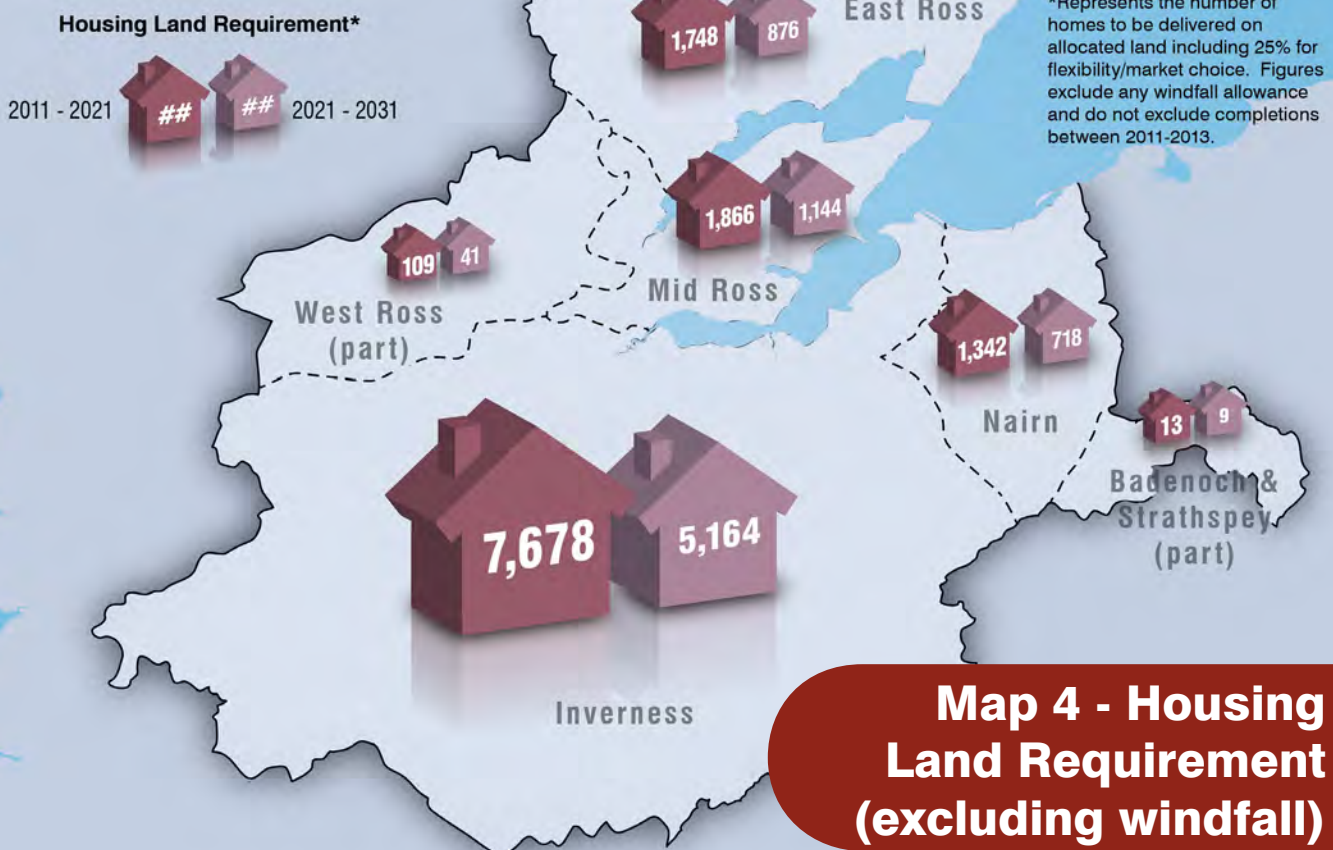
Table 1 - Housing Land Requirement (number of houses)

2.11

Where new homes are built on land that is not allocated in the development plan these are known as windfall. This makes a significant contribution to the delivery of new homes in Highland, particularly in rural areas. In the period 2000 to 2012 an average of 244 homes were built on windfall sites each year in the Plan area. The housing land requirement has been adjusted to reflect the expected contribution from windfall in each Housing Market Area. The adjusted figures shown in the map below illustrate the amount of housing to be delivered on allocated sites within each Housing Market Area. This Plan allocates sufficient land to meet this adjusted housing land requirement.

Scale: 1:1,000,000

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In allocating sites the number of new homes completed between 2011 and 2013 in each housing market area has been taken into account, however, the map opposite excludes these completions. Further explanation is provided in our Housing Land Requirement Background Note which accompanies this Plan.

Site Capacities

2.12

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

2.13

These capacities were calculated to promote the efficient use of land and have taken account of the general site conditions and the relative accessibility of the site. Where available any planning history of the site was also taken into consideration. The method used to calculate site capacities can be found in our Housing Land Requirement Background Note.

Infrastructure

2.14

The provision of infrastructure is fundamental to the delivery of development and to create communities served by an appropriate level of services and facilities. The Council has taken a proactive partnership approach to identifying infrastructure requirements for new development. The methodology we followed is set out in the Developer Contributions Supplementary Guidance.

2.15

Sections 3 (Strategy for Growth Areas) and 4 (Development Allocations) of this Plan identify the infrastructure likely to be required to support the developments allocated in the Plan. The majority of these requirements relate to the impact of new developments allocated in the Plan and will therefore be delivered by private sector investment. This will be secured using tools such as conditions on planning applications or planning obligations. Public funding may also be required to help deliver certain projects such as new or extended schools. Developer requirements set out in this plan may be subject to change following the detailed consideration of proposals through the planning application process.

2.16

Green infrastructure consists of existing green spaces, walks, woodlands, other habitats, paths and cycle routes. Taken together these help form the Green Network which helps to create a sense of place by providing spaces to meet friends and neighbours, take part in sport, recreation and play while also making a significant contribution to the biodiversity of an area.

2.17

Detailed mapping and priorities have been identified in the Inverness to Nairn Green Network and work is progressing on the Ross-shire Green Network. This mapping and information can be found as annexes to the Green Networks: Supplementary Guidance. Green networks help to create a high quality environment and will need to be integrated into new developments in order to protect and enhance these networks. This Plan identifies and safeguards areas of green space which either:

- have significant natural heritage value; and/or
- have an amenity value that benefits the wider community.

2.18

The Highland Greenspace Audit identifies other high quality, fit for purpose and accessible open spaces in the main settlements across the Inner Moray Firth. The sites identified in the Highland Greenspace Audit (currently under review) are safeguarded from development through Policy 75 Open Space of the Highland-wide Local Development Plan. Where there is a deficiency in a particular type of open space then developer contributions to address this deficiency will be sought in line with the Open Space in New Residential Developments: Supplementary Guidance.

Transport

2.19

A fundamental element of the vision of this plan is to enable more efficient forms of travel. The plan area contains the most densely populated parts of the Highlands which are connected by a system of road and rail corridors, public transport services and active travel network. This presents great potential for encouraging a further shift to more sustainable forms of travel.

2.20

A number of major projects are planned that will contribute towards achieving this goal, in particular:

- more frequent and faster rail journeys;
- a new rail station at Dalcross;
- park and ride in East Inverness;
- National Cycle Network 78;
- Inverness city centre to East Inverness walking/cycling route;
- West Link road scheme to relieve congestion in City Centre; and
- delivery of priority actions detailed in Active Travel Masterplans.

2.21

New development allocated in this Plan must contribute to the delivery of more efficient forms of travel. In the preparation of the Plan the Council has taken a proactive partnership approach to future transport needs. To assess the impact of development supported in the Plan on the transport network a transport model was developed. The Transport Appraisal that supports this Plan provides a summary of the results of the transport modelling. It also explains the transport objectives for the Plan and a series of transport projects that will help facilitate sustainable development.

2.22

New development will be required to contribute towards local and strategic transport infrastructure requirements where they are identified in the Plan and/or where they arise as a result of a Transport Assessment and/or assessment of detailed proposals by Council officers and other agencies. These will be secured by planning condition and/or legal agreement at the time of a planning application as per the Council's Developer Contributions Supplementary Guidance.

Implementation

2.23

The accompanying Action Programme sets out who is responsible for the delivery of development sites, improved infrastructure, their priority, a broad indication of when it will need to be installed/completed by. Where possible and necessary, it will also include details of infrastructure proposed through national plans, such as the National Planning Framework and the Strategic Transport Projects Review, that are also relevant to the Highland's growth to provide as complete a picture as possible.

2.24

Masterplanning of larger developments can make a positive contribution to the creation of high quality, sustainable and successful places. It is an effective tool for engaging the community and others in the planning process to deliver high quality environments, good transport connections and well designed homes. As such, the Plan encourages a masterplanned approach to new developments which should be carried out at the earliest possible opportunity and taken into consideration at all stages of the planning application process.

Policy 2 Delivering Development

Development of the locations and uses specified in Section 4 of this Plan will be supported subject to provision of the necessary infrastructure, services and facilities required to support new development proposed as indicated in this Plan.

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

Other Settlements

2.25

While the Plan focuses the majority of its growth on larger settlements in the area, there are a number of smaller settlements where encouragement of further, limited development may help sustain one or more local facilities such as the local primary school or village hall. These settlements are listed below and shown on Map 3, and Policy 3 outlines the criteria to guide development in these locations.

Policy 3 Other Settlements

Development within or adjoining the settlements listed below must address the relevant criteria listed below to be supported. Proposals will be assessed against the extent to which they:

- are located within active travel range of at least one community/commercial facility and the proposal is likely to help sustain that facility;
- are similar in terms of its spacing, scale and density to development within or adjoining that existing settlement, including consideration of and respect for whether the local facility serves a wider dispersed rural settlement or concentrated village;
- may harm the character and social balance of that community or may regenerate a community that is losing facilities, services and/or its permanently resident population. In this case proposals will be assessed as to whether the number and capacity of permissions granted within that settlement over the five year period prior to the proposal being determined suggest that these changes may occur;
- can utilise spare, existing capacity in the infrastructure network (education, roads, other transport, water, sewerage etc.) within or close to that settlement or new/improved infrastructure could be provided in a cost efficient manner;
- avoid a net loss of amenity / recreational areas significant to the wider local community; and
- would result in an adverse impact on any other locally important heritage feature (which may include a war memorial, burial ground, important public viewpoint/vista or open space).

Abriachan, Advie, Ardross, Balnain, Barbaraville, Bunchrew, Cannich, Croachy, Cullicudden, Daviot, Dochgarroch, Easter Kinkell, Farr, Ferness, Foyers, Garve, Gorthleck, Hill of Fearn, Inver, Kildary, Inverarnie, Invermoriston, Kilcoy, Kilmorack, Marybank, Milton of Kildary, Mulbuie, Pitcalnie (Nigg), Portmahomack, Resolis, Rhicullen / Newmore, Struy, Tomich, Whitebridge.

Note - This list of settlements is subject to change. The policy will no longer be applicable to settlements losing their last or single facility but will apply to additional settlements acquiring a new facility. We will expect developers proposing a new facility as part of a wider development scheme to demonstrate the facility's future viability and to guarantee its completion by legal agreement.

Inverness to Nairn Growth Area

3.1

- Land for 18,350 homes from 2011 up to 2031 focused on existing settlements.
- Provision of an effective and available land supply to support the economic growth of the area including key sites at Inverness Campus, Whiteness and Inverness Airport.
- A nationally important area for coordinated growth and public investment along the A96 Corridor including an innovative new town at Tornagrain linked to major employment growth and an integrated transport hub.
- A consolidated City acting as the larger and more efficient engine to drive forward the wider Highland economy.
- Well integrated towns and local centres with accessible services and facilities.
- Significant investment in major infrastructure including West Link and improvement of the A9, A96 and active travel network.
- Development that maintains and enhances the green network and natural assets of the area.

Vision

3.2

By 2031, the Inverness to Nairn Growth Corridor will have more jobs, people and facilities because it will be a better place to live, work, do business, visit, be educated and enjoy recreation. Growth will be engendered by safeguarding and enhancing existing heritage assets and by improving residents', visitors' and enterprises' accessibility to markets, jobs, education, greenspace, housing, commercial facilities and public services. The growth of the Inverness to Nairn Corridor will have dispersed similar benefits to the wider Highlands.

Strategy

3.3

Investing in infrastructure to promote growth and improve connectivity with:

- Road improvements of the A9, A96, West Link, East Inverness network and Nairn bypass.
- A Dalcross rail/air interchange and other rail improvements.
- An improved active travel network.

3.4

A consolidated and vibrant City achieved with:

- City centre regeneration of key brownfield sites and vacant buildings, diversification of uses and enhancement of civic spaces.
- specific projects to improve the physical environment including public realm works for the River Ness Flood Alleviation Scheme (FAS), developer placemaking initiatives (Muirtown Basin charrette and masterplan), remediation (bringing the Longman Landfill back into productive use), reclamation (a City waterfront at the Longman), and reconfiguration of leisure and recreational uses (at Torvean) and of employment uses (at Raigmore and Inshes).

3.5

Allocating land for new development in the right places and for the right uses with:

- Allocations of land for new jobs where connections are best – adjacent to Inverness and Whiteness harbours, at Inverness airport, adjacent to the Inverness Campus, close to high capacity trunk road junctions, where high speed broadband is becoming available, and where market demand exists.
- Allocations of land for new houses in an attractive environment and close to where facilities already exist (the west, south and east flanks of Inverness and Nairn) or where they can be provided in a cost efficient manner (Tornagrain new town).

3.6

A safeguarded but accessible natural environment achieved with:

- Safeguards and developer requirements for a network of green spaces, corridors and path networks to protect habitats and species but also to allow people and wildlife to travel through these spaces and to co-exist.

Major Infrastructure Requirements

3.7

Infrastructure improvements will support the delivery of development in the Inverness to Nairn Growth Area and developer contributions will be required to help deliver a number of these. This includes proposals for an 'East Link' road, connecting the A9 with the A96, dualling of sections of the A96 trunk road, including a Nairn bypass, and upgrading of key junctions such as Inshes roundabout. The West Link, which will join the Southern Distributor Road with the A82, is required to relieve traffic congestion in the City centre and open up land allocated for development. Improvements to public transport, including Park and Ride, and active travel facilities are also vital to supporting new communities. In support of a significant modal shift to more sustainable forms of transport, a rail halt is proposed at Dalcross to serve Tornagrain, the Airport and adjacent Business Park, and cycle and walking routes will be incorporated into the development of the Growth Area.

3.8

Recreational space is equally important to people who live, work and visit the area. There are proposals for the establishment of new sporting facilities at Torvean and at the Inverness Campus at Beechwood. District parks will also be safeguarded at Inshes and as part of the development of the Ashton Farm area.

Safeguarding and Enhancing the Natural Environment

3.9

Water supply and wastewater treatment improvements will need to be provided by Scottish Water to support growth in this area. Any potential impacts on Loch Ashie Special Protection Area, Moray Firth Special Area of Conservation, River Moriston Special Area of Conservation and Urquhart Bay Wood Special Area of Conservation will need to be considered by Scottish Water. Scottish Water will continue to work closely with its Regulators and other Agencies as part of its daily operations, to ensure no adverse effects impact on the integrity of these sites.

Policy 4 Water and Waste Water Infrastructure in the Inverness to Nairn Growth Area

In line with Policy 65 of the Highland-wide Local Development Plan, all allocated developments in the Inverness to Nairn Corridor will be required to connect to the public sewer (as defined in the Sewerage (Scotland) Act 1968). Improvements to the strategic waste water infrastructure in the area will be required in order to accommodate the level of development supported in this plan. Such improvements must ensure that there will be no adverse effect on the integrity of the bottlenose dolphin qualifying interest of the Moray Firth Special Area of Conservation in terms of the level of waste water treatment, either alone or in combination with other plans or projects.

In considering the need to increase the level of abstraction from existing sources, or the need for other sources of abstraction to accommodate the level of development supported by this Plan, there must be no adverse effect on the integrity of the River Moriston SAC, Urquhart Bay Wood SAC and/or Loch Ashie SPA as a result of reduced water levels/flows on the relative qualifying features either alone or in-combination with other plans or projects. A developer assessment of these effects will be required.

3.10

The effect of development on the water quality of Loch Flemington Special Protection Area is a specific risk that requires attention. At present the water quality in the Loch is poor due to the level of sewage effluent entering the loch from individual private waste water treatment arrangements in the vicinity of the loch. The following policy is proposed.

Policy 5 Development Within the Water Catchment of Loch Flemington

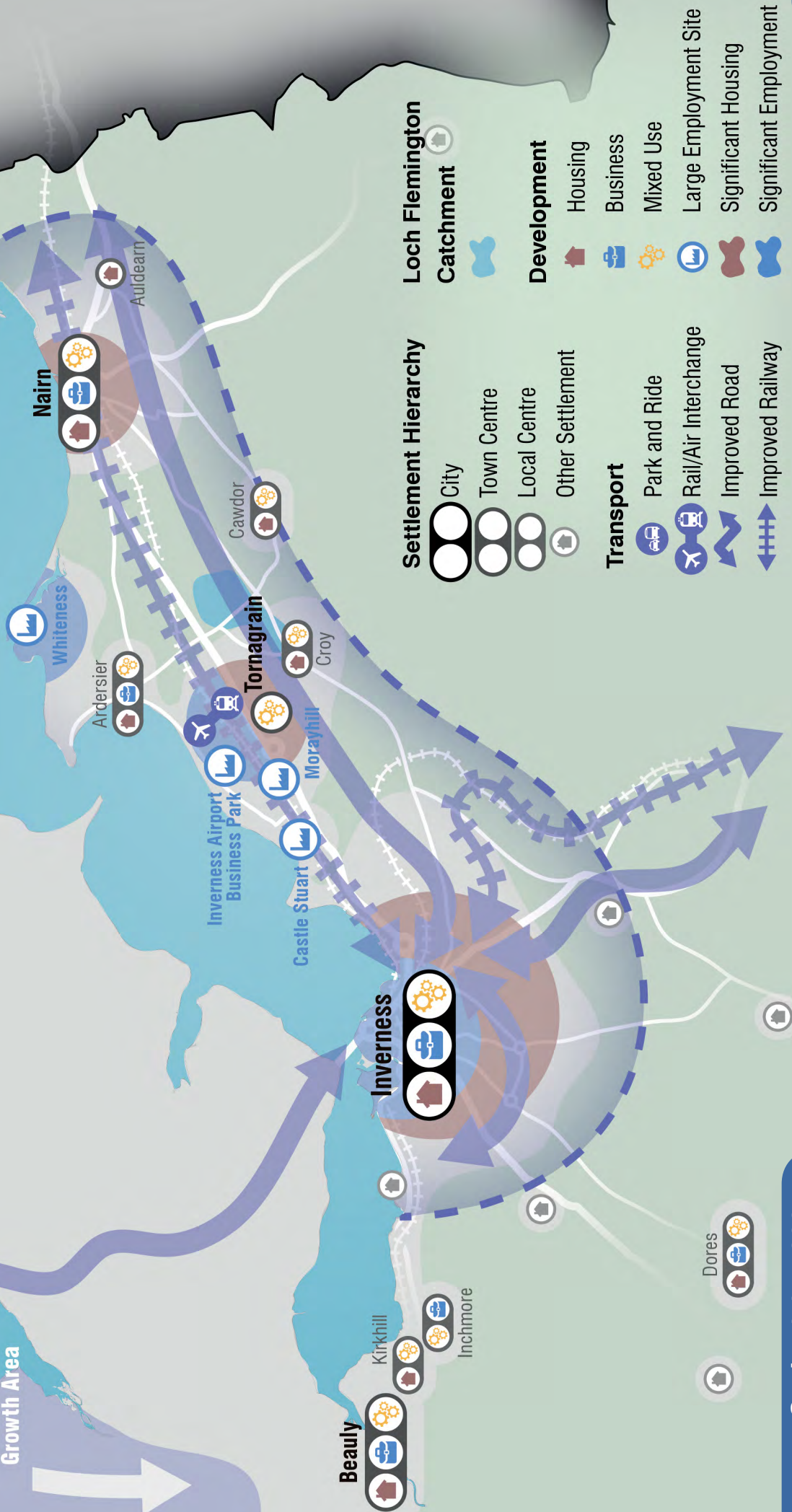
The Council will produce Supplementary Guidance to require that all development proposals within the water catchment of Loch Flemington (see Map 5) use appropriate foul drainage arrangements to facilitate the ecological recovery of the Loch. All such development proposals must comply with this guidance following its adoption.

The guiding principles and objectives for such guidance will be:

1. To safeguard the water quality of Loch Flemington, which is vital to its habitat value for Slavonian Grebes and therefore its Special Protection Area status;
2. To ensure no increase in phosphorous discharge within sewage or other effluent entering the loch and originating from development, including any soil disturbance, within the catchment;
3. To achieve 2 above, to ensure all development proposals incorporate suitable phosphorous mitigation. Acceptable mitigation will be defined and include diversion of foul water outwith the catchment, connection to adequate mains sewerage facilities, or an upgrade of an existing septic tank within the catchment to a higher standard of treatment;
4. To provide detailed guidance to applicants on how relevant applications will be processed, conditioned and these conditions enforced.

Map 5 Inverness to Nairn Growth Area

Ross-shire
Growth Area



Scale: 1:175,000


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**Map 6
Ross-shire
Growth Area**

Scale: 1:175,000

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Transport

-  Park and Ride
-  Freight Interchange
-  Improved Road
-  Improved Railway

Development

-  Housing
-  Business
-  Mixed Use
-  Large Employment Site
-  Significant Housing
-  Significant Employment

Settlement Hierarchy

-  Town Centre
-  Local Centre
-  Other Settlement

**Inverness to Nairn
Growth Area**



Ross-shire Growth Area

3.11

- Land for over 5750 homes and 900 hectares (ha) employment land focused on existing settlements and employment areas.
- Strengthened role as an industrial heart of the Inner Moray Firth and gateway to the Highlands for commerce, retail, transport connections and culture.
- Provision of an effective and available land supply to support the significant employment growth in the area including key sites at Nigg, Invergordon, Evanton and Alness.
- Well integrated towns and local centres with accessible services and facilities.
- Significant investment in major infrastructure including Kinnairdie Link Road (Dingwall) and improvement of the A9.
- Protecting international heritage value of the 'Three Firths' which provide the setting for many settlements.

Vision

3.12

By 2031, the number of jobs, people and facilities in Ross-shire will have significantly increased and the area will be increasingly self sufficient. Nigg, Invergordon, Highland Deephaven will have enhanced their reputation as a focal point for North Sea oil, cruise ship berthing, rail and sea freight, specialist large scale marine related land uses with specific locational characteristics, and fabrication of both on-shore and off-shore renewables. The economy will have further diversified with a renewed focus on food and drink manufacturing, and the agricultural and tourism economy will have continued to thrive. Housing development will have kept pace with the demand from this job creation and together they will have supported notable improvements to services/facilities and public transport provision across the area. Countering the pull of Inverness the role of Alness, Dingwall, Invergordon and Tain as key service centres will have further strengthened with expansion of shopping, transport, performance/arts, tourist and education facilities. The international importance of habitats and species in the Beauly, Cromarty and Dornoch Firths will have been safeguarded and enhanced alongside new development, while a green network will have secured attractive linkages for the movement of people and wildlife.

Strategy

3.13

Be the beating industrial heart of the Highland economy with:

- Development of the fabrication industry at Nigg, Invergordon and Highland Deephaven as focal points for North Sea oil, subsea and renewables projects, rail and sea freight and the accommodation of specialist large scale marine related land uses with specific locational characteristics.
- Support for Industrial estates and business parks, with strategic allocations at Alness, Dingwall, Fearn Aerodrome, Fendom, Invergordon and Muir of Ord.

3.14

Deliver a flexible and dynamic housing market with:

- A generous housing land supply with significant growth focussed in Alness, Dingwall, Invergordon, Evanton and Tain where there is capacity in local services and close proximity to emerging employment opportunities.
- Development to support and strengthen the smaller communities of Barbaraville, Hill of Fearn, Milton of Kildary, Kildary, and Portmahomack.

3.15

Travel through an efficient transport network with:

- Development of an active travel network in and around Alness, Dingwall, Invergordon and Tain.
- Rail line enhancement which will reduce journey times and encourage train travel.
- Support for development of ports at Invergordon and Highland Deephaven as freight interchanges helping to relieve pressure from the local and strategic road network.
- Local road improvements including the Kinnairdie Link Road in Dingwall, in combination with improvements to the trunk road network (A9 and A835).

3.16

Be regenerated and renewed with:

- Support for redevelopment of significant areas of brownfield land and buildings at Seabank Tank Farm (Invergordon), Fearn Aerodrome and Fendom bringing these areas back into productive use.

3.17

Benefit from an outstanding location for natural and cultural heritage by:

- Development taking place in a way that does not impact on the habitats of the Beauly, Cromarty and Dornoch Firths and their wildlife.
- Establishing a framework to maintain and enhance the green network of the area.
- Preserving and promoting the natural and historic places of interest in the area.

Outwith Growth Corridor

3.18

Outwith the growth corridor, on the Black Isle the short to medium term focus is on making the most of existing infrastructure, and on consolidation and support of Black Isle communities. This is before supporting major expansion opportunities at Tore which requires significant public investment, and before the planned park and ride is in place in Tore providing enhanced public transport links. In the part of Wester Ross that lies within the plan area only modest expansion is supported in the settlements of Contin and Strathpeffer.

3.19

Tore's strategic location between major centres, on a junction of transport corridors, and its attractive landscape setting makes it a very desirable and suitable location for businesses and residents. Therefore in the medium to long term post 2021 with opportunities for growth of other Black Isle settlements increasingly limited by landscape and visual, settlement character, and road network issues, Tore is a suitable place to direct significant new development.

Major Infrastructure Requirements

3.20

Across Ross and Cromarty enhancements to the leisure facilities will be required to support a growing population. This will include enhancements to the Averon Centre, Alness Swimming Pool Community Complex, Black Isle Leisure Centre, Dingwall Leisure, Invergordon Leisure Centre and Tain Royal Academy Community Complex. These projects will all require Council/High Life Highland investment and will require us to secure appropriate and proportionate developers' contributions from the relevant settlements as identified in the Action Programme.

3.21

A number of major road improvements will also be required, this includes the Kinnairdie Link Road in Dingwall; improvements to important A9 junctions, in particular Munloch, Evanton South, Skiach, Alness/Invergordon junctions including Dalmore, Rosskeen and Tomich and Delny Industrial Estate/Barbaraville. There is also potential for other trunk road upgrades including overtaking lanes on the A9 and A835.

3.22

Public transport connections also need improved, in particular journey times and frequency between the Cromarty Firth and the Black Isle to Inverness. There is also potential for a park and ride at Tore and permanent bus priority measures on the Kessock Bridge. Improvements will also be required to create an active travel network across the area, including the delivery of the Active Travel Masterplans for Alness and Invergordon, Dingwall and Tain and the delivery of a core path link between Munloch and Avoch.

4 Development Allocations

City

- | | | | |
|-----|-------------------|------|-----------------|
| 4.1 | Inverness | 4.11 | South Inverness |
| 4.4 | Central Inverness | 4.15 | East Inverness |
| 4.9 | West Inverness | | |

Strategic Employment Sites

- | | | | |
|------|---|------|---|
| 4.18 | Inverness to Nairn
Growth Area
Inverness Airport
Castle Stuart
Morayhill
Whiteness | 4.22 | Ross-shire Growth Area
Fearn Aerodrome
Fendom
Nigg |
|------|---|------|---|

Towns

South

- 4.26 Beauly
4.32 Nairn
4.42 Tornagrain

North

- 4.46 Alness
4.51 Dingwall
4.59 Fortrose and Rosemarkie
4.63 Invergordon
4.70 Muir of Ord
4.76 Tain

Local Centres

South

- 4.84 Ardersier
4.88 Auldearn
4.90 Cawdor
4.97 Croy
4.101 Does
4.103 Drumnadrochit
4.107 Fort Augustus
4.110 Inchmore
4.114 Kiltarlity
4.118 Kirkhill
4.122 Tomatin

North

- 4.124 Avoch
4.128 Conon Bridge
4.135 Contin
4.139 Cromarty
4.142 Culbokie
4.147 Evanton
4.152 Maryburgh
4.159 Munloch
4.162 North Kessock
4.165 Seaboard Villages
4.170 Strathpeffer
4.175 Tore

City

Inverness

4.1

- Land for around 9,400 new homes and over 190 ha of employment land.
- A consolidated and vibrant City achieved by regeneration, diversification and enhancement of the City Centre, brownfield sites and its displaced uses.
- Revitalising the City Centre by improving its appearance, connectivity and safety through public realm works such as the River Ness Flood Scheme and on Academy Street together with transport schemes to relieve traffic congestion such as the West Link road scheme.
- Maximising the economic potential of the Caledonian Canal with mixed use developments at Muirtown Basin and Torvean.
- Safeguarding green spaces for people and wildlife and improving their accessibility, with developer requirements and land for allotments, public parkland and sports facilities.
- Remediation and reclamation of the City's waterfront to allow expansion and diversification of activities at Inverness harbour and the Longman.
- An internationally renowned hub for learning and research at Inverness Campus acting as a catalyst for wider economic development.
- Completion of the City's allocated housing neighbourhoods but further major growth to settlements in the surrounding growth areas.

4.2

Inverness' physical geography determines that there are only a few sensible places to expand the Highland capital. Higher land and steep slopes to the west and south plus the firths to the north explain why Inverness is committed to longer term eastward expansion. The flood plain of the River Ness, the Caledonian Canal and the green corridors associated with other watercourses and the escarpment provide other dividing lines between development. Overlay major infrastructure corridors and where their bottlenecks cannot reasonably be resolved and this leaves the only practical development sites. Finishing the allocated neighbourhoods on the southern flank of the City together with expansion of the Culloden suburbs and revitalisation of the City's centre and its regeneration sites, will complete the City.

4.3

The historic areas of Inverness at the Riverside, Clachnaharry, Culloden House and Crown are key to the character of the City and are designated as Conservation Areas. The Council intend to undertake Conservation Area Appraisals and draft Conservation Area Management Plans. To help implement the Management Plans, the Council also expects to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout these Conservation Areas. The Supplementary Guidance relating to Culloden House also covers Culloden Battlefield as defined in

the national Inventory of Historic Battlefields, and this will guide the management of both the Inventory site area, the Culloden Battlefield Conservation Area and their wider setting.

4.4

A variety of housing development opportunities exist throughout the City, from significant brownfield allocations in the centre to the expansion areas to the south and east. This will help consolidate the City, restricting urban sprawl, and strengthen the City Centre and increase the sustainability of our neighbourhoods. Commercial development will be directed to the City Centre, its edge and then to other established centres. Industrial development will be guided to within existing industrial estates and on adjoining land particularly where this contributes to urban regeneration. Elsewhere, a mix of land uses will be appropriate particularly at smaller neighbourhood centres and close to schools, other community facilities and good public transport and active travel connections. Proposals close to the City boundary will be expected to reinforce the distinction between urban and rural – i.e. piecemeal countryside development will be resisted and within boundary developments will be required to better define a defensible City edge. Greenspace will be safeguarded where it contributes or will contribute to public amenity. Badgers are a particular protected species issue for Inverness and its surrounding area and will be a consideration for developers and the Council. We have prepared detailed guidance on this topic which explains where and when badger surveys and protection plans will be required.

Inverness

Central Inverness

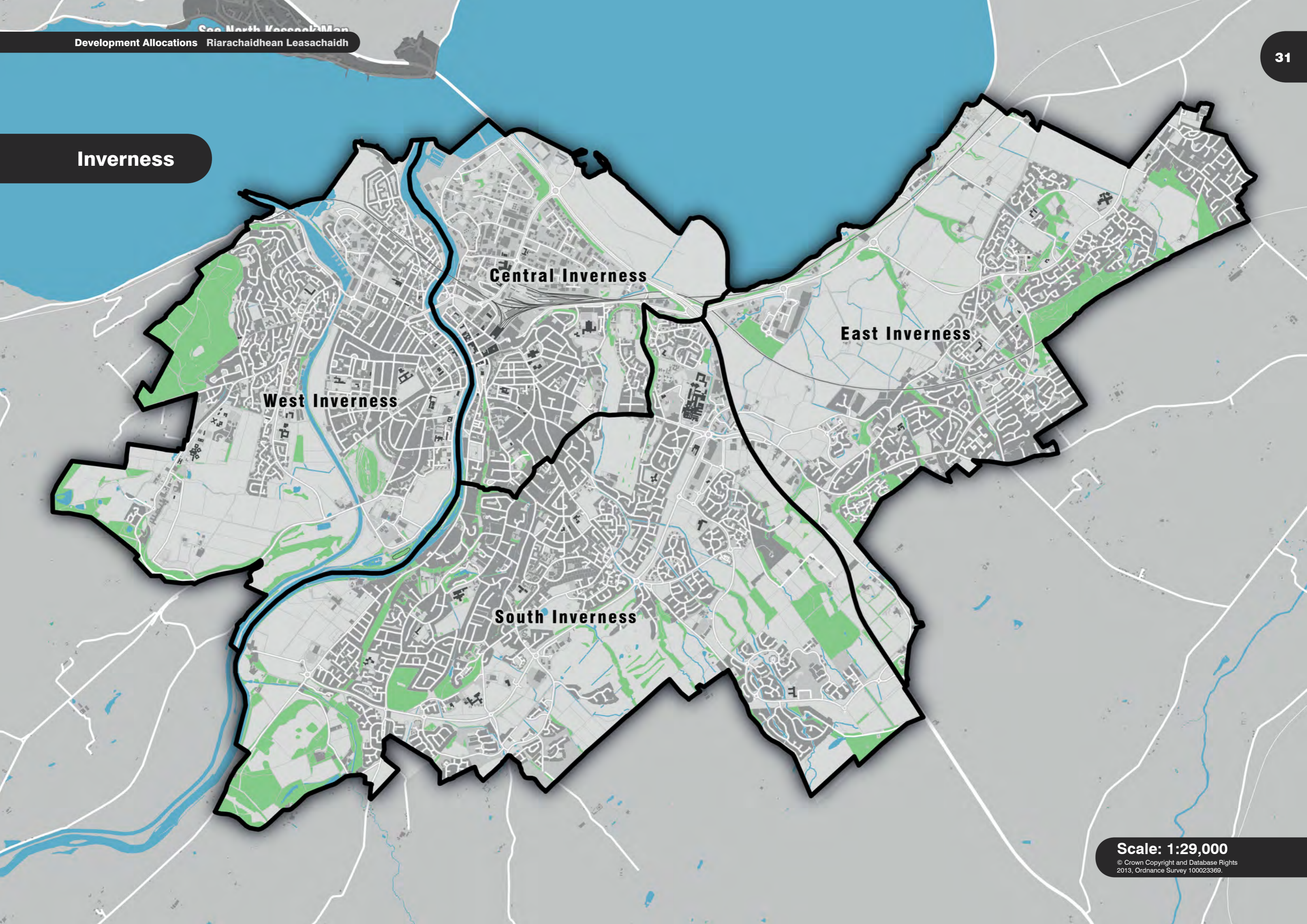
East Inverness

West Inverness

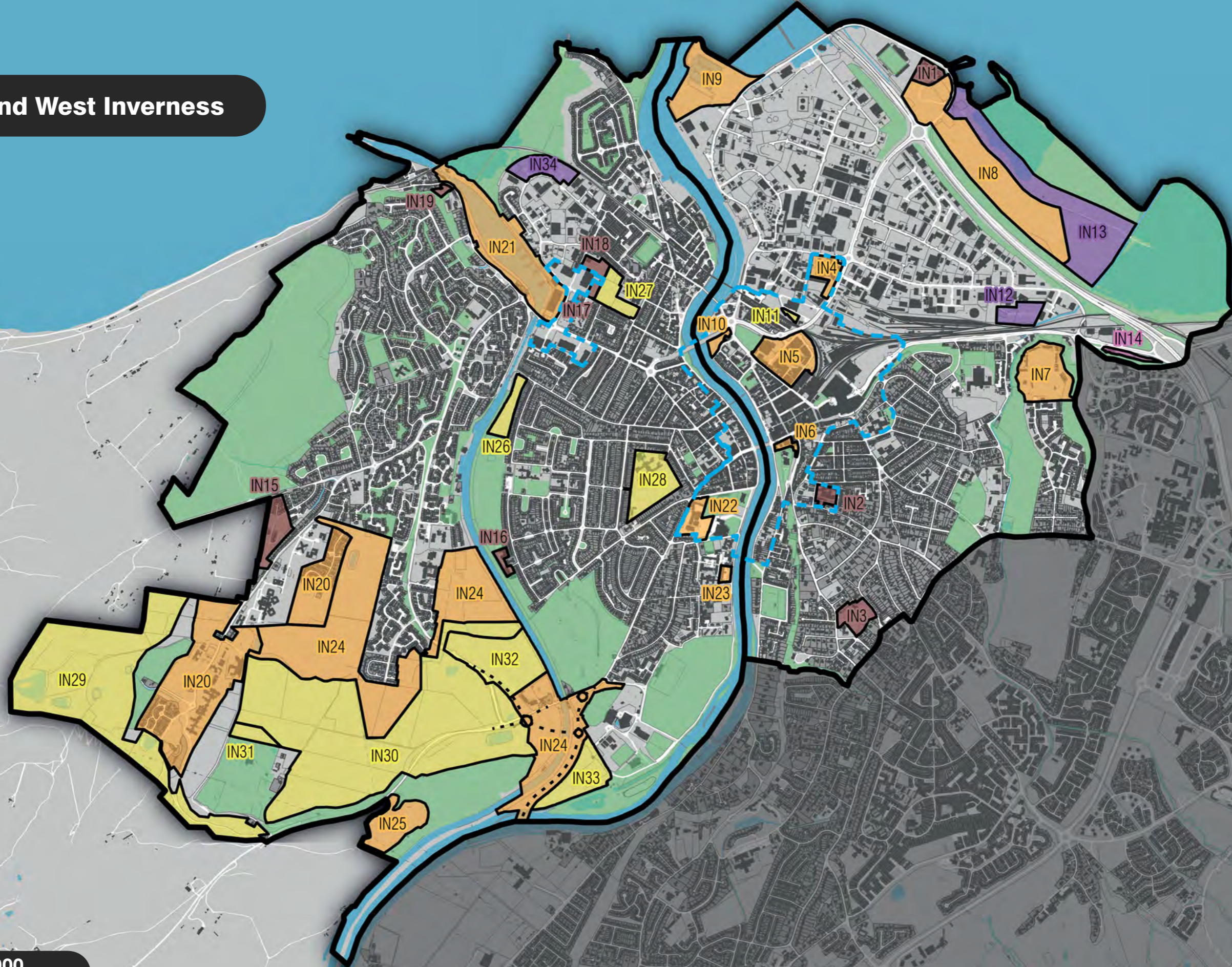
South Inverness

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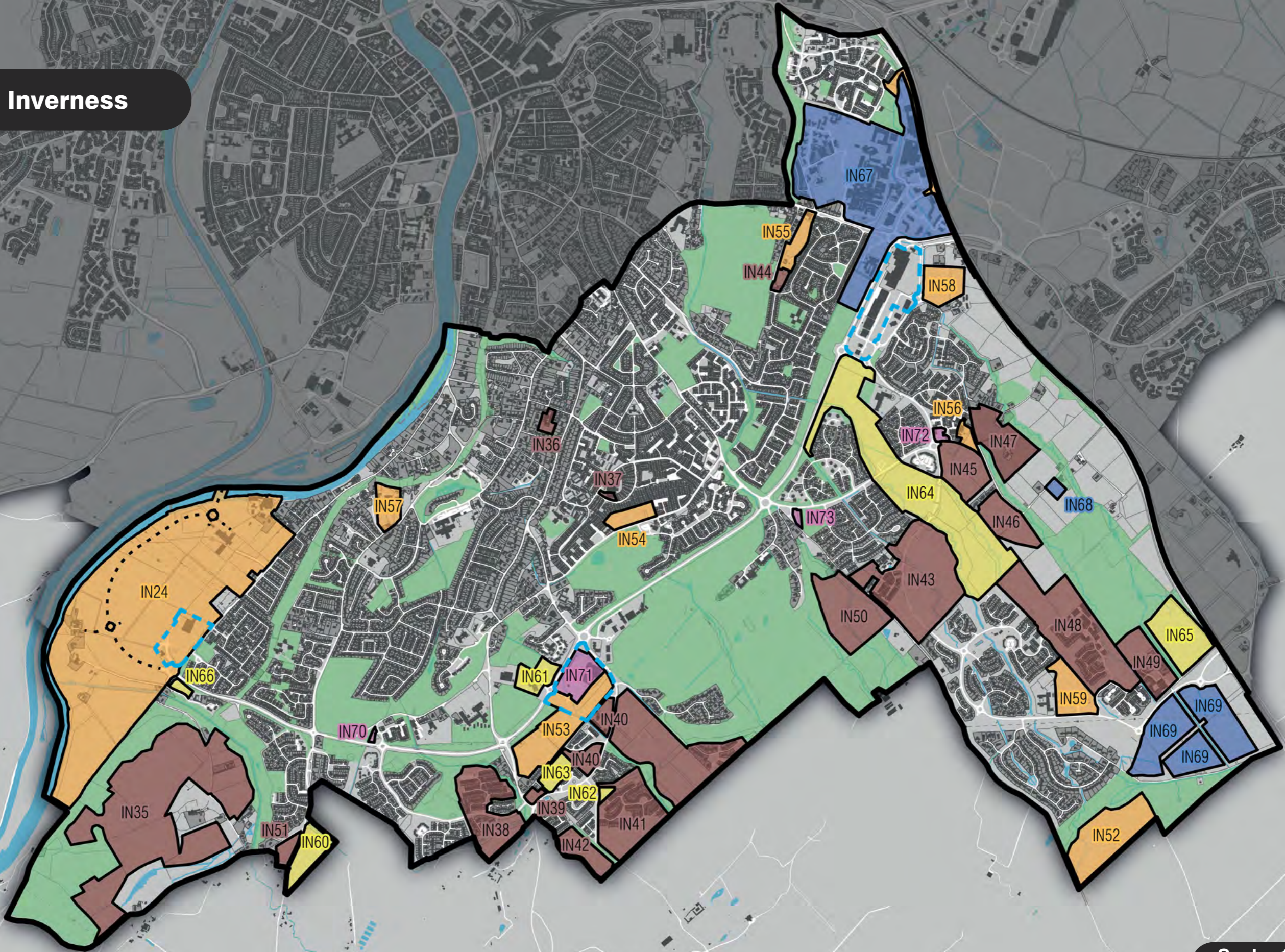
Central and West Inverness



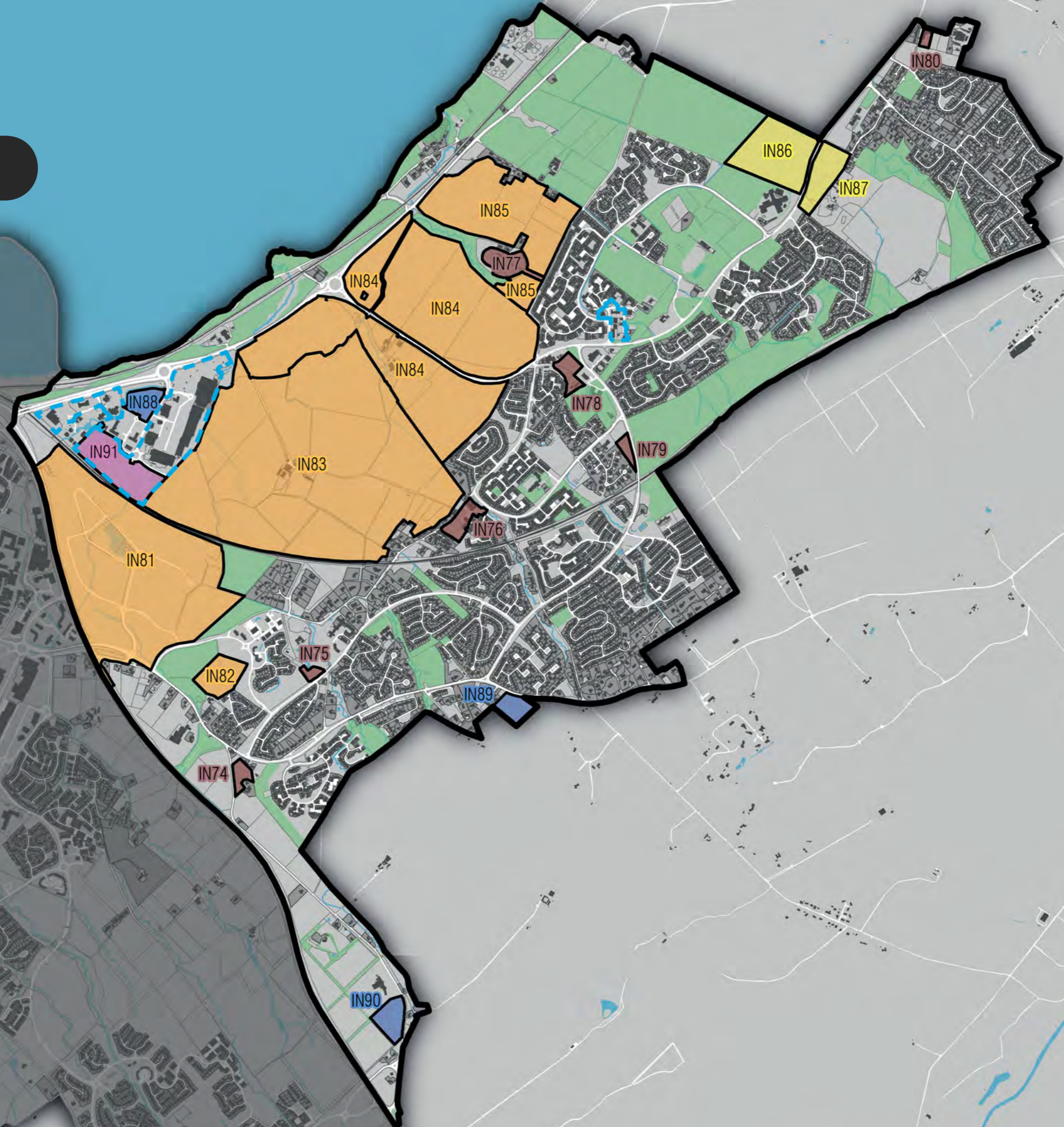
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South Inverness



East Inverness



Central Inverness

4.5

- Re-establishing Inverness City Centre as the pre-eminent regional hub for commerce through public realm and transport improvements, mixed use, land allocations and tighter control on out of centre developments.
- Maximising the economic potential of the Ness riverfront and Inverness waterfront by making it safer (flood alleviation scheme), more attractive (public art and other realm works), more accessible (enhanced foot / cycle way provision) and more of a destination (tourism, leisure and cultural facility allocations).
- Remediation of the former Longman Landfill area for employment and other uses and for a longer term public links.

