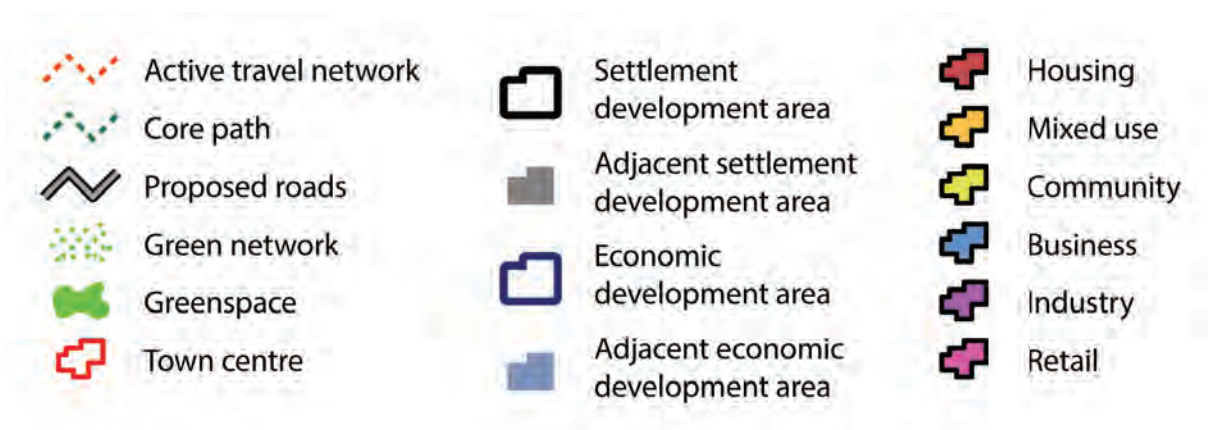


## Main settlements | Prìomh thuineachaidhean

- 81** The Main Settlements make up the top tiers of the Settlement Hierarchy and are where we intend most future growth should occur. For each Main Settlement we have explained the factors affecting development, listed Placemaking Priorities that we think should guide any development proposal within that place and included a mapped list of specifically identified development sites. The choice of these sites is justified and a list included of what any developer of each site must do to bring forward a proposal that would be likely to obtain planning permission. Each site entry also includes a site area, acceptable land uses and if this includes housing then an indicative housing capacity.
- 82** The Main Settlement mapping also includes notations indicating Greenspaces and Green Networks and for the largest settlements Town Centre boundaries (to which the relevant general policies on these subjects will apply). Active Travel and Core Path Networks are also depicted.
- 83** The symbols representing the features in the settlement maps and those shown in 'Economic development areas | Raointean fais eaconamaich' are described in Figure 4 'Map legend'.

**Figure 4 Map legend**



### Alness | Alanais

- 84** Alness is a key settlement within Easter Ross where significant housing, business, industrial and retail growth will continue to be supported. It is within easy reach of other nearby existing and emerging employment centres by both road and rail. It has an attractive setting, situated on the northern shore of the Cromarty Firth and the River Averon runs through the town. A quarry and forestry border the northern boundary of the town. The flood plains of the river pose a constraint to development, particularly south of the railway.
- 85** The town is a key service and employment centre with a rich diversity of businesses, services and shops. It has a thriving town centre with quality streetscape and planting. In 2018 it was awarded "Great British High Street" Scottish Champion Award Winner. The town benefits from good transport links with easy access on to the A9 and both train and bus links heading north and to Inverness. There has been some major investment in the town in recent years, a number of new businesses premises have opened, and a replacement secondary school campus has been provided. There are three primary schools, Obsdale Primary, Bridgend Primary and Coulhill Primary, situated in the east, centre and west of the town respectively.
- 86** Housing growth is focussed on several allocations around the town - AL01 Willowbank Park, AL02 Crosshills, AL03 Milnafua Farm, AL04 Whitehills, AL05 Dalmore and AL06 Obsdale Road. Land at Dalmore and Milnafua Farm is being actively developed and the site at Willowbank Park is partly developed.
- 87** There is potential for Alness East to be the future expansion area, providing a long-term direction of growth for the town. However at present, there are concerns about road safety both in terms of pedestrian/active travel around existing streets, with missing footpaths and narrow roads and cars using the existing unsuitable junction at Rosskeen to get onto the A9. For Alness East to progress in the longer term, it is very likely that a new/upgraded junction will be required onto the A9, and any further work on this aspect will require detailed assessment in agreement with Transport Scotland, which may include undertaking a STAG assessment.

- 88** Land at AL03 Milnafua Farm and AL04 Whitehills has the ability to continue to deliver housing in Alness East in the short to medium term. Land at AL03 will allow for the delivery of 73 houses covered by extant planning permissions and the associated Transport Assessment. Beyond the development of AL03 and AL04, no development should take place in Alness East prior to a new Transport Assessment being completed and a Masterplan prepared, in agreement with Transport Scotland for Trunk Road aspects, which may include undertaking a STAG assessment.
- 89** Business and industrial estates, mostly located to the south of the railway, support significant employment for the area. There remains scope for high quality business development at Alness Point. The whisky industry continues to be important to the town with two distilleries bringing significant social and economic benefits to Alness in terms of tourism, inward investment and employment opportunities. This is reflected by continuing to allocate land at Dalmore and Teaninich Distilleries for industrial development to safeguard their future and allow for expansion and intensification of operations.
- 90** As indicated in 'Employment | Ag obair', the Cromarty Firth has been shown to be ideally placed to be at the centre of the global green energy transition. With Alness being one of the main settlements in Easter Ross and its close proximity to the key ports and energy related employment hubs, there is potential for significant employment and regeneration opportunities in the town. In addition to this the [Climate Action Towns programme](#)<sup>(23)</sup> is giving the communities of Alness and Invergordon the chance to influence how the transition to net zero will affect them. To help realise this, the community, local businesses and public agencies need to work together to coordinate efforts and maximise resources.
- 91** At AL11 coastal erosion is a risk which poses a threat to inter-tidal habitats in the Cromarty Firth SPA. Any development of this site will require to avoid the coastal edge and assess the sustainability of the development against potential coastal change and effects on flood risk.

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23 <https://www.ads.org.uk/introducing-climate-action-towns/>

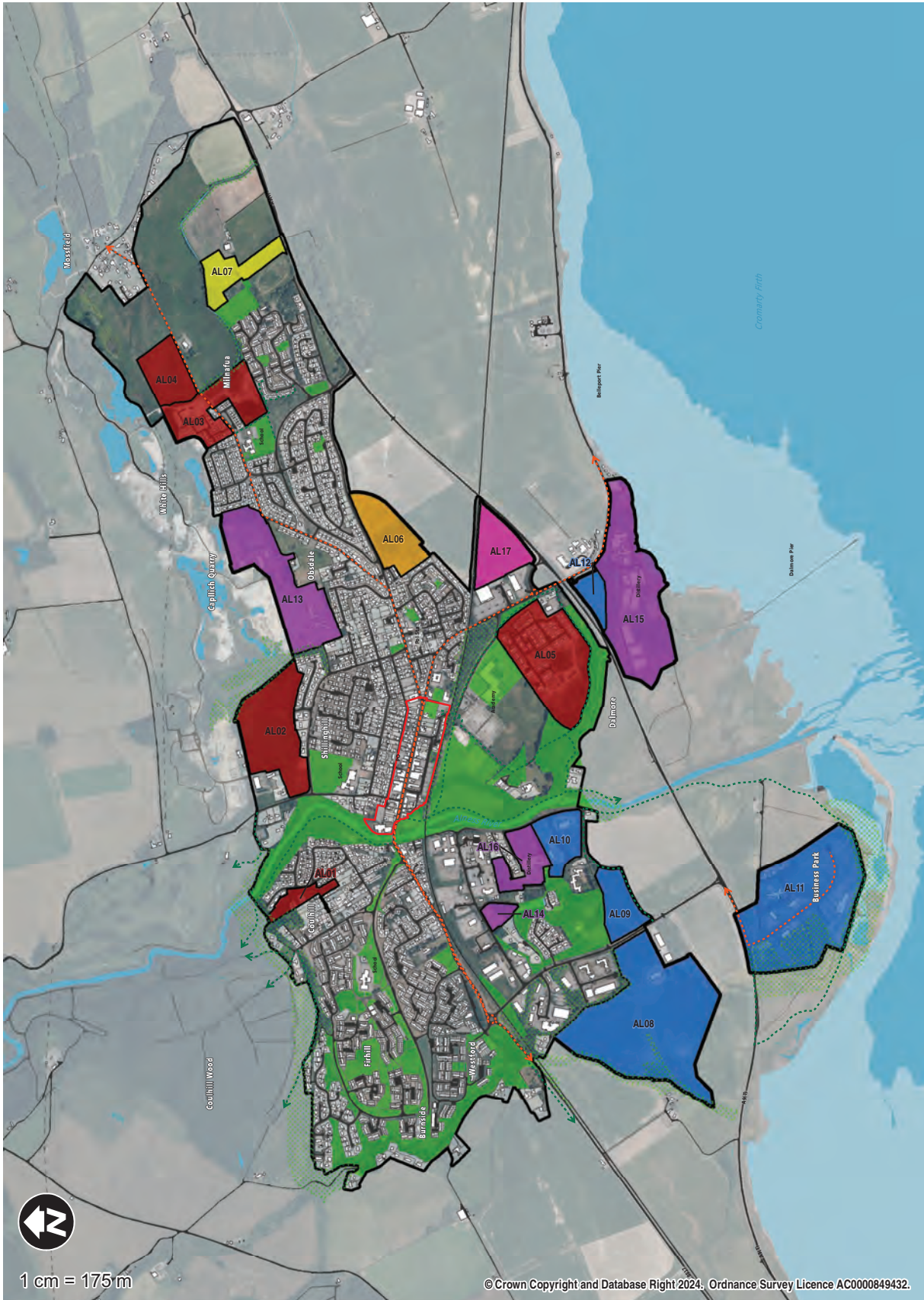
There is potential for development at AL11 and AL15 both alone and in-combination to have an adverse effect on the integrity of Cromarty Firth SPA/Ramsar as a result of impacts on water quality, flood risk and recreational disturbance. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, mitigation for flood risk and a Recreational Access Management Plan.

### Placemaking Priorities 1

#### Alness

- Preserve attractive setting of Alness
- Protect and enhance the vibrant town centre.
- Increase capacity on local primary schools.
- Improve and expand on active travel links between sites and between the town and coast.
- Maintain and enhance the high quality rural setting and quality greenspaces.
- Protect and enhance local Green networks as active travel routes.

Map 5 Alness



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### Development Sites

#### Housing

##### AL01: Willowbank Park

**Area:** 1.6 ha

**Indicative housing capacity:** 5 (17 Total)

**Developer requirements:** Retain and where possible enhance the core path network.

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##### AL02: Crosshills

**Area:** 9.1 ha

**Indicative housing capacity:** 25 (170 Total)

**Developer requirements:** Development masterplan which should include: Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; landscape buffer with Caplich Quarry.

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##### AL03: Milnafua Farm

**Area:** 6.6 ha

**Indicative housing capacity:** 73

**Developer requirements:** Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); site history and possible Land Contamination Site Investigation; retain and where possible enhance the core path network; road widening and footpath provision at Old Milnafua Road Road.

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##### AL04: Whitehills

**Area:** 4.0 ha

**Indicative housing capacity:** 50

**Developer requirements:** Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); road widening and footpath provision at Old Milnafua Road Road.

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### AL05: Dalmore

**Area:** 11.4 ha

**Indicative housing capacity:** 100 (115 Total)

**Developer requirements:** Drainage Impact Assessment; establish any presence of archaeological remains in advance of or during development; improve active travel linkages out with the site towards the Alness-Invergordon Cycle Route.

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### Mixed Use

#### AL06: Obsdale Road

**Use(s):** Housing, Business, Community  
**Area:** 5.0 ha

**Indicative housing capacity:**  
50 (75 Total)

**Developer requirements:** Drainage Impact Assessment; landscape and Visual Impact Assessment; safeguard fabric, historic character and/or setting of the nearby Carn Liath Cairn, Obsdale Scheduled Monument. layout of development within the allocation should respect the setting of the scheduled monument; programme of work for the evaluation, preservation and recording of any archaeological and historic features; improve active travel linkages out with the site.

---

### Community

#### AL07: Achnagarron Farm

**Area:** 3.6 ha

**Developer requirements:** Safeguarded only for allotments or recreational use and development ancillary to those uses; protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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### Business

#### AL08: West and South of Dail nan Roca

**Area:** 22.7 ha

**Developer requirements:** Land allocated to support business and commercial uses; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; landscaping scheme which retains mature trees where possible and provides additional screen planting; protect the amenity of neighbouring residential properties.

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#### AL09: South of Teaninich Road

**Area:** 3.4 ha



**Developer requirements:** Land allocated to support business and tourism uses; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; landscape and Visual Impact Assessment; safeguard the fabric, historic character and/or setting of the nearby B Listed Building Teaninich House; retain and where possible enhance the core path network.

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### AL10: Averon Way

**Area:** 3.5 ha

**Developer requirements:** Site partly developed. Any future proposals must: protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding; retain and where possible enhance the core path network.

---

### AL11: Alness Point

**Area:** 19.2 ha

**Developer requirements:** Site partly developed. Any future proposals must: protect and where possible enhance watercourses/features (the potential to incorporate nature-based solutions should be considered). Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain. A "sustainability of development" appraisal to be undertaken to consider potential coastal change and effects on flood risk. Built development to be avoided near the coastal edge and clear provisions for re-location or demounting if required by coastal change risk. Flood risk will affect the developable area of the site. Flood Risk Assessment required to inform layout and design. Site not suitable for most and highly vulnerable uses

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(as defined in SEPA guidance) and only essential infrastructure, water compatible uses or redevelopment of existing buildings for similar vulnerability use are acceptable in areas found to be at risk of flooding. Proposals to be accompanied by resilience measures. No hard engineered coastal protection defences to avoid adverse effects on the intertidal habitat interests of Cromarty Firth SSSI and the Cromarty Firth SPA. Protect and enhance existing woodland and individual trees; no construction activity within Root Protection Area; Protected Species Survey; high quality siting, design and landscaping; improve active travel linkages out with the site towards the town centre; retain and where possible enhance the core path network. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and mitigation for flood risk, and a Recreational Access Management Plan.

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### **AL12: Field to North West of Dalmore Distillery**

**Area:** 1.6 ha

**Developer requirements:** Protect and enhance existing woodland and individual trees.

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## Industry

### **AL13: Caplich Quarry**

**Area:** 10.5 ha

**Developer requirements:** Continuation of existing quarry operation.

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### AL14: Alness Industrial Estate

**Area:** 1.0 ha

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect and enhance existing woodland and individual trees, integrate with existing green/blue networks; Protected Species Survey.

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### AL15: Dalmore Distillery

**Area:** 14.2 ha

**Developer requirements:** Land allocated to support the expansion and/or intensification of the distillery. Flood Risk Assessment (no development in areas shown to be at risk of flooding); land Contamination Site Investigation; protect and enhance existing woodland; programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment, including details of active travel linkages. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and mitigation for flood risk, and a Recreational Access Management Plan.

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### AL16: Teaninich Distillery

**Area:** 3.5 ha

**Developer requirements:** Land allocated to support the expansion and/or intensification of the distillery; Flood Risk Assessment (no development in areas shown to be at risk of flooding); land Contamination Site Investigation; privacy/amenity setback from Distillery Cottages.