4.6

Central Inverness' development options are focused primarily on the re-use of previously developed land or reclamation. To aid regeneration this Plan will be flexible and encouraging in terms of development proposals for vacant, underutilised, contaminated and potentially surplus sites. For example, a flexible approach is offered in respect of Longman College, Cameron Barracks and Porterfield Prison to encourage efficient relocation of existing uses and quicker re-use of land and buildings which are vacated. This turnover is healthy and will allow the City to diversify its role and adapt to changing market trends and opportunities.

4.7

A key priority for the Council is to rebuild the city centre as the focal point of economic, social and civic interaction within the City and the wider Highland region. The Inverness City Centre Development Brief (2012) aims to deliver this objective by identifying and promoting opportunities and actions for the redevelopment and enhancement of the City's core. We are committed to enabling new homes in the heart of the City through partnership working with the private sector and delivery of key sites as outlined in the City Centre Development Brief. Re-use of upper floors and a flexible approach to development will assist in this regeneration.

4.8

The Council will review the approved Inverness City Centre Development Brief. This will establish Inverness as a Priority Action Area for new investment. The review will be based on the same guiding principles set out in the approved Brief's vision and key themes. A review will occur when new opportunities arise, for example, from the unexpected release of larger development sites – e.g. where public buildings are declared surplus.

Housing

Site: IN1 Travellers' Site at Stadium Road

Area (ha): 1.4 **Housing Capacity:** ---

Requirements: Refurbishment and remediation of existing facility including temporary decant onto adjoining land if necessary. Flood Risk Assessment.

Site: IN2 Porterfield Prison

Area (ha): 1 **Housing Capacity:** 30

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: widening of adjoining roads, footways and service vehicle access; possible left in/out access from Old Edinburgh Road; built heritage value of existing buildings and the surrounding area; the provision of a proportion of accommodation suitable for the elderly.

Site: IN3 Hedgefield House

Area (ha): 2.3 **Housing Capacity:** 40

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: preserving the Category B Listed Building and its setting; minimising loss of policy woodland and garden; protection of amenity of neighbouring property; improvement of access from Culduthel Road.

Mixed Use

Site: IN4 Land at Inverness College

Area (ha): 2.1 **Uses:** Business, Industrial, Community, Leisure.

Requirements: Redevelopment to higher standard of architectural design quality; greening of A82 frontage; combined foot/cycle way set back from A82 and connections to City centre; access from improved local road network.

Site: IN5 North East of Academy St

Area (ha): 5.9 **Uses:** Business, 200 homes, Retail, Community.

Requirements: Development in accordance with Inverness City Centre Development Brief: for 100-120 student flats and retail units (restricted to Class 1); streetscape improvements between Academy Street and surrounding area. Site: IN6 Bridge Street.

Site: IN6 Bridge St

Area (ha): 0.5 **Uses:** Business, 35 homes, Retail, Community, Tourism.

Requirements: Development in accordance with Inverness City Centre Development Brief.

Site: IN7 Cameron Barracks

Area (ha): 7 **Uses:** Business, 65 homes, Community, Tourism.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: impact on Listed building and its setting; impact on mature woodland; retention of both existing access routes including traffic lights controlled junction on New Perth Road.

Site: IN8 Former Longman Landfill

Area (ha): 19.9 **Uses:** Business, Industrial, Non-residential institutional, Temporary Stop Site for Travellers.

Requirements: The Council will produce a masterplan / development brief which it will adopt as Supplementary Guidance. This will address: woodland retention to provide wind stable tree belt depth and visual screen to A9; access and active travel linkages; flood risk assessment (may affect developable area); land for Class 4, 5, 6 and 10 uses only; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA and Ramsar as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA.

Site: IN9 Land to South and East of Inverness Harbour Marina

Area (ha): 9.0 **Uses:** Business, Industrial, Tourism, Retail/Leisure*.

Requirements: Developer to prepare masterplan/development brief for this area, and potentially adjoining areas of foreshore, in consultation with environmental agencies and other stakeholders, to be agreed with the Council who may adopt this as supplementary guidance. This should address: high standard of architectural design quality; flood risk and drainage assessments (which may affect developable area); coastal processes assessment and if appropriate a more serpentine seaward site boundary; coastal protection works; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA. Demonstration of no adverse effect on the integrity of the Moray Firth SAC by the submission with any application of a Construction and Environment Management Plan which should include method statements/mitigation in relation to:

- Piling (which should be in accordance with **JNCC guidance**);
- Dredging and Disposal (which should be in accordance with Marine Scotland guidance);
- Sourcing of materials for the uplifting of this area; and
- A hydro-dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to sub-tidal sandbanks (see for baseline information **SNH Commissioned Report No 338: Sublittoral Biotope Mapping of the Moray Firth SAC (2009) and intertidal habitats**).

* Retail/Leisure uses that are aimed primarily at the tourism sector and/or, that gain a competitive advantage from (or are particularly suited to) a waterfront location. For example, a dine-in restaurant would be applicable, a bulky goods warehouse or large foodstore would not.

Site: IN10 Site at Glebe Street

Area (ha): 0.7 **Uses:** Hotel, Business, Tourism, 50 homes.

Requirements: Development in accordance with Inverness City Centre Development Brief. Also subject to completion of flood alleviation scheme or Flood Risk Assessment

Community

Site: IN11 Land West of MS Centre, Burnett Road

Area (ha): 0.2 **Uses:** Expansion of MS Centre.

Requirements: For expansion of the adjoining MS Centre only.

Industry

Site: IN12 Harbour Road

Area (ha): 2.3 **Uses:** Industrial/Business.

Requirements: Development in accordance with planning permission 13/01829/FUL and other related permissions; Flood Risk Assessment (may affect developable area).

Site: IN13 Former Longman Landfill

Area (ha): 18.8 **Uses:** Industry.

Requirements: Particularly suited to waste management facilities including an Energy from Waste facility. Otherwise safeguarded for Use Classes 5 and 6. The Council will produce a masterplan / development brief which it will adopt as Supplementary Guidance. This will address: the need to minimise landfill gas and other risks including pipeline corridors; remediation of other contaminated areas; no net detriment to strategic road network capacity; retention of sufficient existing woodland to provide a wind stable tree line and visual screen to the A9; other natural heritage issues (see detail below). Any proposal must also demonstrate: no adverse effect on the integrity of the Moray Firth SAC by the submission with any application of a Piling Method Statement (in accordance with JNCC guidance); no adverse effect on the integrity of the Inner Moray Firth SPA and Ramsar as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA.

Retail

Site: IN14 Millburn Road

Area (ha): 0.6 **Uses:** Retail.

Requirements: Redevelopment; higher standard of architectural design quality; Flood Risk Assessment.

West Inverness

4.9

- Creation of a new distributor road linking the west and south parts of Inverness and resolving one of the existing canal queuing pinchpoints.
- Land and access improvements at Muirtown and Torvean to tap into the economic and recreational potential of the Caledonian Canal.
- Completion of a mixed use neighbourhood at Charleston.
- Safeguarding of the wooded slopes at Dunain and Craig Phadrig for amenity and recreation.
- Land for enhanced recreational and sporting facilities at Torvean comprising a better golf course, additional sports pitches, changing and meeting facilities, and trails.
- Encouragement of regeneration of vacant land at the Carse and of refurbishment / redevelopment where public buildings and land may become surplus.

4.10

There are limited development opportunities west of the River Ness. Factors such as the steeper, wooded slopes at Dunain and Craig Phadrig, the extent of already developed neighbourhoods and the need to preserve established greenspace, all narrow future development options. Accordingly, major housebuilding should be limited to completion of the neighbourhood at Charleston / Kinmylies.

4.11

Employment opportunities, particularly tourism-related, should be centred on the Caledonian Canal corridor. This is a tremendous heritage asset but is undersold as a focus for economic activity. The Plan allocates for such expansion at Muirtown and Torvean albeit dependent on access improvements.

4.12

The best way to protect greenspace is to make positive use of it. The Torvean and Ness-side Development Brief sets out how this will happen at Torvean including a range of sporting and recreational enhancements. Similarly, a positive community woodland allocation at Dunain is the best way to protect it from development pressure. Elsewhere, vacant, underutilised and potentially surplus land and buildings are earmarked for beneficial redevelopment.

Housing

Site: IN15 West of Brude's Hill

Area (ha): 3.5 **Housing Capacity:** 55

Requirements: Development in accordance with 06/00653/FULIN planning permission.

Site: IN16 West of St Valery Avenue

Area (ha): 0.7 **Housing Capacity:** 26

Requirements: Development in accordance with 12/00524/FUL planning permission including traffic calming scheme for St Valery Avenue; woodland protection and setback; pedestrian access to Canal.

Site: IN17 Carse Road

Area (ha): 0.4 **Housing Capacity:** 16

Requirements: Local traffic management measures; Flood Risk Assessment (may affect developable area).

Site: IN18 Glendoe Terrace

Area (ha): 1.1 **Housing Capacity:** 50

Requirements: Local traffic management measures; Flood Risk Assessment (may affect developable area).

Site: IN19 Clachnaharry Quarry

Area (ha): 0.3 **Housing Capacity:** 16

Requirements: Adequate visibility for access onto A862; implementation of a suitable scheme to reduce vehicle speeds on the A862; consideration of underground services in the site's frontage; setback from the quarry face and its woodland cover for safety and shading reasons; improved footpath provision.

Mixed Use

Site: IN20 Westercraigs

Area (ha): 33.1 **Uses:** 370 homes, Business, Retail.

Requirements: Development in accordance with 03/00676/OUTIN planning permission, related permissions and related legal agreement including: a control on the amount of development permissible prior to completion of a canal and river crossing; junction improvements; maintenance of core paths; development to respect heritage of B-Listed Craig Dunain building; badger survey.

Site: IN21 Muirtown Basin

Area (ha): 16.3 **Uses:** Business, Community, Tourism, Leisure, 30 homes.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as **Supplementary Guidance**. This should address: no net detriment to the local transport network including the adjacent Telford Street Retail Park and King Brude Road A862 road junctions; maximum employment potential from commercial use of the waterfront at Muirtown Basin; safeguarding and if possible enhancement of navigation, recreation facilities, heritage features, existing woodland and public pedestrian access; avoidance of any adverse effect on the integrity of the Moray Firth SAC (any water borne access in accordance with the **Scottish Marine Wildlife Watching Code** and the **Dolphin Space Programme** as well as avoidance of any cumulative impact of boat traffic as assessed according to 'Dolphins and Development'); otter survey and any resultant mitigation.

Site: IN22 Highland Council HQ

Area (ha): 2.4 **Uses:** 50 homes, Business.

Requirements: Subject to the site being declared fully or partially surplus; retention of public parking; retention of fabric and setting of the Category C Listed building on Ardross Street; retention of existing mature trees and setback of development from these trees; retention of existing pedestrian access routes through the site; the provision of a proportion of individual housing development plots; compatibility with the character of adjoining development.

Site: IN23 UHI Institute, Riverside Gardens

Area (ha): 0.5 **Uses:** 9 homes, Business, Leisure.

Requirements: Refurbishment; subject to the building being declared surplus to its current use; safeguarding of built heritage and existing greenspace; Flood Risk Assessment.

Site: IN24 Torvean & Ness-side (Northern part)

Area (ha): 154.4 **Uses:** 535 homes, Business, Retail, Tourism, Community.

Requirements: Development in accordance with: Torvean and Ness-side Development Brief.

Site: IN25 Torvean Quarry

Area (ha): 5.7 **Uses:** Business (Tourism), Community (Leisure), Temporary Stop Site for Travellers.

Requirements: Continuation of access and improved definition of quarry trails for off-road motor bikes; respect for the physical integrity of the Torvean Landforms SSSI; improved access to the A82(T); additional tree screening; protection of ancient woodland within and around the site; preparation of a Recreational Access Management Plan.

Community

Site: IN26 West of Hawthorn Drive

Area (ha): 2.2 **Uses:** Refurbishment of existing allotments and horticultural training area.

Requirements: Safeguarding and improvement of existing uses.

Site: IN27 West of Merkinch Primary School

Area (ha): 2.6 **Uses:** Sporting/ recreational facilities connected to school and wider community.

Requirements: Safeguarding and improvement of existing uses.

Site: IN28 Inverness High School

Area (ha): 6.1 **Uses:** Education.

Requirements: Short term the site is safeguarded for education purposes; respect for Listed building and its setting; retention and if possible expansion of public parking provision; improved road access from adjoining roads.

Site: IN29 Dunain Woodland

Area (ha): 45.1 **Uses:** Community Woodland.

Requirements: Safeguarded for community woodland proposal only; enhanced responsible public access; woodland management and interpretation.

Site: IN30 New Torvean Golf Course

Area (ha): 74.2 **Uses:** Golf course / golf course or parkland and related facilities.

Requirements: Development in accordance with the Torvean and Ness-side Development Brief.

Site: IN31 Kilvean Cemetery Extension

Area (ha): 1.6 **Uses:** Cemetery extension.

Requirements: Development in accordance with the Torvean and Ness-side Development Brief.

Site: IN32 Land Between General Booth Road and Canal

Area (ha): 10.5 **Uses:** Sports pitches and related facilities.

Requirements: Development in accordance with the Torvean and Ness-side Development Brief.

Site: IN33 Canal Pitches

Area (ha): 5.6 **Uses:** Sports pitches and related facilities.

Requirements: Development in accordance with the Torvean and Ness-side Development Brief.

Industry

Site: IN34 Carse Industrial Estate

Area (ha): 3.2 **Uses:** Industrial.

Requirements: Development in accordance with planning permissions 12/04705/FUL, 13/00338/FUL and 13/01828/FUL. Flood Risk Assessment (may affect developable area) .

South Inverness

4.13

- Creation of a new distributor road linking the south and west parts of Inverness which will open up development land at Ness-side and relieve radial road congestion.
- Enhanced pedestrian and cycle connections to existing sporting and recreational facilities at the Bught and Torvean and better access routes to the countryside.
- Completion of new residential neighbourhoods on the southern flank of the City at Ness Castle, Culduthel, Slackbuie, Inshes and Milton of Leys.
- Continued protection of active greenspace at Fairways Golf Course and Inshes Park.
- Land reserved for new jobs and facilities at district centres and close to junctions on the A9.

4.14

Over the last decade the main focus of growth within Inverness has been on its southern margins. This land has been earmarked for development for many years and has been opened up by a new distributor road. The land is suitable because of its attractive outlook, gently sloping nature and its relative closeness to the City Centre and other facilities. Significant development potential still remains within this area.

4.15

New neighbourhoods need new facilities and so the Plan allocates land for this. For example, a new primary school site is allocated at Ness Castle. Sites for neighbourhood shops and other facilities are zoned at Milton of Leys, Inshes, Slackbuie, Culduthel and Ness-side. New jobs are required and land is earmarked for this purpose where it can gain a competitive advantage from close access to the A9.

4.16

Retained greenspace is just as important. Corridors of greenspace based on the burn-sides that flow down the City's southern slopes are kept and enhanced. These help give a separate identity to each residential neighbourhood as well as providing accessible recreational space, potential allotments sites and a travel route for people and wildlife.

Housing

Site: IN35 Ness Castle

Area (ha): 43.8 **Housing Capacity:** 984

Requirements: Development in accordance with planning permission 04/00585/OUTIN and other related permissions including: improved access from Dores Road; safeguard and positive management of woodland; consideration of winter tree shading; public transportation and road contributions; education contributions towards expansion to Inverness Royal Academy and Holm Primary School and minimum of 2.5ha of land set aside a new primary school; minimum of 1.5ha of playfield area adjacent to the primary school; Flood Risk Assessment (may affect developable area).

Site: IN36 Burn Road**Area (ha):** 0.8 **Housing Capacity:** 12**Requirements:** Development in accordance with planning permission 11/04372/FUL including: protection of woodland and Tree Management Plan; Flood Risk Assessment.**Site: IN37 Kintail Crescent (former Jolly Drover)****Area (ha):** 0.2 **Housing Capacity:** 11**Requirements:** Development in accordance with planning permission 13/02114/FUL including junction improvements.**Site: IN38 Culduthel Mains Road****Area (ha):** 9.9 **Housing Capacity:** 32**Requirements:** Development in accordance with planning permissions 05/00819/REMIN and 05/01277/REMIN including: Flood Risk Assessment.**Site: IN39 Morning Field Road / B861****Area (ha):** 0.5 **Housing Capacity:** 16**Requirements:** Development in accordance with planning permission 09/00185/FULIN.**Site: IN40 Lower Slackbuie****Area (ha):** 20.4 **Housing Capacity:** 405**Requirements:** Development in accordance with planning permission 08/00244/FULIN.**Site: IN41 Upper Slackbuie (East)****Area (ha):** 10.6 **Housing Capacity:** 87**Requirements:** Development in accordance with planning permission 04/01439/REMIN including on and off-site footpaths; Safer Routes to School Site:**Site: IN42 Upper Slackbuie (West)****Area (ha):** 3.4 **Housing Capacity:** 68**Requirements:** Extension of existing access from north; minimise any tree loss; badger survey and protection plan if necessary.**Site: IN43 Parks Farm****Area (ha):** 19.2 **Housing Capacity:** 305**Requirements:** Development in accordance with planning permission 09/00313/FULIN including: west-east footpath connecting from Old Edinburgh Road South to be completed.**Site: IN44 Thistle Road****Area (ha):** 0.7 **Housing Capacity:** 13**Requirements:** Adequate access improvements from Thistle Road. Development in accordance with planning permission 08/00255/FULIN.

Site: IN45 Wester Inshes Farm (north)**Area (ha):** 5.5 **Housing Capacity:** 109**Requirements:** Development in accordance with planning permission 08/00934/FULIN including: extension to distributor road; on and off site footpaths; woodland management plan; Flood Risk Assessment (may affect developable area).**Site: IN46 Wester Inshes Farm (south)****Area (ha):** 4.8 **Housing Capacity:** 95**Requirements:** Development in accordance with Inshes and Milton of Leys Development Brief. Flood Risk Assessment (may affect developable area).**Site: IN47 Inshes Small Holdings (north)****Area (ha):** 6.7 **Housing Capacity:** 100**Requirements:** Flood Risk Assessment (may affect developable area). Setback from existing woodland; setback from existing housing to north sufficient to ensure adequate levels of privacy.**Site: IN48 Balvonie, Milton of Leys****Area (ha):** 19.4 **Housing Capacity:** 45**Requirements:** Development in accordance with planning permission 08/00962/FULIN including Flood Risk Assessment.**Site: IN49 Land at Housing Expo Site****Area (ha):** 5.5 **Housing Capacity:** 40**Requirements:** Flood Risk Assessment (may affect developable area). Design, layout and density compatible with adjoining development; falling distance woodland setback; setback from phase 1 properties sufficient to avoid overlooking/loss of privacy.**Site: IN50 Land at Druid's Temple****Area (ha):** 9.6 **Housing Capacity:** 96**Requirements:** Development to be set-back at least 6 metres from the top of the bank of any watercourse; set-back from woodland around and within the site; suitable connection to the Inshes- Milton of Leys distributor road through the Parks Farm development that protects the existing interests of walkers, cyclists, residents and businesses using the Old Edinburgh Road; a badger survey; and the carrying out of any necessary measures to protect badgers.**Site: IN51 Essich Road (West)****Area (ha):** 1.2 **Housing Capacity:** 12**Requirements:** Any built development should be limited in footprint and mass, and set back from Essich Road frontage; Flood Risk Assessment (may affect developable area); shading and safety set back from adjoining woodland; footpath connections.

Mixed Use

Site: IN24 Torvean & Ness-side (Southern part)

Area (ha): 154.4 **Uses:** 759 homes, Business, Industrial, Community, Retail.

Requirements: Development in accordance with Torvean and Ness-side Development Brief.

Site: IN52 Bogbain (west)

Area (ha): 10 **Uses:** 75 homes, Business (Tourism).

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: landscape character; creation of a defensible and attractive City edge; protected species/habitat surveys and resultant mitigation; retention and setback from waterbodies including wetlands; protection and enhancement of existing core paths; protection of existing woodland and additional tree planting. Flood Risk Assessment (may affect developable area). Road access to be taken direct from the Milton of Leys distributor road.

Site: IN53 Land south of Asda

Area (ha): 9.7 **Uses:** Business, Community, Retail, 24 homes.

Requirements: Any retail component limited to neighbourhood catchment scale only. Setback from trees on northern boundary.

Site: IN54 Balloan Road

Area (ha): 2.1 **Uses:** 26 homes, Community.

Requirements: Affordable housing development only; qualitative improvement of local recreational facilities that offsets quantitative loss.

Site: IN55 East of Culcabock Avenue

Area (ha): 2.3 **Uses:** 24 homes, Retail, Business.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: road/footway access improvements (essential to any increase in development capacity – no intensification of access from Old Perth Road); any commercial uses should be limited to redevelopment of motel frontage with low density housing to rear. Retention of trees in south-western and eastern parts of site and appropriate development set-backs.

Site: IN56 Wester Inshes Farm

Area (ha): 1 **Uses:** Business, Community.

Requirements: Flood Risk Assessment (may affect developable area).

Site: IN57 Drummond Hill

Area (ha): 2.6 **Uses:** 26 homes, Business/Tourism (optional use for listed building).

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: improvement to Stratherrick Road access; impact on Listed building and its setting; impact on TPO and other woodland.

Site: IN58 Land at Dell of Inshes

Area (ha): 3.8 **Uses:** Shops and services (excluding convenience retail and bulky goods), food and drink, public house, allotments, open space, landscaping.

Requirements: The Council will produce a masterplan / development brief which it will adopt as Supplementary Guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguard for drainage improvements / safeguards; minimising impact on views from the A9 by avoiding new building in the eastern part of the site; Flood Risk Assessment (may affect developable area); transport assessment.

Site: IN59 East of Milton of Leys Primary School

Area (ha): 4.4 **Uses:** Retail, commercial, community, care home, recreational space, 16 homes.

Requirements: Developer to prepare masterplan/development brief to be agreed with the council which may adopt this as supplementary guidance; distributor road frontage to be reserved for retail/ commercial uses; residential use restricted to upper floors; contaminated land assessment and any resultant mitigation.

Community**Site: IN60 Essich Road (East)**

Area (ha): 4 **Uses:** Allotments or similar greenspace.

Requirements: Safeguarded for the above use(s) only.

Site: IN61 Land at Gaelic Primary School

Area (ha): 2.7 **Uses:** Gaelic school expansion and recreational space.

Requirements: Flood Risk Assessment (may affect developable area).

Site: IN62 Morning Field Road

Area (ha): 0.4 **Uses:** Neighbourhood play / recreational space.

Requirements: Safeguarded for recreational space only.

Site: IN63 Morning Field Place

Area (ha): 1.9 **Uses:** Neighbourhood play / recreational space.

Requirements: Safeguarded for recreational space only.

Site: IN64 Inshes Park

Area (ha): 30.6 **Uses:** Community.

Requirements: Development in accordance with planning permission 07/00145/NIDIN.

Site: IN65 East of Balvonie Braes

Area (ha): 7.2 **Uses:** Community.

Requirements: Safeguarded for open ground, community uses; any ancillary built development set back from A9.

Site: IN66 North of Holm Burn Place**Area (ha):** 0.5 **Uses:** Community.**Requirements:** Contributions towards the Southern Distributor Road (SDR) as per Minute of Agreement; shading and safety set back from adjoining woodland.**Business****Site: IN67 Land at Raigmore / Beechwood****Area (ha):** 43.4 **Uses:** Business.**Requirements:** The Council will produce a masterplan / development brief which it will adopt as Supplementary Guidance. This will address: the need for completion of and/or land safeguards for, improvements to the trunk road and local road networks prior to development; land safeguard for drainage improvements / safeguards; Flood Risk Assessment (may affect developable area); transport assessment.**Site: IN68 Balvonie of Inshes****Area (ha):** 0.6 **Uses:** Business.**Requirements:** Development in accordance with Inshes and Milton of Leys Development Brief.**Site: IN69 Bogbain (East)****Area (ha):** 18.2 **Uses:** Business.**Requirements:** Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: landscape character; creation of a defensible and attractive City edge; protected species/habitat surveys and resultant mitigation; Flood Risk Assessment (may affect developable area); waterbodies retention and setback; protection and enhancement of existing core paths; protection of existing woodland and additional tree planting including set-back from A9; transport assessment including possible lengthening of A9 slip lanes.**Retail****Site: IN70 Culduthel Avenue****Area (ha):** 0.2 **Uses:** Retail.**Requirements:** Development in accordance with planning permission 09/00074/FULIN including: landscaping; pedestrian crossings of Culduthel Avenue and the B8020; compensatory flood storage as set out in the Flood Risk Assessment.**Site: IN71 Land at Asda supermarket****Area (ha):** 3.8 **Uses:** Retail.**Requirements:** Development in accordance with planning permission 06/00686/OUTIN and related permissions.**Site: IN72 Wester Inshes****Area (ha):** 0.4 **Uses:** Retail/Business.**Requirements:** Development in accordance with planning permission 11/01136/FUL including: restricted to Class 1 (Retail), Class 2 and Class 4; improved pedestrian crossing.

Site: IN73 Old Edinburgh Road**Area (ha):** 0.3 **Uses:** Retail.**Requirements:** Only suitable for neighbourhood catchment scale facility; improved access off Old Edinburgh Road South.

East Inverness

4.17

- Development of a 62ha Inverness Campus at Beechwood as an international hub for learning, a centre for modern sporting facilities, and a haven for research and development particularly in the life sciences sector.
- Consolidation of the City with some expansion of built up areas east of the A9 at Ashton, Stratton and Milton of Culloden.
- New neighbourhoods centred upon new facilities, improved infrastructure and safeguarded, accessible greenspace, all connected to the city centre by new active travel routes.
- Land safeguarded for new/expanded schools or playing fields at Stratton and Culloden; a district park at Ashton; retail and other employment at West Seafield and Stratton; and new roads, foot/cycle ways and corridors for movement of wildlife and floodwaters.

4.18

The Council's overarching strategy is to consolidate the City before rapid growth in the A96 corridor. Expanding the Culloden suburbs towards the A96 underpinned by new jobs (particularly at the new university), facilities and publicly accessible greenspace will achieve this aim. Growth here will also create a critical mass of people and demand in a relatively small local catchment that will make other facilities commercially attractive. For example, high speed broadband and more frequent bus services become more commercial and therefore more likely with concentrated demand.

4.19

Growth creates challenges as well as benefits. We are planning ahead to safeguard land for required new facilities and to respect the environmental limits of the area. Flood risk from the burns that flow from Culloden's southern slopes is a key constraint. Within the new development areas, these burns will be the centre of corridors of publicly accessible greenspace which will allow for flooding and the passage of people and wildlife. Similarly, sites for new education and commercial facilities are best located close to existing similar uses or where they can be central to the new neighbourhoods and new transport connections. Elsewhere, a few smaller, infill sites are allocated in the established suburbs.

Housing

Site: IN74 Easterfield Farm

Area (ha): 1 **Housing Capacity:** 21

Requirements: Junction improvement to secure adequate visibility.

Site: IN75 Caulfield Road

Area (ha): 0.4 **Housing Capacity:** 4

Requirements: Suitable road access; retention of existing footpath routes and connections; appropriate set back from adjoining mature woodland.

Site: IN76 Resaurie

Area (ha): 1.8 **Housing Capacity:** 64

Requirements: Development in accordance with planning permission 09/00231/FULIN.

Site: IN77 Stratton Lodge

Area (ha): 2.5 **Housing Capacity:** 25

Requirements: Respect for fabric and setting of Category B Listed building; retention and management of mature policy woodland; Flood Risk Assessment (may affect developable area); transport assessment (subject to which development may proceed in advance of the wider transport measures associated with the development of sites IN82, IN83 and IN84 in the Highland-wide Local Development Plan).

Site: IN78 Former Forestry Commission Depot, Smithton

Area (ha): 1.5 **Housing Capacity:** 23

Requirements: Improvements to junction of Tower Road and Barn Church Road; Flood Risk Assessment (may affect developable area).

Site: IN79 Land east of Smithton Free Church

Area (ha): 0.7 **Housing Capacity:** 15

Requirements: Agreed Improvements to junction of Tower Road and Barn Church Road; wind stable tree line on Tower Road; off-site pedestrian works; assessment of implications for parking provision in the area, and any necessary mitigation.

Site: IN80 - Upper Cullernie Farm

Area (ha): 0.4 **Housing Capacity:** 12

Requirements: Development in accordance with planning permissions 12/03711/FUL and 13/02472/FUL including Flood Risk Assessment; junction improvements at Cullernie Road.

Mixed Use

Site: IN81 Inverness Campus, Beechwood

Area (ha): 62.4 **Uses:** Business, Student Accommodation, Community.

Requirements: Development in accordance with planning permission 09/00887/PIPIN and related permissions including: active travel connections including pedestrian/cycle bridge over the A9; local road network improvements; reservation of land for potential A9/A96 Trunk Road; Flood Risk Assessment; linkage to the green network.

Site: IN82 West of Castlehill Road

Area (ha): 3.3 **Uses:** 17 homes, Community, Business, Leisure.

Requirements: Safeguard for possible strategic road routing to north west of site; active travel connections to existing and planned future foot/cycle ways and to adjoining open space; high standard of architectural design quality commensurate with tourist route prominence; badger survey and protection plan if necessary.

Site: IN83 Ashton Farm and Adjoining Land

Area (ha): 105.2 **Uses:** 1,300 homes, Community, Business, Industrial, Non-residential Institution.

Requirements: The Council will produce a masterplan / development brief which it will adopt as Supplementary Guidance. This will address: green parkland corridors following the principal watercourses embodying a development set-back and passage for people and wildlife; assessment and if necessary mitigation for any adverse impact on the scheduled monuments within the site; assessment of and safeguards for existing and likely future transport corridors (this will include a distributor road connection between the rear of the Inverness Retail Park and Barn Church Road); avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan, which brings together components relating to open space, foot/cycle paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail); badger survey and protection plan if necessary; Flood Risk Assessment (may affect developable area).

Site: IN84 Stratton

Area (ha): 73.7 **Uses:** 2,475 homes, Retail, Business, Community, Leisure.

Requirements: Development in accordance with planning permission 09/00141/OUTIN including: master planning of each phase of development; Flood Risk Assessment and any resultant mitigation; scheduled monument protection and setting impact assessment and any resultant mitigation; transport networks safeguards and improvements; pipeline corridor safeguards; provision of park and ride facility. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan, which brings together components relating to open space, paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail).

Site: IN85 Milton of Culloden

Area (ha): 24.9 **Uses:** 375 homes, Business, Community.

Requirements: The Council will produce a masterplan/ development brief which it will adopt as supplementary guidance. This will address: access; Flood Risk Assessment (may affect developable area); need to assess and if necessary mitigate for any adverse impact on the scheduled monument within the site; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan, which brings together components relating to open space, paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail); foot/cycle way connections especially to adjoining neighbourhood and improvement of foot/cycle way on south east boundary; badger survey and protection plan if necessary; possible trunk road improvement land safeguard.

Community

Site: IN86 Land North East of Culloden Academy

Area (ha): 10.1 **Uses:** Relocated and expanded school playing fields.

Requirements: Relocated and expanded provision should existing Academy be extended.

Site: IN87 Land North East of Culloden Academy

Area (ha): 4.3 **Uses:** Community.

Requirements: Safeguarded for community facilities including allotments, meeting space and neighbourhood shop.

Business

Site: IN88 West of Eastfield Way

Area (ha): 1.9 **Uses:** Business.

Requirements: High architectural and landscape design quality that addresses or at least does not compromise the site's frontage. Active travel connectivity improvements to adjoining developments. Flood Risk Assessment to support any planning application, this may affect the developable area.

Site: IN89 Easter Muckovie

Area (ha): 2 **Uses:** Business.

Requirements: Development in accordance with planning permission 10/00046/FULIN including: requirement for site access visibility improvements.

Site: IN90 Land south east of Drumossie Hotel

Area (ha): 2.4 **Uses:** Business /Tourism.

Requirements: Badger survey and transport assessment and any consequential mitigation; high standard of architectural design quality commensurate with tourist route prominence and to respect setting of Category B Listed hotel building adjacent.

Retail

Site: IN91 South of Inverness Retail and Business Park

Area (ha): 7.2 **Uses:** Bulky goods retail only.

Requirements: Badger survey and protection plan if necessary.

Strategic Employment Sites

Inverness to Nairn Growth Area

4.20

Alongside the housing growth in the Inverness to Nairn Corridor there are significant opportunities for employment growth to strengthen the role of the area as the engine room of the Highlands. While this section will focus on the development opportunities outwith the settlements, the role of larger scale allocations of employment land at Balmakeith in Nairn and the Inverness Campus site at Beechwood anchor the area as a nationally significant centre which has been recognised by the Scottish Government in identifying the Inverness-Elgin Life Sciences Corridor Enterprise Area.