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### Retail

#### AL17: Invergordon Road East

**Area:** 4.4 ha

**Developer requirements:** Drainage Impact Assessment; Landscape and Visual Impact Assessment; programme of work for the evaluation, preservation and recording of any archaeological and historic features; access through existing retail site to the west; landscaping scheme which includes early structural planting to northern and south eastern boundaries.

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### Ardersier | Àird nan Saor

- 92** Ardersier has a population of just over 1,200 people and benefits from a range of local facilities including a primary school, several shops, a pharmacy and large children's play park. Despite its relatively close proximity to both Nairn (approximately 9km) and Inverness (15km) public transport options are limited.
- 93** A former fishing village, 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. However, planning permission was granted in December 2019 for 117 homes to the south of the village. This represents the principal expansion site for the village. Alongside this there are a number of smaller scale redevelopment and infill development opportunities.
- 94** With the MoD's plans to close of Fort George, which lies just over a mile to the north, as a military base by 2032, it's future role and function will be important to the prospects of Ardersier. The large fortress, which has been in continuous active military use since the 18th-century and in more recent times provided a well established tourist attraction, has helped create and sustain services and facilities over and above many other similar sized villages. The Plan identifies the site as an Economic Development Area and allocates for a wide range of uses to encourage proposals to come forward.

#### Placemaking Priorities 2

##### Ardersier

- Improve sustainable transport connection to key employment destinations, particularly Inverness Airport, Nairn and Inverness, and delivery of the A96 Coastal Trail.

- Encourage the sensitive renovation and redevelopment of vacant and derelict sites within the village.
- Improve traffic management on the High Street. This should include measures which better manage the implications of traffic generated by new development in the area (particularly related to any conversion of Fort George), assist with the servicing of properties and for people to safely cross the public roads on required desire lines.

Map 6 Ardersier



### Development Sites

#### 95 Housing

##### AR01: South of Nairn Road

**Area:** 2.4 ha

**Indicative housing capacity:** 80

**Developer requirements:** Development in accordance with planning permission 18/03073/FUL. Any alternative proposals must address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; landscaping scheme which integrates with the built environment; safeguard historic character and setting of the Scheduled Monument (SM5001); Transport Assessment.

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### Mixed Use

##### AR02: East of Station Road

**Use(s):** Housing, Business,  
Community, Retail

**Area:** 0.5 ha

**Indicative housing capacity:**  
10

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of pluvial flooding); Drainage Impact Assessment; protect and enhance existing trees wherever possible and integrate with the green network; Land Contamination Site Investigation; high quality siting and design with positive contribution to the streetscape/settlement settings.

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### Auldearn | Allt Èireann

- 96** The small village of Auldearn is located about 3 km to the east of Nairn and lies on undulating land which influences the form and setting of the settlement. The village also lies in and around the site of the 1645 Battle of Auldearn and this has been a defining factor in the extent to which the settlement has developed over recent times.
- 97** Facilities and services are limited to a hotel/pub and a primary school. Over the past 20 years nearly 100 new homes have been built in Auldearn. The 175 pupil capacity primary school is located in the centre of the village and serves not just Auldearn but a large rural catchment. Due to steady growth within Auldearn and the wider school catchment, there are forecasted to be capacity pressures on the school over the next ten years.
- 98** The A96 dualling project includes a bypass of Nairn which incorporates a high capacity grade separation junction to the north of Auldearn. This will also result in the de-trunking of the section of existing A96 which runs alongside the village. Retaining high quality active travel connections which are convenient and attractive will be important for maintaining strong links to Nairn.

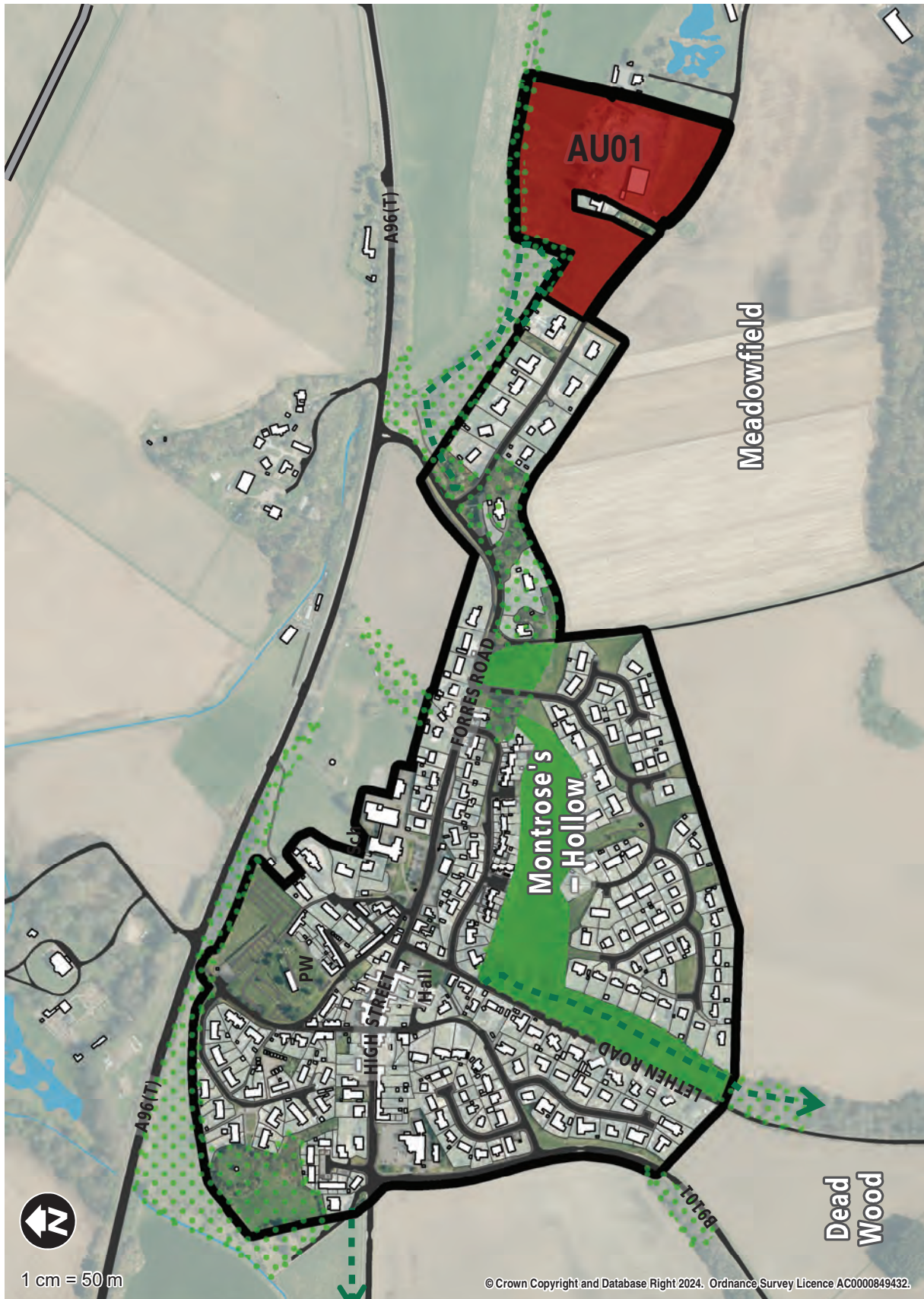
#### Placemaking Priorities 3

##### Auldearn

- Consolidate Auldearn with any new development helping to round off and infill the settlement.
- Ensure a coordinated approach to development with contributions towards the active travel network and areas of open space.
- Avoid any further uncoordinated ribbon development along Moyness Road.
- Safeguard the 1645 Battle of Auldearn battlefield from development.
- Preserve and enhance the green network within and around Auldearn, particularly areas of woodland and watercourses, for active travel use and biodiversity.