4.21

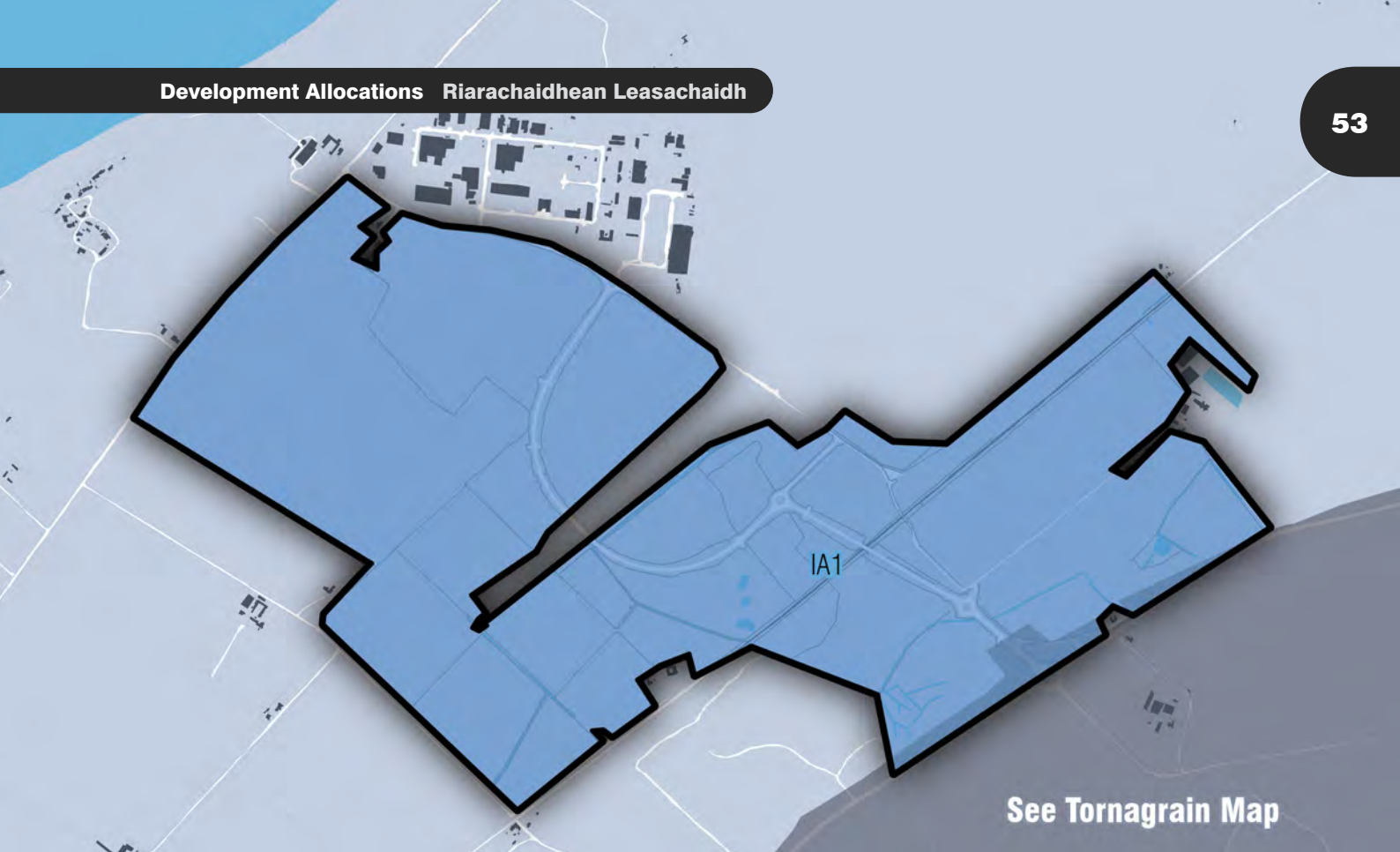
National Planning Framework 3 has identified the need for strategic airport enhancement at Inverness Airport as a national development priority. This supports the Council's strategy for growth and improved connectivity in the Inverness to Nairn area as well as the wider Plan area. The potential for growth of Inverness Airport has also been enhanced by the emerging developments at the adjacent Inverness Airport Business Park. A masterplan for this key strategic employment site, which encompasses land adjoining Inverness Airport and between the airport, railway and the A96 has been prepared and approved identifying the area as suitable for development of a business park, freight village and ancillary activities. Already served by an improved access road this site is "shovel ready". There is potential for the delivery of a transport interchange located on the main Inverness-Aberdeen line comprising a passenger rail station and park-n'-ride facilities together with 5.0 ha. for a road/rail/air cargo distribution centre north west of the railway.

4.22

Tourism is significant employer and key to the economy of the local area, and golf is a significant driver of this industry. Following on from the success of the now established Castle Stuart Golf Course, there is the potential for further growth. While the hotel, timeshare accommodation and the Lonnie Golf Course are yet to be delivered at Castle Stuart, this further allocation is intended to provide flexibility for the layout of the golf course and future provision of further tourist related development.

4.23

The manufacturing sector continues to play a significant role in the employment market in this area. Norbord is a significant employer in the area producing a variety of timber panels. The allocation at Morayhill will have capacity to accommodate a variety of users on site while also offering potential expansion for uses related to Norbord's activities. Following the identification of the former fabrication yard site at Whiteness Head within the National Renewables Infrastructure Plan (N-RIP), it is clear there are opportunities for the site to support the development of Scotland's offshore renewables industry in terms of manufacture, maintenance and development of innovative approaches to installation and operation of these emerging technologies. The development of the Whiteness site will provide opportunity for a significant level of job creation and will be an economic boon to the area with potential downstream benefits for the area as a whole.



See Tornagrain Map

Inverness Airport Business Park

Scale: 1:16,000

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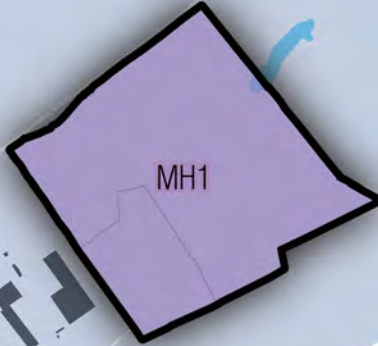
Castle Stuart

Scale: 1:10,000

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Morayhill

See Tornagrain Map



Scale: 1:10,000

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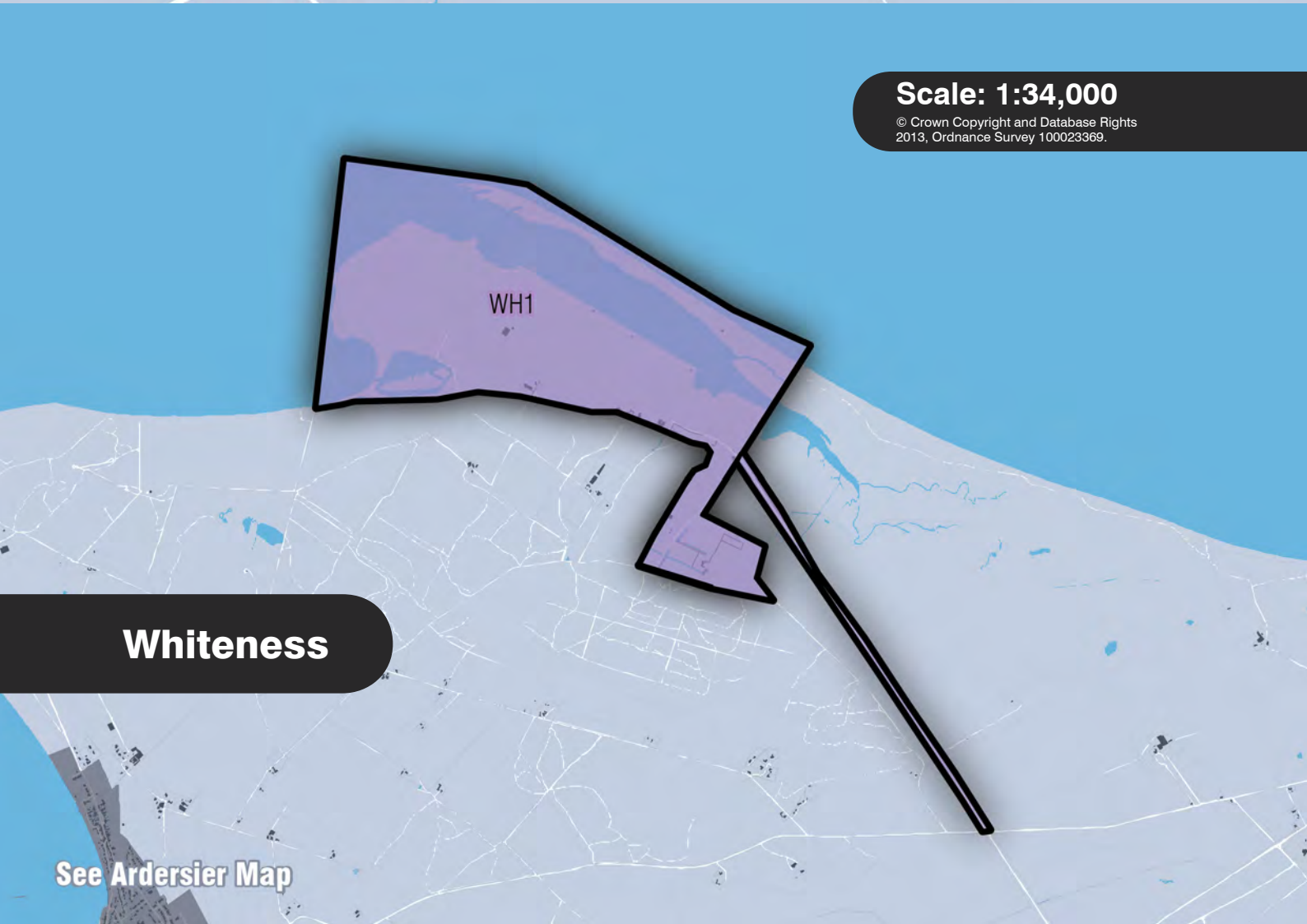
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WH1

Whiteness

See Ardersier Map



Inverness Airport Business Park

Business

Site: IA1 Inverness Airport Business Park

Area (ha): 200 **Uses:** Business/research and development park/hotel/ conference centre.

Requirements: Development in accordance with planning permission 08/00215/OUTIN. Developer masterplan and further applications to address: mix of uses; new employment opportunities; phasing; access to the wider site; transport assessment and necessary mitigation of impacts on local and trunk road networks; connections to wider path and green network; flood risk assessment where required; appropriate SuDS and drainage impact assessment; consideration of potential heritage impacts including species and habitat surveys; landscape assessment.

Castle Stuart

Business

Site: CS1 Castle Stuart

Area (ha): 36.5 **Uses:** Business, tourism and leisure.

Requirements: Transport assessment and mitigation including improvements to visibility at the A96(T) /B9039 junction, traffic management measures for the rail bridge / B9039 intersection pinch point, potential access point to site and visibility; respect for fabric and setting of Scheduled Monument Newton of Petty; connections to green network and footpath/cycleways; Flood Risk Assessment; holiday accommodation provision dependent upon prior completion of existing consented holiday accommodation at Castle Stuart; species survey(s) including badgers; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through preparation of a recreation access management plan including satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.

Morayhill

Industry

Site: MH1 Morayhill

Area (ha): 10.6 **Uses:** Industry.

Requirements: Use of existing access to the A96(T) and provision of internal access arrangements; surface water drainage and provision of appropriate SUDS solution; assessment of noise, dust and fumes nuisance from any intensified industrial activity; species survey including badgers.

Whiteness

Industry

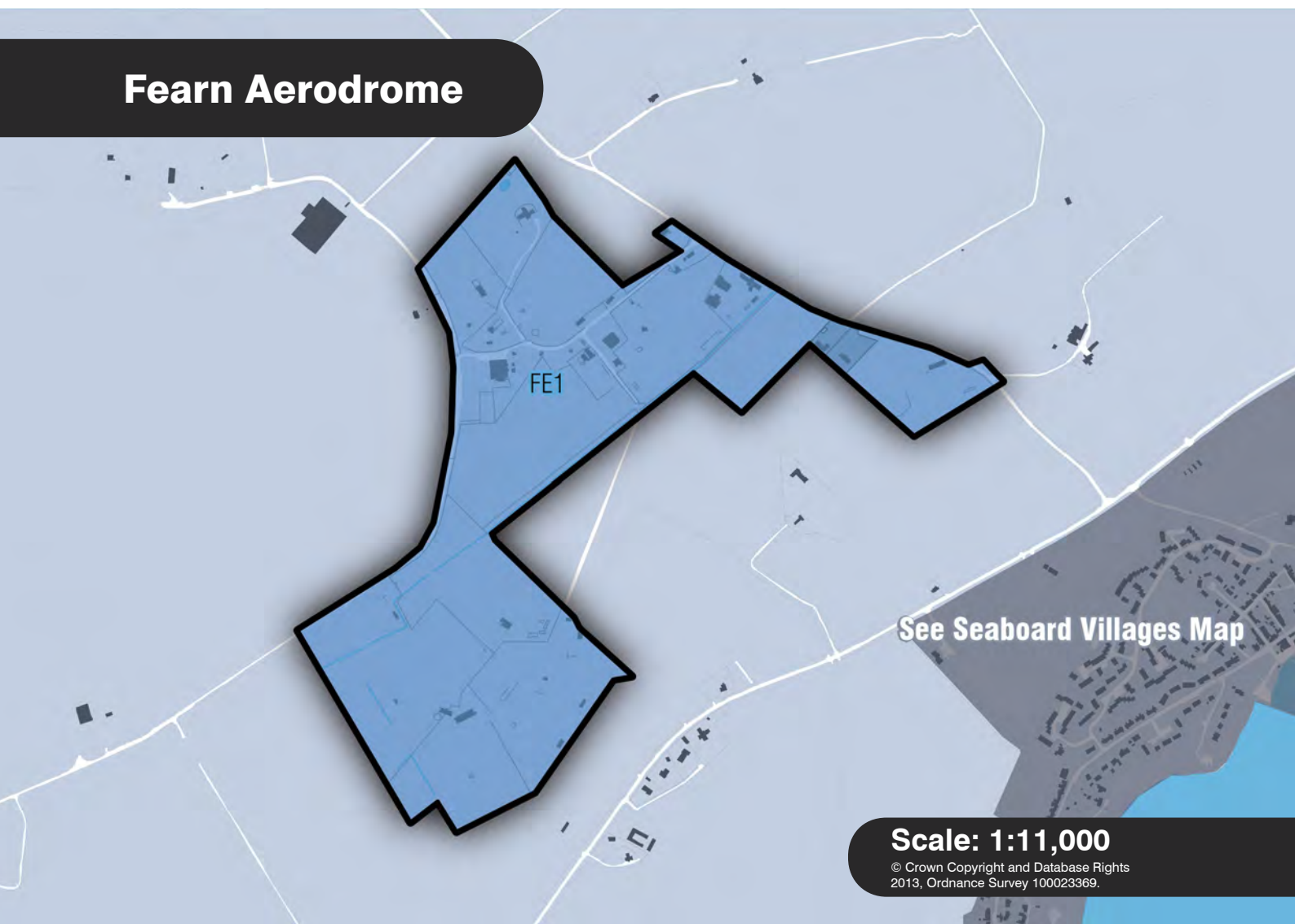
Site: WH1 Whiteness

Area (ha): 307 **Uses:** Industry (renewables innovation, manufacturing and maintenance hub).

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: phasing; scale of development; access by all modes of transport; any contamination issues with previously used land; species, habitats and other heritage issues; impacts on the water environment; flood risk; waste water treatment; surface water drainage pollution; air quality; geomorphology. No adverse effects on the integrity of the Moray Firth SAC and the Inner Moray Firth SPA and Ramsar, alone or in combination via:

- compliance with JNCC piling guidance, **Marine Scotland** dredging and disposal guidance including any modification to the natural processes of the spit (both for capital and maintenance spoil), vessel movements as assessed through the “Dolphin and Development” model;
- Construction Environment Management Plan (including pollution prevention);
- Operational Environment Management Plan (including pollution prevention);
- Boat Traffic Management Plan;
- Noise and Vibration Mitigation Plan;
- Oil Spill Contingency Plan.

Fearn Aerodrome



See Seaboard Villages Map

Scale: 1:11,000

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Ross-shire Growth Area

4.24

Easter Ross is experiencing a surge in employment which has been largely driven by the growth in the renewables and fabrication sectors. Substantial redevelopment and jobs growth has already happened and will continue to happen at Nigg Yard and surrounding areas at Nigg Point and at the Cromarty Firth Port Authority land in Invergordon.

4.25

The plan continues to support growth of employment generating uses at these sites as well as development and re-development of major sites in the area. Including at Fearn Drome Industrial Estate and the former Fendom Airfield where there are significant areas of previously used land which could be utilised for employment generating uses.

4.26

Nigg was also chosen to be an Enterprise Area due to its potential to create new employment opportunities, stimulate private investment and boost economic growth. Nigg features in the National Renewables Infrastructure Plan as one of only four sites in Scotland suitable for integrated manufacture of offshore wind turbines. Capacity also exists at these locations for the manufacture of sub-sea renewables structures and the accommodation of specialist large scale marine related land uses with specific locational characteristics. More broadly, activities at these sites are underpinned by the existing and future development of activities at Invergordon, Highland Deephaven and Inverness. The oil industry will continue to utilise existing dock facilities in the Inner Moray Firth at Invergordon and Nigg for inspection, repair and maintenance work on oil rigs. As a package these facilities represent a significant asset to the existing economy and for local and national economic growth and in supporting the growth of the renewables sector in Scotland. The recent acquisition of the Nigg Yard by Global Energy Group has seen the growth of development opportunities proposed for the site with increased activity already taking place on the base. The development of a training school has seen opportunities for many modern and adult apprentices being made available to individuals to gain the necessary skills to fulfil the requirements on a burgeoning renewables sector. The training school intends to provide training for 3000 people by 2015.

4.27

The sites listed below, along with Highland Deephaven (Site EV6, Page 141) and Delny (Site IG12, Page 87), have the potential to provide a nationally important hub for the development of renewable technologies.

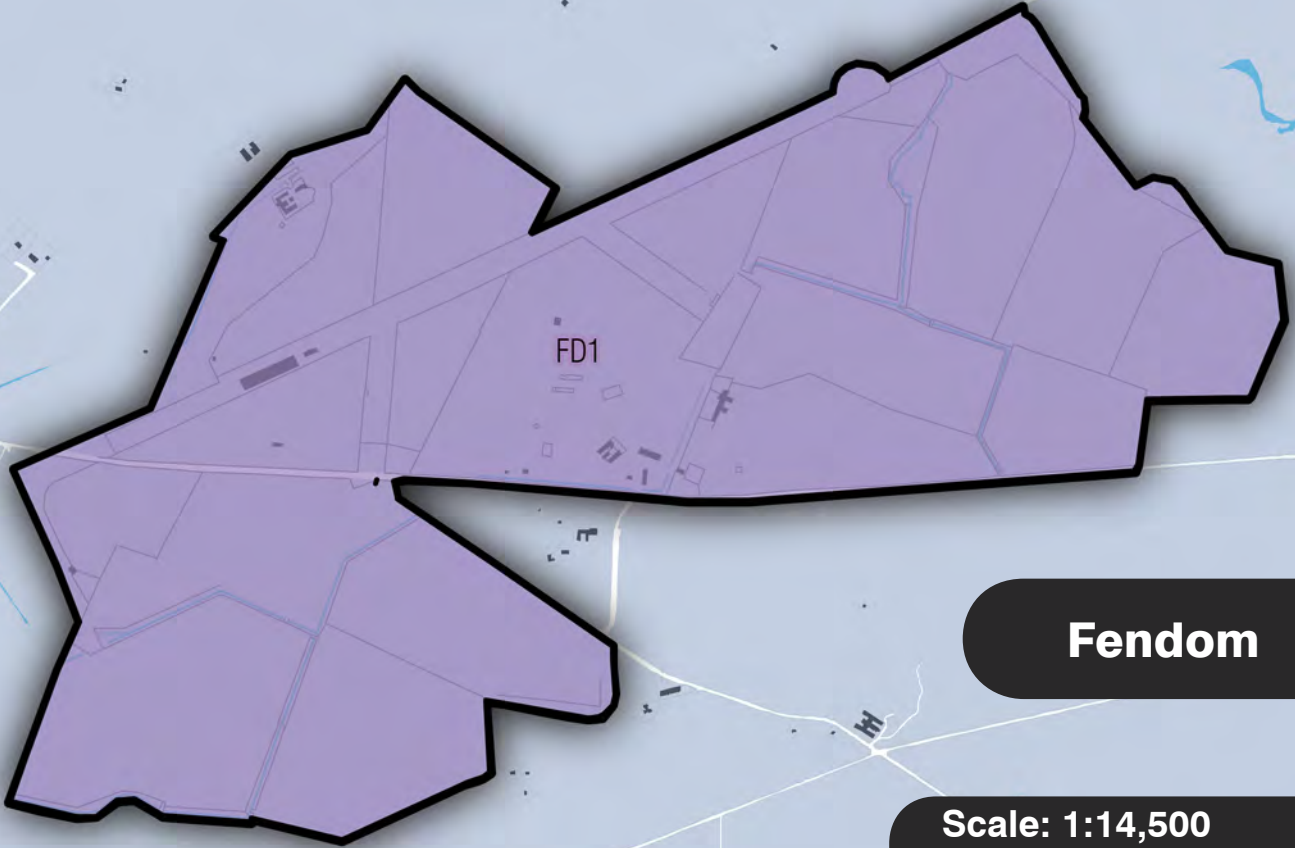
Fearn Aerodrome

Industry

Site: FE1 Fearn Drome Industrial Estate

Area (ha): 44.7 **Uses:** Business and Industry.

Requirements: Consideration of the built and cultural heritage of the wider area; Flood Risk Assessment; Contamination Assessment.

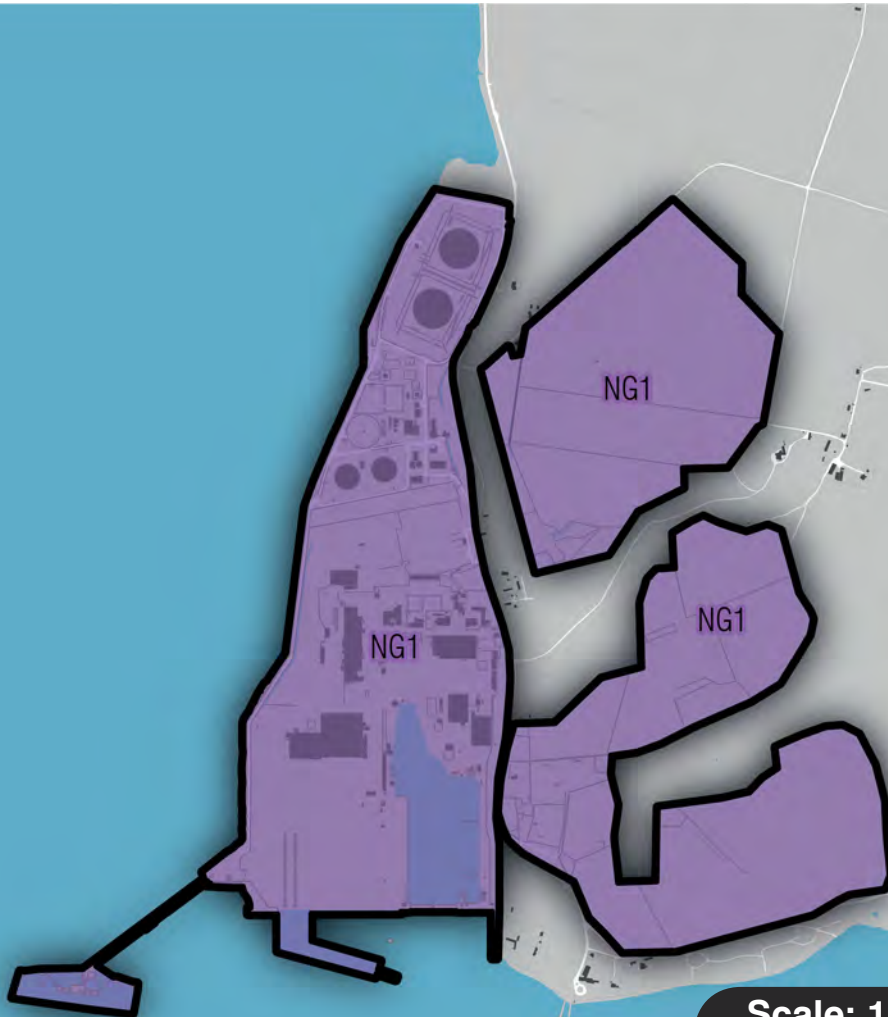


Fendom

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Nigg



Scale: 1:20,500

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Fendom

Industry

Site: FD1 Fendom

Area (ha): 194.5 **Uses:** Business/Industry.

Requirements: Assessment to demonstrate that development has no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC or the Dornoch Firth and Loch Fleet SPA/Ramsar, alone or in combination, including the saltmarsh and sand dune habitats.

Nigg

Industry

Site: NG1 Nigg Yard

Area (ha): 210.9 **Uses:** Industry.

Requirements: Development in accordance with the adopted Nigg Masterplan including its Habitats Regulations Appraisal; consideration of the natural, built and cultural heritage of the wider area. Contamination Assessment; Flood Risk Assessment; Coastline Management Plan; Landscape and Visual Impact Assessment.

Towns

Beauly

4.28

- Housing expansion within railway line.
- Ease congestion within Beauly by completion of link road.
- Provision of land for retail and business development.
- Protection and enhancement of historic and vibrant centre.

4.29

Beauly is an important service centre and tourist destination approximately 12 miles west of Inverness. Its town centre provides a good range of shops and services set within the impressive 'Village Square' Conservation Area which is characterised by substantial stone built properties on tree lined streets. Being well connected to both by road and rail it is a popular commuter town for those working in Inverness and Ross-shire.

4.30

The historic village square is key to Beauly's character and is designated as a Conservation Area. The Council intend to undertake a Conservation Area Appraisal and draft a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Beauly Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance.

4.31

The rising slopes and wooded margins of the adjoining countryside combined with River Beaully and flood plain to the east and railway to the south and west reinforce its compact form and limit growth options in the town.

4.32

Housing growth is focussed between the built up areas of the town and railway. This growth is predicated on the continuation of the 'Priory Way' link road between the High Street and Croyard Road which will relieve central congestion. Commercial development is directed towards the former House of Beaully and the northern end of the High Street to complement Beaully's vibrant town centre. The allotments at Fraser Street provide a valuable community resource and are therefore safeguarded for this use. Business use is directed to land south of the railway which also allow for an expansion of the station car park and on the north eastern periphery of the settlement where residential and non residential institutionalised uses are also supported.

4.33

The expansion of Beaully will require upgrades to its road network, in particular the aforementioned loop road between the High Street and Croyard Road. Traffic calming measures are also required within the town. As part of the Council's Sustainable School Estate Review options are being examined for redevelopment of Beaully Primary School. Potential sites may include the existing school site; within the existing school playing fields adjacent to Brae View Park or land to the north of the existing school. There is also potential for the development of new community and leisure facilities to support expansion of the town. Species surveys, including reptiles and great crested newts may be required to support development proposals. Beaully has a history of flooding and drainage issues, as such many development proposals will required to be accompanied by a flood risk assessment and/or drainage impact assessment the outcome of which may affect the development options of sites and require complex mitigation measures. Whilst sufficient capacity currently exists at Assynt Water Treatment Works and Muir of Ord Waste Water Treatment Works, the cumulative impact of all proposed development within the plan makes it necessary for early engagement to take place between developers and Scottish Water, to ensure any additional capacity demands in the future can be delivered in line with development.

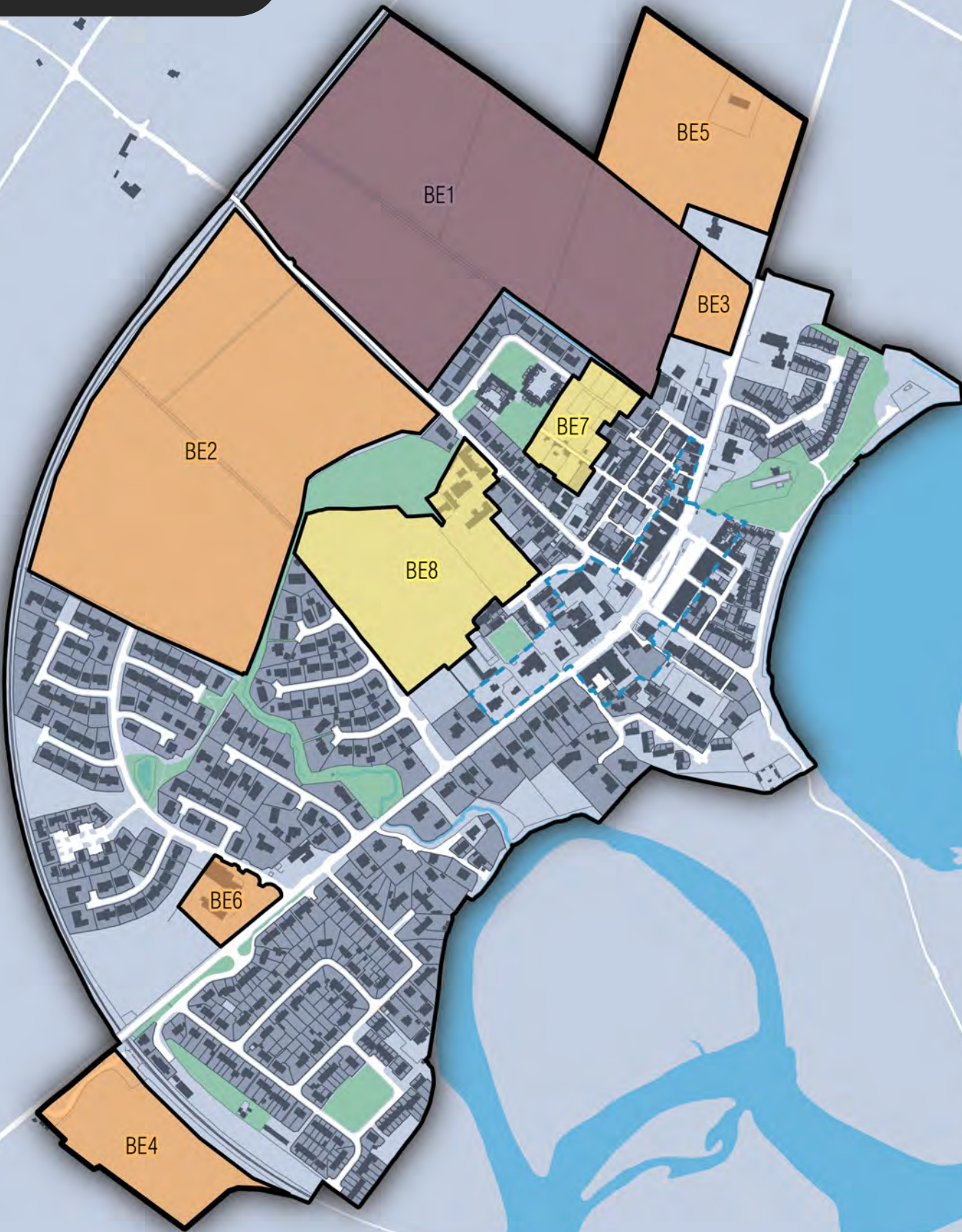
Housing

Site: BE1 Beaully East

Area (ha): 13.4 **Housing Capacity:** 238

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This needs to address: integration and phasing of built form, circulation, green space and landscaping; link road connecting with Croyard Road; path connections to A862, Croyard Road, the village centre and the Cnoc Path; accommodation suitable for an ageing population; and land covered by the 'minded-to-grant' decision (ref:08/00430/FULIN). Assessments for Flood Risk, Archaeological Assessment, Landscape Plan and Transport Assessment.

Beauly



Mixed Use

Site: BE2 Curling Pond/Cnoc na Rath Field

Area (ha): 13.3 **Uses:** 185 Homes, Business and Community (school).

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This needs to address: integration of built form, circulation, green space and landscaping; link road connecting with Croyard Road; path links to Cnoc path, primary school and playing fields and a roadside path to Croyard Road; and accommodation suitable for an aging population.

The potential relocation of primary school must be discussed with the Council. A proportion of site must be utilised for business use. Assessments for: Flood Risk, Archaeology, Landscape and Transport. Provision of equivalent allotment area to compensate for any reduction of allotments on site BE7. Must be provided prior to commencement of development on site BE7.

Site: BE3 North East of Police Station

Area (ha): 0.7 **Uses:** Retail and Business/Tourism.

Requirements: Access to be taken from BE1; set back from TPO woodland; Flood Risk Assessment.

Site: BE4 South of Rail Line

Area (ha): 2.4 **Uses:** Business/Station Car Park Extension.

Requirements: Landscape plan including screen planting to the south; Flood Risk Assessment; land adjacent to existing car park to be safeguarded for car park extension.

Site: BE5 Wellhouse

Area (ha): 4 **Uses:** Business, Residential Institution/Non-Residential Institution.

Requirements: Provision of active travel connections between sites BE1 and BE5; only specialist housing suitable for an aging population will be permitted including close care housing, assisted living, car home and/or day centre; mainstream housing will not be supported; TPO woodland setback; high quality architectural design reflective of gateway location; extension of the 30mph speed limit; supporting studies including Transport Appraisal/Statement, Flood Risk Assessment (may affect developable area) and Drainage Impact Assessment.

Site: BE6 Former House of Beaully

Area (ha): 0.7 **Uses:** Retail, Tourism, Business, Community and Food and Drink.

Requirements: Safeguard existing building/site for the above listed commercial uses;. retention of existing trees; Flood Risk Assessment.

Community

Site: BE7 Fraser Street

Area (ha): 1.1 **Uses:** Community (Residential Institution/Non-Residential Institution/Allotments).

Requirements: Provision of day centre or care home and directly associated small scale development of close care or assisted living units. Mainstream housing will not be supported. Retention of proportion of site for allotment use; compensatory allotment provision equivalent to those lost to alternative development to be provided on site BE2 prior to commencement of development.

Site: BE8 Primary School and Playing Fields.

Area (ha): 4.3 **Uses:** Primary School and Playing Fields

Requirements: Potential to accommodate new or redeveloped primary school and playing fields; Flood Risk Assessment

Nairn

4.34

- Development of Nairn viewed as integral to the A96 corridor expansion and growth strategy.
- Land allocations to meet the housing land requirement with capacity for around 1,900 new homes.
- Develop the role of Nairn as a tourism and employment centre.
- Improvements to transport provision with linkages to the A96(T) and forthcoming bypass.
- Reinforcement of existing rail and road linkages to Inverness and east towards Moray and Aberdeen.
- Medium to long term requirement for improvements to waste water treatment provision.
- Strengthen the historic town centre of Nairn.

4.35

Nairn is located on a raised beach on the coast of the Inner Moray Firth divided by the A96 trunk road, the River Nairn and the Inverness-Aberdeen rail line. The coastal location of Nairn provides a superb setting for the settlement incorporating the extensive seaside links and pleasure harbour that underpinned the town's historic role as a Victorian resort.

4.36

The town centre, lying to the west of the river has declined in recent years. Its regeneration to serve the needs of the growing town is a high priority. The council will work with the local community to implement the Town Centre Masterplan published in 2011 through development of an action plan to highlight options and mechanisms for funding and delivering regeneration of the town centre, harbour and waterfront areas.

4.37

The Fishertown has a unique character and is designated as a Conservation Area. The Council intend to undertake a Conservation Area Appraisal and draft a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Fishertown Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance.

4.38

The potential for settlement growth in Nairn is based around the development of the major development sites, established through the HwLDP, at Delnies, Lochloy, Nairn South and Sandown. The site at Lochloy has been in development for a number of years delivering in excess of 400 dwellings. Other existing allocations at Delnies, Nairn South and Sandown will provide, alongside Lochloy, a choice of development options for delivery of housing alongside employment generating and leisure opportunities.

4.39

The delivery of the A96(T) bypass will address many of the current concerns regarding the capacity of the road network to accommodate all the development opportunities identified in the Plan. Delivery of improvements to the A96(T) may require developer contributions. All major development sites will need to provide evidence that transport issues can be addressed in order to accommodate increased traffic levels. Longer term development options at Nairn South are largely dependent on developers agreeing and delivering suitable improvements to the local road network.

4.40

The growth of the settlement may require the provision of increased capacity at schools within Nairn and will be consideration in determining planning applications.

4.41

Development should contribute towards the delivery of the priority actions identified in the Council's Nairn Active Travel Audit. The provision of upgrades to water supply and wastewater treatment will need to be delivered to support the medium to long term development of the settlement. Whilst capacity exists currently, the cumulative impact of all proposed development within the overall plan on shared treatment assets makes it necessary for early engagement to take place between developers and Scottish Water, to ensure any additional capacity demands in the future can be delivered in line with development.

4.42

There is potential for a number of development sites in Nairn to have an adverse effect on the Inner Moray Firth SPA/Ramsar alone and/or in-combination. The following sites, NA4, NA6 and NA8 may have an effect alone. Therefore to avoid any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination a recreation access management plan, which brings together components relating to open space, paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail) must be provided.

Nairn



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4.43

The following sites have been identified as potentially having an effect in-combination; NA1, NA2, NA3 and NA5. These sites will be required to ensure avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.

Housing

Site: NA1 Former Showfield East

Area (ha): 1.8 **Housing Capacity:** 30

Requirements: Dependent upon retention of balance of former Showfield as greenspace accommodating a reconfigured but equivalent football pitch; consideration of a potential excambion of land ownership for land at Sandown for a new showfield; access from Lodgehill Road; provision of footpath improvements and assessment of cumulative impact of development on local road network; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.41).

Site: NA2 South Kingsteps

Area (ha): 6.3 **Housing Capacity:** 90

Requirements: Transport assessment; open space, footpath/cycleway connections and linkages to wider area; landscaping; Flood Risk Assessment; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.41). The required traffic and flood risk assessments may impact on the capacity of the site reducing the housing capacity below the currently projected capacity of 90 houses.

Site: NA3 Achareidh

Area (ha): 17.9 **Housing Capacity:** 6

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: respect for fabric and setting of Listed building; transport assessment; retention of woodland; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.41). Constraints to development identified by the masterplan will have a significant effect in determining the numbers of houses able to be accommodated on the site.

Mixed Use

Site: NA4 Sandown

Area (ha): 34.47 **Uses:** 350 homes, business and community.

Requirements: Development in accordance with **Sandown Development Brief**. Developer to prepare detailed masterplan for each phase of site to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: site layout; design of buildings and open areas; housing density; provision of affordable housing; community and education uses; provision of employment-generating uses; phasing; Flood Risk Assessment; infrastructure provision; delivery of the development; provision of an access solution that provides unfettered links to the Delnies development area to the west and shared arrangements wherever possible; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.40).

Site: NA5 Lochloy**Area (ha):** 21.0 **Uses:** 200 homes, education and community.**Requirements:** Transport assessment; open space provision; primary school land safeguard; footpath/cycleway connections and linkages to wider area; landscaping and woodland replacement; Flood Risk Assessment; avoidance of any adverse effect on the integrity of the inner Moray Firth SPA/Ramsar (see para. 4.41).**Site: NA6 Delnies****Area (ha):** 27.27 **Uses:** 300 homes, Business, Industrial and Community.**Requirements:** Transport assessment; open space provision; primary school land safeguard; footpath/cycleway connections and linkages to wider area; landscaping and woodland replacement; Flood Risk Assessment; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.40).**Site: NA7 Town centre****Area (ha):** 4.79 **Uses:** Tourism, housing, retail, business and community**Requirements:** Development in accordance with **Nairn Town Centre Development Brief** including uses that: add to commercial vitality and viability; improve physical appearance of area; increase pedestrian links and footfall to the High Street.**Site: NA8 Nairn South****Area (ha):** 25.9 **Uses:** 520 homes, business and community.**Requirements:** The Council will prepare a new Nairn South Strategic Masterplan that the Council may adopt as Statutory Guidance, setting out physical development considerations and requirements including transport requirements in terms of vehicular, pedestrian and cycle access to both the Town Centre and the wider area; connectivity within the site; green network and footpath/cycleway connections; phasing; open space provision and developer contributions. Applications only to be considered following adoption of the revised masterplan. Developers will be required to produce a transport assessment addressing deficiencies in the transport network in line with the adopted masterplan. Further requirements notably include landscaping; flood risk; provision of a recreational access management plan; consideration of potential heritage impacts; and the avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.40).**Community****Site: NA9 Grigorhill****Area (ha):** 3.1 **Uses:** New Cemetery.**Requirements:** Improved footpath/cycleway, road connection and parking.**Business****Site: NA10 Balmakeith****Area (ha):** 3.2 **Uses:** Business.**Requirements:** Potential pedestrian/cycle bridge to/from Lochloy housing development.

Industry

Site: NA11 Sawmill expansion

Area (ha): 5.1 **Uses:** Sawmill Expansion.

Requirements: Development in accordance with the Nairn South Strategic Masterplan.

Retail

Site: NA12 South of Balmakeith

Area (ha): 4.4 **Uses:** Non-food Retail.

Requirements: Development in accordance with planning permission 07/00099/NA.