Map 7 Auldearn



### Development Sites

#### Housing

##### AU01: Land at Meadowfield

**Area:** 3.7 ha

**Indicative housing capacity:** 30

**Developer requirements:** Developer masterplan which should address: protect and where possible enhance watercourses/features including at least 6m buffer from built development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Transport Statement including details of road widening, 30 mph zone and street lighting and enhanced active travel connections to village centre and establishment of connection to Meadowfield Core Path NA01.02; high quality siting and design, street design/hierarchy which makes positive contribution to the streetscape and is sympathetic to its gateway location; provision of adequate amenity and open space to be provided within early phase of development; landscaping scheme which includes measures to establish definitive settlement edge, such as natural stone walls and tree planting, and integrates natural features with the green/blue network.

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### Avoch | Abhach

- 99** Avoch's origins as a fishing village with an agricultural hinterland continue to shape its form and function. With just over 1,000 residents, Avoch's more recent expansion has been because of its attractive coastal location and views which have fuelled commuter and holiday accommodation demand. Water and sewage works capacity is plentiful and the settlement has a range of commercial and community facilities.
- 100** However, future expansion potential is limited by a range of physical, environmental and service capacity constraints. Coastal and fluvial flood risks and steep hill slopes limit where new building could and should happen. The local primary school is close to capacity. The central conservation area and the wooded margins of the village also constrain growth. Perhaps most importantly, Avoch is served by a spine road (the A832) which has capacity and safety issues and infrequent public transport options. Given this, we do not think it would be advisable to promote significant commuter/holiday accommodation growth in this settlement. Instead, we believe that existing planning permissions and land allocations should be completed but no new land identified for development.
- 101** The allocations benefit from longstanding, in principle, support for development. The harbour would benefit from improvement to support existing activity and land at Muiralehouse is the least constrained option to support additional local employment, community and other facilities. Site AV01 benefits from a previous planning permission, an IMFLDP1 allocation and an application. The Memorial Field site is now complete.

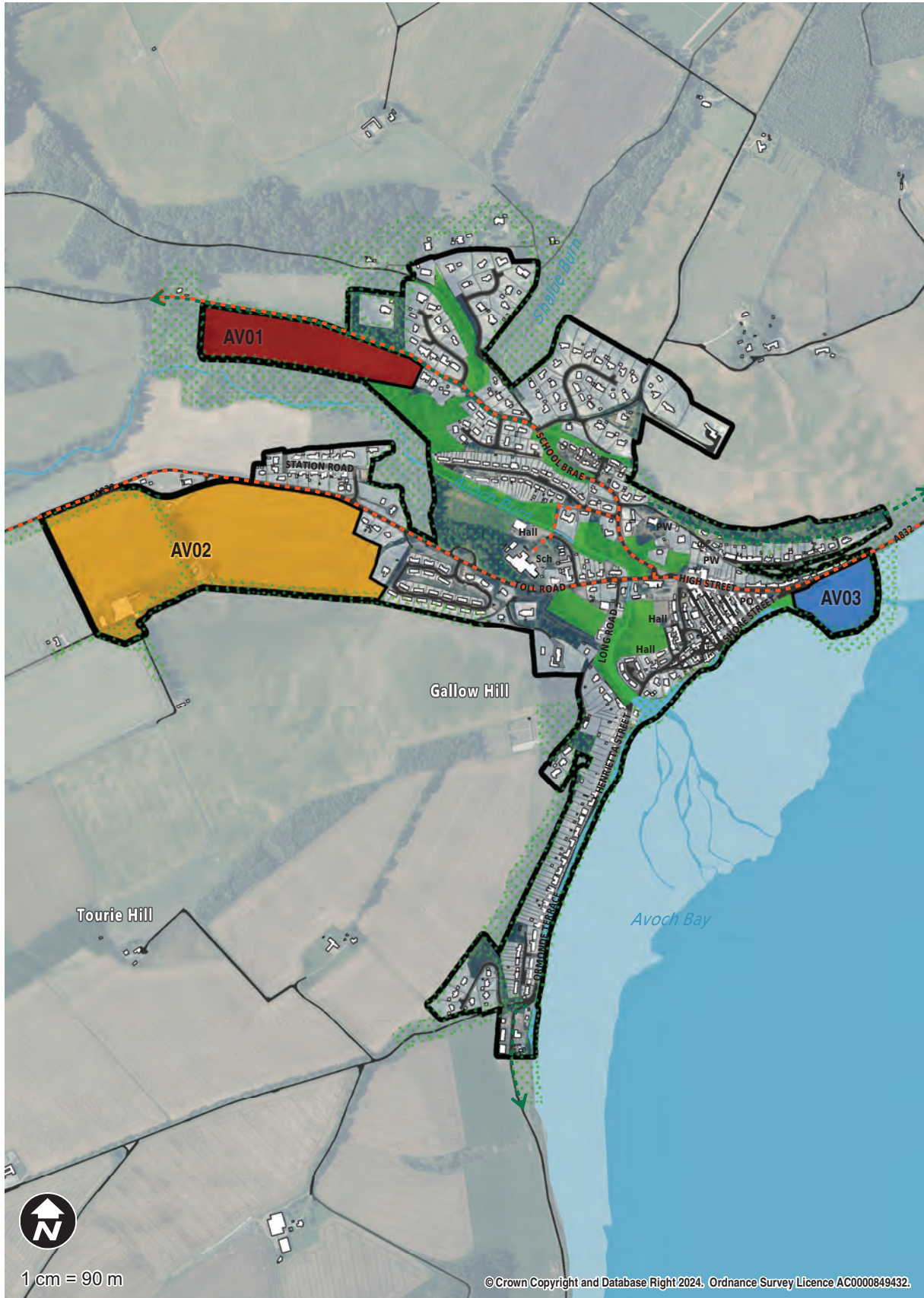
#### Placemaking Priorities 4

##### Avoch

- Limit new development to existing planning permissions and land allocations.
- Seek developer contributions and other funding towards the provision of a strategic active travel link between Munloch and Avoch.

- Protect the character of Avoch's central conservation area and its wooded margins.
- Improve linkages between new development west of the village and village centre facilities.
- Add extra primary school capacity.
- Address the road capacity and traffic management issues on Henrietta Street and Ormonde Terrace.

Map 8 Avoch



### Development Sites

#### Housing

##### AV01: Rosehaugh East Drive

**Area:** 3.7 ha

**Indicative housing capacity:** 39

**Developer requirements:** Developer masterplan which should include/address: Drainage Impact Assessment; public sewer connection; mitigation highlighted by previous Tree Report; Protected Species Survey; assessment and mitigation of impact on Rosehaugh Designed Landscape; high quality architectural design; improved active travel connections to play park, Avoch Primary School and core path network; local traffic management measures. Demonstration of no adverse effect on the integrity of Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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#### Mixed Use

##### AV02: Muiralehouse

**Use(s):** Housing, Community, Business, Industry  
**Area:** 14.1 ha

**Indicative housing capacity:** 80

**Developer requirements:** Developer masterplan which should include/address: Drainage Impact Assessment; public sewer connection; Tree Survey, augmentation of tree belts and beech hedging as green networks and development setback; possible Land Contamination Site Investigation at farm buildings complex; visualisations to assess and mitigate landscape and visual impact; advance structural planting on western boundary; Archaeological Assessment; Transport Assessment including consideration of speed limit extension,

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new/relocated bus stop provision, rationalisation of A832 accesses, new/improved active travel links to village facilities and Avoch to Munlochy strategic link; completion of community and business uses in parallel with housing; safeguard for possible new primary school site. Demonstration of no adverse effect on the integrity of Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

### Business

#### AV03: Harbour

**Area:** 1.7 ha

**Developer requirements:** Land allocated to support improvement of harbour facilities. Flood Risk Assessment required to inform layout and design. Only low vulnerability uses or operationally essential uses in areas shown to be at risk of flooding, to be accompanied by resilience measures. Requirement to ensure any dredging and disposal in accordance with Marine Scotland guidance and any NatureScot advice. High quality architectural design sympathetic to built heritage context for any permanent additional structures bordering the harbour. Demonstration of no adverse effect on the integrity of Moray Firth SPA and Moray Firth SAC by satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution or loss of, or damage or disturbance to bird feeding and roosting areas, as well as method statements and mitigation in relation to any piling, capital and maintenance dredging and disposal (in accordance with Marine Scotland Guidance and any Nature Scot advice), Marine Mammal Mitigation Plan, Boat traffic Management Plan. If the development involves access to the water then it should be done in accordance with the

Scottish Marine Wildlife Watching Code and the Wildlife Safe accreditation scheme and adherence to local codes such as the Dolphin Space Programme, as well as avoidance of any cumulative impact of boat traffic on the Moray Firth SAC.

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### Beauly | A' Mhanachainn

- 102** Beauly is an important local facilities centre for a wider rural hinterland and a tourist destination. It lies approximately 19km west of Inverness and houses around 1,500 people. Enclosed between the railway line and the River Beauly, its settlement form is compact and centred around an impressive "Village Square" Conservation Area which is characterised by substantial stonebuilt properties in tree lined streets. It is also a popular commuter town for those working in Inverness and Ross-shire and has the sustainable travel advantage of a rail halt. These factors and the abundance of reasonably flat and reasonably well drained land close to central facilities make it an ideal location for growth.
- 103** However, there are physical, environmental and service capacity constraints that should be respected. The rising slopes and wooded margins of the adjoining countryside combined with the River Beauly and its flood plain and high water table to the east and railway to the south and west limit where that growth could and should be supported. The Village Square and the central road network were not designed for a high level of vehicle traffic. Similarly, the primary school accommodation is outdated.
- 104** Taking account of these development factors we believe that this Plan should support the continued expansion of Beauly but in a compact form and hand in hand with improvement to local facilities notably extension of the Priory Way loop road that will relieve pressure on the narrowest central road network and new accommodation at or close to the primary school.
- 105** The historic village square is key to Beauly's character and is designated as a Conservation Area. The Council will seek to protect, preserve or enhance its special architectural and historic interest. The Council may undertake a Conservation Area Management Plan which will consider key challenges and opportunities facing the conservation area, and provide guidance on the appropriate siting, scale, massing and materials for new development and for the alteration, extension and refurbishment of buildings throughout Beauly Conservation Area.

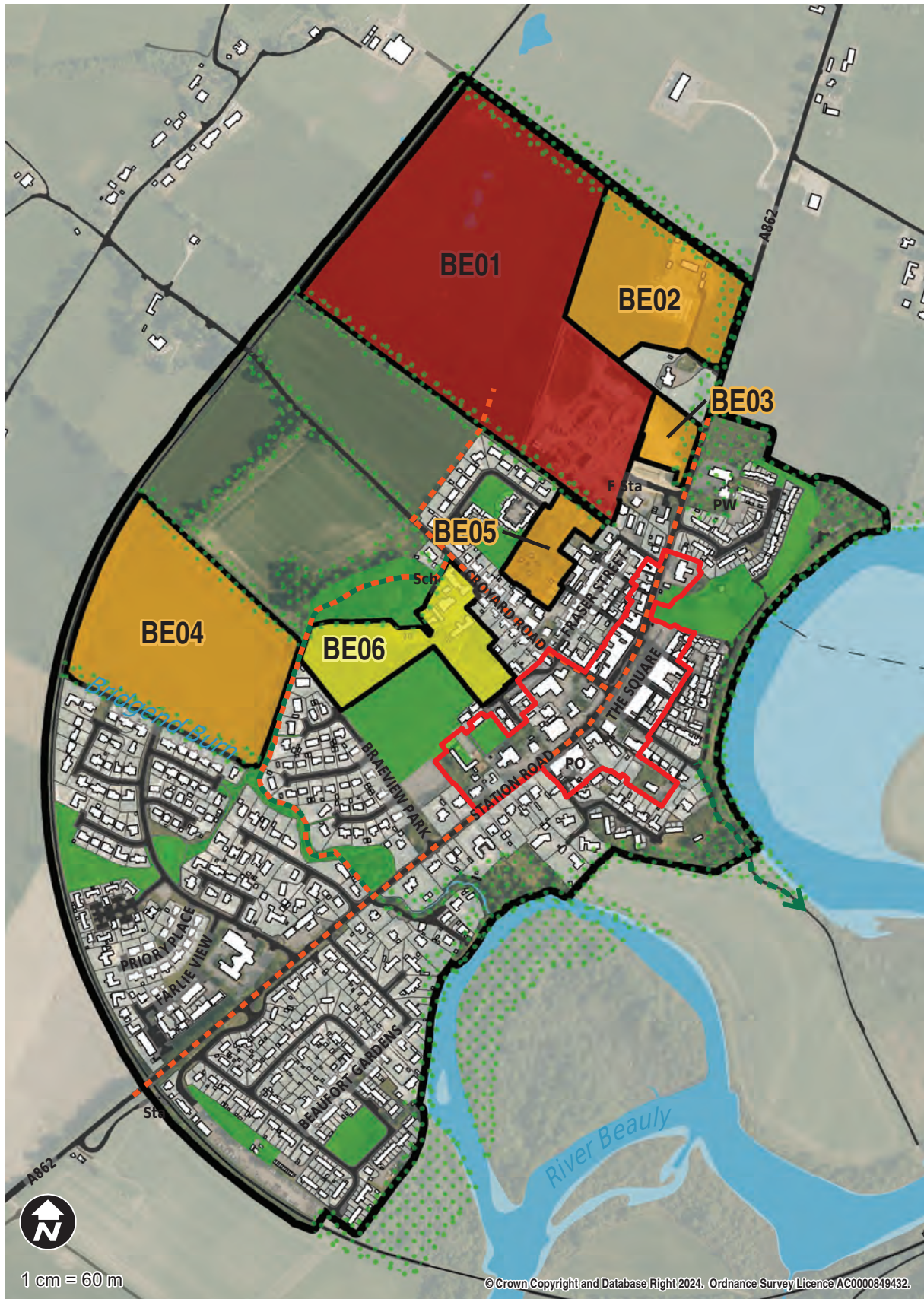
**106** The allocated sites will maintain the compact settlement pattern of Beaully and respects its constraints. Other things being equal, compact mixed use development will encourage active travel because there will be the opportunity to walk or cycle to local employment and local facilities. A new primary school is supported in a central location. Business development is directed as close as possible to the town centre and passing trade to bolster footfall. The allotments at Fraser Street provide a community growing space but this could be provided elsewhere in Beaully. At least part of the allotments site, being flat and central to amenities, could be suited to housing accommodation specifically adapted for the elderly whether that is private flatted or institutional accommodation. New mainstream housing development is directed to more peripheral areas because of the limited capacity of Croyard Road and farm tenancy issues on land adjoining.

### Placemaking Priorities 5

#### Beaully

- Expand the town respecting the physical limits of the railway line and River Beaully flood plain.
- Complete a peripheral loop road to ease issues created by the outdated central road network.
- Safeguard, enhance and create green networks especially along existing watercourses and adjoining the loop road.
- To provide land to encourage a more self contained community with local employment opportunities, more housing specifically adapted for the elderly, and better community facilities.
- Protect and enhance the town's historic and vibrant centre.
- Seek developer contributions and other funding towards the provision of active travel links within Beaully and to strategic links to Muir of Ord and to Inverness via Kirkhill.

Map 9 Beauly



### Development Sites

#### Housing

##### BE01: Beauly North

**Area:** 18.2 ha

**Indicative housing capacity:** 120 (340 Total)

**Developer requirements:** Developer masterplan which should include/address: retention and naturalisation of watercourses as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); public sewer extension and connection; retain, setback development from and add planting along riparian strips and site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Beauly Primary School), contribution to Beauly to Muir of Ord strategic link, completion of distributor loop road through limits of site; details of phasing; land safeguard for possible cemetery provision.