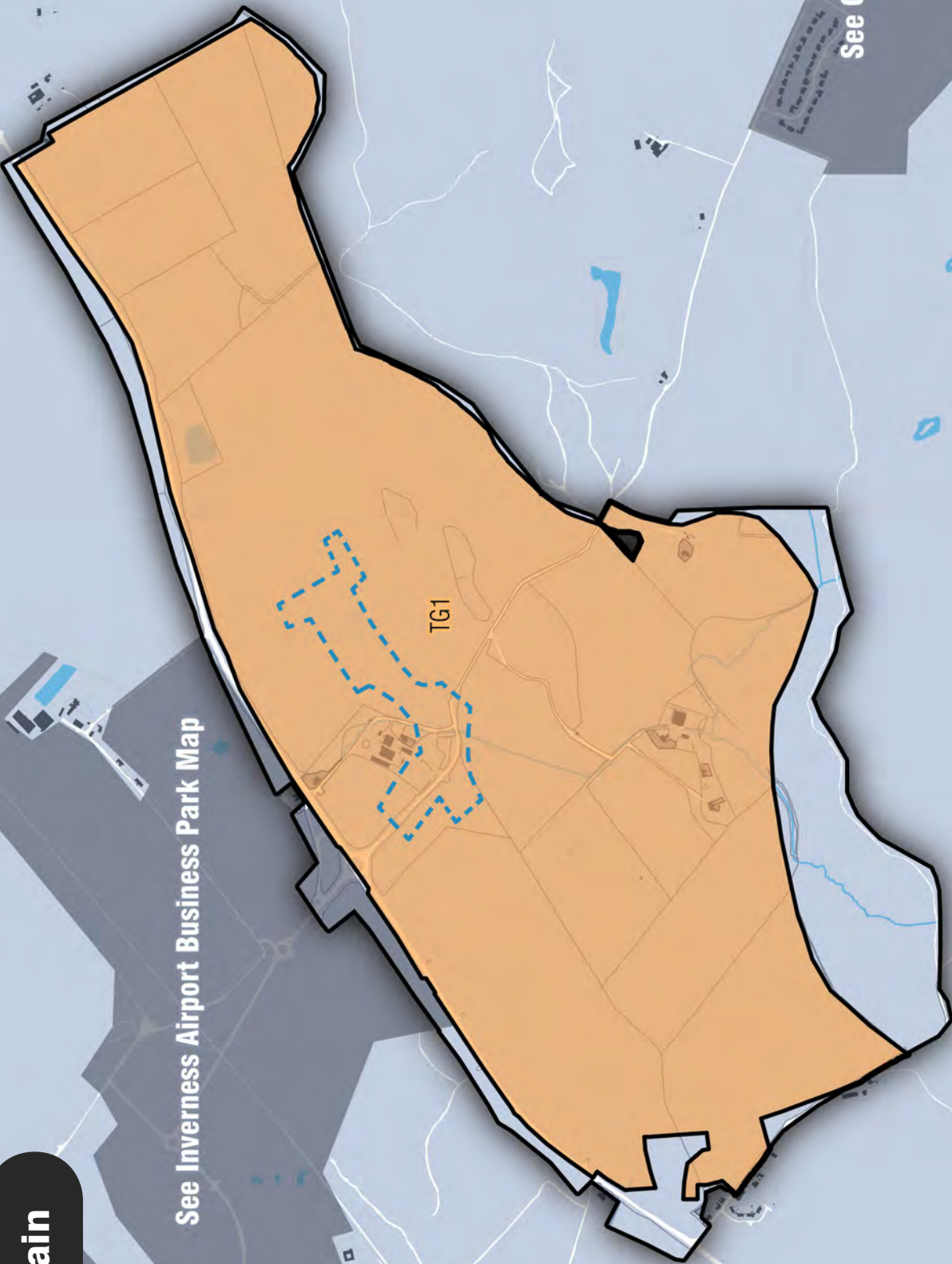
Tornagrain

4.44

- Identified in the Scottish Government's Scottish Sustainable Communities Initiative as having potential to deliver green spaces, homes, employment, services and facilities within a compact sustainable new town.
- Tornagrain new town has potential to meet the medium to longer term housing requirements for the area stretching from Inverness to Nairn.
- Underpins the wider spatial strategy for the area.
- Development to deliver a wide range of facilities and services integral to the development of a new settlement.
- Delivery of development in phases as supported by a masterplanned approach.
- Capacity to accommodate around 2,500 new homes till 2031.
- Employment land to support the development of the community.
- Transport, traffic management and access improvements to wider area and key linkages.
- Proximity to Inverness Airport Business Park providing employment opportunity.
- Design code to guide all phases of development.

4.45

The delivery of a new town at Tornagrain forms an essential part of the development strategy for the Inverness to Nairn growth area. The Tornagrain site is located on 259 hectares of land on the A96(T) just south of Inverness Airport and immediately east of the existing hamlet of Tornagrain. The new town is envisaged to have a population of around 10,000 when built out over an estimated 30-40 year period. The proposal will be progressed on a phased basis, comprising 7 main phases of development. The new town is intended to be largely self-sufficient with regard to retail, social and servicing needs. The proximity to the emerging employment opportunities at the Inverness Airport Business Park (IABP) alongside the settlements own employment generating uses and combined with transport linkages at the proposed Dalcross rail halt, combine to deliver the potential for a new sustainable community.



Tornagrain

See Inverness Airport Business Park Map

See Croy Map

TG1

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4.46

Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.

4.47

A Recreation Access Management Plan should be prepared to ensure no adverse effect on the integrity of the Loch Flemington SPA as a result of recreational disturbance to qualifying species.

Mixed Use

Site: TG1 Tornagrain

Area (ha): 226 **Uses:** 4960 homes, supporting community facilities including education and healthcare, retail, business, general industry, storage and distribution, hotels, residential institutions, leisure, petrol stations, associated landscaping, open space, infrastructure and associated services.

Requirements: Development in accordance with the approved planning permission 09/00038/OUTIN, Section 75 Planning Obligation and associated masterplan. Further developer masterplans for individual phases and applications to address: landscape character; transport improvements to trunk and minor roads; active travel provision; contribution to green networks; education provision; natural, built and cultural heritage issues; provision of other facilities and services to support a new settlement; phasing over the next 30-50 years (during the Plan period to 2031 development should progress with no more than 344 homes delivered in the period to 2016; 507 homes in 2016-21; 780 homes delivered in the period 2021-26 and 885 during the 5 year period 2026-31); Flood Risk Assessment; avoidance of any adverse effects on the integrity of the Inner Moray Firth SPA/Ramsar or Loch Flemington SPA, alone or in combination.

Alness

4.48

- Location for strategic housing, business and industrial growth.
- Protection and enhancement of vibrant town centre.
- Maintain rural setting and quality green spaces.

4.49

Alness is a key service and employment centre for Easter Ross. Its business and industrial estates combined with its vibrant town centre and modern supermarkets provide significant employment in the area. It is within easy reach other nearby of existing and emerging employment centres by both road and rail.

4.50

Alness is situated on the banks of the Avern River and is bordered by the Caplich Quarry and forestry to the north. The flood plains of the river pose a constraint to development, particularly south of railway. A green wedge between the town and A9 trunk road comprising high quality agricultural land provides an attractive setting for the town.

4.51

Reflecting its position in the East Ross Growth Corridor significant housing, business, industrial and retail growth is proposed in Alness. Housing growth is focussed on the eastern margins of the town, along with substantial allocations to the north and the south. Business and industrial development is directed to the south of the railway. This includes Alness Point Business Park where scope remains for high quality business development. A new hotel in the area is supported to accommodate increasing numbers of business visitors and tourists, suitable sites may be South of Teaninich Wood or within Alness Point Business Park. The whisky industry is making a growing contribution the town and the wider economy, this is reflected by the allocation of Dalmore and Teaninich Distilleries for industrial development to safeguard their future and allow for expansion and intensification of operations.

4.52

Expansion of Alness will require upgrades to the internal road network, particularly in the eastern housing expansion areas and externally at junctions with the A9 trunk road. Development should contribute towards the delivery of the priority actions identified in the Alness and Invergordon Active Travel Audit. As part of the Council's Sustainable School Estate Review options are being examined for the regeneration of the school estate in Alness and Invergordon. Given the stage of this review it is not possible to identify specific sites for any required new school/s. However in determining location, accessibility by sustainable modes of transport will be given priority. Avern Leisure Centre and Alness Pool are likely to require upgrades to accommodate substantial population growth. Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be planned and delivered across the lifespan of the plan and beyond at the Assynt and Newmore Water Treatment Works.

Housing

Site: AL1 Crosshills

Area (ha): 10.8 **Housing Capacity:** 215

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: landscaped buffer with Caplich Quarry and retention of mature trees; and new/improved path links to schools and services; Transport Assessment.

Site: AL2 Whitehills

Area (ha): 10.3 **Housing Capacity:** 248

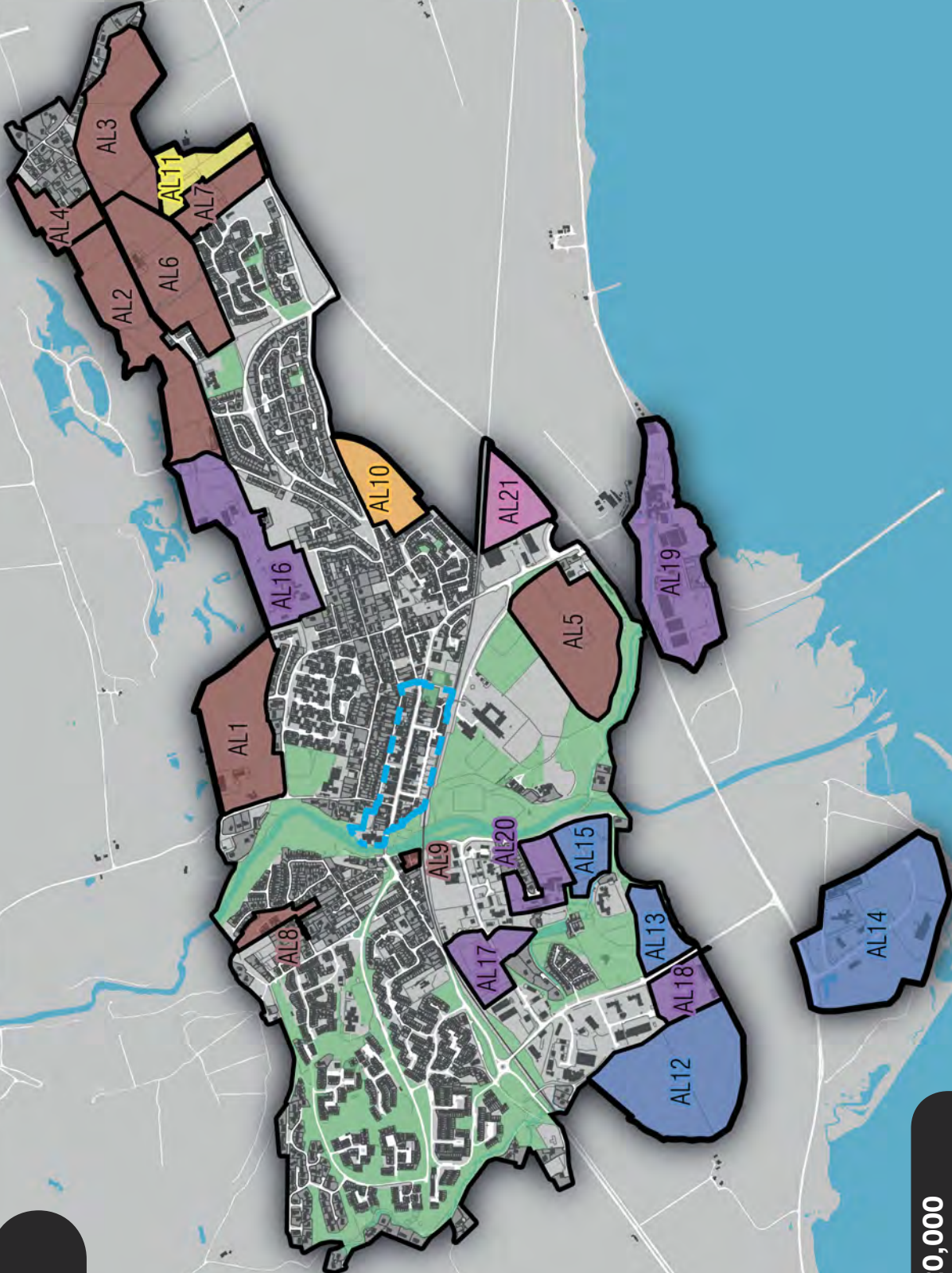
Requirements: Developer to prepare masterplan/development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: integration of built form, circulation, green space and landscaping; Old Milnafua Road to be upgraded and footways provided; Transport Assessment; Flood Risk Assessment.

Site: AL3 Achnagarron South

Area (ha): 11.1 **Housing Capacity:** 111

Requirements: Issues to be addressed include: set back from pylons and associated power lines; contributions towards an upgrade of Old Milnafua Road and provision of footways; Flood Risk Assessment; Transport Assessment (in particular to determine appropriate mitigation measures on the road between Mossfield and the A9 trunk road).

Alness



Scale: 1:20,000

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Site: AL4 Achnagarron North**Area (ha):** 3.4 **Housing Capacity:** 48

Requirements: Issues to be addressed include: contributions towards an upgrade of Old Milnafua Road and provision of footways; Transport Assessment (in particular to determine appropriate mitigation measures on the road between Mossfield and the A9 trunk road) ; setback from pylons and associated power lines.

Site: AL5 Dalmore**Area (ha):** 11.5 **Housing Capacity:** 200

Requirements: Development in accordance with the 11/03018/PIP planning permission, including: phasing; pedestrian/cycle path linking to the Alness – Invergordon Cycle Route; improvements to the mini-roundabout on the B817; Contamination Assessment and any necessary mitigation; Drainage Impact Assessment; Design Statement. Protected Species Survey; Tree Condition Survey; Landscape Plan; Archaeological Assessment.

Site: AL6 Milnafua Farm**Area (ha):** 10.3 **Housing Capacity:** 209

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: integration of built form; circulation; green space and landscaping; Transport Assessment including contributions towards an upgrade of Old Milnafua Road and provision of footways; Flood Risk Assessment.

Site: AL7 Blackmuir**Area (ha):** 3.9 **Housing Capacity:** 77

Requirements: Issues to be addressed include: access requirement from the old A9; screen planting; Flood Risk Assessment.

Site: AL8 Willowbank Park**Area (ha):** 1.6 **Housing Capacity:** 17

Requirements: Development in accordance with the 04/00223/FULRC partially implemented planning permission.

Site: AL9 River Lane**Area (ha):** 0.3 **Housing Capacity:** 18

Requirements: Development in accordance with the 08/00333/FULRC partially implemented planning permission.

Mixed Use**Site: AL10 Obsdale Road****Area (ha):** 4.9 **Uses:** 67 Homes, Business and Community.

Requirements: Archaeological Assessment including consideration of any impact on the nearby Carn Liath cairn, Obsdale Scheduled Monument; Landscape Plan (including tree screen to south).

Community

Site: AL11 Achnagarron Farm

Area (ha): 3.8 **Uses:** Recreation area.

Requirements: Expansion and improvement of recreation and amenity area.

Business

Site: AL12 West of Teaninich Wood

Area (ha): 15.3 **Uses:** Business.

Requirements: Landscape Plan (including boundary planting, particularly to the south); Flood Risk Assessment.

Site: AL13 South of Teaninich Wood

Area (ha): 3.5 **Uses:** Business/Tourism.

Requirements: High quality of architectural design; Flood Risk Assessment which may affect the developable area of the site; Landscape Plan (including screen planting on site boundaries); Transport Assessment, Archaeological Assessment; Design Statement (in particular demonstrating relationship to nearby B Listed Teaninich House).

Site: AL14 Alness Point

Area (ha): 19.2 **Uses:** Business/Hotel.

Requirements: High quality of architectural design, materials and landscaping; Flood Risk Assessment which may affect the developable area of the site; Transport Assessment.

Site: AL15 Averon Way

Area (ha): 3.5 **Uses:** Business.

Requirements: Flood Risk Assessment which may affect the developable area of the site.

Industry

Site: AL16 Caplich Quarry

Area (ha): 10.3 **Uses:** Industry.

Requirements: Continuation of existing quarry operation.

Site: AL17 Alness Industrial Estate

Area (ha): 4.3 **Uses:** Industry/Business.

Requirements: Flood Risk Assessment which may affect the developable area of the site.

Site: AL18 South of Dal nan Rocas

Area (ha): 3.3 **Uses:** Industry/Business.

Requirements: High quality of architectural design to reflect gateway location; Landscape Plan (including screen planting on south west boundary).

Site: AL19 Dalmore Distillery**Area (ha):** 14.1 **Uses:** Expansion and/or intensification of distillery.**Requirements:** Archaeological Assessment; Tree Survey; Design Statement, Transport Assessment; Flood Risk Assessment.**Site: AL20 Teaninich Distillery****Area (ha):** 3.5 **Uses:** New distillery and/or expansion of existing distillery.**Requirements:** Consideration of impact on amenity of Distillery Cottages; Flood Risk Assessment; Tree Survey; Archaeological Assessment, Noise Impact Assessment; Transport Assessment; Design Statement; Protected Species Surveys.**Retail****Site: AL21 Invergordon Road East****Area (ha):** 4.4 **Uses:** Non-food retail only.**Requirements:** Issues to be addressed include: access requirement through existing retail site to west; early structural planting to northern and south eastern boundary; and high quality design reflective of its prominent position (particularly from A9 trunk road).**Dingwall**

4.53

- Significant opportunities for housing growth subject to completion of the Kinnairdie Link Road.
- Opportunities for intensification of existing business and industrial sites with new opportunities for employment available throughout the town.
- Strengthen the role of Dingwall as the county town of Ross-shire and as a gateway to the Isles.
- Improved transport infrastructure in the form of Kinnairdie Link Road and opportunity for Dingwall to act as a transport hub.

4.54

The growth of Dingwall continues to be shaped by the local landscape and the risk of flooding given its location at the head of the Cromarty Firth and convergence of the Rivers Peffery and Conon.

4.55

Dingwall plays a significant role as the service centre for Ross and Cromarty, serving communities to the north and west as well as those in more close proximity. The diversity of business and industrial uses at the west of Dingwall make it an attractive place for both the location of new and expansion of existing businesses. The Highland Council are currently undergoing a programme of office rationalisation in Dingwall and Inverness, this will result in some buildings which are utilised by The Highland Council becoming vacant and available for uses commensurate with their locations within the lifetime of this plan.

4.56

Public realm improvements in Dingwall Town Centre have been delivered in recent times and further improvements to the environment in the Town Centre are likely in the future following the Conservation Area Regeneration Scheme.

4.57

The historic core of Dingwall is key to its character and is designated as a Conservation Area. The Council have undertaken a Conservation Area Appraisal and drafted a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings and shopfronts throughout Dingwall Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance. To uphold the character of the Conservation Area the Council are also bringing forward an Area of Special Control extending greater control over advertisements.

4.58

In recent times, and through the initial part of this plan period, growth in Dingwall is likely to be constrained by the need to deliver improved transport infrastructure in the form of the Kinnairdie Link Road. These improvements will be delivered over two phases with Phase 1 comprising of improvements to the County Building Junction and the link from Dingwall Academy to Back Road and Phase 2 comprising the link from Back Road to Strathpeffer Road. This will unlock the development potential of sites at Dingwall North which are currently limited to 90-100 houses prior to completion of phase 1 of the Kinnairdie Link Road. Completion of Phase 1 will facilitate the release of an additional 100 houses. To facilitate the delivery of the Kinnairdie Link Road and to address deficiencies in other strategic infrastructure and services as a result of new development, an updated Dingwall Developer Contributions Protocol will be prepared and adopted as statutory Supplementary Guidance. Until the Kinnairdie Link Road is delivered it is expected that the surrounding settlements of Conon Bridge, Evanton, Maryburgh and Strathpeffer will be under additional development pressure.

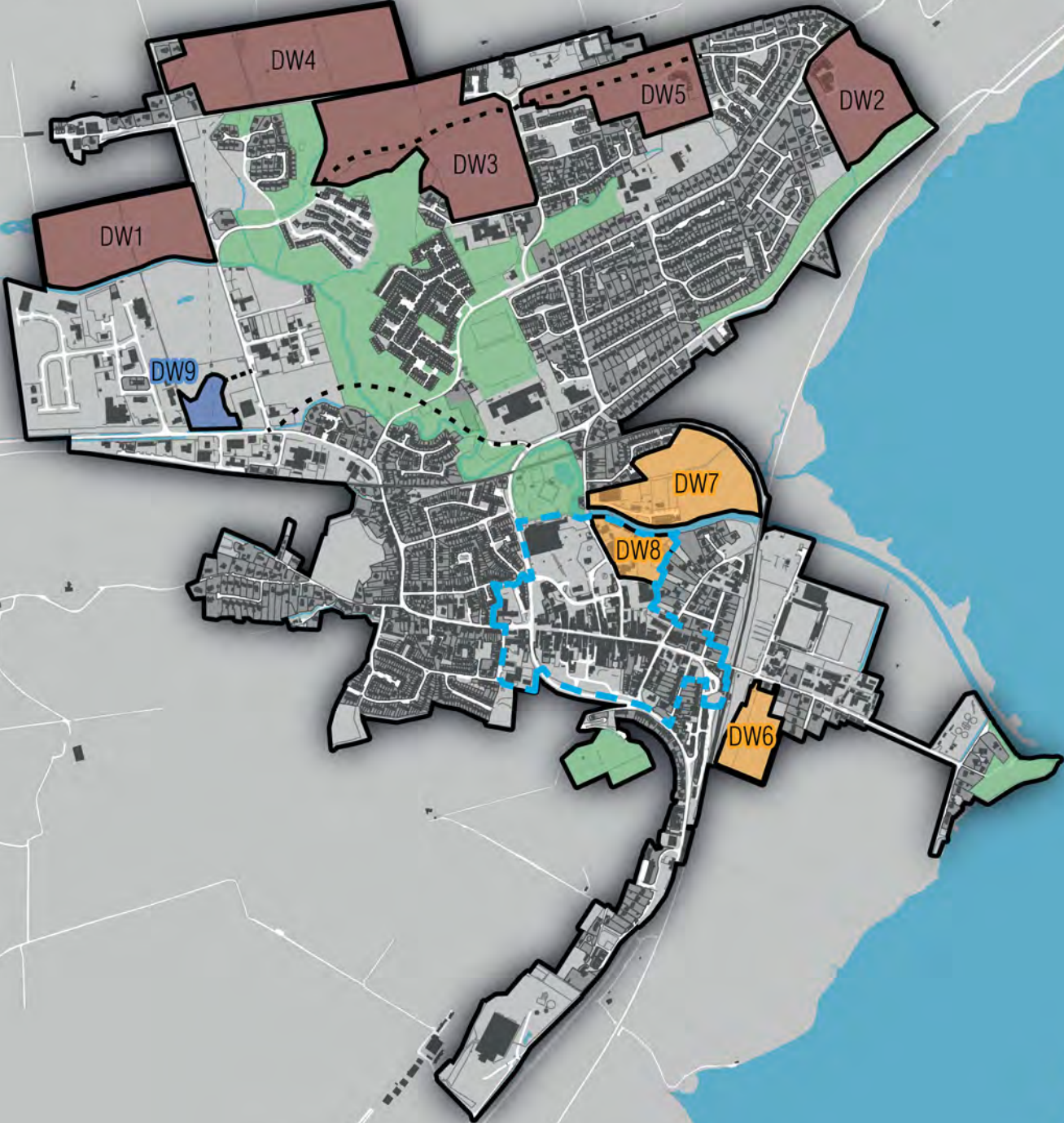
4.59

At the edge of the town centre there are significant redevelopment opportunities around the former Four Seasons building and in the area surrounding the Highland Council Roads Depot on Tulloch Street. The land use options for these areas are set out in the Dingwall Riverside Development Brief which the Council intend to adopt as statutory supplementary guidance.

4.60

All developments must engage with Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works through investment. Engagement with Scottish Water on addressing existing water and waste water network issues will be required. In addition development should contribute towards the delivery of the priority actions identified in the Council's Dingwall Active Travel Audit.

Dingwall



See Maryburgh Map

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Housing

Site: DW1 Dingwall North

Area (ha): 6.78 **Housing Capacity:** 100

Requirements: Contributions to provision of the Kinnairdie Link Road, forming access from Docharty Brae; structural landscaping to the North, South and West of the Site; provision of footpath/cycleway links to Dingwall Business Park; Flood Risk Assessment which may affect the developable area of the site.

Site: DW2 Dingwall North

Area (ha): 6.46 **Housing Capacity:** 48

Requirements: Development in accordance with the 09/00305/REMRC planning permission, and issues to be addressed notably include: only 21 units may proceed on this site before the Kinnairdie Link Road is completed and available for use; contributions to provision of the Kinnairdie Link Road; contribution to a Multi-Use Games Area; a Safer Routes to School Audit must be undertaken for each phase of development and the recommendation be implemented; a Landscaping Plan; and a Tree Protection Plan (which includes a 20m setback of all mature trees), with a woodland management plan and habitat survey submitted for the woodland areas on the site.

Site: DW3 Dingwall North

Area (ha): 15.49 **Housing Capacity:** 141

Requirements: Development in accordance with the 09/00476/FULRC minded to grant Committee decision including: no construction of any individual houses until Phase 1 of the Kinnairdie Link Road is complete and ready for use; contributions to the Kinnairdie Link Road; delivery of the Dingwall North Distributor Road through the site; Safer Routes to School Audit for each phase of development and resultant mitigation; Tree Protection Plan; Landscape Plan; Tree Belt of at least 25m width to be provided along the northern boundary of the site; contribution to a Multi-Use Games Area; maximum of 50 residential units with direct access from Neil Gunn Road.

In the remainder of the site not covered by the above minded to grant Committee decision to the west of Tulloch Square, requirements similar to above excepting the delivery of the Dingwall North Distributor Road.

Site: DW4 Dingwall North

Area (ha): 13.47 **Housing Capacity:** 155

Requirements: Development in accordance with the 09/00305/REMRC minded to grant Committee decision including: no houses prior to the Kinnairdie Link Road being complete and available for use; Tree Protection Plan; contributions to provision of the Kinnairdie Link Road; delivery of the Dingwall North Distributor Road through the site; contribution to a Multi-Use Games Area; Safer Routes to School Audit for each phase of development and resultant mitigation; Access Management Procedure Plan; stone dykes to the north and east of the site retained and repaired; mitigation from agreed Flood Risk Assessment.

Site: DW5 Dingwall North**Area (ha):** 7.14 **Housing Capacity:** 71

Requirements: Development in accordance with planning permissions: 09/00608/FULRC, 09/00607/FULRC AND 10/01281/FUL including; contributions to provision of the Kinnairdie Link Road; delivery of the Dingwall North Distributor Road through the site; contribution to a Multi-Use Games Area; Safer Routes to School Audit for each phase of development and resultant mitigation; Landscaping Plan; Tree Protection Plan (which includes a 20m setback of all mature trees); for the land covered by consent 10/01281/FUL only 35 homes accessed from Tulloch Castle Drive; for the land covered by consents 09/00607/FUL and 09/00608/FUL upgrading of the junction at Old Evanton Road and St Andrews Road; stone dyke to the north of the site retained and repaired.

Mixed Use**Site: DW6 Land opposite Sherriff Court****Area (ha):** 2.9 **Uses:** 2ha Business/Tourism, 10 Homes.

Requirements: Suitable access from Ferry Road; Transport Assessment; Flood Risk Assessment which may affect the developable area of the site.

Site: DW7 Dingwall Riverside (North)**Area (ha):** 7.84 **Uses:** Business, Industrial, Community.

Requirements: Development should accord with the Dingwall Riverside Development Brief including Flood Risk Assessment which may affect the developable area of the site; Contamination Assessment, particularly in site DW7; Recreational Access Management Plan to avoid any adverse effects on the integrity of the Cromarty Firth SPA/Ramsar; intensification of one or more of the uses on the site(s) acceptable if the development's viability depends on this. A Transport Assessment is also required.

Site: DW8 Dingwall Riverside (South)**Area (ha):** 2.47 **Uses:** Business, Retail, Community.

Requirements: See site DW7.

Business**Site: DW9 Land to East of Dingwall Business Park****Area (ha):** 1.76 **Uses:** Business.

Requirements: Issues to be addressed include: contributions to provision of the Kinnairdie Link Road; protection and enhancement of landscaping along the southern boundary of the site; Flood Risk Assessment which may affect the developable area of the site. Access to be taken from Dochcarty Road.

Fortrose and Rosemarkie

4.61

- Land is identified which could accommodate over 130 new homes.
- Commercial opportunity might become available on the Ness Gap site currently earmarked for primary school provision (depending on outcome of Sustainable School Estates Review).
- The housing expansion planned is in-keeping with Fortrose's status as the primary service centre for the Black Isle, and will help sustain its role as such.
- Depending on the outcomes of Council's Sustainable Schools Estates Review a new primary school may be provided in Fortrose, this and possible enhancements to the Black Isle Leisure centre could further strengthen Fortrose's role as the primary service centre for the Black Isle.
- All development must be in keeping with the scale and character of the Conservation Area.

4.62

Fortrose and Rosemarkie both benefit from significant natural, heritage, and leisure assets making them very attractive and popular with residents and visitors alike. However opportunities for the growth of Fortrose and Rosemarkie are influenced by the desire to maintain a clear visual and physical break in the built environment between them, to retain their distinct identities and avoid coalescence. Expansion of Fortrose is also constrained by steep and very prominent topography and amenity woodland to the west, and therefore land with planning permission at Ness Gap represents the best option for growth. Expansion of Rosemarkie is also constrained by the wooded gorge and steep rising farmland to the north and west, with land at Greenside Farm continuing to represent the best option for growth.

4.63

The historic cores of both Fortrose and Rosemarkie are key to their character and are designated as a Conservation Area. The Council intend to undertake Conservation Area Appraisals and draft Conservation Area Management Plans. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout the Fortrose and Rosemarkie Conservation Areas. It is the intention that this would be adopted as statutory Supplementary Guidance.

4.64

A new Waste Water Treatment works has recently been provided which will provide sufficient capacity. Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be planned and delivered across the lifespan of the plan and beyond at the Assynt Water Treatment Works. Also at Fortrose the link water main between Black Isle Trunk and the service reservoir has very limited capacity, and assessment will be required to establish extent of water network and storage upgrades. In Rosemarkie new development is likely to have water pressure issues, and a possible solution is installation of a new link main to service. Therefore developers here will need early engagement with Scottish Water to establish an appropriate solution. There is also a need to consider the implications of further development on the local road network and if necessary secure appropriate mitigation.



Fortrose and Rosemarkie

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Housing

Site: FR1 Greenside Farm

Area (ha): 1.9 **Housing Capacity:** 50

Requirements: Developer to prepare masterplan/development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: servicing, layout and design and provide visualisations; advance structural planting to the south and west; phasing; infrastructure requirements (this should include: Transport Assessment and provision of any necessary mitigation, revised access arrangement and traffic calming, and pedestrian priority or road closure for Courthill road, and a solution for water pressure issues – possibly installation of a new link water main to service).

Mixed Use

Site: FR2 Ness Gap

Area (ha): 7.5 **Uses:** 80 homes with 1.6ha for Community, Business, Office, Tourism or Retail.

Requirements: Development in accordance with the 09/00471/OUTRC outline planning permission, including: phasing; traffic management measures for the High St; compliance with the Masterplan Design and Sustainability Statement and design specifications; open space provision, footway and cycleway access and layout; revised Transport Assessment and possible additional mitigation; no development of site identified for a primary school on masterplan prior to the Sustainable Schools Estates Review concluding whether the site is surplus to educational needs or not; if surplus then suitable for business, office, tourism or retail development subject to revised Transport Assessment, Design Statement and sequential Retail Impact Assessment.

Community

Site: FR3 Cemetery extension

Area (ha): 1.3 **Uses:** Cemetery.

Requirements: Assessment of risk to ground water; substantial screen planting and landscaping to a depth of at least 10 metres along the boundaries.

Invergordon

4.65

- Strategic housing growth by consolidation and expansion of the settlement.
- Requirement for increased port facilities and to meet future growing demands within the energy, freight and tourism industries.
- Business and industrial expansion within existing estates and at Delny.
- Priority for decontamination and redevelopment of now vacant Seabank Tank Farm and regeneration of town centre.
- Improve the visitor experience particularly for cruise passengers.
- Additional local services including a supermarket.
- Infrastructure improvements, including upgrade to Tomich Junction.

4.66

Invergordon plays a key role in accommodating development in the East Ross Growth Corridor. Its location on north side of the Cromarty Firth, in combination with stands of ancient woodland to the north and surrounding areas of high quality agricultural land, provide an outstanding setting for the town. It is well connected to the surrounding area and further field by road, rail and sea. Areas of flood risk pose a constraint to development of the town to the north and the golf course constrains development to the west.

4.67

Economic activity in Invergordon will continue to be focussed around the Cromarty Firth Port and industrial estates in the north west of the town. The sheltered harbour and deep water of the Firth provide a unique resource and there are ambitious plans to expand the port by reclaiming land from the sea which will result in significant investment and employment opportunities. A number of important industries are present in the Cromarty Firth Industrial Park including waste management facilities and a timber processing factory and scope remains for further development. Land at Delny continues to be allocated for industrial use. Whilst firm interest in the Delny site for an integrated wood processing industry has currently subsided the site remains suitable for industrial development and has the potential to be accessible by road, rail and sea.

4.68

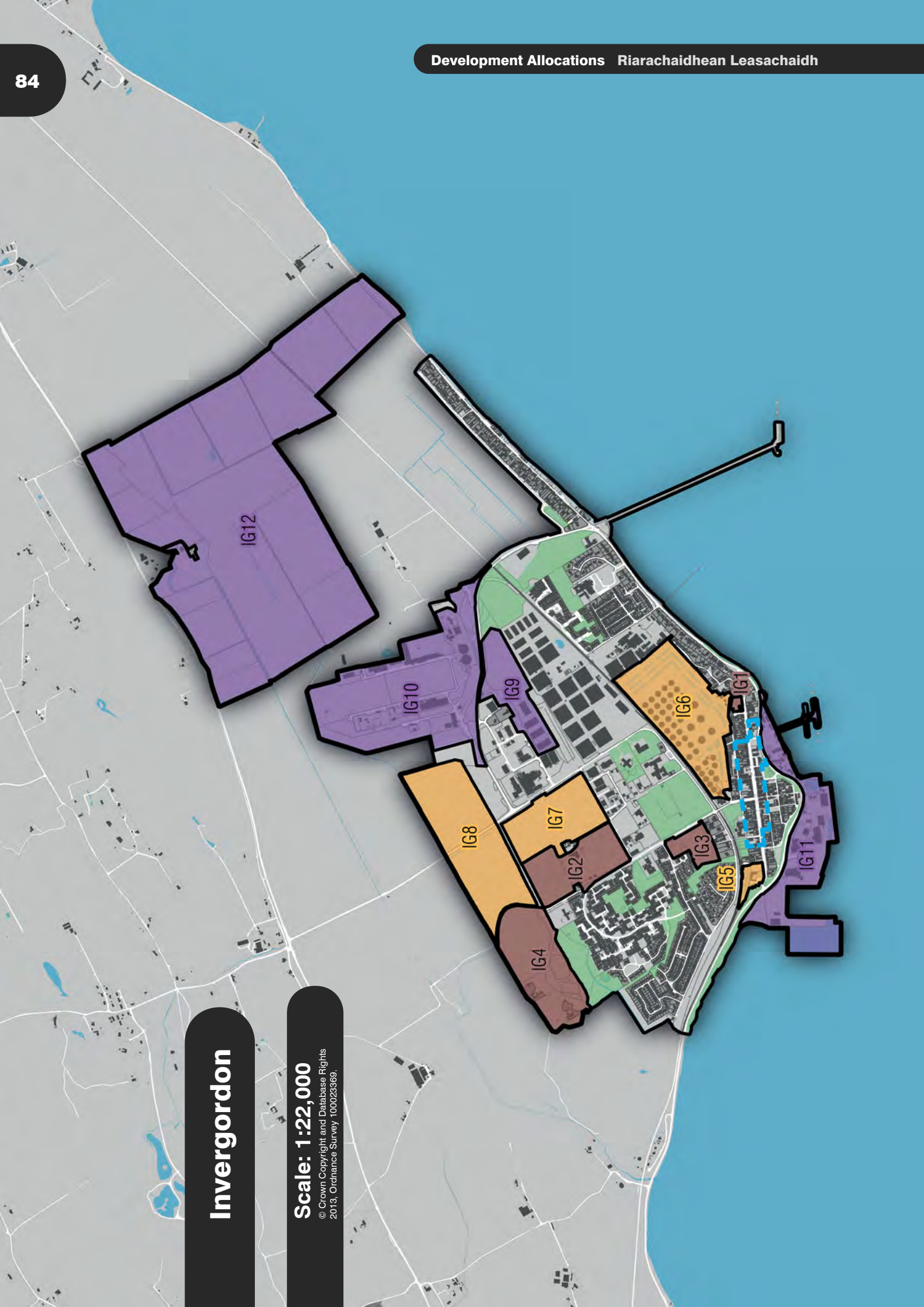
The town would benefit from the introduction of a supermarket to help retain spend in the community. The eastern or northern mixed use allocation at Invergordon Mains may be suitable for this use. Housing growth is focussed on the consolidation of the settlement with allocations at Invergordon Mains and Cromlet.

4.69

The town has an important historic legacy whereby it was formally a major naval base. This legacy is evident by the remaining presence of the Seabank Tank Farm and potentially contaminated land in other parts of the town. The former Tank Farm represents a key regeneration opportunity in the town and is suitable for a range of uses including housing, community, tourism and business. The historic core of Invergordon is key to its character and the Council is assessing the potential for it to become a Conservation Area. The town centre would benefit from the regeneration of a number of key sites. The former railway sidings at the west end of the High Street are a prominent site suitable for a high quality gateway development to the town, uses including a hotel and/or housing are supported. The former bone mill and garage site both towards the east end of the High Street are suitable for mixed use redevelopment. There is also an opportunity to improve the tourist offering in the town, particularly given the raising number of visiting cruise ships.

4.70

Expansion of Invergordon will require upgrades to the internal road network and externally at junctions with the A9 trunk road. In particular the Tomich Junction requires upgrading and has been the subject of discussions with Transport Scotland and the Council. Developers will be expected to contribute towards the upgrade of this junction for which a contributions protocol will be developed and adopted as supplementary guidance to this plan. The principles of this supplementary guidance will be to provide an indication of the likely alignment of the improved junction so that all new development using the Tomich Junction can contribute towards its upgrade. Development should also contribute towards the delivery of the priority actions identified in the Alness and Invergordon Active Travel Audit.



Invergordon

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4.71

As part of the Council's Sustainable School Estate Review options are being examined for the regeneration of the school estate in Alness and Invergordon. However given the stage of this review it is not possible to identify specific sites for any required new school/s. In determining location, accessibility by sustainable modes of transport will be given priority. Invergordon Leisure Centre is likely to require upgrades to accommodate the substantial population growth supported in Invergordon. Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered at the Newmore Water Treatment Works. Species surveys, including reptiles, are likely to be required to support development proposals.

Housing

Site: IG1 Former Victoria Garage

Area (ha): 0.36 **Housing Capacity:** 16

Requirements: Suitable for affordable or sheltered housing; traditional materials to complement surroundings; Contamination Assessment; Landscape Plan.

Site: IG2 Invergordon Mains West

Area (ha): 11.1 **Housing Capacity:** 95

Requirements: Developer to prepare masterplan/development brief for the site and adjacent site at Invergordon Mains East and North to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: integration of built form, circulation, green space and landscaping (in particular consideration must be given to the protection of setting of the nearby listed steading); Transport Assessment including footway provision on Castle Road/Avenue; protection of existing boundary trees and development set back from them, early structural tree planting; Flood Risk Assessment.

Site: IG3 Cromlet

Area (ha): 3.2 **Housing Capacity:** 100

Requirements: This site is suitable for higher density mix of house types, including flats. Contamination Assessment.

Site: IG4 House of Rosskeen

Area (ha): 16 **Housing Capacity:** 30

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: housing – low/medium density housing within open ground; potential for conversion, redevelopment and infill development at the Castle Cottages and Rosskeen House; circulation – retention of and connections to Polish War Memorial Circular Core Path and improved path links to town centre; natural heritage – retention and protection of ancient woodland; Flood Risk Assessment including, restoration of Rosskeen Burn and other nearby minor watercourses; built heritage – retention of historic buildings and Archaeological Assessment, in particular of the site of the former Invergordon Castle; Transport Assessment.

Mixed Use

Site: IG5 Former Railway Sidings

Area (ha): 1.5 **Uses:** 32 Homes, Business, Parking and Tourism.

Requirements: High quality of architectural design commensurate with prominent, gateway site; Landscape Plan; public realm improvements; Design Statement; and Transport Assessment.

Site: IG6 Seabank Tank Farm Former Fuel Storage Depot

Area (ha): 22.5 **Uses:** 225 Homes, Retail, Business, Tourism and Community.

Requirements: The Council intends to adopt as Supplementary Guidance a development brief for the site. This will be prepared in conjunction with the community, landowner and relevant public agencies. This should address: decontamination and removal of tanks; provision of links between Inverbreakie, the town and Tomich Road; use of the site for the following potential uses: new town park, tourist accommodation, car park, tourist interpretation centre, housing and other business uses; Transport Assessment; Contamination Assessment; Landscape Assessment supported with Landscape Plan; Historic Building Recording; Flood Risk and Drainage Impact Assessments.

Site: IG7 Invergordon Mains East

Area (ha): 12.4 **Uses:** 174 Homes, Retail and Community.

Requirements: Developer to prepare masterplan /development brief for the site and adjacent sites at Invergordon Mains West and North to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: integration of built form, circulation, green space and landscaping (in particular consideration must be given to the protection of setting of the nearby listed steading); footway provision on Castle Road/Avenue; protection of existing boundary trees with appropriate set back from trees and water course; early structural tree planting; Transport Assessment; Flood Risk Assessment.

Site: IG8 Invergordon Mains North

Area (ha): 24.3 **Uses:** 243 Homes, Retail and Community.

Requirements: Developer to prepare masterplan / development brief for the site and adjacent sites at Invergordon Mains North and West to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: integration of built form, circulation, green space and landscaping (in particular consideration must be given to the protection of setting of the nearby listed steading); footway provision on Castle Road/Avenue; protection of existing boundary trees and development set back from them; early structural tree planting; Transport Assessment; Flood Risk Assessment which may affect the developable area of the site.

Industry

Site: IG9 Inverbreakie Industrial Estate

Area (ha): 9.7 **Uses:** Industry and Business.

Requirements: Development in accordance with the 08/00498/FULRC partially implemented planning permission.

Site: IG10 Cromarty Firth Industrial Park**Area (ha):** 41.5 **Uses:** Industry and Business.**Requirements:** Flood Risk Assessment.**Site: IG11 Invergordon Harbour Area****Area (ha):** 21.3 **Uses:** Industry and Business.**Requirements:** Where terrestrial planning permission is required and dependent on the nature of the development the following may be required to ensure there is no adverse effect on the Cromarty Firth Special Protection Area/Ramsar and/or Moray Firth Special Area of Conservation:

- Construction Environment Management Plan (including pollution prevention).
- Mitigation plans for any relevant operational activities (including pollution prevention).
- Special Protection Area Noise Mitigation Plan.
- Full compliance with appropriate regulatory frameworks for ballast water discharge, ship-to-ship transfers, and dredging and disposal (in accordance with **Marine Scotland** guidance).
- Oil Spill Contingency Plan.
- Demonstration of no adverse effect on the integrity of the Moray Firth Special Area of Conservation through disturbance from underwater noise arising from piling and/or from increased marine traffic in combination with other proposals. See model in 'Dolphins and Development' and any later assessments.
- Regard to be had to the **Moray Firth Special Area of Conservation Management Scheme**. Flood Risk Assessment to ensure site will remain operational during flood conditions or if non-port related development is proposed; Transport Assessment (must demonstrate that adequate parking can be provided).

Site: IG12 Delny**Area (ha):** 150.5 **Uses:** Industry.**Requirements:** Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: details of access, layout, design, residential amenity, servicing and landscaping, to include a minimum 150 metre landscaped buffer zone along the A9 and around the properties at Broomhill and Breezy Brae for the protection of amenity.

Dependent on the nature of the development the following may be required to ensure there is no adverse effect on the Cromarty Firth Special Protection Area/Ramsar and/or Moray Firth Special Area of Conservation:

- Construction Environment Management Plan (including pollution prevention).
- Operational Environment Management Plan (including pollution prevention).
- Noise Mitigation Plan.
- Full compliance with appropriate regulatory frameworks for ballast water discharge, ship-to-ship transfers, and dredging and disposal (in accordance with Marine Scotland guidance).

- Oil Spill Contingency Plan.
- Piling Method Statement (in accordance with JNCC guidance).
- Demonstration of no adverse effects on the integrity of the Moray Firth Special Area of Conservation through disturbance effects of increased marine traffic in combination with other proposals. See model in 'Dolphins and Development'.
- Demonstration of account being taken of the **Moray Firth Special Area of Conservation Management Scheme**.

Transport Assessment; Residential Impact Assessment; Landscape Assessment with supporting Landscape Plan; Flood Risk Assessment may affect the developable area of the site, consideration to be given to restoration of Rosskeen Burn and other nearby minor watercourses.

Muir of Ord

4.72

- Opportunities for consolidation of the residential development with potential for over 330 new homes by 2030 and opportunities for consolidation of existing employment centres and provision for further employment land providing a more sustainable settlement.
- Support for the town centre – re-focusing and providing environmental enhancements.

4.73

There has been a significant growth in Muir of Ord in recent times. New Development has been brought forward at Broomhill, The Wards and The Cairns delivering over 130 completions since the adoption of the Ross and Cromarty East Plan. This has helped to strengthen the community but it has also put additional pressure on the infrastructure in the village.

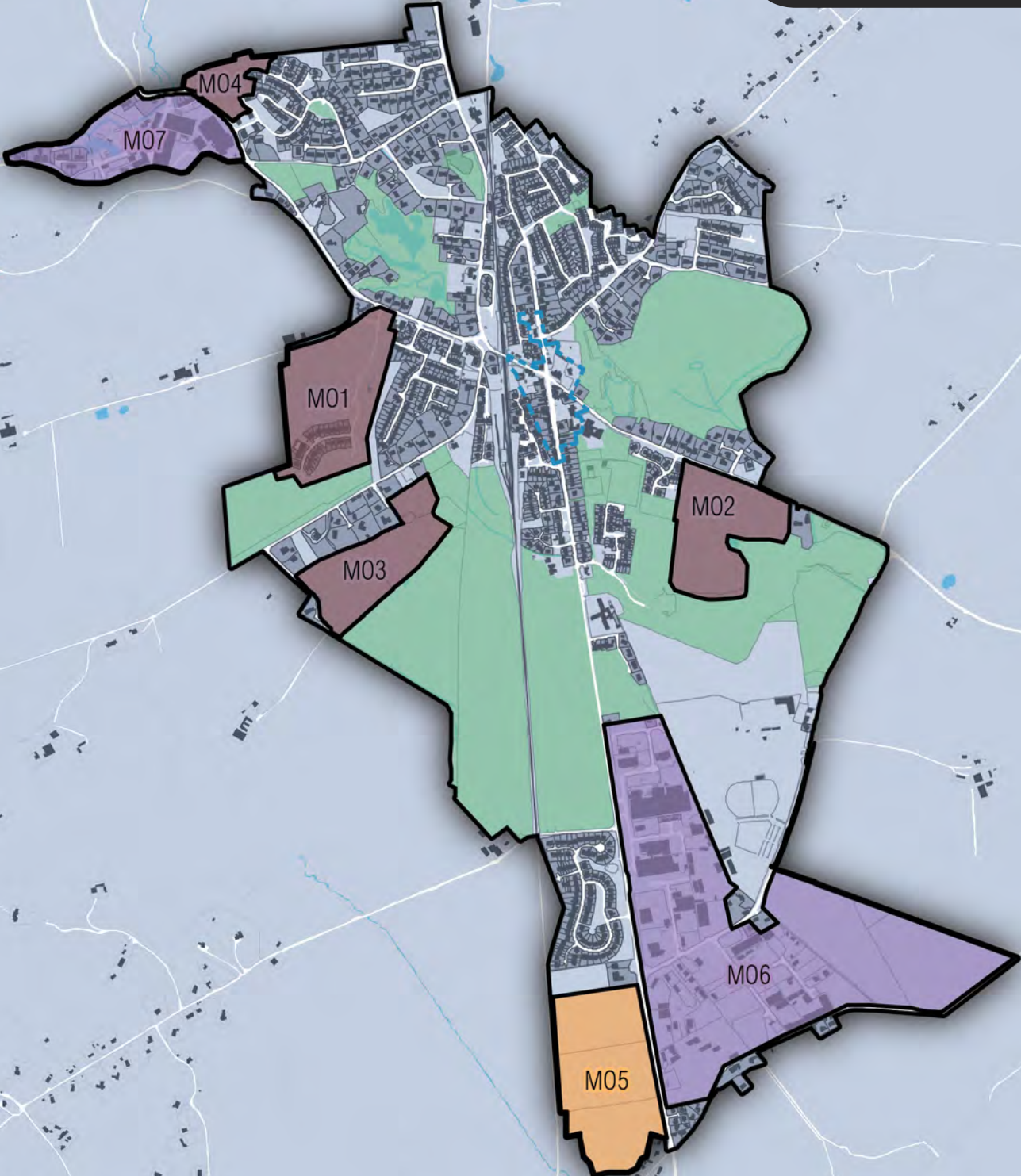
4.74

To help address this the Council are working to provide a replacement railway bridge with enhanced facilities for walkers and cyclists and there is strong support for the work being undertaken by the community to provide a new community hub at the Old Tarradale School and developer contributions will be sought to address potential capacity issues at Tarradale Primary School. With a growing population there will be a need for village centre enhancements and protection of the commercial core of the village which has seen decline in recent times. The Council are keen to work with the community and landowners to realise these enhancements.

4.75

New Urray House will be completed prior to the adoption of the plan offering a modern 34 bedroom en-suite care home. The Mansfield Showground will continue to play a significant role for the community and the wider area as it continues to grow in popularity as a venue not only for the Black Isle Show but also other events such as music concerts. While many residents commute to areas outwith the village for work there are significant areas of employment land in the village which will continue to be supported and will require room for expansion or intensification of use in the lifetime of this plan.

Muir of Ord



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4.76

While focus will primarily be finishing off the existing allocations of land close to the centre of Muir of Ord there will also be potential for expansion to the south of the village with a mix of uses commensurate with the edge of settlement location and proximity to the industrial estate. Beyond this plan period there will be opportunities for expansion to the north of the settlement.

4.77

Across the village, a Great Crested Newt Survey is required for all developments on sites where a water body is present. Whilst sufficient capacity currently exists at Assynt Water treatment Works and Muir of Ord Waste Water Treatment Works, the cumulative impact of all proposed development within the plan makes it necessary for early engagement to take place between the developers and Scottish Water, to ensure any additional capacity demands in the future can be delivered in line with development.

Housing

Site: MO1 Broomhill

Area (ha): 8.47 **Housing Capacity:** 90

Requirements: Development in accordance with planning permission 08/00140/FULRC including: layout of development making provision for access to adjacent land; Landscape Management Plan; no development within 250m of the former rubbish tip located on West Road; development in separate phases not exceeding 25 units in any one calendar year (if the 25 units are not built in any calendar year, the balance may be carried over to the subsequent year).

Site: MO2 Tore Road

Area (ha): 6.67 **Housing Capacity:** 104

Requirements: Safe walking and cycling connection to the village centre; improvements to the junction of Black Isle Road/Seaforth Road; contribution towards the provision of the new bridge over the railway; provision of footpath/cycleways to the recreation ground to the south and onward connections to village services; Landscaping Plan; development in separate phases not exceeding 20 units in any one calendar year (if the 20 units are not built in any calendar year, the balance may be carried over to the subsequent year).

Site: MO3 Ardnagrask, Corrie Road

Area (ha): 5.08 **Housing Capacity:** 51

Requirements: Formation of suitable access along and from Corrie Road; provision of a path link from the site to the centre of the village; SUDS drainage assessment and a landscape plan management programme to reduce the impact of the site and eliminate conflict with the adjacent golf course.

Site: MO4 Ord Hill

Area (ha): 2.38 **Housing Capacity:** 37

Requirements: Development in accordance with planning permission 05/00612/FULRC, including: Landscaping Plan; extension of 30mph limit beyond the access to the site; provision of a footpath on the A832.

Mixed Use

Site: MO5 Land to South of The Cairns

Area (ha): 9.82 **Uses:** 60 homes, 2.7ha Business, 1.2ha Commercial.

Requirements: Safer Routes to School; safeguard around the Windhill Standing Stone; extension of the 30mph speed limit; formation of a suitable access from the A862; development in separate phases not exceeding 20 units in any one calendar year (if the 20 units are not built in any calendar year, the balance may be carried over to the subsequent phase). The developer should consult SGL Carbon to consider any environmental implications arising from that industrial process.

Industry

Site: MO6 Muir of Ord Industrial Estate Expansion

Area (ha): 36.92 **Uses:** Industrial.

Requirements: Safeguard for continuation, intensification and expansion of existing uses; 25m tree belt retained/developed around the site to reduce the landscape impact of new development; provision of path linkages towards the village centre.

Site: MO7 – Glen Ord Distillery

Area (ha): 7.33 **Uses:** Expansion and/or intensification of uses at distillery.

Requirements: Safeguard for continuation, intensification and expansion of existing uses. Development in accordance with Planning Permission 12/03998/FUL, including: Transport Assessment including provision of pedestrian safety improvements at the junction of the A862 and the distillery entrance; Flood Risk Assessment; Great Crested Newt Survey.

Tain

4.78

- Significant potential for new housing growth with around 550 new homes and excellent business and industrial opportunities exist within the Burgh and in close proximity on significant areas of previously used land at Fendom and Fearn Aerodromes.
- Delivery of a new 3-18 School Campus is being investigated and this will influence the scale and direction of growth in the town.
- Opportunity to re-focus on the development closer to the town centre prior to significant expansion beyond the existing settlement.

4.79

Tain has a significant role to play in realising the growth potential of the East Ross area due to its close proximity to many large scale employers and availability of serviceable housing land.

4.80

In recent times new housing development has been focussed on the edge of the Royal Burgh rather than focussing on the areas closer to the community and commercial facilities at the heart of the town. The historic core of Tain is key to its character and is designated as a Conservation Area. The Council intend to undertake a Conservation

Area Appraisal and draft a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Tain Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance. This growth has been accompanied by increased large scale development with both ASDA and Tesco opening new stores in the town within the past 5 years complimenting the existing larger stores and most crucially the town centre shops.

4.81

The Council are currently exploring options for development of a 3-18 Campus to replace the ageing Tain Royal Academy and consolidate the primary school provision. The site search is at an early stage and when a decision is made this will have an influence over the scale and direction of growth in the town. Other community facilities which will be brought forward in the lifetime of this plan are a new 34 bed care home, a new health centre and an expanded cemetery at St. Duthus Old Cemetery.

4.82

To the north west of the town lies Glenmorangie Distillery which plays a role both as a significant employer but also a large tourist attraction. There are plans for the expansion of their current operations and consolidation of their warehousing operation to accommodate the rising demand for their product. This is being supported by the plan through an allocation of land for expansion.

4.83

The land to the north of the A9 for infill development of business and industrial developments at Blarliath, potential for large scale housing developments throughout the town and a mixed use development comprising business, community, housing and retail uses at Knockbreck provides sufficient land to meet the needs and demands for Tain at this point.

4.84

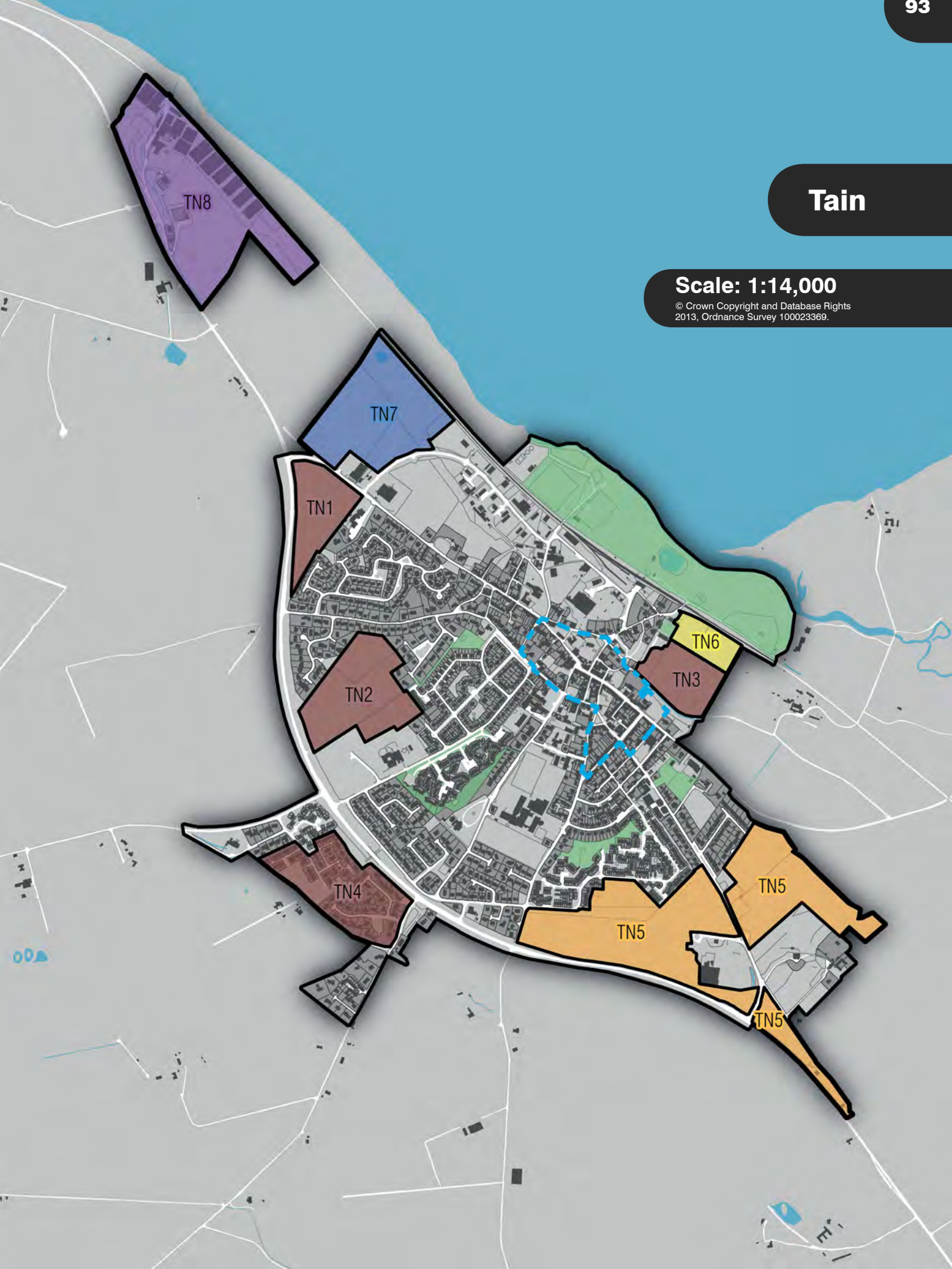
Future development beyond the lifetime of this plan is likely to focus on expansion to the south of the A9 around the existing (and to be completed development) at Rowan Drive with some scope for further development to the south east of the burgh at Knockbreck.

4.85

Whilst sufficient capacity currently exists at Assynt and Newmore Water Treatment Works and Tain Waste Water Treatment Works early engagement is required to take place between developers and Scottish Water, to ensure any additional capacity demands in the future can be delivered in line with development. In addition development should contribute towards the delivery of the priority actions identified in the Council's Tain Active Travel Audit.

Tain

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Housing

Site: TN1 Morangie Road

Area (ha): 4.5 **Housing Capacity:** 66

Requirements: Development in accordance with Planning Permission 07/01267/FULRC, including Landscaping Plan; a new roundabout off Morangie Road; Travel Plan.

Site: TN2 Land to rear of Craighill Primary School

Area (ha): 7.9 **Housing Capacity:** 170

Requirements: Development in accordance with Planning Permission 07/00797/OUTRC/FULRC including access from Craighill Terrace; programme of archaeological work; minimised earthworks; Travel Plan; Flood Risk Assessment including no culverting of watercourses.

Site: TN3 Kirksheaf Road

Area (ha): 4.2 **Housing Capacity:** 43

Requirements: Formation of suitable access and enhancements to local road network; programme of archaeological work; Landscaping Plan; Flood Risk Assessment.

Site: TN4 Rowan Drive

Area (ha): 7.9 **Housing Capacity:** 23

Requirements: Development in accordance with Planning Permissions 08/00105/REMSU and 08/00222/FULRC, including: programme of archaeological work; Landscaping Plan; Flood Risk Assessment.

Mixed Use

Site: TN5 Knockbreck Road

Area (ha): 24.9 **Uses:** 250 Homes, Business, Commercial, Community.

Requirements: Indicative capacity for housing development of site refers to approved masterplan (Permission in Principle 10/02217/PIP). Remainder of site holds potential for additional mixed use development. Development of masterplanned area to be in accordance with the approval including suitable access into, through and across the site; provision of new/extended bus service(s); programme of archaeological work; consideration of reuse of Toll Booth listed building; Tree Protection Plan; Bat Surveys (if trees are removed); avoidance of any adverse effect on the integrity of Dornoch Firth and Loch Fleet SPA/Ramsar through preparation of a Recreation Access Management Plan.

Community

Site: TN6 Cemetery

Area (ha): 2.1 **Uses:** Cemetery Expansion.

Requirements: Development in accordance with Planning Permission 09/00419/FULSU; Flood Risk Assessment.

Business

Site: TN7 Blarliath

Area (ha): 10.3 **Uses:** Business.

Requirements: Early structural planting; suitable access from Shore Road; provision of footpath connection to existing footpath network.

Industry

Site: TN8 Glenmorangie

Area (ha): 18.2 **Uses:** Expansion and/or intensification of uses at distillery.

Requirements: Safeguard for existing use including intensification and expansion beyond current boundary. A developer led masterplan to be produced to identify the opportunities, scale and spatial extent of future expansion. The developer masterplan needs to be agreed by The Highland Council and may be adopted as Supplementary Guidance. Consultation with the local community should inform the preparation of the masterplan. The masterplan will address issues relating to future development, including: access and transport assessment; no net detriment to strategic road network capacity; design statement; archaeological assessment; sensitive siting of development to avoid loss of view over Dornoch Firth from A9 to the adjacent Dornoch Firth National Scenic Area; avoidance of any adverse effect on the integrity of Dornoch Firth and Loch Fleet SPA/Ramsar. This masterplan may be prepared in parallel with the promotion of and planning application relating to the development of the site.

Local Centres

Ardersier

4.86

- Development opportunities to meet housing need and also potential for establishment and growth of business/tourism enterprises.
- Capacity to accommodate over 100 new homes.
- Improvements to transport provision to strengthen linkages to the A96(T).
- Reinforcement and upgrading of water and waste water infrastructure.

4.87

Ardersier is located on the southern coast of the Inner Moray Firth and is situated between the shoreline and a steep raised beach. Much of the available development land within the settlement is impacted by flood risk and/or a high water table. Economic prospects for local employment lie with the proposed establishment of a renewables hub at the former Ardersier fabrication yard (Port of Ardersier). In addition the coastal location offers opportunity to develop facilities for water based activities including caravan and camping, changing and shower facilities. Within the settlement the plan allocates sites for mixed use development, including potential for marine based activities related to tourism.

4.88

The historic village centre is key to Ardersier's character and is designated as a Conservation Area. The Council intend to undertake a Conservation Area Appraisal and draft a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Ardersier Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance.

4.89

There is potential for a number of development sites in Ardersier to have an adverse effect on the Inner Moray Firth SPA/Ramsar alone and/or in-combination. The following sites have been identified as potentially having an effect in-combination; AR1, AR2, AR3, AR4, AR5 and AR6. These sites will be required to ensure avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail. Due to the known presence of reptile species in the settlement, survey will be required to support development proposals.

Housing

Site: AR1 Nairn Road

Area (ha): 1.2 **Housing Capacity:** 31

Requirements: As per planning permission (10/00059/FULIN) including provision of footway; traffic calming measures and provision of a bus stop; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.89).

Site: AR2 South of Nairn Road

Area (ha): 6.2 **Housing Capacity:** 55

Requirements: Provision of footpath / cycleway connections; further traffic calming to wider road network; potential access from both Fettes Road and site AR3; Flood Risk Assessment and Morphological Assessment required; Ardersier burn to be restored to its historical alignment with appropriate space to allow for natural processes; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.89).

Mixed Use

Site: AR3 Station Road

Area (ha): 0.56 **Uses:** 10 homes, business and community.

Requirements: Retention of important trees; investigation of ground conditions may be required; potential for intensification of housing potential dependent of demand for business usage; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.89).

Ardersier

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Site: AR4 Milton of Connage Farm**Area (ha):** 3.95 **Uses:** 20 Homes and business development.**Requirements:** Residential component to be located to Nairn Road side of allocation; improved access and consideration of junction design; footpath/cycleway provision to road frontages and provision for incorporation of coastal trail; Flood Risk Assessment (may affect developable area); Ardersier burn to be restored to its historical alignment with appropriate space to allow for natural processes; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.89).**Site: AR5 South of Cromal Terrace****Area (ha):** 0.32 **Uses:** Single house opportunity and community use.**Requirements:** Single house site to be located immediately adjacent High Street; high standard of house design quality to reflect adjacent Victorian houses and conservation area location; Flood Risk Assessment (may affect developable area); avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.89).**Site: AR6 North of village****Area (ha):** 1.79 **Uses:** 250 Tourism and business.**Requirements:** Built development to be limited to caravan accommodation and changing block; Flood Risk Assessment (may affect developable area); tree survey with identification of retained individual trees and groups; habitat assessment; preferred access to be located to south of site; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see para. 4.89).**Community****Site: AR7 Memorial Hall****Area (ha):** 0.1 **Uses:** Community.**Requirements:** Allocation to support the community aspirations to renovate the Memorial Hall and to safeguard it for community use.**Industry****Site: AR8 Nairn Road Industrial Estate Expansion****Area (ha):** 2.7 **Uses:** Industry.**Requirements:** To meet any longer term expansion of adjacent industrial estate. To be implemented in negotiation with landowner. Consideration of the capacity of the existing vehicular access; planting to boundary to mitigate visual impact.**Auldearn**

4.90

- Development opportunities to meet housing need and consolidate the settlement's role as a local centre.
- Capacity to accommodate around 60 new homes.
- Potential to augment interpretation of the settlement's built heritage – its historical battlefield and village centre conservation interest.



Auldearn

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4.91

Auldearn lies to the east of Nairn, lying on undulating land which frames the setting of the settlement. Development opportunities within the village are largely focussed on a single development to the south of the High Street. The village lies on the site of the 1645 Battle of Auldearn and the village has been developed within the extent of the battlefield. The vast majority of the battlefield site remains open ground. The longer term development of the settlement will need to consider the potential impacts on this historic setting.

Housing

Site: AU1 Montrose Hollow

Area (ha): 5.42 **Housing Capacity:** 39

Requirements: Requirements as per existing permissions including 05/00080/OUTNA.

Site: AU2 Meadowfield

Area (ha): 0.65 **Housing Capacity:** 10

Requirements: Off site access improvements to Moyness Road (C61) and extension of 30mph limit; high quality of architectural design; Flood Risk Assessment (may affect developable area).

Site: AU3 Meadowfield Steadings

Area (ha): 1.1 **Housing Capacity:** 12

Requirements: Conversion of existing traditional steading buildings; any new build component should reflect the traditional form, scale and layout of the steadings; off site access improvements to Moyness Road (C61) and extension of 30mph limit.

Cawdor

4.92

- Most of Cawdor including Cawdor Castle is designated as a Conservation Area.
- Capacity for over 300 new homes.
- Expansion of settlement forms part of the wider growth strategy for the A96 corridor.
- Improvements to transport linkages from settlement to wider network.
- Capacity exists in the primary school to support settlement growth.
- Development in settlement will underpin local services and facilities.
- Large scale development of the village to be guided through a master planned approach.

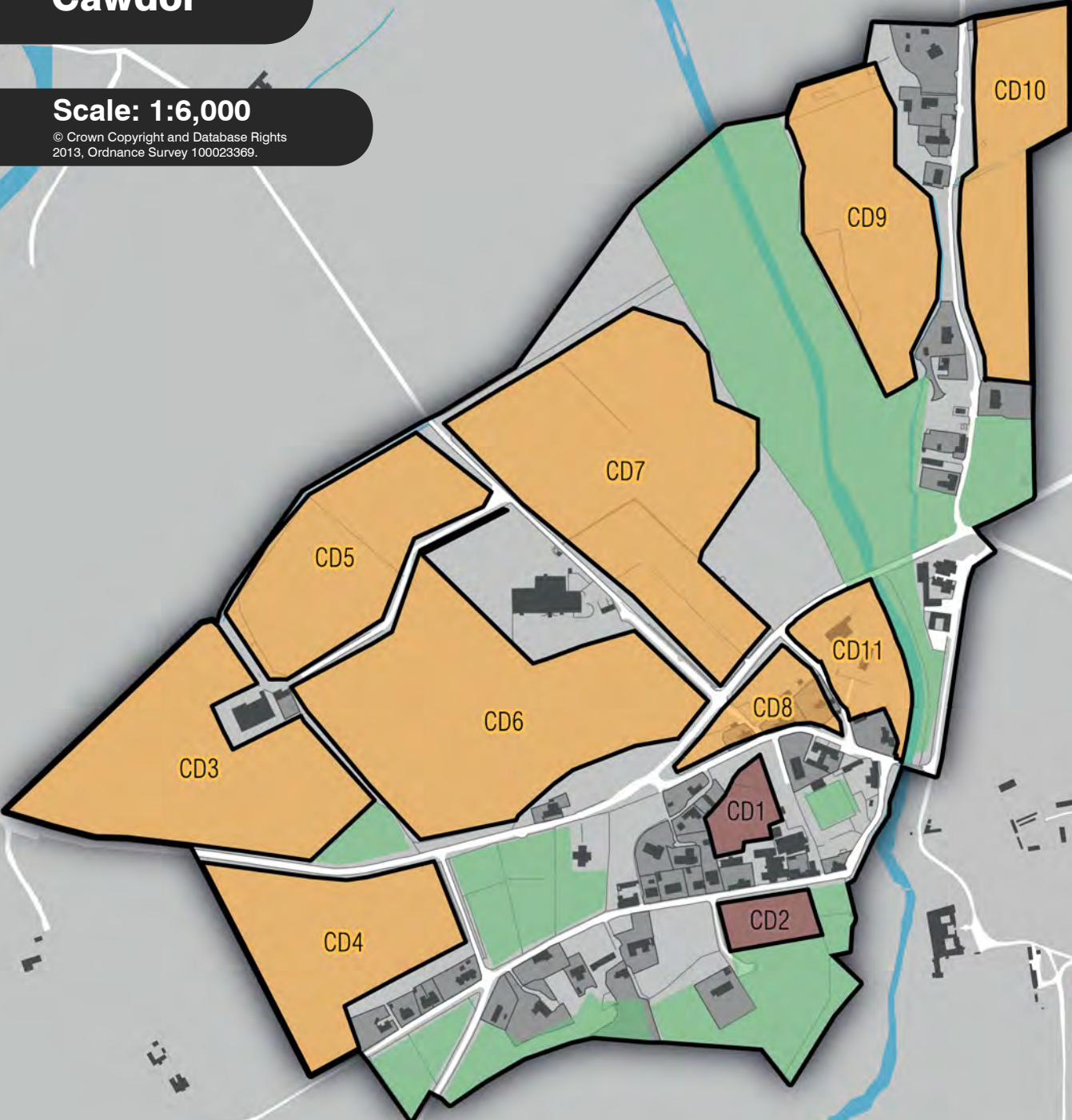
4.93

Cawdor is located approximately 8km south-west of Nairn on the B9090. The village is closely associated with Cawdor Castle and the majority of the 18th century planned estate village lies within a Conservation Area.

Cawdor

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4.94

The historic core of Cawdor is key to its character and is designated as a Conservation Area. The Council intend to undertake a Conservation Area Appraisal and draft a Conservation Area Management Plan. To help implement the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Cawdor Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance.

4.95

The HwLDP identified the role of Cawdor in contributing to the overall development of the Inverness to Nairn growth area. Proposals for major expansion are required to be supported by a masterplan setting out a variety of issues to be addressed, notably phasing, service and infrastructure and setting out a clear design framework for the expansion of the historic village of Cawdor. The development of the masterplan should seek to engage with the community and all relevant agencies to consider the delivery and impact on the settlement. Development on this scale will also have to consider the impact on the wider area and any potential contributions in this respect.

4.96

Potential exists within the village core for the development of infill sites; development of these sites will need particular attention paid to design and layout in order to integrate development into the historic environment.

4.97

The provision of upgrades to water supply and wastewater treatment will need to be delivered to support the medium to long term development of the settlement and early engagement by developers with Scottish Water is encouraged.

4.98

There is potential for a number of development sites in Cawdor to have an adverse effect on the integrity of Cawdor Wood SAC alone or in combination. The following sites CD3, CD4, CD5, CD6, CD7, CD8, CD9 and CD10 may have a likely significant effect alone or in combination and therefore to avoid any adverse effect on site integrity, a recreation access management plan should be prepared to bring together components relating to open space, paths provision and the wider green network.

Housing

Site: **CD1 Old School Playground**

Area (ha): 0.44 **Housing Capacity:** 10

Requirements: High architectural design quality commensurate with conservation area location; access and road network improvements. The existing Cawdor Playground to be retained within the site.

Site: **CD2 Opposite Old School**

Area (ha): 0.44 **Housing Capacity:** 10

Requirements: High architectural design quality to reduce impact on conservation area; access and road network improvements.

Mixed Use

Site: CD3-10 Cawdor expansion

Area (ha): 28.1 **Uses:** Residential, Retail, Business, Community.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: consultation with the local community; phasing (see below); the balance and mix of uses; provision of new employment opportunities; transport assessment including improvements to the B9090, necessary mitigation of impacts on local and trunk road networks, delivery of internal footpath/cycle network and connections to wider path and green network; provision of appropriate SUDS and drainage impact assessment; improvements to water and wastewater infrastructure; consideration of potential heritage impacts; Flood Risk Assessment (may affect developable area); design compatible with historic character and appearance of the village as a whole; avoidance of any adverse effect on the integrity of Cawdor Wood SAC alone or in combination (see para. 4.96). Development of the site should be phased over the period 2011 to 2031 with development progressing at a prescribed rate of no more than 85 homes delivered in the period 2011-16; 70 homes in 2016-21; 65 homes delivered in each 5 year period 2021-26 and 2026-31.

Site: CD11 Old Smithy

Area (ha): 1.1 **Uses:** Business and/or Residential.

Requirements: Woodland retention and setback; potential contamination assessment; Flood Risk Assessment (may affect developable area).

Croy

4.99

- Capacity for around 180 new homes.
- Expansion of settlement forms part of the wider growth strategy for the A96 corridor.
- Improvements to transport linkages from settlement to wider network.
- Development in settlement will underpin local services and facilities.

4.100

Croy is located to the south of the A96 and has an historic allocation to allow the wider expansion of the settlement. It is identified for growth as part of the A96 growth strategy; allocations in the settlement are primarily focussed on housing development. Local employment opportunities will continue to be limited and strong connections to employment centres will be important; especially the nearby proposed new settlement at Tornagrain and also the Inverness Airport Business Park. Proposals for a rail halt at Dalcross will provide better connectivity with Inverness and Nairn.

4.101

The proximity of Croy and any other development proposals within the catchment of Loch Flemington Special Protection Area and the potential effect on the water quality of the loch is addressed by Policy 5 of this Plan.

4.102

The provision of upgrades to water supply and wastewater treatment may need to be delivered to support the medium to long term development of the settlement and early engagement by developers with Scottish Water is encouraged.



Croy

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Housing

Site: CR1 East of B9006

Area (ha): 2.5 **Housing Capacity:** 35

Requirements: Setback of development from B9006 and inclusion of green space/village green; planting; provision of appropriate SUDS to achieve net betterment to locally poor surface water drainage, in particular addressing the proximity to the Croy Burn and the Croy section of the Kildrummie Kames esker system; improvements to site road access.

Mixed Use

Site: CR2 West of primary school

Area (ha): 15.0 **Uses:** 150 homes, retail and community.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: phasing (see below); improvements to linkages to the A96 and Mid-Coul roundabout and the B9006; transport assessment and necessary mitigation of impacts on local and trunk road networks; provision of appropriate SUDS; provision of footpath/cycleway connection to wider village network. Development of the site should be phased over the period 2011 to 2031 with development progressing at a prescribed rate of no more than 50 homes delivered in each 5 year period from 2011 to 2021, and 25 homes delivered in each 5 year period from 2021 to 2031.

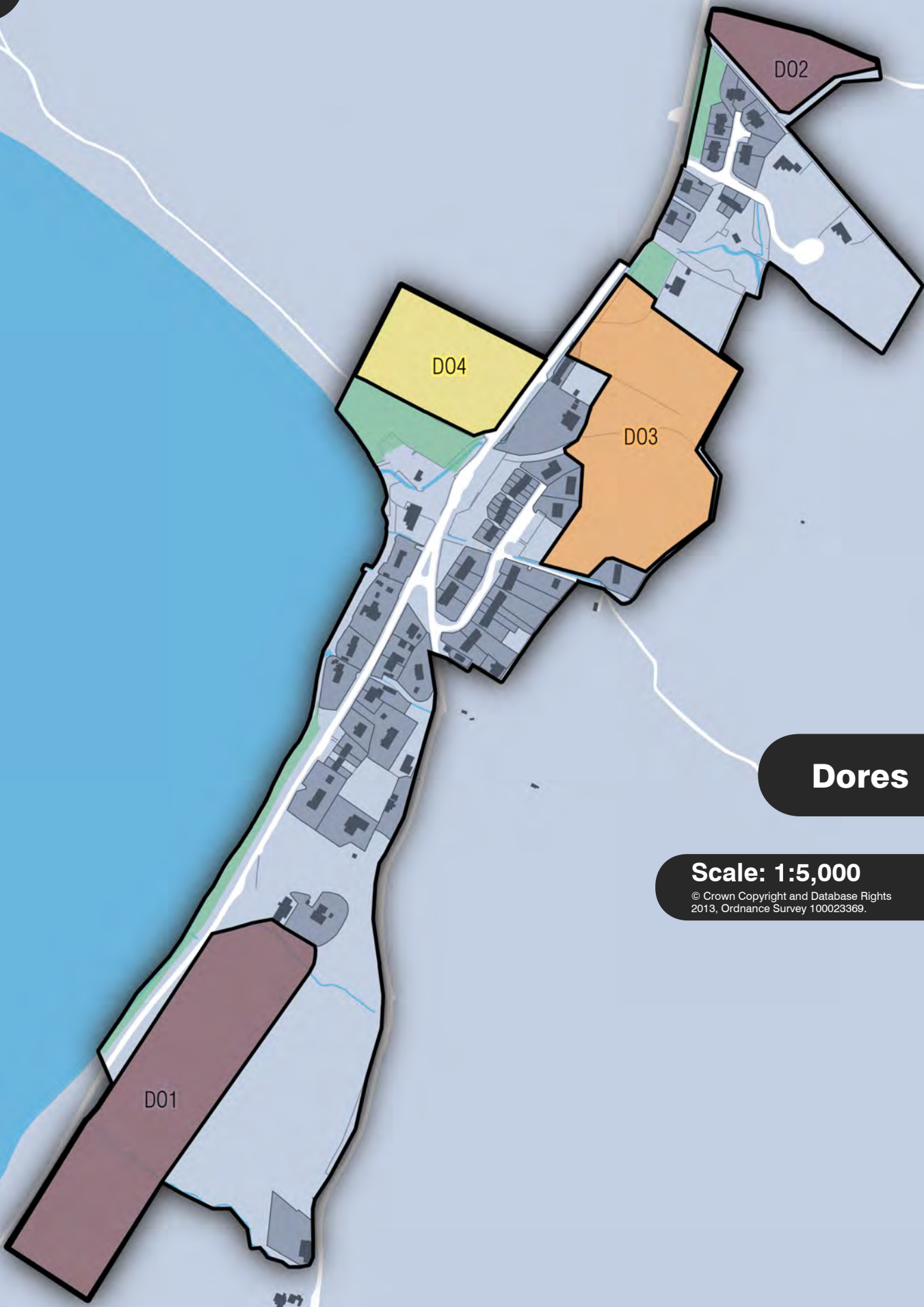
Dores

4.103

- Land for around 50 new homes and potential delivery of local employment opportunities.
- Protection of the village setting particularly the iconic Loch Ness vista.
- Safeguarding land for improved sports pitch provision.
- A flexible multi use approach to the village's only central development site.
- Opportunities for housing development north and south of the village.

4.104

Dores' expansion options are limited by physical constraints – steeper, wooded land to the east and Loch Ness to the west – and by the concentrated pattern of land ownership. Accordingly, site selection is focused north and south of the village and on the remaining central, undeveloped site. There is a lack of adequate sporting facilities for the local community and as a result land has been safeguarded for a sports pitch north of Dores Inn. The central site has ownership constraints but is suited for a mix of community, business and housing uses. Other infill opportunities are limited by the need to retain locally important greenspace. Placemaking should include developer requirements for new / retained woodland to protect and augment the setting of the village. Developers will be required to undertake a reptile survey where appropriate.



Dores

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Housing

Site: DO1 Land South of Dores Hall

Area (ha): 3.7 **Housing Capacity:** 26

Requirements: Development set-back and sufficient wind stable tree screen to B852; new road connection to hall car park and use of existing hall access as pedestrian connection; pre-determination species survey and if necessary protection plan; compensatory tree planting; public sewer connection; high standard of architectural design quality; Flood Risk Assessment (may affect developable area).

Site: DO2 Land north of Mill Croft

Area (ha): 0.8 **Housing Capacity:** 8

Requirements: High quality of architectural design and layout respecting site's prominence and slope; planting on northern boundary.

Mixed Use

Site: DO3 Land south of Parish Church

Area (ha): 3.1 **Uses:** 16 homes, Business, Community, Tourism.

Requirements: Land safeguard for cemetery extension; high quality of architectural design and layout respecting site's prominence and slope.