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#### Mixed Use

##### BE02: East Wellhouse

**Use(s):** Community (incl. Care Home),

**Area:** 3.7 ha

Business

**Developer requirements:** Developer masterplan which should include/address: retention and naturalisation of watercourses as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); public

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sewer extension and connection; retain, setback development from and add planting along riparian strips and site boundaries including TPO woodland on A862 frontage; visualisations to assess and mitigate landscape and visual impact; Transport Statement and mitigation including, new/improved active travel links to village facilities, contribution to Beauly to Muir of Ord strategic link, possible need for speed limit extension.

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### BE03: North East of Fire Station

**Use(s):** Community (incl. Care Home), **Area:** 0.6 ha  
Business

**Developer requirements:** Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries including TPO woodland on A862 frontage; Transport Statement and mitigation including, new/improved active travel links to village facilities, contribution to Beauly to Muir of Ord strategic link, road access only through BE01.

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### BE04: West of Cnoc na Rath

**Use(s):** Housing, Community **Area:** 6.5 ha **Indicative housing**  
(incl. School, Allotments), **capacity:** 50 (90 Total)  
Business

**Developer requirements:** Developer masterplan which should include/address: retention and naturalisation of watercourses as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); public sewer extension and connection; retain, setback development from and add planting along riparian strips and site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active

travel links to village facilities (especially to Beauly Primary School), completion of distributor loop road through limits of site; details of phasing; land safeguard for possible cemetery, secondary education and allotments provision if not accommodated on other sites. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

### BE05: Fraser Street Allotments

**Use(s):** Housing (for Ageing Population Only), Community (incl. Allotments, Care Home) **Area:** 1.0 ha

**Indicative housing capacity:** 20

**Developer requirements:** Any housing or residential institution development must be of a design and layout specific to the needs of the ageing population. Developer masterplan which should include/address: retention and development setback from adjoining watercourse and if possible its naturalisation with any crossing of it bridged not culverted; Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); Transport Statement and mitigation including, retained and improved active travel links to village facilities; equivalent off-site compensatory provision (to be provided in a usable condition) of any allotments lost as a result of development.

## Community

### BE06: Primary School and Playing Fields

**Area:** 2.5 ha



**Developer requirements:** Safeguarded only for larger, new and/or redeveloped primary school and associated playing field(s). Developer masterplan which should include/address: Drainage Impact Assessment including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate landscape and visual impact, high quality architectural design; Transport Statement including assessment and improvement of Safer Routes to School from existing and proposed future housing areas.

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### Conon Bridge | Drochaid Sguideil

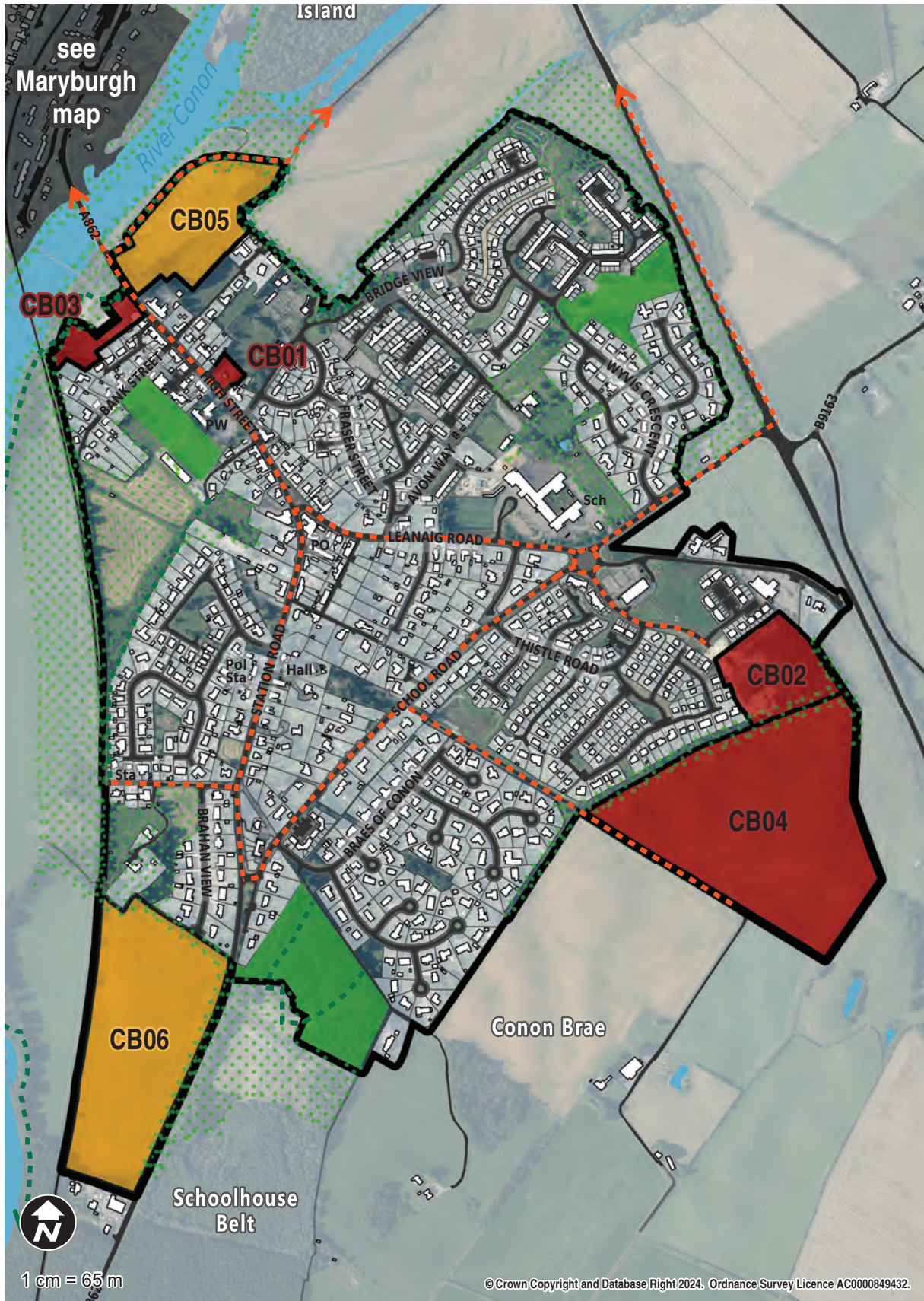
- 107** With over 2,000 existing residents, trunk road connectivity, a rail halt, an attractive outlook, no water and sewerage capacity constraints and a plentiful supply of development land, Conon Bridge is well placed to accommodate further growth.
- 108** However, other factors indicate that that growth should be phased in step with infrastructure capacities. The local primary school that also serves Maryburgh residents is close to capacity, parts of the village are constrained by flood risk, and the settlement's generally northwesterly aspect is poor in terms of solar gain potential.
- 109** Taking account of these development factors we believe that the Plan should consolidate its existing development site commitments. Land at Braes of Conon is part serviced, has a willing landowner, an attractive outlook, likely developer interest, and is in reasonable proximity to the village's principal shop and primary school and is therefore allocated for new housing development. Flood risk and other issues are capable of mitigation. Sites at the former fish processing factory and public house have received recent planning permissions and the related flood protection scheme is being progressed. Land at Riverford now has a planning permission for mixed use development.
- 110** There is potential for a number of developments in Conon Bridge (allocations CB03, CB05 and CB06) to have an adverse effect on the integrity of Conon Islands SAC both alone and in-combination. Furthermore, the development of these sites in addition to Maryburgh MB01 and MB02 have potential to have an adverse effect on the integrity of the Cromarty Firth SPA/Ramsar in-combination. These sites will be required to ensure avoidance of any adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by demonstrating mitigation measures described in developer requirements for the individual development sites.