Community

Site: DO4 North of Playing Field

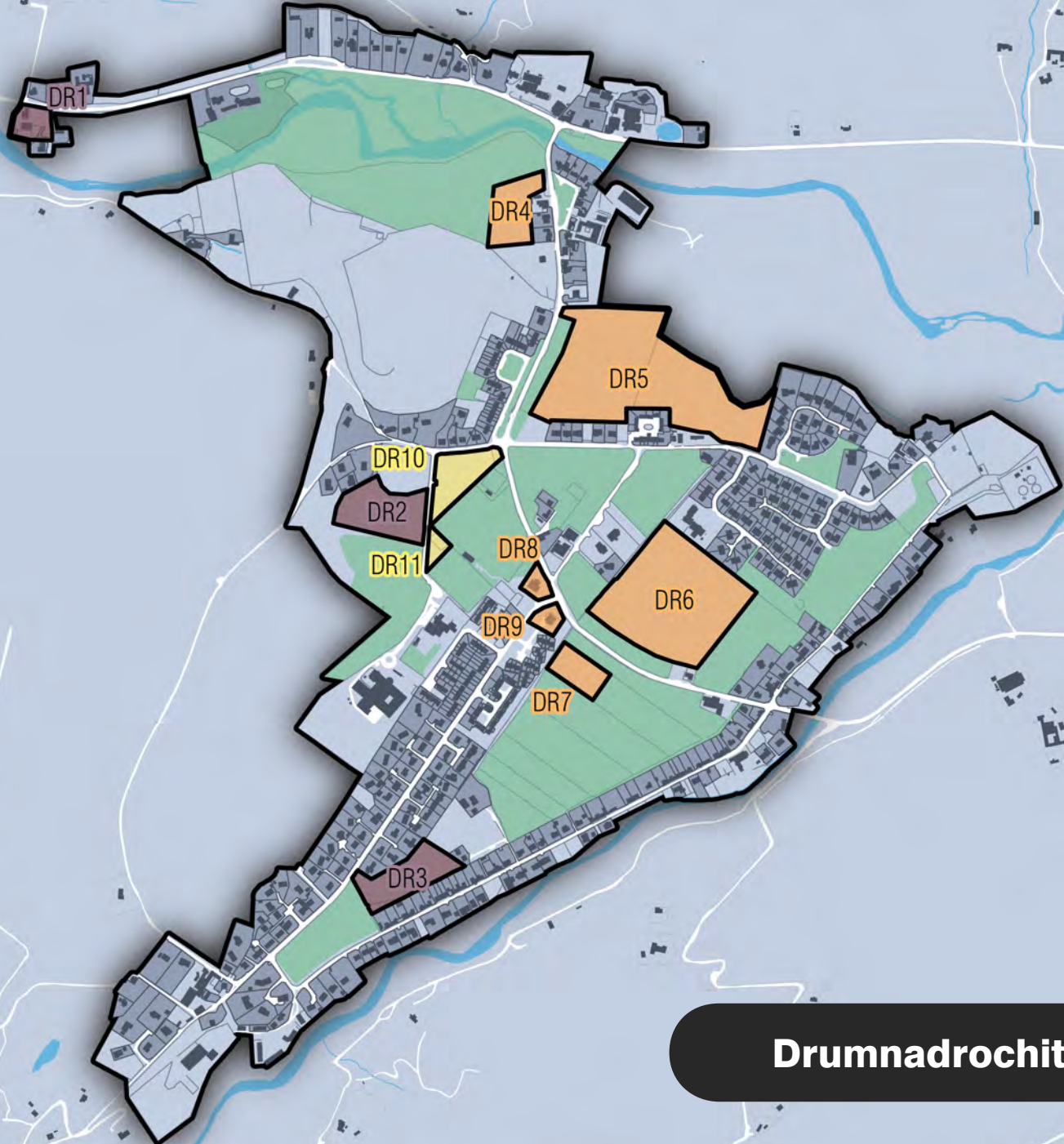
Area (ha): 1.5 **Uses:** Sports Pitch.

Requirements: Any built development limited to non permanent changing facilities; Flood Risk Assessment.

Drumnadrochit

4.105

- Land for around 140 new homes and over 2.5ha employment land has been identified.
- Creation of a larger, mixed use village centre to act as a commercial and community hub for the Glenurquhart communities.
- This village centre to accommodate relocated and expanded health, retail and business premises plus housing close to these facilities.
- Developer requirements to mitigate the impact of the A82 by means of development landscaped set back, segregated foot/cycleway, extension of stone dyke frontage features and possible traffic calming and roundabout junction arrangement.
- Protection of the integrity of the community through gradual phasing requirements for the principal development sites.



Drumnadrochit

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4.106

Drumnadrochit has more facilities than would be expected for a village of its population and closeness to the Highland capital. This is due to its wider glen catchment, its picturesque setting along the Great Glen and A82 and the enthusiasm of its community leaders. The Plan seeks to retain and expand upon these facilities hand in hand with an increase in the local resident population. The open fields that separate Drumnadrochit's settlements are important to its character. This separation should be maintained where possible and safeguarded by green corridors accessible to wildlife and the wider community. Other constraints include woodland that should be protected and the flood risk areas associated with the Coiltie and Enrick rivers.

4.107

Application of these principles has led us to allocate development land at the heart of the community, where longer road improvements are not required and where more people can walk or cycle to facilities. Developer requirements are required to ensure the village is not "swamped" by a surge in building and to ensure the character of the village is maintained and even enhanced by the quality of the new buildings, their layout and their good connectivity.

4.108

Developers will be required to undertake a reptile survey where appropriate and assess/mitigate for any potential export of non native species to the Urquhart Bay Woods SAC.

Housing

Site: DR1 Easter Milton

Area (ha): 0.4 **Housing Capacity:** 4

Requirements: Pedestrian connection improvements including land safeguarded through the site for access to the river to allow for pedestrian bridge opportunity; Flood Risk Assessment which should also address any potential erosion issues.

Site: DR2 North of Cnocan Burra Burial Ground

Area (ha): 1.3 **Housing Capacity:** 5

Requirements: Setback from school access road; safeguarding of pedestrian access and improved footpath to the Mausoleum; minimisation of any woodland loss.

Site: DR3 Land at West Lewiston

Area (ha): 1.1 **Housing Capacity:** 2

Requirements: Maximum capacity of 2 houses; provision of visually continuous and permanent green corridor through the site and adjoining land.

Mixed Use

Site: DR4 Land west of Post Office

Area (ha): 0.9 **Uses:** Tourism, Business, Retail, Community.

Requirements: Any development wholly dependent on completion of the adjoining Enrick flood defence scheme and Flood Risk Assessment; high quality of architectural design respecting the site's prominent tourist route location; trunk road junction improvement.

Site: DR5 Drum Farm

Area (ha): 5.7 **Uses:** 55 homes, Business, Retail, Community.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as **Supplementary Guidance**. This should address: phasing of a maximum of 10 housing units per annum; any application must include a non-housing element which must be provided within an initial phase of development; high quality of architectural design respecting the site's prominent tourist route location; landscaped set back from A82 including stone dyke feature and remote footpath / cycle way; publicly accessible green corridor retention to retain and frame public vistas and to maintain a degree of visual separation between settlements; connection to wider village path network; Flood Risk Assessment (may affect developable area).

Site: DR6 Land south west of Coiltie Crescent

Area (ha): 4.2 **Uses:** 75 homes, Business, Community, Retail.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: phasing of a maximum of 10 housing units per annum; initial phase of development must include a non housing element; high quality of architectural design respecting the site's prominent tourist route location; landscaped set back from A82 including stone dyke feature and remote foot / cycle way; publicly accessible green corridor retention to retain and frame public vistas and to maintain a degree of visual separation between settlements; path links to Benleva through the wood and to wider village network; speed limit reduction and signage relocation; A82 junction to be compatible with access to site DR7 opposite.

Site: DR7 Land south of Medical Practice

Area (ha): 0.6 **Uses:** Community, Business.

Requirements: Safeguarded for development of an expanded health centre and pharmacy only; high quality of architectural design respecting the site's prominent tourist route location; landscaped set back from A82 including stone dyke feature and remote foot / cycle way; speed limit reduction and signage relocation; A82 junction to be compatible with access to site DR6 opposite.

Site: DR8 Retail Units on A82/Balmacaa Road

Area (ha): 0.2 **Uses:** Retail, Business, Community.

Requirements: Redevelopment of current building; high quality of architectural design respecting the site's prominent tourist route location; rationalisation of current access and parking arrangements.

Site: DR9 Medical Practice

Area (ha): 0.2 **Uses:** Retail, Business, Community, Housing.

Requirements: Redevelopment of current building; high quality of architectural design respecting the site's prominent tourist route location; rationalisation of current access and parking arrangements; woodland retention.

Community

Site: DR10 North of Shinty Pitch

Area (ha): 0.8 **Uses:** Community.

Requirements: Safeguarded for the above use(s) only.

Site: DR11 West of Shinty Pitch

Area (ha): 0.2 **Uses:** Sports and recreational facilities.

Requirements: Safeguarded for the above use(s) only.

Fort Augustus

4.109

- Land for almost 100 new homes and potential for over 1ha of employment land.
- Tourism led regeneration based on the village's centrality and accessibility within the Loch Ness corridor – allocation of land for a variety of tourist facilities and accommodation. Together with Scottish Canals, development of canal based tourism and opportunities for canal side tourist facilities.
- Retention of residential expansion area at Market Hill given paucity of other infill opportunities.

4.110

Fort Augustus is well placed to capture trade passing along its trunk road, canal and long distance trail corridors. It also supports higher order facilities such as a high school because of its distance from any urban area. The same transport and tourism corridors create severance within the village, junction constraints and marked seasonal variations in demand and therefore employment. The Plan responds by allocating land for continued tourism led growth but also to prompt provision of facilities that would benefit local residents. Developers will be required to undertake a reptile survey where appropriate.

4.111

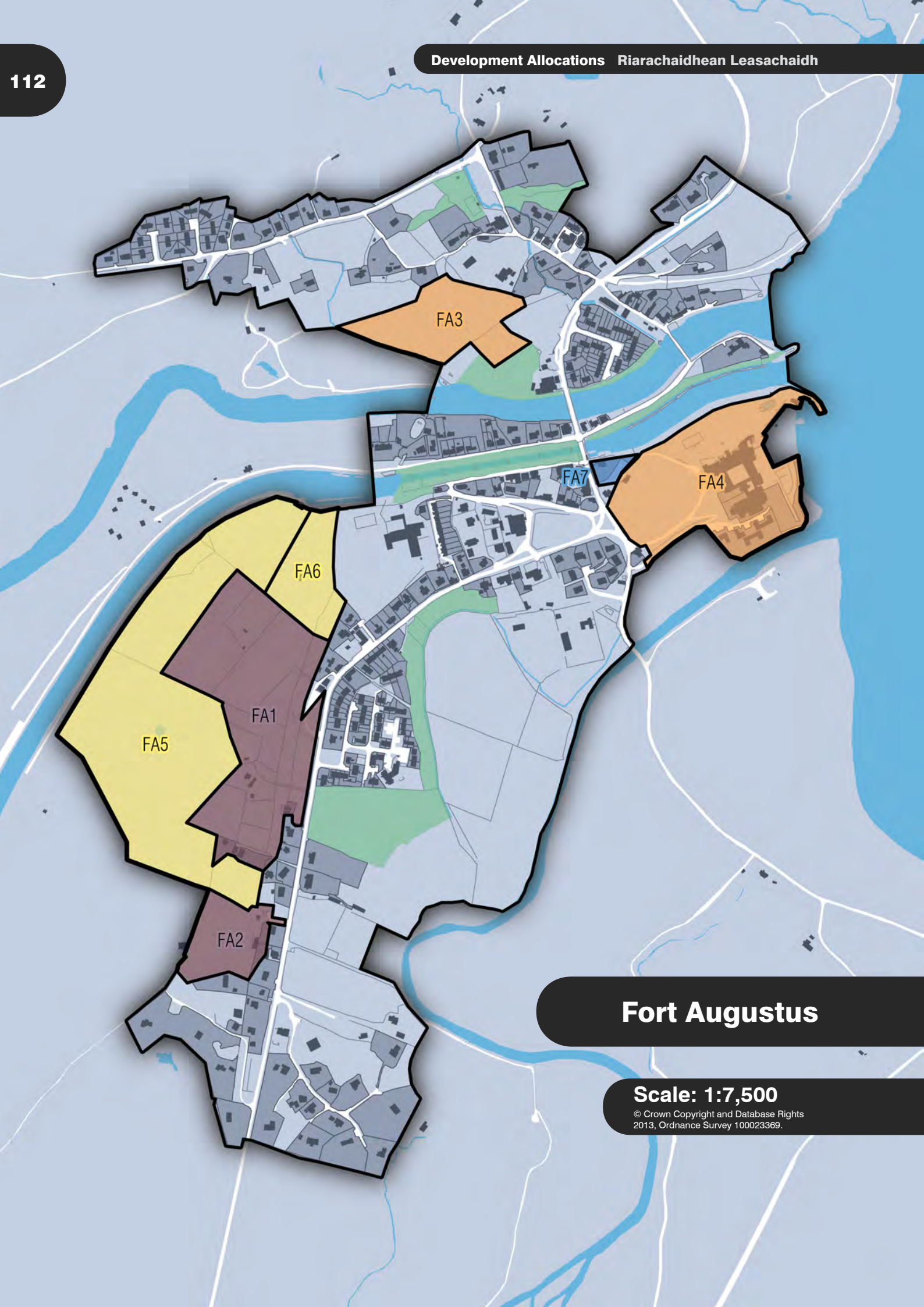
The historic core of Fort Augustus is key to its character and is designated as a Conservation Area. The Council intend to undertake a Conservation Area Appraisal and draft a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Fort Augustus Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance.

Housing

Site: FA1 Markethill

Area (ha): 7.8 **Housing Capacity:** 58

Requirements: As per development brief to be amended to reconsider the capacity of the site, and reflect difficulties with topography, access and sewerage infrastructure.



Fort August

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Site: FA2 Fort Augustus Caravan Park**Area (ha):** 1.7 **Housing Capacity:** 18**Requirements:** Development in accordance with planning permissions 09/00072/OUTIN including: retained public access between golf course and the A82 (T); archaeological survey; access visibility improvements; footway and public sewer connections.**Mixed Use****Site: FA3 South of Church Road****Area (ha):** 2.8 **Uses:** Community, Tourism, Business, 8 homes, Retail.**Requirements:** Access through village car park which should be reconfigured and expanded as part of any proposal; Flood Risk Assessment (may affect developable area); minimisation of tree loss.**Site: FA4 St Benedict's Abbey****Area (ha):** 6.1 **Uses:** Tourism, Business, Retail.**Requirements:** Woodland impact assessment and appropriate set back; assessment of impact on fabric and setting of the Category A Listed Abbey; public open space safeguard including cricket pitch; bat survey; Flood Risk (may affect developable area).**Community****Site: FA5 Fort Augustus Golf Course****Area (ha):** 11.5 **Uses:** Golf Course Extension.**Requirements:** Mitigation for any adverse impact upon setting of Caledonian Canal Scheduled Monument; consideration of use of canal for surface water drainage opportunities.**Site: FA6 West of Academy School****Area (ha):** 1.7 **Uses:** Education and related community facilities.**Requirements:** Mitigation for any adverse impact upon setting of Caledonian Canal Scheduled Monument; consideration of use of canal for surface water drainage opportunities.**Business****Site: FA7 South East of Swing Bridge****Area (ha):** 0.2 **Uses:** Canal related tourism uses.**Requirements:** Mitigation for any adverse impact upon setting of Caledonian Canal Scheduled Monument; consideration of use of canal for surface water drainage opportunities; high quality of architectural design commensurate with tourist route location; Flood Risk Assessment.



Inchmore

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Inchmore

4.112

- Housing expansion to allow consolidation of the settlement.
- Development of additional services.

4.113

Inchmore is small settlement that lies approximately 7 miles west of Inverness. The settlement straddles the A862, overlooking the Beaully Firth. Whilst the village has lost of number of services to the nearby settlement of Kirkhill, Inchmore continues to have a limited number of facilities including a hotel/restaurant and art gallery.

4.114

There are a number of constraints to growth of the settlement, in particular its limited road capacity, high voltage power lines and flood risk areas. Consolidation of the settlement on the south side of the A862 presents the best option for growth of the settlement. To complement this scale of growth a mix of uses including housing, business and retail are supported in within the large area allocated for development. The former Inchmore Hall is safeguarded for business use.

4.115

To support the expansion of Inchmore new or improved junctions from the A862 will be required along with upgrades to the path network. There is also a requirement for a new community sports facility to serve the wider area and there may be a need to extend Kirkhill Primary School to accommodate increasing pupil numbers. Early engagement is required to take place between developers and Scottish Water, to ensure any additional capacity demands at Glenconvinth Water Treatment Works in the future can be delivered in line with development.

Housing

Site: IC1 West of Former Primary School

Area (ha): 1 **Housing Capacity:** 8

Requirements: Access from the boundary with the former primary school; archaeological assessment and landscape plan; (must include grouped planting of trees on boundaries of house plots); Flood Risk Assessment.

Mixed Use

Site: IC2 East of Inchmore Gallery

Area (ha): 3.2 **Uses:** 16 Homes, retail and business.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: housing only on lower part of site, higher parts for open space; retention of mature trees; set back from high voltage power lines and pylons; footway on south side of A862; small scale retail and/or business use on frontage of A862.

Business

Site: IC3 Former Inchmore Hall

Area (ha): 0.1 **Uses:** Business.

Requirements: Safeguard building/site for business use.

Kiltarlity

4.116

- Land for around 110 homes.
- Maintain open farmland and mature woodland setting.
- Focus on consolidation of settlement to the north and south.

4.117

Kiltarlity is a small village located approximately 12 miles west of Inverness. The combination of open farmland and adjoining pockets of mature woodland create an open, attractive setting. It has a number of services and facilities including a village shop, primary school and village hall.

4.118

The overriding pattern of the village is a compact layout and tight building form interspersed by several important green spaces. Expansion should therefore consolidate the established shape of the village. Housing growth is directed to the north of the village at the former sawmill site which is currently under construction and to the south where a mix of housing and community uses are supported. Business use is directed to the Old Mill. The shinty pitch on the eastern fringe of the village is an important resource and is safeguarded for this use.

4.119

To support the expansion of Kiltarlity the village spine and side roads may require widening. Improved footpath provision is also required in particular to link to the primary school and village hall. There is also a requirement for a new community sports facility to serve the wider area and Tomnacross Primary School may need to be extended to accommodate increasing pupil numbers in the latter part of the plan period. Early engagement is required to take place between Developers and Scottish Water, to ensure any additional capacity demands at Glenconvinth Water Treatment Works and Kiltarlity Waste Water Treatment Works in the future can be delivered in line with development.

Housing

Site: KT1 Former Balgate Sawmill

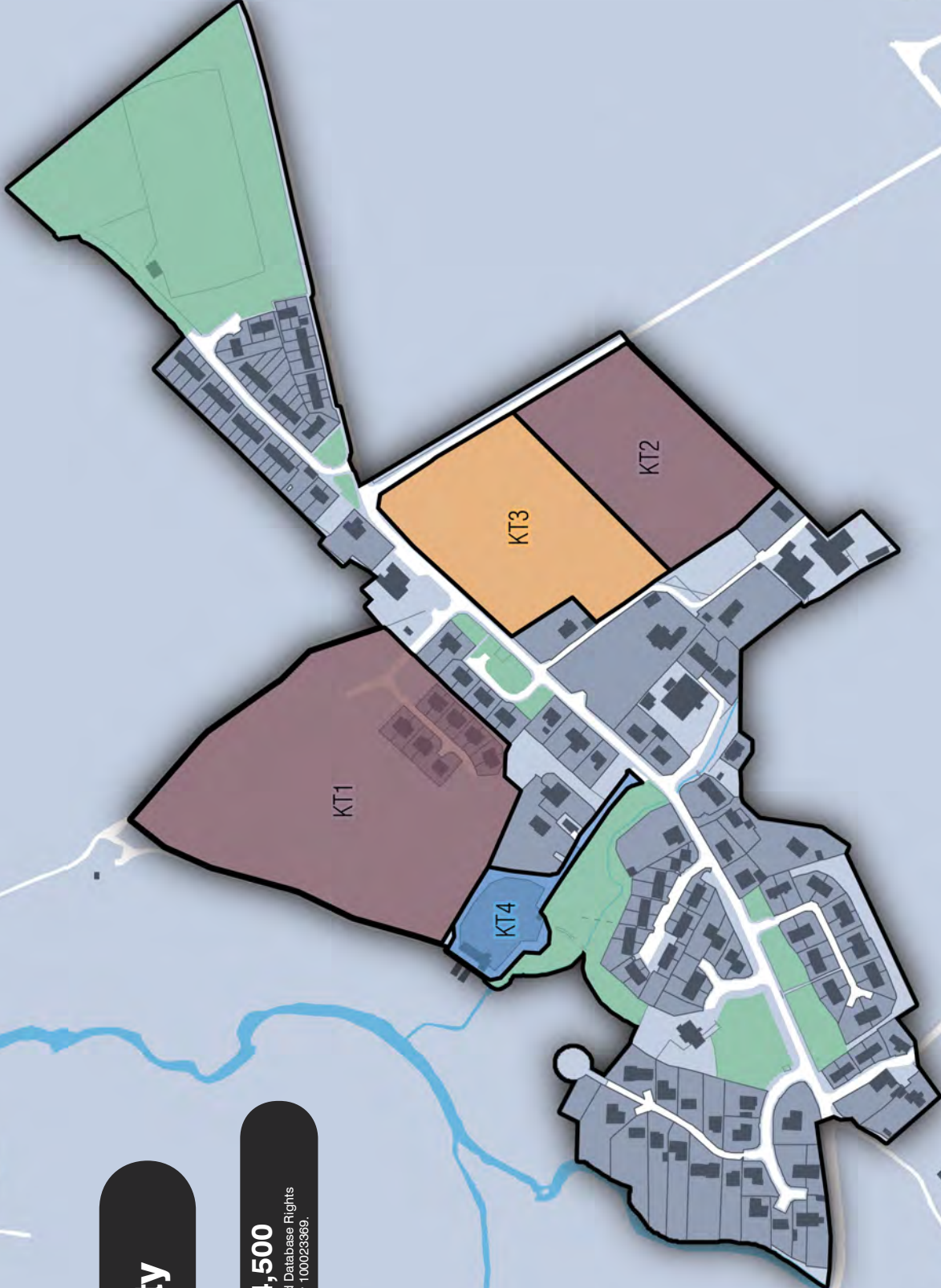
Area (ha): 4 **Housing Capacity:** 70

Requirements: As per extant planning permissions notably 10/01053/FUL including: landscape planting including peripheral and boundary planting; archaeological assessment; pedestrian crossing at Allarburn Drive.

Site: KT2 Glebe Farm South

Area (ha): 1.6 **Housing Capacity:** 29

Requirements: Connection to adjoining northern site; landscape plan including screen planting to south; footpath to key destinations including primary school, village centre and community hall.



Kiltarlity

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Mixed Use

Site: KT3 Glebe Farm North

Area (ha): 1.9 **Uses:** 14 Homes and Community.

Requirements: As per existing and partially implemented planning permission 09/0007/FULIN, including: junction improvement, erection of stone wall on northern boundary of the site; uniform fence along southern boundary; landscape plan; archaeological assessment; open space in northern part of the site.

Business

Site: KT4 Old Mill

Area (ha): 0.5 **Uses:** Business.

Requirements: Upgrade junction surface and improve visibility.

Kirkhill

4.120

- Land for around 190 homes.
- Maintain attractive woodland and agricultural setting.
- Direct housing growth to northern and eastern parts of the settlement.

4.121

Kirkhill is an important dormitory settlement to Inverness that supports a number of facilities. Its fine heritage of historic buildings, parkland together with mixed farming and woodland creates an attractive setting. The village has a number of facilities including a primary school and community centre.

4.122

The country lane nature of many internal roads limits the availability of development sites. Housing expansion is directed to the north and east where access improvements are feasible. Redevelopment of MacMillian's yard in the east of the village is also supported, its location is suitable for small scale retail and business development and housing, in particular the provision of a new village shop. Achnagairn House, a popular events venue, is close to the village. Spin off developments from this venue, for example visitor accommodation, could be provided in Kirkhill.

4.123

To support the expansion of Kirkhill the road network will require improvements. Improved footpath provision is also required in particular to link to the primary school and village hall. The village would benefit from increased provision of community sports facilities and a new community sports facility and there may be a requirement for an extension to Kirkhill Primary School to accommodate increasing pupil numbers. Species surveys, including reptiles may be required to support development proposals. Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered at Glenconvinth Water Treatment Works and Kirkhill Waste Water Treatment Works.



Kirkhill

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Housing

Site: KH1 Achnagairn

Area (ha): 3.1 **Housing Capacity:** 25

Requirements: Tree survey; set back from trees and a landscape buffer adjacent to Gardner's Cottage.

Site: KH2 East of Birch Brae Drive

Area (ha): 3.3 **Housing Capacity:** 40

Requirements: Access taken from Birch Brae Drive; set back from overhead pylons; tree and associated species survey.

Site: KH3 Groam Farm West

Area (ha): 3 **Housing Capacity:** 25

Requirements: Development in accordance with planning permission 09/00819/FULIN.

Mixed Use

Site: KH4 MacMillan's Yard

Area (ha): 0.8 **Uses:** 11 Homes, Retail, Community and Business.

Requirements: Provision of small scale retail and/or business use; site junction improvement.

Site: KH5 Groam Farm East

Area (ha): 5.6 **Uses:** 90 Homes, Business and Community.

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as **Supplementary Guidance**. This should address: integration of built form, circulation, green space and landscaping; Transport Assessment including provision of loop road connecting to Newton Park, active travel routes to the primary school, community facilities and village centre.

Tomatin

4.124

- Land for over 200 new homes and supported by potential for growth in employment.
- Dualling of A9 is likely to increase commuter housing demand and has the village in a prime location to take further advantage of passing trade.
- New development will help to sustain local facilities, prompt investment in the waste water network and divert housing pressure from the surrounding countryside.

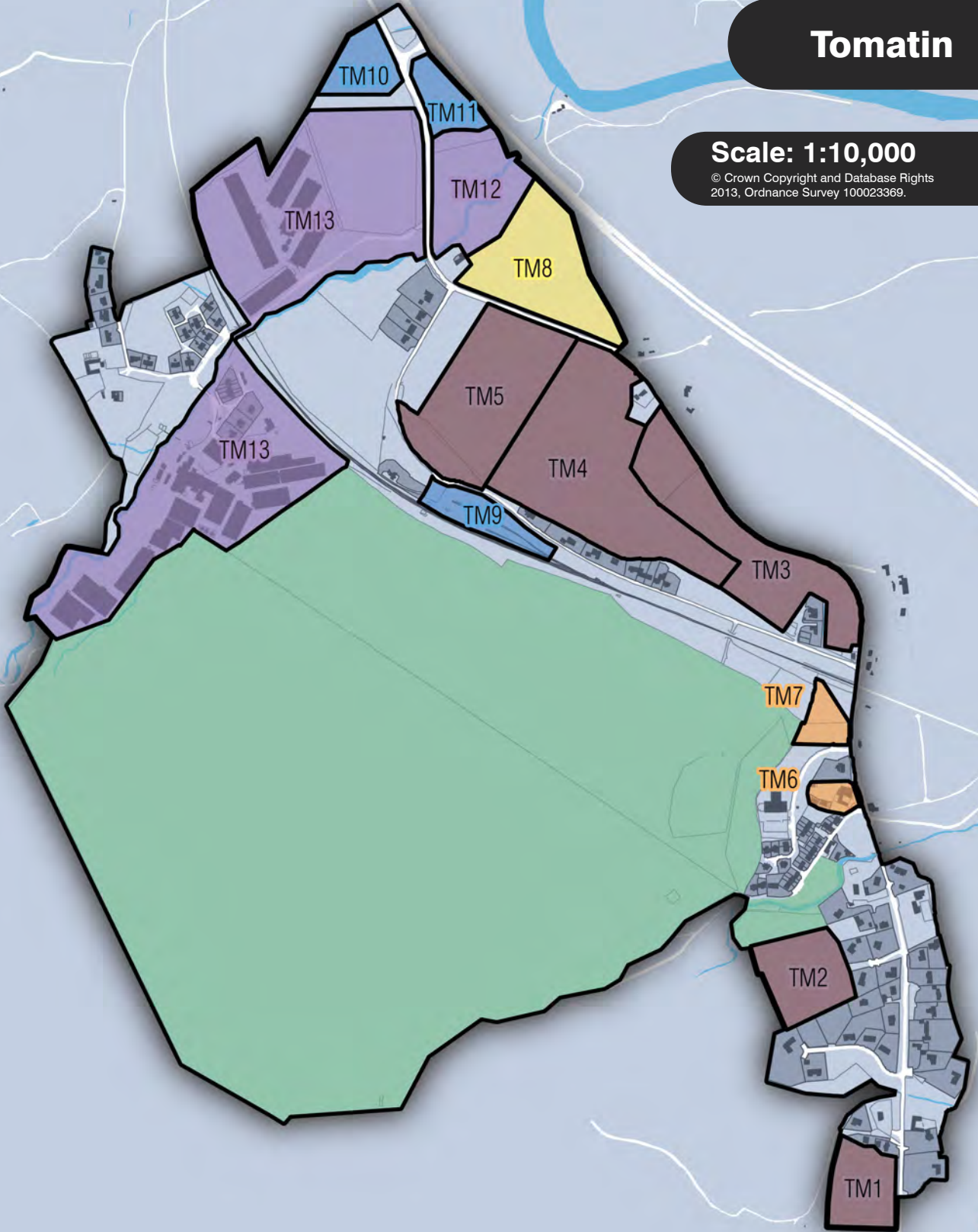
4.125

Tomatin's elongated settlement pattern is a product of river, rail and A9 severance coupled with steeper land to the west. The Plan seeks to increase cohesion by "filling the gaps" between existing developments. Similarly, developer requirements centre on improving active travel connectivity within the settlement and other infrastructure improvements. Wooded land to the west of the village is important to its setting and for recreation and therefore is safeguarded. Land for new jobs is allocated close to the A9 junction where it has the competitive advantage of trunk road visibility and quick connection. Longer term, a rail halt could attract business, tourists and reduce A9 and Inverness congestion. Developers will be required to undertake reptile, red squirrel and bat surveys where appropriate.

Tomatin

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Housing

Site: TM1 West of War Memorial

Area (ha): 1.6 **Housing Capacity:** 10

Requirements: Public sewer connection; footpath connections; design and layout that safeguards and enhances village gateway location.

Site: TM2 Land at Hazelbank

Area (ha): 2 **Housing Capacity:** 4

Requirements: Development in accordance with planning permission 07/00355/OUTIN, including allowance for future public sewer connection; footpath and adopted road connections.

Site: TM3 Land north west of Old Post Office

Area (ha): 4.7 **Housing Capacity:** 47

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: public sewer connection; relationship to other sites north of railway line including phasing; improved active travel and public transport connections including those to village centre.

Site: TM4 Land north of Station Cottages

Area (ha): 7.6 **Housing Capacity:** 76

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: public sewer connection; relationship to other sites north of railway line including phasing; improved active travel and public transport connections including those to village centre; retention of woodland framework and mitigation in terms of compensatory native planting and better woodland management; protected species survey; improved recreational access to woodland.

Site: TM5 East of Distillery

Area (ha): 5.1 **Housing Capacity:** 51

Requirements: Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: public sewer connection; relationship to other sites north of railway line including phasing; improved active travel and public transport connections including those to village centre; retention of woodland framework and mitigation in terms of compensatory native planting and better woodland management; protected species survey; improved recreational access to woodland; availability of TM8 for the provision of a community sports pitch and related facilities.

Mixed Use

Site: TM6 Former Inn site

Area (ha): 0.4 **Uses:** 8 Homes, Retail, Business, Community.

Requirements: Development in accordance with 11/02645/MSC planning permission including: dwellings cannot be occupied until completion of Inn and village store; validation report on contaminated land; relocation of bus stop; pedestrian access through the site.

Site: TM7 Land west of Church of Scotland**Area (ha):** 0.7 **Uses:** 7 Homes, Business, Community.**Requirements:** Accommodation suitable for the elderly; drainage and pluvial Flood Risk Assessment.**Community****Site: TM8 Land north west of Porters Lodge****Area (ha):** 3.8 **Uses:** Sports pitches and associated facilities.**Requirements:** Flood Risk Assessment; public sewer connection; connections to footpath network.**Business****Site: TM9 Land at former railway station****Area (ha):** 1.2 **Uses:** Rail halt.**Requirements:** Upgrading of road to adoptive standards; land safeguard to leave open the future possibility of rail halt. An appropriate transport appraisal in accordance with STAG is required. Transport Scotland has no commitment towards funding the delivery of a station at this location.**Site: TM10 Land west of former Little Chef****Area (ha):** 1.2 **Uses:** Business.**Requirements:** High quality architectural design commensurate with village gateway and tourist route location; employment use that gains a competitive advantage from trunk road visibility; retention of woodland framework and compensatory native planting; public sewer connection.**Site: TM11 Former Little Chef site****Area (ha):** 1 **Uses:** Business.**Requirements:** Development in accordance with planning permission 12/02590/FUL including: access from local road network; safety barrier alongside the A9(T); land contamination validation report; high quality architectural design commensurate with village gateway and tourist route location; employment use that gains a competitive advantage from trunk road visibility; public sewer connection.**Industry****Site: TM12 Land south of former Little Chef****Area (ha):** 2.9 **Uses:** Waste Water Treatment Facility.**Requirements:** Safeguarded for new waste water treatment facilities only; minimisation of above ground structures; Flood Risk Assessment (may affect developable area).**Site: TM13 Tomatin Distillery****Area (ha):** 19.9 **Uses:** Expansion and/or intensification of uses at distillery.**Requirements:** Only for expansion / reconfiguration of distillery or related operations; Flood Risk Assessment (may affect developable area).

Avoch

4.126

- Land is identified which could accommodate over 120 new homes and provide new employment opportunities.
- Fishing remains important, and there is opportunity to intensify development at the harbour.
- Additional housing is required to sustain local services and facilities.
- Avoch benefits from many areas of valued open space, particularly in the village centre, and these are afforded protection.
- All development must be in keeping with the scale and character of the Conservation Area.

4.127

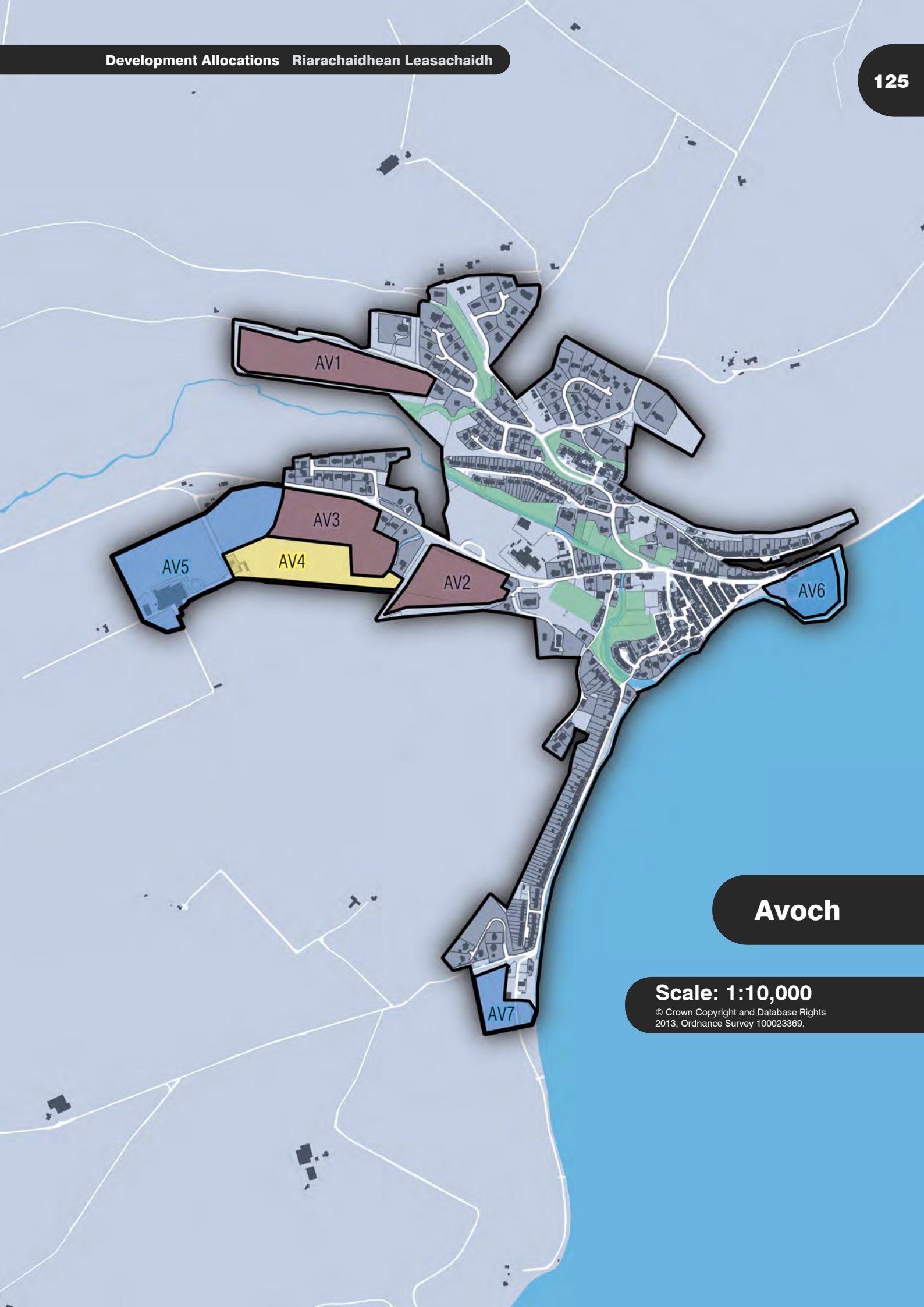
Avoch is an attractive coastal village overlooking the Moray Firth with a beautiful landscape setting. It also benefits from a high quality built environment much of which is within a designated conservation area. The opportunities for growth are affected by the rising ground to the north and south which primarily directs growth inland along the valley floor. To the north of Avoch opportunities are limited due to prominence in the landscape, limitations of the local road network, and by presence of amenity woodland. Growth planned to the south west along the valley floor is key to the settlement strategy but means some loss of prime farmland. A key area of this growth (AV3, AV4, and AV5) is at Murialehouse farm and this sensitive and prominent gateway site requires high quality siting, layout and design, along with suitable tree planting and landscaping to ensure development does not impinge on the character of Avoch. However the phasing of housing development should focus on Memorial Field to consolidate the form of Avoch, before housing development at Muiralehouse Farm is allowed.

4.128

The historic core of Avoch is key to its character and is designated as a Conservation Area. The Council intend to undertake a Conservation Area Appraisal and draft a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Avoch Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance.

4.129

Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works and because to accommodate such levels of development, upgrading of the supplying trunk main and service reservoir will be essential.



Avoch

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Housing

Site: AV1 Rosehaugh East Drive

Area (ha): 3.4 **Housing Capacity:** 30

Requirements: Development in accordance with 08/00809/FULRC minded to grant Committee decision including: approved Design Brief; new gate in the fence along 'School Brae' to provide access to the existing play park; installation of a combined 'give-and-take' traffic calming and crossing measure on 'School Brae'; plan of public access across the application site; connection with the core path; Tree Protection Plan.

Site: AV2 Memorial Field

Area (ha): 2.4 **Housing Capacity:** 30

Requirements: Development in accordance with 09/00090/FULRC minded to grant Committee decision including: approved design brief; provision of a pedestrian crossing of the A832 and footpath linking into the existing footpath within the bus layby; tree planting on the southern part of the site.

Site: AV3 West of the old Manse

Area (ha): 3.2 **Housing Capacity:** 63

Requirements: Developer to prepare masterplan/development brief in combination with AV4 and AV5 to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: layout, siting and design (with provision of visualisations from key viewpoints); landscaping and structural planting framework (including expansion of beech hedge feature along road side); community/open space provision; infrastructure and phasing (including significant extension to water and waste water network); Landscape Assessment; Transport Assessment (which may show a requirement for a right hand turning lane); Design Statement.

Community

Site: AV4 Muiralehouse Farm

Area (ha): 2.8 **Uses:** Community.

Requirements: As per AV3.

Business

Site: AV5 Muiralehouse Farm

Area (ha): 3.7 **Uses:** Business.

Requirements: As per AV3.

Site: AV6 Harbour

Area (ha): n/a **Uses:** Marine related uses.

Requirements: Possible compensatory parking if existing provision affected; if the development involves access to the water then compliance with the Scottish Marine Wildlife Watching Code and the **Dolphin Space Programme** and avoidance of any cumulative impact of boat traffic on the Moray Firth SAC as assessed according to 'Dolphins and Development'.

Site: AV7 South of Ormonde Terrace**Area (ha):** 0.8 **Uses:** Business.**Requirements:** Provision of access from existing industrial estate; landscaping and planting; traffic calming.

Conon Bridge

4.130

- Potential for over 450 new homes by 2031 supported by employment growth.
- Development will support the new primary school and community facilities.
- Utilise land which is in close proximity to the village centre for a mix of community, employment and higher density housing.

4.131

In recent times Conon Bridge has benefited from significant investment in the form of a new school and rail halt which has helped make Conon bridge an even more attractive place to live. Traffic management in the village has created a safe environment to walk and cycle and the completion of the Inverness to Dingwall cycle path has created more sustainable links to and from the village.