### Placemaking Priorities 6

#### Conon Bridge

- Support limited growth hand in hand with an increase in local primary school capacity.
- Undertake flood defence works that will reduce the risk of flooding to existing properties and potential redevelopment sites.
- Locate new development closest to the rail halt, school and commercial facilities notably at Braes of Conon.
- Seek developer contributions and other funding towards the provision of an active travel link between Conon Bridge and Muir of Ord.
- Protect and enhance local woodland Green Networks as active travel routes, as natural flood defences and as heritage assets.

Map 10 Conon Bridge



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## Development Sites

## Housing

**CB01: Former Petrol Filling Station****Area:** 0.2 ha**Indicative housing capacity:** 10

**Developer requirements:** Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding from the River Conon and the Eil Burn following any flood protection scheme mitigation); retain, setback development from and add planting along site boundaries; Land Contamination Site Investigation; high quality architectural design; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School and Conon Bridge Rail Halt).

**CB02: Braes of Conon (North)****Area:** 1.8 ha**Indicative housing capacity:** 27

**Developer requirements:** Development in accordance with application/permission 21/03207/FUL. For any alternative proposal, developer masterplan which should include/address: retention and naturalisation of adjoining watercourse as enhanced green network; Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); public sewer extension and connection; retain, setback development from and add planting along riparian strip; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School).

**CB03: Former Public House and Adjoining Land****Area:** 0.5 ha**Indicative housing capacity:** 21

**Developer requirements:** Development in accordance with application/permission 18/03735/PIP. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments including completion of adjoining flood defence works (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strip and other site boundaries; visualisations to assess and mitigate via high quality architectural design, visual and adjoining listed building setting impact; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School). Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species, Recreation Access Management Plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives, minimum 6m buffer strip planted with native species between River Conon and development site.

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### CB04: Braes of Conon (South)

**Area:** 8.9 ha

**Indicative housing capacity:** 160

**Developer requirements:** Developer masterplan which should include/address: retention and naturalisation of adjoining watercourse as an enhanced green network; Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); public sewer extension and connection; retain, setback development from and add planting along riparian strip and other site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active

travel links to village facilities (especially to Ben Wyvis Primary School and Conon Bridge rail halt), extension of distributor loop through site, assessment of the safety and capacity of the nearby A835 junction, contribution to Conon Bridge to Muir of Ord strategic link.

### Mixed Use

#### CB05: Former Fish Processing Site

**Use(s):** Housing, Community, Business, Retail  
**Area:** 2.6 ha

**Indicative housing capacity:** 72

**Developer requirements:** Development in accordance with application/permission 15/01202/FUL and related legal agreement. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments including completion of adjoining flood defence works (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strip and other site boundaries; visualisations to assess and mitigate via high quality architectural design, visual and adjoining listed building setting impact; Land Contamination Site Investigation; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School and Conon Bridge Rail Halt). Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species, Recreation

Access Management Plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives, minimum 6m buffer strip planted with native species between River Conon and development site.

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### CB06: Riverford

**Use(s):** Housing, Business

**Area:** 6.4 ha

**Indicative housing**

**capacity:** 75

**Developer requirements:** Vehicular access to be taken from the A862; extension of 40mph speed limit to the southern boundary of the site; transport assessment and mitigation to provide active travel connections, including footpath connection to Conon Bridge rail halt and Safer Routes to School Plan; retention of existing planting wherever possible; landscaped buffers next to the end of Brahan View and the existing Riverford Garage, and along the A862; built form to connect visually with existing settlement edge; flood risk assessment and setback of development from any proven flood risk area; comprehensive sustainable urban drainage system; archaeological assessment and programme of work for the evaluation, preservation and recording of any archaeological features; habitat management plan, including mitigation, compensation and enhancement measures to be informed by a biodiversity enhancement assessment. Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species.

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### Cromarty | Cromba

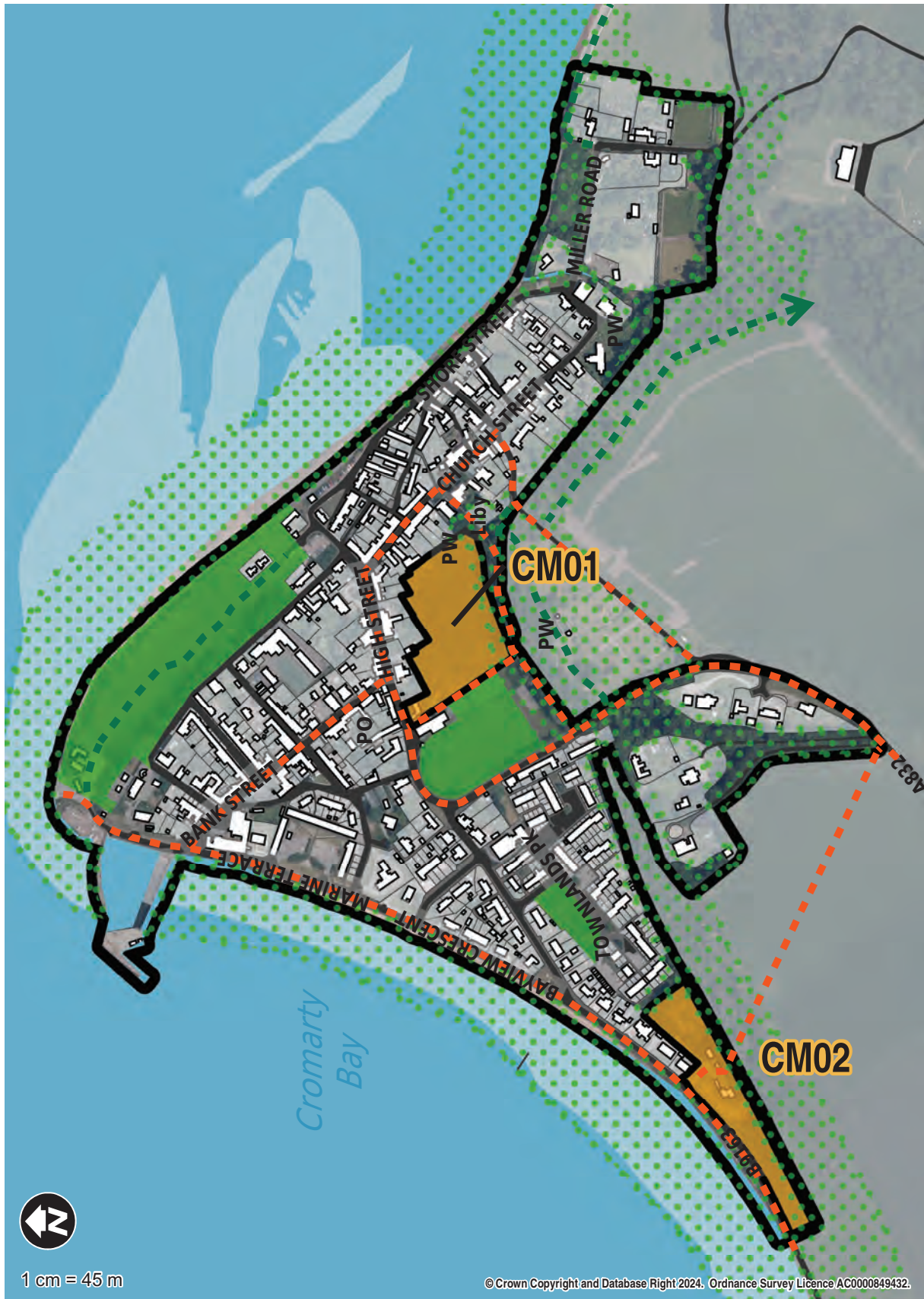
- 111** Cromarty has a beautiful, coastal, below raised beach setting and an extensive outlook afforded by its location towards the end of the Black Isle peninsula. The town's former sources of employment notably fishing have far less of a role to play but the legacy of built investment is of high quality and justifies the conservation area status of much of the settlement. Seasonal and cyclical employment opportunities are available from tourism and across the Firth at Nigg which is linked by an important ferry service.
- 112** The physical containment of the town below the raised beach and its built heritage quality limit appropriate infill options. It would be imprudent to encourage commuting from the town because of the lack of effective public transport travel options to major work centres, the length and carbon impact of car journeys and the village centre congestion issues along the A832. However, the ferry service to Nigg and homeworking do offer more sustainable alternatives. Steeper ground and good agricultural land to the south and east of the settlement and the Cromarty Firth to the north and west impose significant physical constraints on growth. The town's sewage works has very little spare capacity. More positively, Cromarty has no water supply or primary school physical capacity issues.
- 113** Taking account of these development factors we believe that this Plan should limit the number of new development sites. Land at Sandilands is the best candidate for expansion because of its centrality and visual containment. However, it has road access limitations an effective solution to which requires the reconfiguration of the Victoria Hall recreational facilities. There is local opposition to such reconfiguration and it would impose additional development costs. Otherwise, only smaller scale infill development below the raised beach is likely to be acceptable including land for visitor management facilities at Bayview Crescent.