4.132

Flood risk has been a constraining factor for development, however the completion of flood defences on the River Conon offers protection to much of the settlement. With that said flood risk assessments will still be required to demonstrate the likelihood and extent of flooding in the area.

4.133

The A9(T) road, Inverness to Dingwall Railway and the River Conon form barriers and direct growth to the South East of the settlement where further expansion of the settlement is relatively free from constraint.

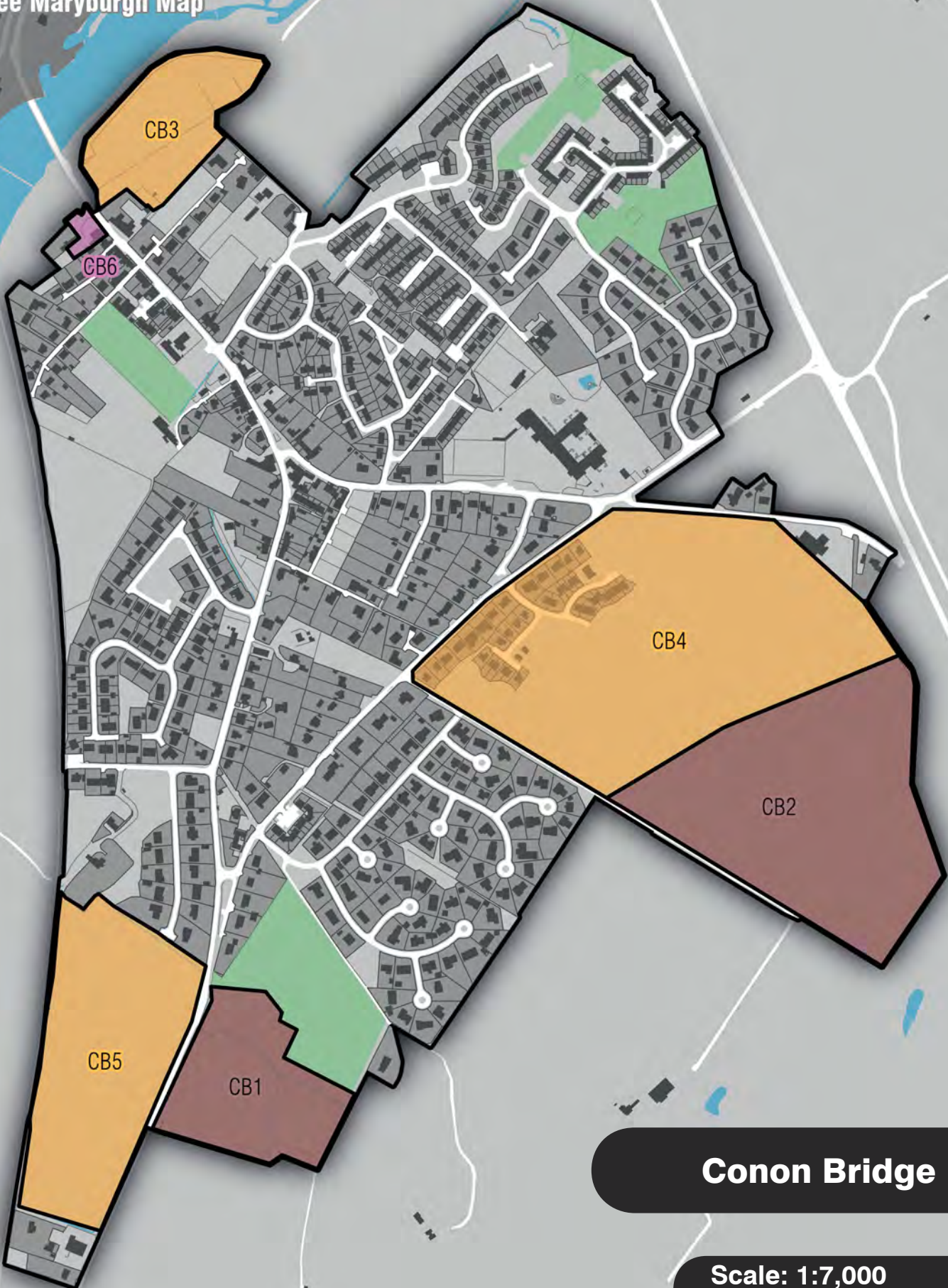
4.134

The Braes of Conon development is underway and represents a significant expansion opportunity for the village, with planning permission for 179 houses and 5 new retail units. Closer to the village centre there are significant redevelopment opportunities at the former fish processing plant site which has laid vacant for a number of years.

4.135

Across the village, all new residential development in the catchment of Ben Wyvis Primary School will be required to make a contribution to the provision of community facilities and any future required expansions of Ben Wyvis Primary School, all developments must contribute to upgrade of the A835/ Corntown junction. Whilst capacity exists currently at Assynt Water Treatment Works, the cumulative impact of all proposed development within the overall plan on shared treatment assets makes it necessary for early engagement to take place between developers and Scottish Water, to ensure any additional capacity demands at Assynt Water Treatment Works and Conon Bridge Water Treatment Works in the future can be delivered in line with development. A great crested newt survey is required for all development sites containing a water body.

See Maryburgh Map



Conon Bridge

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4.136

There is potential for a number of developments in Conon Bridge and Maryburgh to have an adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar alone or in combination as a result of recreation disturbance and/or change in water quality. The following sites in Conon Bridge have been identified as potentially having a likely significant effect in combination: CB1, CB2, CB3, CB4, CB5, CB6. These sites will be required to ensure avoidance of any adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan which brings together components relating to open space, paths provision and the wider green network, and possible off-site management initiatives. In addition, to ensure no adverse effect on the integrity of Conon Islands SAC alone or in combination, these sites should include a comprehensive sustainable urban drainage system to deal with surface water run-off.

Housing

Site: CB1 Schoolhouse Belt

Area (ha): 3.6 **Housing Capacity:** 28

Requirements: Development in accordance with 08/00140/FULRC planning permission including: Safer Routes to School Plan; extension of 40mph speed limit to the southern boundary of the site; provision of a new roadside footpath from the development to the existing roadside footpath network; play area; tree belts around the site within one year of the commencement of development; provision of a remote footpath connecting to existing footpath networks to the north and south of the site; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.

Site: CB2 Braes of Conon

Area (ha): 9.2 **Housing Capacity:** 115

Requirements: Landscaping Plan to include planting to the eastern and southern boundary to form a boundary to the development; access through site CB5; development should not commence until 80% of the Braes of Conon (Site CB5) is completed; comprehensive sustainable urban drainage system; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination; Flood Risk Assessment; Traffic Assessment of the impact on the B9163/A835 trunk road junction.

Mixed Use

Site: CB3 Former Fish Processing Site

Area (ha): 2.8 **Uses:** 70 homes, Business and Retail.

Requirements: The Council will prepare a masterplan/development brief and adopt this as Supplementary Guidance. This should address: contamination risk; path links to the village centre and Ben Wyvis Primary School; surface water run-off; a minimum 6m buffer strip planted with native species between River Conon and development site; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.

Intensification of one or more of the uses on the site(s) acceptable if the developments viability depends on this. Flood Risk Assessment which may affect the developable area of the site.

Site: CB4 Braes of Conon**Area (ha):** 15.0 **Uses:** 179 homes and 5 retail units.

Requirements: Development in accordance with 08/00994/FULRC planning permission including: provision of a roundabout at School Road prior to commencement of Phase 3 of the development; formation of a stone wall/beechn hedge boundary at School Road; maximum of 20 houses per year (unless less than 20 houses were completed the year before, if this is the case the balance may be carried forward to the following year); retention of trees adjacent to Teanahurn Croft Road and Conon Brae Farm accesses; development in accordance with agreed Flood Risk Assessment; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.

Site: CB5 Riverford**Area (ha):** 6.4 **Uses:** 45 Homes and 1.3ha Business.

Requirements: Footpath connection to Conon Bridge Rail Halt; access to be taken from the A862; provision of a landscaped buffer between the end of Brahan View and any new development; landscaped buffer between existing Riverford Garage and any new development; provision of a landscaped buffer along the A862; Safer Routes to School Plan; extension of 40mph speed limit to the southern boundary of the site; a comprehensive sustainable urban drainage system; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.

Retail**Site: CB6 Drouthy Duck****Area (ha):** 0.2 **Uses:** Retail.

Requirements: Safeguard for existing use; any redevelopment of the site for the same or similar uses would need to be no more vulnerable to flood risk than the existing use proven by Flood Risk Assessment which may affect the developable area of the site.

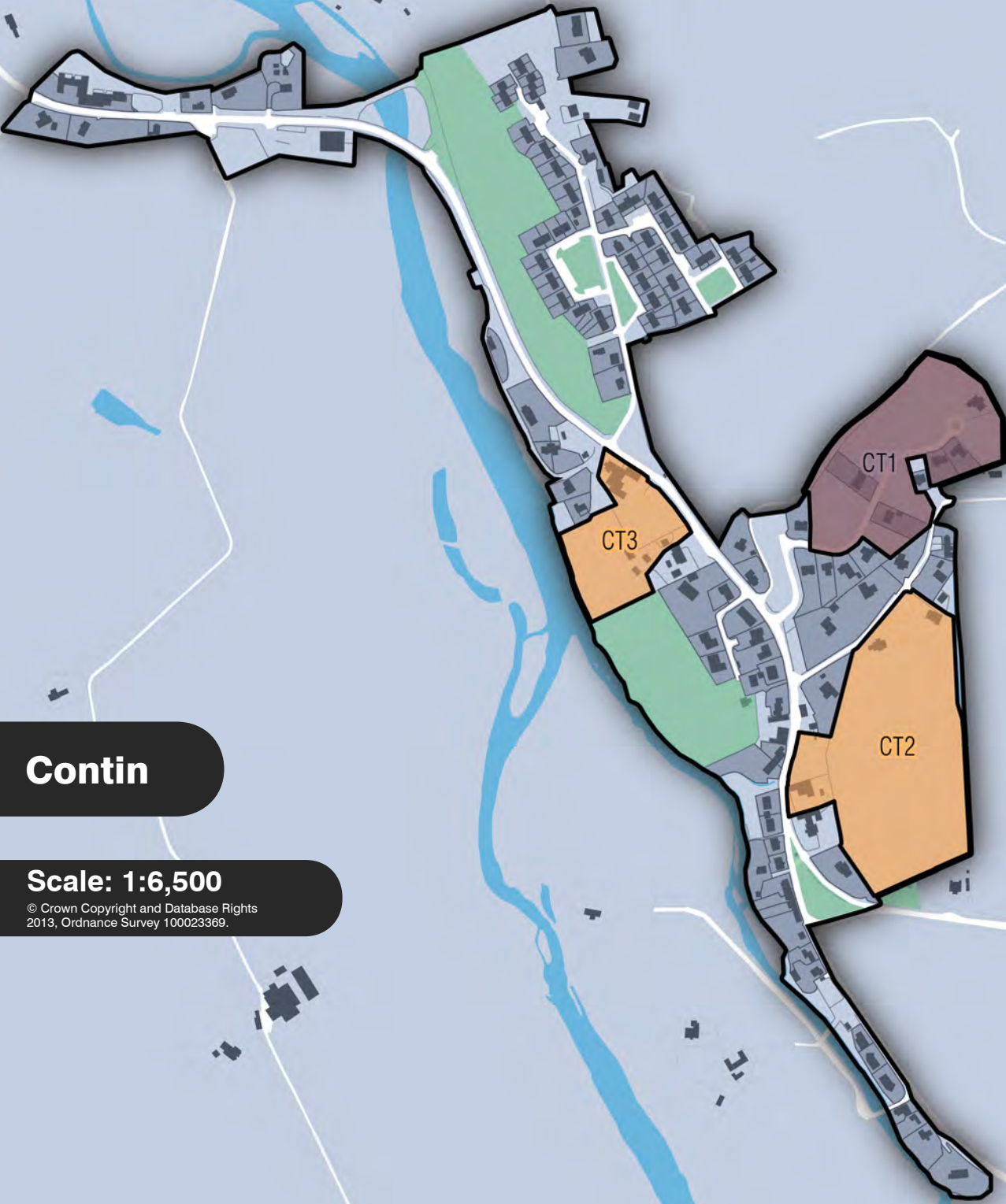
Contin

4.137

- Potential for development of over 80 homes by 2031.
- Opportunity to strengthen Contin's role as gateway settlement to the north west Highlands.
- Improve provision of services and facilities for residents and visitors.

4.138

Contin is a gateway settlement to the North West Highlands consequent its location straddling the A835 trunk road. Lying outwith the Ross-shire Growth Corridor, constrained by the presence of ancient woodland, floods plains of the Black Water and with few services and facilities, only modest growth of the settlement is supported.



Contin

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4.139

A prime site for a tourism and/or retail development is allocated adjacent to Contin filling station provided it allows for the creation of an access road from the A835 onto land further east that is allocated for housing. Mixed uses, including a new community facility, business/tourism use and housing, are supported in the centre of the village at the former primary school and caravan park. The Black Water river margins provide a high quality natural habitat and there are opportunities in the wider area for further development of tourism and outdoor recreation, in particular mountain biking, angling and walking.

4.140

Species surveys, including reptiles and great crested newts for any sites containing a water body, will be required to support development proposals. Early engagement is required between developers and Scottish Water during the later part of the plan period to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works and Conon Bridge Waste Water Treatment Works through investment.

Housing

Site: CT1 Woodland Park

Area (ha): 2.7 **Housing Capacity:** 18

Requirements: Suitable set back from mature woodland; design of a high quality that complements completed plots.

Mixed Use

Site: CT2 Contin Mains

Area (ha): 4.2 **Uses:** 53 Homes, Business/Tourism and Retail.

Requirements: Developer to prepare masterplan /development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: provision of business/tourism or retail use on frontage to A835 adjacent to the filling station; housing provided to rear of site, access must be taken from A835 and shared with frontage development access; conversion/redevelopment of Contin Mains Steading; consideration of any impact on the nearby Preas Mairi, chambered cairn Scheduled Monument; setback from mature trees and provision of active travel links to existing paths.

Site: CT3 Central Contin

Area (ha): 1.4 **Uses:** 12 Homes, Business/Tourism, Retail and Community.

Requirements: New central 'core' of the village including new community hall, mainstream and affordable housing, civic square/open space, retail/small scale businesses and/or tourism development. Flood Risk Assessment.

Cromarty

4.141

- Land is identified which could accommodate over 30 new homes.
- Some employment land might be available on the Sandilands site depending on a viability assessment of these uses and on an assessment of demand for business, retail, community or office use.
- All development must be in keeping with the scale and character of the Conservation Area.
- Scottish Water completed a new waste water treatment works and public sewerage improvements in 2004 which has helped to overcome drainage problems.
- School expansion/refurbishment programmed in the future.

4.142

Cromarty has a beautiful setting positioned on a small peninsula, adjacent and opposite the twin sutor headlands which stand guard over the entrance to the Cromarty Firth. The town's built environment itself is also extremely attractive with significant heritage assets which led to it being identified as one of the first conservation areas in Scotland back in 1974. The town's future opportunities for development are influenced by these factors and by the steep raised beach and prime agricultural land to the south. The Sandilands CM1 site represents the only significant development opportunity within the existing extent of the town and therefore ensuring efficient use of this land is of great significance. In the longer term land west of the Manse represents the most suitable direction for growth given the heritage constraints of the Paye area, and Cromarty House Designed Landscape. Some advance tree planting either to soften the edge of Cromarty or structural planting to create a new edge would strengthen the case for land west of the Manse to be included in a future Local Development Plan review.

4.143

The cumulative impact of all proposed development within the overall plan on shared treatment asset such as Assynt WTW makes it necessary for early engagement to take place between Developers and Scottish Water, to ensure any additional capacity demands in the asset can be delivered in line with development.

Mixed Use

Site: CM1 Sandilands

Area (ha): 1.3 **Uses:** 33 homes and suitable for Business, Retail, Office and Community Uses (built uses).

Requirements: Development in accordance with Sandilands Cromarty Development/ Design Brief. Except the requirement for provision of a health centre Developer to prepare Development Framework Plan to be agreed with the Council who may adopt this as **Supplementary Guidance**. This Developer Framework Plan should address: respect for townscape character, scale, the tight-knit grid of street layout, materials and features of the historic core of Cromarty; sketch elevations and visualisations; phasing and basic infrastructure requirements; account for safeguarding of footpaths; setback of buildings from existing open space at Chapel Brae and planting; new paths linking development with visitor attractions in Church Street; co-ordination with the restoration of The Townlands



Cromarty

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Barn and the Victoria Hall; mixed uses. It is a mixed use site where the desire is for a mix of uses. There can however be intensification of housing use if the developments viability depends on this/and depending on establishing the need for public parking, and the demand for business, community (built uses), office, or retail uses. However intensification of housing use appropriate if the development's viability depends on this/and depending on establishing the need for public parking, and the demand for business, community (built uses), office, or retail uses. Archaeological and Landscape Assessments; Design Statement.

Community

Site: CM2 Townlands Park

Area (ha): 0.3 **Uses:** Allotments.

Requirements: Safeguarded for the above use(s) only.

Culbokie

4.144

- Land is identified which could accommodate over 130 new homes and provide opportunities for commercial and community developments.
- New development will help to sustain existing local facilities and encourage additional provision.
- There is a need to maintain attractive landscape setting of the village, particularly open sloping land on the west that provides for attractive panoramic views over the Cromarty Firth.

4.145

Culbokie is situated high up on the Black isle with spectacular views across the Cromarty Firth towards Ben Wyvis. It is an attractive place to live, further benefitting from a good range of basic facilities, and from its location being almost equidistant from the major employment centres of Inverness and the Black Isle.

4.146

Culbokie has developed into a commuter settlement, and has been the focus of significant housing expansion in the recent past, alongside the building of a new primary school. Culbokie's future development will assist in consolidating the form of the village, and help define village edge on its northern and southern approaches by securing structural tree planting for both, and a gateway feature on its southern approach. Future opportunities beyond this plan are limited to the west by the need to protect important public views to the Cromarty Firth. Therefore beyond the consolidation identified in this plan the future direction for growth is likely to be focussed to the east.

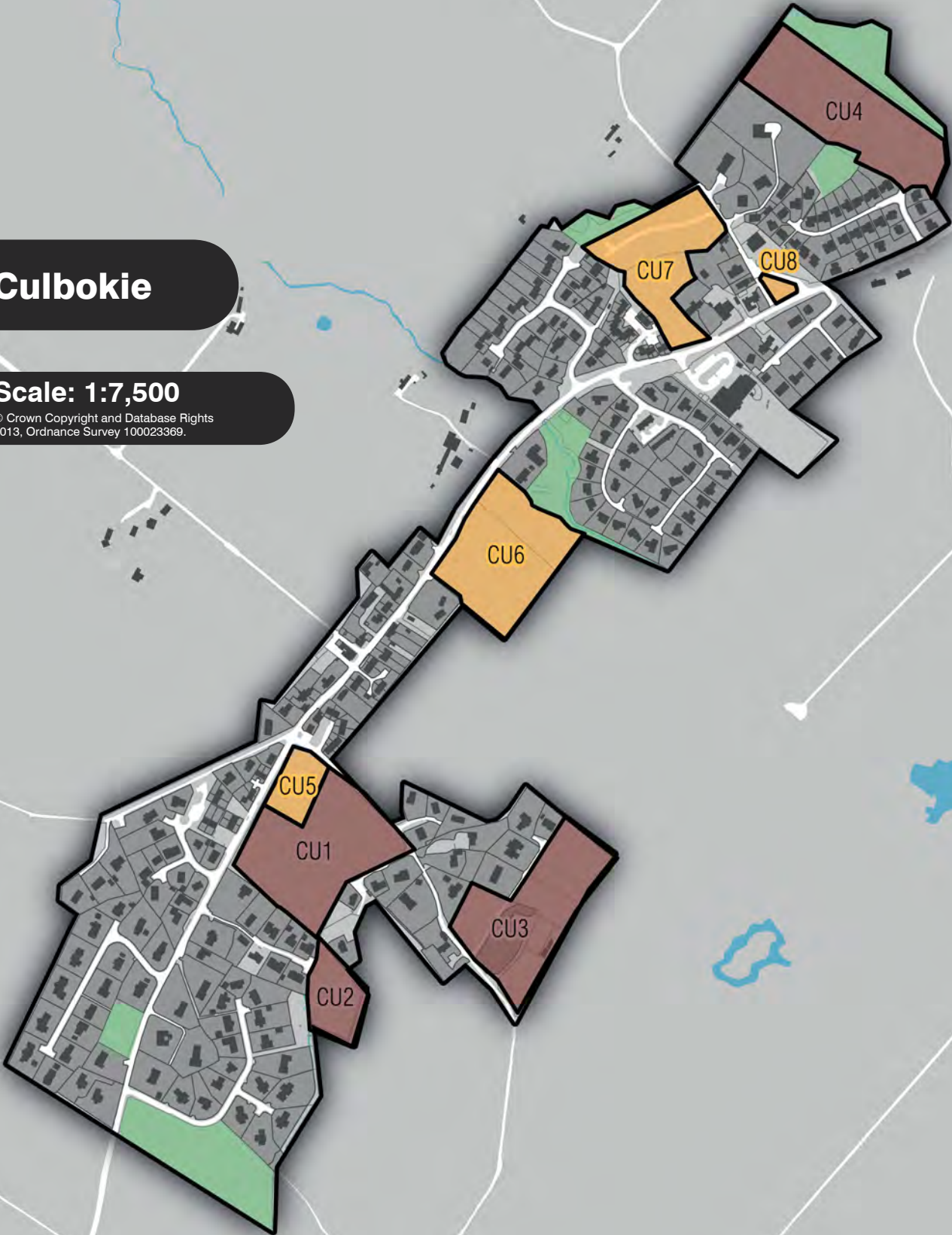
4.147

The community aspires to improve and broaden the provision of services and facilities within the village. Whilst this plan allows for this to happen on several different sites within the village, within the CU5 site provision of a village square with amenity greenspace could provide a focal point in the centre of the village and enhance the sense of place.

Culbokie

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4.148

Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works. With the level of development anticipated here there will also be a requirement to upsize the water supply mains and complete the link mains, and although waste water treatment capacity is generally available consideration will be required for growth funding/ CAR revision/contractual revision to accommodate these proposals. Developers will therefore need to enter into early discussion with Scottish Water on these matters. There is also a need to deliver enhancements to path linkages between developments, to village services, and also to the forest network.

Housing

Site: CU1 South of Village Store

Area (ha): 2.5 **Housing Capacity:** 30

Requirements: Junction improvement with B9169, widening Glascairn Road along frontage and provision of footpaths; joint access with CU5; not exceeding 30 houses; reserved matters planning application to come forward alongside proposals for CU5; phasing - development should not exceed 10 houses per year unless less than 10 houses were completed the year before, (if this is the case the balance may be carried forward to the following year).

Site: CU2 Land at The Cairns

Area (ha): 0.7 **Housing Capacity:** 4

Requirements: Woodland setback and scheduled monument setting protection.

Site: CU3 North of Carn Mor Dun

Area (ha): 2.3 **Housing Capacity:** 4

Requirements: New road access; setback from forest.

Site: CU4 North of Solus Or

Area (ha): 2.5 **Housing Capacity:** 50

Requirements: Issues to be addressed include: developer of southern part of this site must construct access road to adoption standards up to north west boundary of their ownership; significant advance tree planting beyond north and eastern boundaries of the allocation and within the south eastern corner shown within the SDA; development not exceeding 10 houses per year (unless less than 10 houses were completed the year before, if this is the case the balance may be carried forward to the following year); and provision of Design Statement.

Mixed Use

Site: CU5 South of Village Store

Area (ha): 0.5 **Uses:** Community and Retail, Business and Office.

Requirements: Development in accordance with 10/03426/FUL planning permission including: requirements as for CU1 and for this site to be designed as an integral part of the CU1 site.

Site: CU6 South of Tir Aulinn

Area (ha): 2.3 **Uses:** 15 homes and suitable for Community and Business, Retail, and Office.

Requirements: Allowance for potential future access to the east for longer term development; sensitive siting and design, set back from the high spot and forming a village square with central shared greenspace; Flood Risk Assessment; Design Statement.

Site: CU7 North of Schoolcroft

Area (ha): 1.7 **Uses:** 22 Homes and suitable for Business, Retail, Office and Community uses.

Requirements: Development in accordance with planning permission 07/00812/FULRC including: compliance with Design Brief in respect of serviced plots; minimisation of any detrimental impact on neighbouring properties by compatibility of design, scale and siting; Landscape Plan including planting/landscaping along the mutual boundaries with existing residential properties adjacent; footpath provision from the hall and to the affordable housing; road widening and change to traffic calming; management details for the amenity space to the west of the serviced plots; remainder of the site suitable for all uses indicated in the uses box; Design Statement.

Site: CU8 East of Old Primary School

Area (ha): 0.1 **Uses:** 6 homes and suitable for Community and Business, Retail and Office.

Requirements: Business/retail delivered as part of any scheme; however if the business and retail uses cannot be delivered (evidenced by at least 1 year of marketing) then this site can be developed solely for housing; design and massing addressed through Design Statement.

Evanton

4.149

- Strategic location within East Ross Growth Corridor for housing and business/ industrial growth.
- Outstanding rural setting must be protected.
- Consolidation of settlement by housing and mixed use development in the north and south east.
- Opportunity for intensification/expansion and improved facilities at Highland Deephaven.

4.150

Evanton lies within the heart of the East Ross Growth Corridor, strategically located within 20 miles of existing and emerging employment centres of Inverness, Alness, Dingwall, Highland Deephaven, Invergordon and Nigg. Evanton has a distinctly rural environment; it is set within the River Glass and the River Sgitheach and is bordered by extensive areas of agricultural land and community owned woodland. The Novar Designed Landscape lies to the north east. It has several facilities including a primary school and convenience store. The village expanded to accommodate the needs of the oil industry in the past; significant housing expansion opportunities are supported to the north and south east.

4.151

Highland Deephaven Industrial Estate lies to the south and has capacity to accommodate significant business and industrial expansion, particularly for users requiring marine and rail access. Planning permission has been granted in the past for the development of additional facilities at the site including a jetty extension and rail siding and link, both of which continue to be supported and are reflected in the inset map.

4.152

The sustainable expansion of Evanton will require upgrades to the internal road network, including bridge link between Teandallon and Drummond Road. Upgrades may also be required to its junctions with the A9 Trunk Road. The Far North Rail Line forms the eastern boundary of parts of the settlement, there is support for the reopening the station at its former location adjacent to Fyrish Crescent and therefore land is safeguarded for this purpose. This would provide residents of Evanton and the surrounding area a sustainable alternative to the car for journeys south and north.

4.153

Kiltearn Primary School is currently nearing capacity and therefore may require to be expanded to accommodate additional pupils. Additional parking at Evanton Sports Centre is also likely to be required. Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered across the planning period as part of Scottish Water's investment programme, taking into account the cumulative demand on Assynt Water Treatment Works and Evanton Waste Water Treatment Works. Species surveys, including reptiles, are likely to be required to support development proposals.

Housing

Site: EV1 Teandallon East

Area (ha): 10.2 **Housing Capacity:** 125

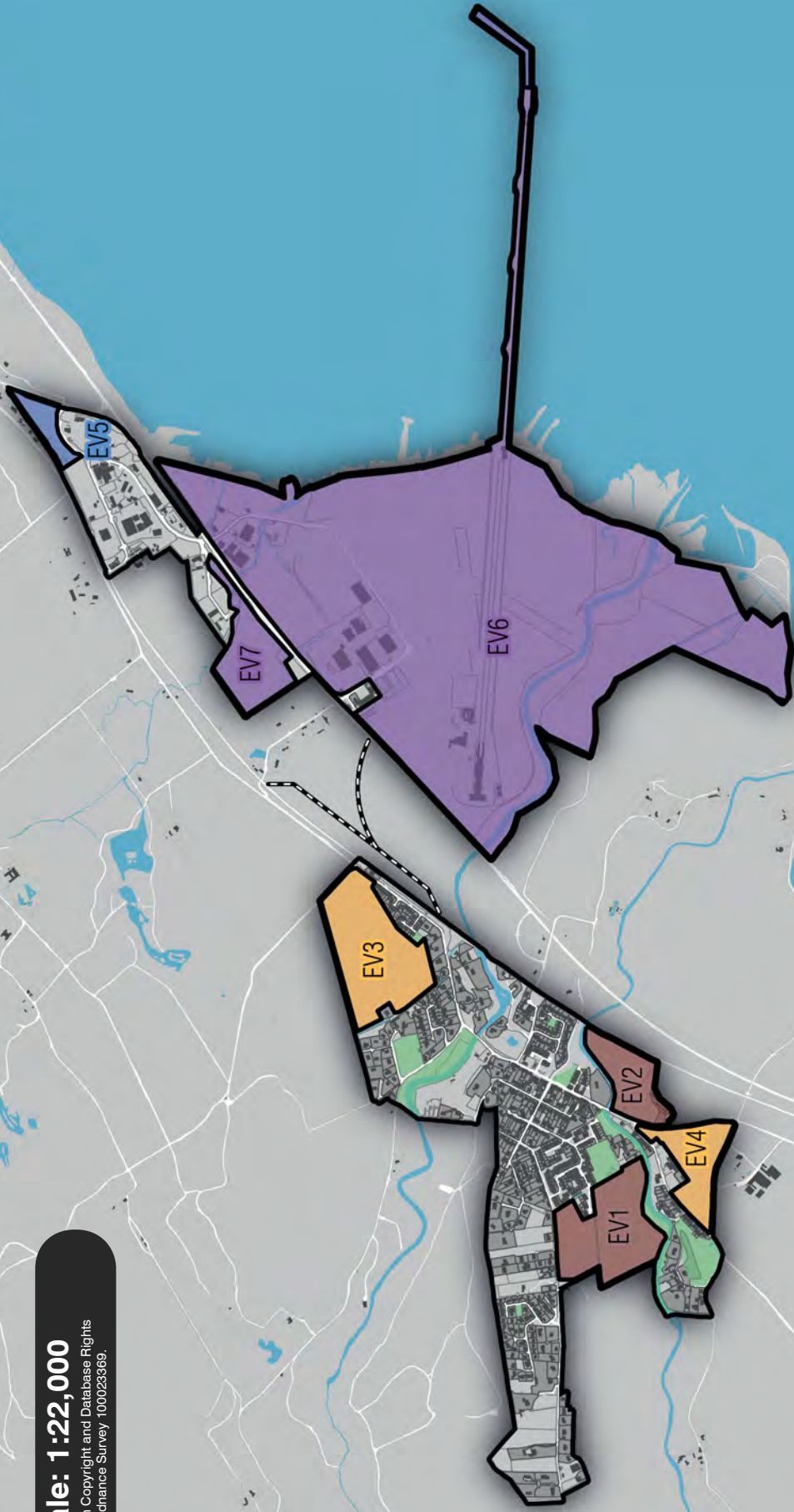
Requirements: Developer to prepare masterplan/development brief for this site to be agreed with the Council who may adopt this as Supplementary Guidance. This should address/include: Transport Assessment including new access road and bridge crossing linking to Drummond Road over the River Sgitheach and consideration of limited development prior to a bridge crossing, footpath/cycleway adjacent to River Sgitheach, traffic calming at Swordale Road, Hermitage Street and Chapel Street, formation of increased school parking and pedestrian underpass under new bridge crossing, with restriction of traffic on Drummond Road; green space and landscaping – amenity strip adjacent to River Sgitheach, set back and provision of tree planting; built form – medium/low density housing, carefully phased development; and future expansion - allowing for potential future long term development of Teandallon West. Flood Risk Assessment; Landscape Assessment with supporting Landscape Plan; Design Statement.

See Alness

Evanton

Scale: 1:22,000

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Site: EV2 Southeast of Evanton Bridge**Area (ha):** 4.9 **Housing Capacity:** 30**Requirements:** Layout to include set back from northern boundary trees; Flood Risk Assessment, which may affect developable area of the site.**Mixed Use****Site: EV3 Culcairn****Area (ha):** 12.3 **Uses:** 160 homes, Business and Community.**Requirements:** Developer to prepare masterplan / development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address/ include: Design Statement including integration of built form, circulation, green space and landscaping; Transport Assessment including principal access to be taken from Fyrish Crescent; development of footpaths and cycleways and improvements to minimise the traffic flow to/from the village centre; Landscape Plan including significant structural planting between the development and existing housing on the western boundary; Protected Species Survey; Flood Risk Assessment.**Site: EV4 Drummond Farm****Area (ha):** 5.4 **Uses:** 15 Homes and Community.**Requirements:** Developer to prepare masterplan / development brief for the site to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: the identification of land required for a new access road and bridge crossing linking to Drummond Road over the River Sgitheach, allow for connection to Balconie Street, formation of increased school parking and pedestrian underpass under new bridge crossing, with restriction of traffic on Drummond Road; greenspace and landscaping – no development on higher parts of the site, these should be retained as amenity areas; and built form – low/medium density housing on lower parts of sites; and safeguard land around school for possible future expansion.**Business****Site: EV5 Airfield Road****Area (ha):** 2.1 **Uses:** Business.**Requirements:** Access to be taken from Airfield Road; screen planting to the north and east; consideration of nearby residents' amenity.**Industry****Site: EV6 Highland Deephaven****Area (ha):** 147.1 **Uses:** Industry, Business and Infrastructure.**Requirements:** Phased development of the site including jetty extension and railing siding and link to the site as shown on inset map; Protection of residential amenity; Flood Risk Assessment; Species Surveys; Landscape Assessment with supporting Landscape plan (in particular the tree lined banks of the Allt Graad River must be protected).

Dependent on the nature of the development the following may be required to ensure there is no adverse effect on the integrity of the Cromarty Firth Special Protection Area/Ramsar and/or Moray Firth Special Area of Conservation alone or in combination:

- Construction Environment Management Plan (including pollution prevention).
- Operational Environment Management Plan (including pollution prevention).
- Noise Mitigation Plan.
- Full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers.
- Oil Spill Contingency Plan.
- Demonstration of no adverse effects on the integrity of the Moray Firth Special Area of Conservation through disturbance effects of increased marine traffic in combination with other proposals. See model in 'Dolphins and Development'.
- Demonstration of account being taken of the Moray Firth Special Area of Conservation Management Scheme.
- Compliance with JNCC piling guidance.

The jetty extension must be developed in accordance with planning permission 12/04147/FUL, including: Protected Species Survey; Noise Impact Assessment; Landscape and Visual Impact Assessment; no adverse impacts on the Cromarty Firth Special Protection Area, Moray Firth Special Area of Conservation and Dornoch Firth and Morrich More Special Area Conservation.

The rail siding must be developed in accordance with the now lapsed 02/00903/FULRC planning permission, including: Flood Risk Assessment; Landscape and Visual Impact Assessment; Species Surveys; Archaeological Assessment; Landscape Plan including tree retention; protection of amenity of local residents.

Site: EV7 Evanton Industrial Estate

Area (ha): 6.9 **Uses:** Industry and Business.

Requirements: Access to be taken from Airfield Road; retention of existing screen planting on the boundaries of the site; and protection of ancient woodland; Flood Risk Assessment which may affect the developable area.

Maryburgh

4.154

- Significant potential exists for housing growth to complement growth in Conon Bridge and Dingwall, while ensuring Maryburgh retains its own identity.
- Excellent opportunity to create a new heart for the community on the site of the former Maryburgh Primary School.

4.155

Maryburgh is a largely residential village serving as a commuter settlement for the employment centres of Dingwall and Inverness. Given the location it is in a prime position to compliment the housing growth in the neighbouring village of Conon Bridge and provide existing and new residents with a lifestyle which encourages access to the outdoors through the excellent network of paths through Brahan Estate and to the wider countryside beyond.

4.156

The direction of growth in Maryburgh is largely dictated by proximity of the A835 Trunk Road to the North of the village and the River Conon which flows past the village to the south. The major area for growth is to the north of the existing settlement, however this land can only be delivered by the landowners of these sites working together to prepare a masterplan which will address the constraints to development which largely centre around the access to the site.

4.157

The former Maryburgh Primary School site offers an excellent opportunity for development at the heart of the existing settlement. The Maryburgh Futures Group are currently looking to bring forward a mix of proposals which may include elements of housing and community uses.

4.158

Future growth of Maryburgh beyond the period of the plan is likely to be in a south westerly direction along Dunglass Road, if suitable access can be gained.

4.159

Across the village, a Great Crested Newt Survey is required for all developments on sites where a water body is present; all new residential development in the catchment of Ben Wyvis Primary School will be required to make a contribution to the provision of community facilities and any future required expansions of Ben Wyvis Primary School; and early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works and Conon Bridge Waste Water Treatment works through investment.

4.160

There is potential for a number of developments in Conon Bridge and Maryburgh to have an adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar alone or in combination as a result of recreation disturbance and/or change in water quality. The following sites in Maryburgh have been identified as potentially having a likely significant effect in combination: MB1, MB2, MB3. These sites will be required to ensure avoidance of any adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan which brings together components relating to open space, paths provision and the wider green network, and possible off-site management initiatives. In addition, to ensure no adverse effect on the integrity of Conon Islands SAC alone or in combination, these sites should include a comprehensive sustainable urban drainage system to deal with surface water run-off.



Maryburgh

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See Conon Bridge Map

Housing

Site: MB1 Maryburgh Expansion site (North)

Area (ha): 17.01 **Housing Capacity:** 200

Requirements: The Council will prepare a masterplan/development brief and will adopt this as Supplementary Guidance. This will address: primary access from Proby Street (A862) but with a secondary access to serve development at the south of the site from Birch Drive; development to be phased from North East to South West; delivery of a ransom free distributor road through the development from the primary access at Proby Street to the secondary access at Birch Drive; early delivery of a landscaping framework to screen the development from the A835; address set-back from water courses, impact on existing woodlands and overhead power lines; linkages to the Birch Drive to Ussie Road and Tallysow Wood Core Paths; and avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.

Limited housing development within site MB1 off Birch Drive in isolation so long as it does not prejudice the development of the wider site.

Flood Risk Assessment paying particular attention to the impact on neighbouring properties which may affect the developable area of the site; Archaeological Assessment; Transport Assessment including issues above and to demonstrate the impact on the roundabout at the entrance to Maryburgh of the A835 and the possibility of a new direct access on to the A835 to the west of Maryburgh.

Site: MB2 Maryburgh Expansion site (South)

Area (ha): 8.2 **Housing Capacity:** See MB1.

Requirements: See MB1.

Mixed Use

Site: MB3 Former Maryburgh Primary School

Area (ha): 2.20 **Uses:** 10 homes and community uses (playing field, car parking, enhanced community facility).

Requirements: On-site replacement of any playing field provision which may be lost; all parking to be off-street; a comprehensive sustainable urban drainage system; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.

Munlochy

4.161

- Land is identified which could accommodate over 60 new homes.
- Additional housing is required to sustain local facilities.
- Land identified for provision of additional town centre car parking and for new commercial uses close to existing facilities.
- In accommodating development there is a need to maintain the landscape setting particularly open sloping land on the east that provides attractive public views towards the Bay.



Munlochy

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4.162

Munlochy is an attractive compact village which lies in a scenic spot at the head of Munlochy Bay and its proximity to Inverness enhances its popularity as a place to live. In accommodating development there is a need to maintain the landscape setting particularly open sloping land on the east that provides attractive public views towards the Bay. Nature conservation interests occur to the immediate west of the village, where there are also significant archaeological sites, and agricultural and commercial forestry interests. Whilst the prominence of the landscape, amenity woodland, and the A832 limit the opportunities for growth to the north. There is however opportunity to consolidate the attractive form of Munlochy by focussing on infill sites at the Brae of Munlochy and south of Millbank Road, whilst some business opportunity is provided north of the garage and the A832. These opportunities can help reinforce the form and character of the village. In future Local Development Plan reviews the landscape setting and a Geological Conservation Area will constrain the extent of future development opportunities to the east. However the case for the allocation of land south of the village hall would be enhanced by advance planting to the eastern extent and by securing another vehicular access from Millbank road.

4.163

When developing proposals early engagement will be required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works.

Housing

Site: ML1 East of Cameron Crescent

Area (ha): 0.6 **Housing Capacity:** 7

Requirements: Setback from the A832; retention of existing woodland; and provision of buffer planting to the north.

Site: ML2 Brae Farm

Area (ha): 3.4 **Housing Capacity:** 70

Requirements: In accordance with 06/00201/FULRC planning permission including: setback from A832; houses to be designed to respect the scale and height of existing adjacent houses in particular the new housing to the north of the site shall reflect scale and character; privacy and amenity of existing houses; Landscape Plan for the northern paddock areas (including the landscape provisions for the area east of Brae road); and the small watercourse considered as part of drainage, site design and layout.

Mixed Use

Site: ML3 South of the Post Office

Area (ha): 1.5 **Uses:** 16 homes, and land suitable for Commercial and Community Uses.

Requirements: Design Statement including siting and design guidance with visualisations (this guidance should include layout and distribution of uses, with consideration to the provision of central amenity greenspace to utilise flood risk areas for overspill public car parking provision); Landscape Assessment including woodland safeguards and hold back areas from the adjacent burns; Flood Risk Assessment.

Community

Site: ML4 North of Brae Park

Area (ha): 0.7 **Uses:** Community.

Requirements: Allowance for variation in boundary; potential new primary school dependent on outcome of Council's Sustainable Schools Estate Review; assessment of ground conditions.

Business

Site: ML5 North of A832

Area (ha): 3.2 **Uses:** Business.

Requirements: Access through an improved A832/B9161 junction from the Culbokie leg; Landscape Plan and Design Statement including structural planting to north, east and western boundaries.

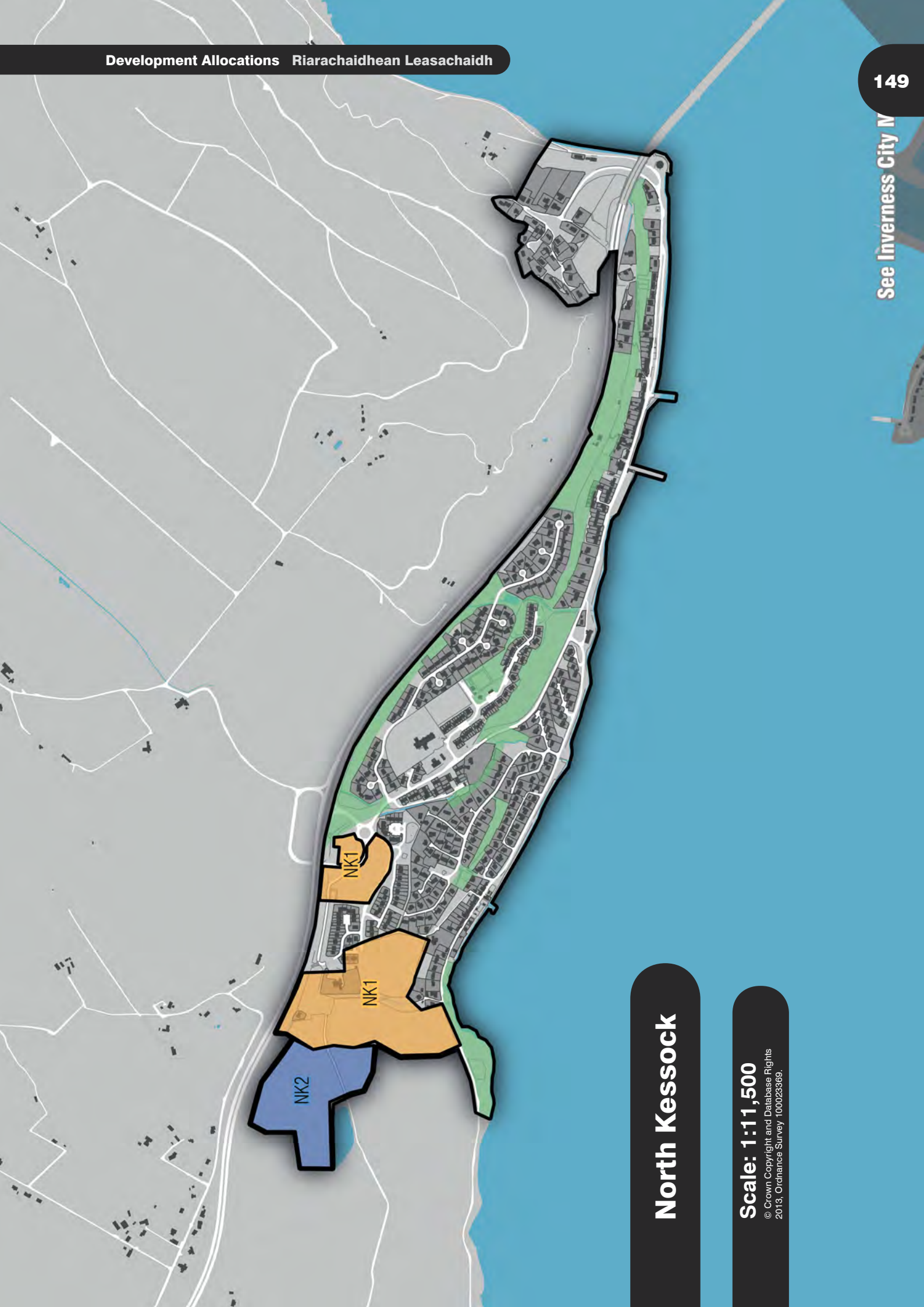
North Kessock

4.164

- Land is identified which could accommodate around 90 new homes.
- Significant housing, employment land, and a golf course has been granted planning permission at NK1, and NK2.
- This expansion should help consolidate and enhance the facilities and services available locally along with diversifying its economy and strengthening its tourism base.

4.165

North Kessock form has a strong linear emphasis which is contained by steep wooded slopes, and has an attractive outlook along the northern entrance to the Beaully Firth. North Kessock also benefits from facilities and services which are beyond expectations for a place of its size which lies in such close proximity to Inverness. This combined with its public transport connections make it popular and suitable place to encourage development. Future expansion is however somewhat restricted being pinned between the Beaully Firth and the A9, with prime agricultural land at Bellfield to the west the only significant opportunity. Significant expansion land has secured planning permission at Bellfield to deliver additional employment uses, with leisure uses (including a golf course), tourism and commercial elements. This permission also secures the main housing expansion for the village, which is progressing well. In an effort to make the golf course proposal a more flexible and financially viable proposition and to improve prospect of employment and tourism development being delivered it is considered that there should also be scope for business development alongside golf course provision. More limited housing opportunity exists to the west at Craighton but is limited by amenity factors, and the local road network which requires development to be accessed from before the junction at houses Craiglea/ Elderbrae and Croft.



North Kessoack

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4.166

Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Inverness Water Treatment Works. A trunk main water supply upgrade to supply existing North Kessock development sites is already in place, and waste water treatment capacity is generally available so it is not anticipated that any further upgrades would be required. However consideration will be required for growth funding/CAR revision/contractual revision in respect of both so early engagement with Scottish Water essential. Also there is a requirement for footpath improvements in the Charleston area, and for a footpath link under the Kessock bridge.

Mixed Use

Site: NK1 Bellfield

Area (ha): 11.3 **Uses:** 90 homes and land for Community, Tourism, Business and Filling Station.

Requirements: In accordance with planning permission 07/00876/REMRC, including: commercial area to be maximum height of two storeys and not overlook housing area; open space provision and maintenance; retention of existing network of paths including adjacent walls, trees and vegetation; integrated provision of pedestrian and cycle links throughout; accordance with the landscape and building design brief; protection of existing woodland and provision of new structural planting; great crested newt, bats and red squirrel species surveys; compliance with agreed Flood Risk Assessment.

Business

Site: NK2 West of Bellfield Cottage

Area (ha): 7.7 **Uses:** Business, Tourism, Leisure.

Requirements: Development in accordance with planning permission 07/00876/REMRC (however the acceptable uses for this site are widened to include business uses) including: no built development within the golf course area and no commencement of the construction of the other uses unless in association with the construction of the golf course; provision of cycleway and pedestrian links through the golf course; great crested newt, bats and red squirrel species surveys. In the event of no formal detailed application coming forward for the golf course the land should continue to be farmed, as per the Section 75 agreement related to the planning permission.

Seaboard Villages

4.167

- Significant areas of easy to access and service housing land which could provide over 170 new homes accompanied by opportunities for growth of employment in land at Balintore Industrial Estate taking advantage of the potential for spin off from other large scale employers in the area.
- Build on the growing reputation of the villages as a place for tourists with potential for a new caravan site at Shandwick.

See Fearn Aerodrome Map



Seaboard Villages

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4.168

Following significant expansion of the Seaboard Villages of Balintore, Hilton of Cadbol and Shandwick in the 1970's there has been limited growth of the villages. However, with the renewed vigour of the employment market in the area, the Seaboard Villages has a key role to play in meeting the demand for housing for the in migration of skilled workers to the area.

4.169

There has been a number of initiatives brought forward in recent times which have helped to create an excellent environment in the villages taking inspiration from its heritage while looking to the future.

4.170

Development in the village has largely been in the form of infill development in recent times however, a number of planning permissions have been secured on larger sites prior to the economic down turn. These sites remain suitable for development and will met the existing and future needs and demands for the villages. As such there is no need to identify any significant areas for future expansion.

4.171

Across the village, early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt and Newmore Water Treatment Works through investment.

Housing

Site: SB1 Murray View

Area (ha): 1.98 **Housing Capacity:** 13

Requirements: Development in accordance with 07/00715/REMRC planning permission including: landscaping scheme; play area prior to occupation of the first 7 plots; protection measures for housing on gas contaminated land.

Site: SB2 Land East of Primary School

Area (ha): 3.30 **Housing Capacity:** 38

Requirements: Development in accordance with 08/00170/FULRC planning permission including: programme of archaeological work; landscaping scheme; larger school car park; play area prior to occupation of the first 10 plots.

Site: SB3 Land to North East of cemetery

Area (ha): 6.71 **Housing Capacity:** 101

Requirements: Early structural planting; suitable access preferably through site SB1; footpath links to the facilities in the village; Safer Routes to School.

Mixed Use

Site: SB4 Land south of Shore Street

Area (ha): 1.91 **Uses:** 23 homes and Business/Tourism.

Requirements: Safeguard area left around the oil pipeline to the south of the site; footpath connections to the existing footpath network in the village; Flood Risk Assessment.

Business

Site: **SB5 Balintore industrial Estate**

Area (ha): 4.22 **Uses:** Business/Light Industrial

Requirements: Enhanced access off main road; formation of remote footpath to villages.

Strathpeffer

4.172

- High quality, masterplanned western housing expansion.
- Enhancement of tourism attractions and facilities.
- Protection and enhancement of outstanding built and natural heritage features.

4.173

Strathpeffer is an exemplary Spa town unique to the Highlands that is contained amidst a splendid natural setting. Its traditional core, which is designated as a Conservation Area, is characterised by many fine examples of Victorian and early 20th century architecture and attractive woodland. The Council intend to undertake a Conservation Area Appraisal and draft a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Strathpeffer Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance.

4.174

The villages outstanding built heritage, combined with high quality agricultural land, ancient and plantation woodland, historic Designed Landscapes, steep gradients and Strathpeffer's location outwith any growth corridor allows for only modest growth of the settlement.

4.175

Tourism plays an important role in Strathpeffer's economy. The village has several hotels and guest houses and the Strathpeffer Pavilion is now a popular events venue. The former railway station hosting the Museum of Childhood is an important facet of the local heritage, and is now occupied by a number of business and tourism uses. There are future plans to reintroduce a steam railway which would involve reinstating part of the track to the east of the village and reopening it as a visitor attraction. Housing growth will now be directed to the western fringes of the settlement.

4.176

Species surveys, including great crested newts for any sites containing a water body and Slavonian Grebes, will be required to support development proposals. There are known to be issues with the surface water drainage in Strathpeffer; this must be considered in the delivery of future development. Early engagement is required between developers and Scottish Water during the later part of the plan period to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works and Strathpeffer Waste Water Treatment Works. Path links to connect to existing core paths and services and facilities within Strathpeffer will also be required.



Strathpeffer

Scale: 1:8,000

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Housing

Site: SP1 Kinellan

Area (ha): 4.4 **Housing Capacity:** 67

Requirements: Developer to prepare masterplan/development brief to be agreed with the Council who may adopt this as Supplementary Guidance. This should address: built form-development phased from south to north; the lower, flatter southern part of the site is suitable for medium/high density housing, higher parts of the site suitable to the north for medium/low density housing; access and circulation - vehicular access will be taken from the southern section of Kinellan Drive, pedestrian access should be provided from the northern corner of Kinellan Drive; and green space and landscaping – early structural tree planting along the western boundary of the site, limited tree loss and replanting within area protected by a Tree Preservation Order, retention of trees and buildings set back from burn at Slugan nan Saigheadean. Transport Assessment; Landscape Plan; Drainage Impact Assessment; Great Crested Newt Survey (and protection plan if necessary); Recreation Access Management Plan ensuring no adverse effect on the Slavonian Grebe breeding site at the nearby Loch Kinellan (to potentially include both on-site and off-site mitigation measures).

Tore

4.177

- Land is identified which could accommodate over 450 new homes, accompanied by a balance of commercial, industrial and community uses.
- Consolidation of existing Black Isle communities is sought prior to major expansion land at Tore's TR2 for the medium term (post 2021).
- There is need for major public investment in the Waste Water Treatment network to facilitate development on the land identified.

4.178

In the short to medium term the focus is on making the most of existing infrastructure, and on consolidation and support of existing Black Isle communities. This is before supporting major expansion opportunities at Tore which require significant public investment, and before the planned park and ride is in place providing enhanced public transport links.

4.179

Tore's strategic location between major centres, on a junction of transport corridors, and its attractive landscape setting makes it a very desirable and suitable location for businesses and residents. Therefore in the medium to long term post 2021 with opportunities for growth of other Black Isle settlements increasingly limited by landscape and visual, settlement character, and road network issues, Tore is a suitable place to direct significant new development. This provides time for the development interests involved in TR2 to coordinate and prepare a masterplan for the delivery of the expansion site, for some advance planting and landscaping to be delivered, and for public investment to be secured for the waste water treatment solution.

4.180

This major growth of Tore needs a suitable balance between employment generation uses and community facilities alongside the significant housing expansion, and needs to be accompanied by bus infrastructure and park and ride provision. Major expansion could also offer another important benefit to the existing community by improving pedestrian connections with footbridge provision over the A9. Also the difficulties in accommodating such a significant expansion to a small community will need to be mitigated through phasing the development.

4.181

Whilst land north of TR2 sought for inclusion by developers is not allocated it can be considered in subsequent Local Development Plan reviews. Land north of TR2 is more sensitive from a landscape and visual perspective. However advance structural planting requirement to buffer the A9, and possibly some advance additional tree planting within the site to provide some softening for proposed development areas would improve the case for inclusion of land north of TR2 in a future Local Development Plan review. These measures alongside inclusion of this land within the developer prepared masterplan as a well balanced, designed and sited, mixed use development could ensure that the landscape and visual impact of development is suitably softened could prove sufficient to merit its inclusion in a future Local Development Plan review.

4.182

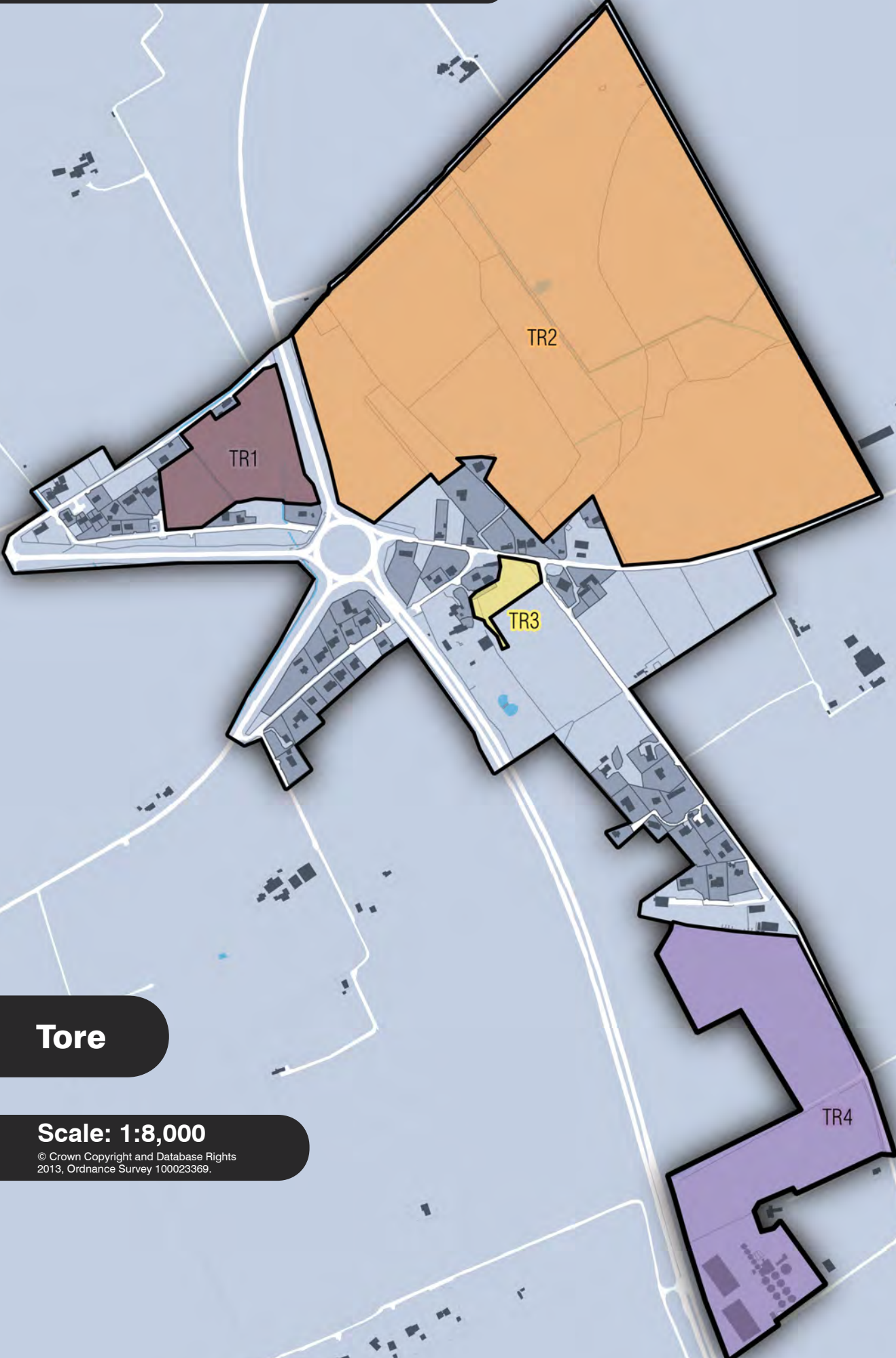
Major new developments in Tore all require connection to public sewer and due to poor ground conditions/drainage problems this will most likely require provision of a connection from the existing Waste Water Treatment Works (WWTW) in Tore to the Muir of Ord WWTW. However the cost of any enhancement to Muir of Ord WWTW and the means of taking flows from WWTW in Tore to Muir of Ord would normally be funded as part of the overall Scottish Water 'growth funding mechanism'. Hydraulic modelling will also be an essential component of any development proposals as there is a need to ascertain the effect on settlements downstream of Tore within the general Black Isle catchment. Early discussions will be required between the developer and Scottish Water on these matters and to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works. Across the village a Great Crested Newt survey is required for all developments on sites where a water body is present.

Housing

Site: TR1 By Woodneuk

Area (ha): 3.4 **Housing Capacity:** 14

Requirements: In accordance with the minded to grant Committee decision 08/00973/FULRC including: agreed Flood Risk Assessment; protection of trees; houses set down to reduce prominence; compliance with agreed design brief; landscaping programme for tree planting buffer zone; additional passing place on the public road; public sewer connection.



Tore

Scale: 1:8,000

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Mixed Use

Site: TR2 Tore North

Area (ha): 43 **Uses:** 460 Homes and land for Commercial, Industrial and Community Uses.

Requirements: Identified for development post 2021 subject to a developer prepared masterplan to support the site's inclusion in the next Local Development Plan review. Developers to prepare masterplan/development brief to be agreed with the Council who may adopt this as **Supplementary Guidance**. This should address/include: a genuine mix of community, business, industrial, and commercial uses; a mix of housing densities and tenures; a Design Statement to deliver walkable neighbourhoods which integrate facilities and employment uses; a park and ride facility; a footbridge over the A9; a new primary school (or extension to the existing primary school); any additional community facility/open space requirements; basic servicing and infrastructure costs and agreement of the landowners to make respective developer contributions to servicing, open space, and community development; Landscape Design Framework; siting and design guidance complete with visualisations; setback from power lines; bus infrastructure provision; any necessary trunk road impact mitigation emerging from Transport Assessment; Flood Risk assessment including restoration space for the watercourse and allowance for future natural processes; public sewer connection; phasing of uses and development that does not exceed 50 houses per year (unless fewer than 50 houses were completed the year before, where the balance may be carried forward to the following year).

Early engagement and ongoing partnership working: with Transport Scotland to establish requirements for the trunk road network, particularly at Tore roundabout; with Scottish Water over the waste water treatment solution; and with the community.

Community

Site: TR3 West of Kilcoy House

Area (ha): 0.6 **Uses:** Community.

Requirements: Small amenity open space along the A832 frontage; public sewer connection.

Industry

Site: TR4 North of the Grain Mill

Area (ha): 11.4 **Uses:** Industry.

Requirements: Compensatory tree planting (although loss of trees should be minimised where possible particularly within the semi natural inventoried woodland); protection of residential amenity; minimisation of impact on public views; at least a 20 metre buffer of treed areas on the peripheries of the site; access from Artafalie road; diversion of the track which runs through the site as a footpath; public sewer connection; Transport Assessment; pre determination Species Surveys.

Appendix 1-Schedule of Land Ownership

This Schedule of Landownership sets out where The Highland Council own land covered by allocations in the Inner Moray Firth Local Development Plan. This is a requirement of Regulation 9 of the Town and Country Planning (Development Planning) (Scotland) Regulations 2008.

This Schedule does not reflect land ownerships which have or will be transferred to The Council as a consequence of development, in particular where this relates to the requirements for provision of affordable housing under Policy 32 Affordable Housing of the Highland-wide Local Development Plan.

Description of land owned by planning authority	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Allotments	Alness AL11 - Achnagarron Farm
Industrial Site 4A and Lorry/Coach Park	Alness AL17 - Alness Industrial Estate
Blackpark Pitch	Alness AL7 - Blackmuir
Land at River Lane	Alness AL9 - River Lane
Primary School and Playing Fields/Shinty Pitch	Beauly BE8 - Primary School and Playing Fields
Braes of Conon 0.85ha Development site	Conon Bridge CB4 - Braes of Conon
Cawdor Play area	Cawdor CD1 - Old School Playground
Land at West of Shinty Pitch	Drumnadrochit DR11 - West of Shinty Pitch
Undeveloped Land to east of Tulloch Castle Drive, Dingwall	Dingwall DW5 - Dingwall North
Undeveloped Land to east of Tulloch Castle Drive, Dingwall	Dingwall DW5 - Dingwall North
Workshops and Streetlighting Depot, Riverside Field Industrial Estate, Craig Road, Dingwall	Dingwall DW7 - Dingwall Riverside (North)
Washbed, Riverside Field Industrial Estate, Craig Road, Dingwall	Dingwall DW7 - Dingwall Riverside (North)
Workshop Unit 5, Riverside Field Industrial Estate, Craig Road, Dingwall	Dingwall DW7 - Dingwall Riverside (North)
Dingwall DLO Workshops and Yard, Tulloch Street, Dingwall	Dingwall DW8 - Dingwall Riverside (South)
Dingwall Players Hall, Tulloch Street, Dingwall	Dingwall DW8 - Dingwall Riverside (South)
Former Gaelic Nursery Unit, Tulloch Street, Dingwall	Dingwall DW8 - Dingwall Riverside (South)

Description of land owned by planning authority	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Highland Council Homeless Unit, Tulloch Street, Dingwall	Dingwall DW8 - Dingwall Riverside (South)
Dingwall Highlife Highland Office, Tulloch Street, Dingwall	Dingwall DW8 - Dingwall Riverside (South)
Dingwall Community Centre, Tulloch Street, Dingwall	Dingwall DW8 - Dingwall Riverside (South)
St. Clements School, Tulloch Street, Dingwall	Dingwall DW8 - Dingwall Riverside (South)
Land at Teandallon	Evanton EV1 - Teandallon
Invergordon - Workshop Units	Invergordon IG5 - Former Railway Sidings
Land at Travellers' Site at Stadium Rd (Common Good)	Inverness IN1 - Travellers' Site at Stadium Rd
Land at North East of Academy St	Inverness IN5 - North East of Academy St
Land at Bridge Street (Common Good)	Inverness IN6 - Bridge Street
Land at Former Longman Landfill (Common Good)	Inverness IN8 - Former Longman Landfill
Land at Glebe Street	Inverness IN10 - Glebe Street
Land at Land West of MS Centre (Common Good)	Inverness IN11 - Land West of MS Centre
Land at Harbour Road	Inverness IN12 - Harbour Road
Land at Former Longman Landfill (Common Good)	Inverness IN13 - Former Longman Landfill
Land at West of St Valery Avenue	Inverness IN16 - West of St Valery Avenue
Land at Carse Road	Inverness IN17 - Carse Road
Land at Glendoe Terrace	Inverness IN18 - Glendoe Terrace
Land at Muirtown Basin	Inverness IN21 - Muirtown Basin
Land at Highland Council HQ	Inverness IN22 - Highland Council HQ
Land at Torvean and Ness Side	Inverness IN24 - Torvean and Ness Side
Land at Torvean Quarry	Inverness IN25 - Torvean Quarry
Land at West of Hawthorn Drive	Inverness IN26 - West of Hawthorn Drive
Land at West of Merkinch Primary School	Inverness IN27 - West of Merkinch Primary School
Land at Inverness High School	Inverness IN28 - Inverness High School
Land at Carse Industrial Estate	Inverness IN34 - Carse Industrial Estate
Land at Burn Road	Inverness IN36 - Burn Road
Land at Kintail Crescent (former Jolly Drover)	Inverness IN37 - Kintail Crescent (former Jolly Drover)
Land at Land at Housing Expo Site	Inverness IN49 - Land at Housing Expo Site
Land at Balloan Road	Inverness IN54 - Balloan Road
Land at Land at Gaelic Primary School	Inverness IN61 - Land at Gaelic Primary School

Description of land owned by planning authority	Reference to policies, proposals or views contained in local development plan which relate to the occurrence of development of the land
Land at Inshes Park	Inverness IN64 - Inshes Park
Land at East of Balvonie Braes	Inverness IN63 - East of Balvonie Braes
Land at Land at Raigmore / Beechwood	Inverness IN65 - Land at Raigmore / Beechwood
Former Maryburgh Primary School	Maryburgh MB3 - Former Maryburgh Primary School
Maryburgh Sports Field	Maryburgh MB3 - Former Maryburgh Primary School
Land at Sandown Farm, Sandown, Nairn IV12 5NE (Common Good)	Nairn NA4 – Sandown
15 Falconers Lane, 60 King Street, 4-6 Courthouse Lane, The Court House - 2 High Street, Fire Station and various car park lands.	Nairn NA7 - Town Centre
Sites 1A, 1B, 4A, B & C, 7, 8 9C & D. Compounds 9a3, 9a4, 11a5 & 11a6.	Nairn NA10 - Balmakeith Industrial Estate
Workshop Unit 1, Balintore Industrial Estate	Seaboard Villages SB5 - Balintore Industrial Estate
Workshop Unit 2, Balintore Industrial Estate	Seaboard Villages SB5 - Balintore Industrial Estate
Workshop Unit 4, Balintore Industrial Estate	Seaboard Villages SB5 - Balintore Industrial Estate
Grazing land to East of Balintore Industrial Estate	Seaboard Villages SB5 - Balintore Industrial Estate
Grazing Land at Rowan Drive	Tain TN4 - Rowan Drive
Undeveloped Land (Plot B) adjacent to Tain Bowling Club (Common Good)	Tain TN4 - Kirksheaf Road
Land adjacent to Tain Bowling Club (Common Good)	Tain TN4 - Kirksheaf Road
Burgage Strip (Amenity land to north of A9) (Common Good)	Tain TN5 - Knockbreck Road
New St Duthus Burial Ground	Tain TN5 - Cemetery
Grazing land to west of Blarliath Industrial Estate	Tain TN7 - Blarliath

Appendix 2-Glossary

This section explains some of the terms we use in the Plan and related material. The Council has tried to minimise use of planning jargon however, the following glossary may aid users' understanding. Please note the explanations given are not intended as legal definitions of the planning terms used.

Access Rights: Part 1 of the Land Reform (Scotland) Act 2003 gives everyone statutory access rights to most land and inland water. People only have these rights if they exercise them responsibly by respecting people's privacy, safety and livelihoods, and Scotland's environment.

Active Travel range: this varies according to the person's age and fitness and whether they are walking or cycling but an accepted distance for walking is normally 400 metres. The Council will assess the likely occupants of a development, the types of local facilities that they will travel to and the nature of the intervening land (i.e. its gradient and whether a direct and suitable active travel route is available or will be provided) in deciding what is a reasonable active travel range for a particular development in a particular location.

Appropriate Assessment: An assessment required under the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) where a plan or project not directly connected with or necessary to the management of a European site would be likely to have a significant effect on such a site, either alone or in combination with other plans or projects. In the light of the conservation objectives of the site, the assessment should consider whether there would be any adverse effect on the integrity of the site as a result of the plan or project.

Article 10 Features: Wildlife habitat features which provide 'corridors' or 'stepping stones' between habitat areas and that help plants and wildlife to move from one area to another. Examples include rivers and their banks, areas of woodland, and traditional field boundaries. Protecting and managing these areas through the land use planning system is promoted in Article 10 of the EC Habitats and Species Directive 1992.

Conservation Area Management Plan: A document which identifies key characteristics of designated conservation areas and ways in which change should be managed.

Developer contributions: Payments made to The Council or another agency, or work in kind, to help improve the infrastructure (for example, roads, open space, waste-water treatment, restoring worked-out mineral sites) so that the development can go ahead.

Hinterland: areas of land around settlements that fall under pressure from commuter driven housing development as defined under HwLDP and shown on Map 3 of this Plan.

Infill development: Building a limited number of buildings within a small gap in existing development.

Inventoried Woodland: woodland that is mapped on the Ancient Woodland Inventory, derived from woodland shown on maps dated 1750 and 1860, being currently wooded areas continually wooded since at least these dates. They are therefore likely to be of high biodiversity and cultural value.

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

Landscape Capacity Studies: Consider the extent to which a particular landscape type is able to accept a particular kind of change (such as mining, forestry, windfarms) without significant effects on its character.

Local Transport Strategy: sets the framework for transport in Highland and guides decision making on transport issues.

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

Material consideration: Matters we must consider when making a decision on a planning application. Scottish Government guidance states that there are two main tests in deciding whether a consideration is material and relevant and advises as follows:

“It should serve or be related to the purpose of planning. It should therefore relate to the development and use of land; and

It should fairly and reasonably relate to the particular application. It is for the decision maker to decide if a consideration is material and to assess both the weight to be attached to each material consideration and whether individually or together they are sufficient to outweigh the development plan. Where development plan policies are not directly relevant to the development proposal, material considerations will be of particular importance.”

Whether a consideration is material is a matter that may ultimately be decided by the courts when required.

Mitigation: Works to reduce the effects of an adverse impact.

Mixed Use: This refers to the practice of allowing more than one type of compatible uses on a site. This can for example mean a combination of housing, business, and community uses, or that any of these uses are suitable on the site.

Modal Shift: The change in people’s travelling habits towards use of more sustainable transport methods such as cycling, or public transport. An example would be when somebody stops travelling to and from work by car and starts using public transport.

Public realm improvements: Improvement to the physical environment and appearance of civic or other public spaces.

Ramsar Site: Wetlands designated under the Ramsar Convention on Wetlands of International Importance.

Recreation Access Management Plan: A plan which examines any likely increased pressures from recreational access on any natural heritage interests. Where necessary, avoidance or mitigation measures should be detailed within the Recreation Access Management Plan to inform the preparation of an appropriate assessment if Natura site interests are likely to be significantly affected.

Regeneration: To improve the physical and economic prospects of an area that has experienced decline.

Renewables: Technologies that utilise renewable sources for energy generation.

Special Areas of Conservation (SAC): site designated under the Habitats Directive. These sites, together with Special Protection Areas (or SPAs), are called Natura sites and they are internationally important for threatened habitats and species. SACs are selected for a number of habitats and species, both terrestrial and marine, which are listed in the EU Habitats Directive.

Settlement Development Areas (SDAs): Reflects the built up area and allocated expansion areas for mapped settlements. These areas are preferred areas for most types of development subject to consistency with HwLDP Policy 34: Settlement Development Areas

Strategic Environmental Assessment (SEA): SEA is a key component of sustainable development establishing important methods for protecting the environment and extending opportunities for participation in public policy decision making. SEA achieves this by:

Systematically assessing and monitoring the significant environmental effects of public sector strategies, plans and programmes

Ensuring that expertise and views are sought at various points in the process from SNH, SEPA, Historic Scotland and the public

Requiring a public statement as to how opinions have been taken into account

Scottish Environment Protection Agency (SEPA): Scotland's environmental regulator. SEPA is a non-departmental public body, accountable through Scottish Ministers to the Scottish Parliament. Their main role is to protect and improve the environment.

Supplementary Guidance (SG): A document which can give further detail on policies and proposals within the Local Development Plan. Common types of Supplementary Guidance include:

Development briefs or masterplans - which provide a detailed explanation of how the Council would like to see particular sites or small areas develop.

Strategies or frameworks on specific issues - for example, guidance on the location of large wind farms.

Detailed policies - for example on the design of new development.

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

Scottish Natural Heritage (SNH): Scottish Natural Heritage is an executive non-departmental public body funded by the Scottish Government. Their purpose is to: promote care for and improvement of the natural heritage

help people enjoy it responsibly

enable greater understanding and awareness of it

promote its sustainable use, now and for future generations.

Special Protection Area (SPA): A site designated under the Birds Directive. These sites, together with Special Areas of Conservation (or SACs), are called Natura sites and they are internationally important for threatened habitats and species.

Scottish Planning Policy (SPP): Is the statement of Scottish Government policy on nationally important land use planning matters.

Sustainable drainage systems (SuDS): Drainage techniques used to treat and return surface water run-off from developments (roof water, road run-off, hard standing areas) to the water environment (rivers, groundwater, lochs) without adverse impact upon people or the environment. Further guidance can be found in CIRIA's SuDS Manual C697 or Sewers for Scotland 2nd Edition.

Scottish Government: The devolved government for Scotland is responsible for most of the issues of day-to-day concern to the people of Scotland, including health, education, justice, rural affairs, planning and transport.

Scottish Water: Scottish Water is funded to provide capacity at its strategic water and waste water assets, to meet the demand of domestic growth and the domestic element of commercial growth, provided such development meets the five ministerial criteria set out to trigger this investment.

Section 75 Agreement: A legal agreement made between the landowner and the planning authority (often with other people) which restricts or regulates the development or use of land. It is normally used to agree and to secure developer contributions.

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

Settlement Hierarchy: The definition of settlements, for example as 'regional', 'sub regional' or 'local' centres, depending on the size of their population and the services they contain (for example, education, health, transport and retail).

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

Housing: Class 9 Houses (but may also allow Class 8 Residential institutions)

Business: Class 4 Business (but may also allow ancillary storage or distribution uses)

Tourism: Various dependent upon site circumstances

Industry: Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution

Community: Class 10 Non residential institutions (but may also including other public facilities such as sports pitches)

Retail: Class 1 Shops (but Plan text may restrict scale and type of retailing)

In addition to the allocations above, the Plan mapping shows areas of safeguarded greenspace. These are areas where the Council does not wish to encourage development because they represent greenspace from which the general public derive an amenity value. That value may derive from active recreation, e.g. a sports pitch or passive enjoyment, e.g. an area of woodland or a village green. The protection of these areas is underpinned by policies within the HwLDP (in particular policies 75 and 76).

Appendix 3-Links to Associated Documents

Active Travel Masterplans

www.highland.gov.uk/activetravel

Carbon Management Plan

www.highland.gov.uk/carbonclever

Development Briefs

www.highland.gov.uk/developmentbriefs

Dolphins and Development

www.snh.gov.uk/publications-data-and-research/publications/search-the-catalogue/publication-detail/?id=1958

ePlanning

wam.highland.gov.uk/wam/

Enterprise Area

www.scotland.gov.uk/Topics/Economy/EconomicStrategy/Enterprise-Areas

Highland Council Single Outcome Agreement 3

www.highland.gov.uk/yourcouncil/soa/

Highland-wide Local Development Plan

www.highland.gov.uk/hwldp

Inner Moray Firth Local Development Plan

www.highland.gov.uk/imfldp

International, European, UK and Scottish Legislation and Regulations

www.oqps.gov.uk

National Renewables Infrastructure Plan

www.scottish-enterprise.com/your-sector/energy/energy-how-we-can-help/renewables-support/energy-renewable-energy-reports.aspx

National Planning Policy and Guidance

www.scotland.gov.uk/Topics/built-environment/planning

Programme of The Highland Council 2012-2017

www.highland.gov.uk/yourcouncil/default.htm

River Ness Flood Scheme

www.highland.gov.uk/rnfs

Scottish Marine Wildlife Watching Code

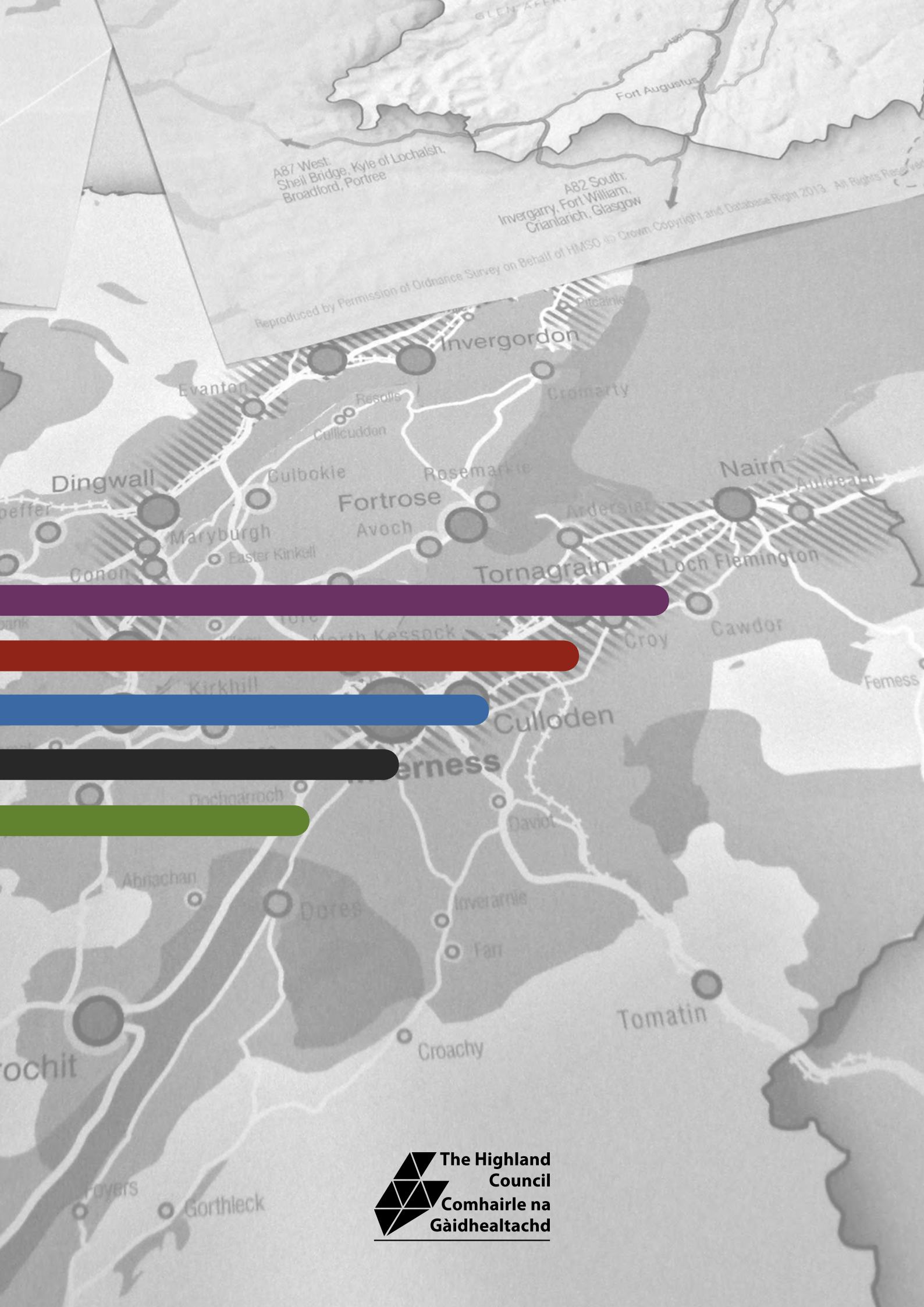
www.marinecode.org/

Strategic Transport Projects Review

www.transportscotland.gov.uk/strategy-and-research/strategic-transport-projects-review

The Assessment of Highland Special Landscape Areas

www.highland.gov.uk/sla



A87 West:
Sheil Bridge, Kyle of Lochalish,
Broadford, Portree

A82 South:
Invergarry, Fort William,
Crianlarich, Glasgow

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