### Placemaking Priorities 7

#### Cromarty

- Support growth via suitable infill development below the raised beach.
- Control the scale of growth within the limits of sewerage capacity.
- Encourage the sensitively designed development of the central Sandilands site.
- Protect and enhance the town's heritage assets notably the conservation area, links and wooded margins. These wooded green networks should accommodate active travel routes to enhance the internal connectivity of the town.
- Support the Cromarty to Nigg ferry service as a sustainable commuter connection to employment prospects at Nigg.

Map 11 Cromarty



### Development Sites

#### Mixed Use

##### CM01: Sandilands

**Use(s):** Housing, Community, Business  
**Area:** 1.4 ha

**Indicative housing capacity:** 33

**Developer requirements:** Development in accordance with Sandilands Cromarty Development/Design Brief. Developer masterplan which should include/address: Drainage Impact Assessment; public sewer connection; retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate via high quality and sympathetic to built heritage context, architectural design and layout, the visual and conservation area/listed building fabric/setting impact; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Cromarty Primary School), optimum improved vehicular access(es); no net detriment reconfiguration of Victoria Hall recreational uses if required; phasing.

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##### CM02: Bayview Crescent

**Use(s):** Community, Business

**Area:** 0.9 ha

**Developer requirements:** Safeguarded only for campervan service area and/or business use. Development in accordance with application/permission 19/05501/FUL including: maintenance of visibility splays; compensatory tree planting; connection to public sewer and waste disposal point. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along western site boundary; site history and possible Land Contamination Site Investigation; Transport Statement and mitigation including, new/improved active travel

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links to village facilities. Demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

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### Croy | Crothaidh

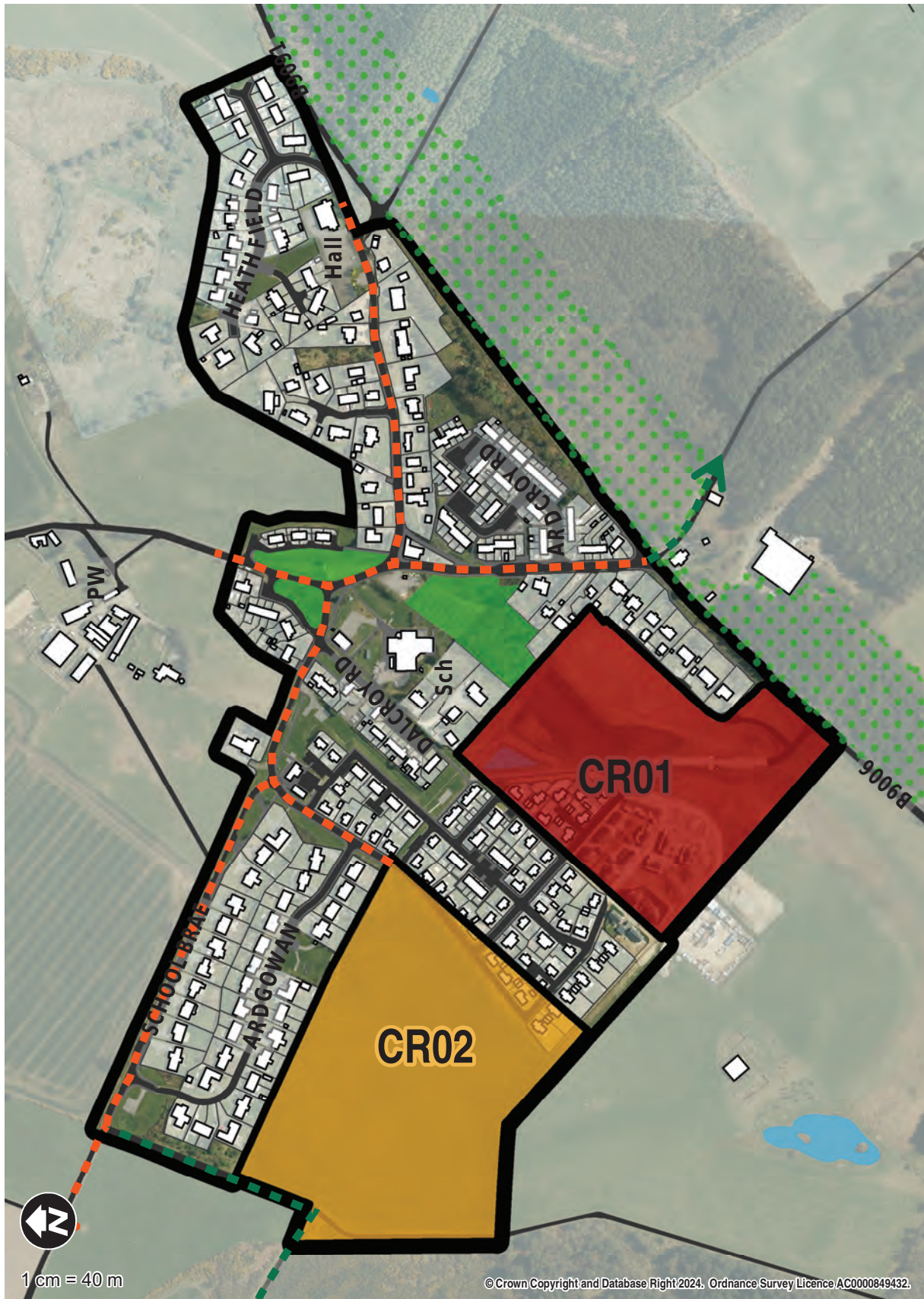
- 114** Croy is a relatively small village located on the B9091 halfway between Inverness and Nairn. Despite its limited facilities and lack of sustainable transport options, the population of Croy has continued to increase with more recent housing developments located to the north and west of the settlement.
- 115** The Scotia Homes development to the west is well underway with 100 new homes permitted within phase one alongside a café and retail unit, now occupied by ANTA. Phase two will see a final 50 homes delivered and opportunity exists within the site to develop local enterprise and/or community facility to help create a sustainable community.
- 116** The new town of Tornagrain lies immediately to the north and as the rate of development has progressed there has been increasing pressure on local infrastructure including Croy Primary and the road network.
- 117** There is potential for development at CR01 both alone and in combination with CR02 and TG01 to have an adverse effect of the integrity of Loch Flemington SPA as a result of development effecting water quality and hydrology. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts in the Nairn and Inverness Areas for further detail) and a Recreational Access Management Plan to ensure no adverse effect on the integrity of the Loch Flemington SPA.

### Placemaking Priorities 8

#### Croy

- Improve the transport network, particularly around the junction of the B9091 and the B9006 and along Croy Road to Tornagrain.
- Ensure that the new primary school at Tornagrain and secondary school at Inverness East are delivered at an appropriate time to avoid undue pressure on the existing schools.
- Improve active travel connections to key destinations, particularly the delivery of the A96 Landward Trail and North South Links routes.
- Preserve existing green networks, particularly the woodland between Croy and Tornagrain, and enhance their role as active travel routes and biodiversity sanctuaries.
- Facilitate the ecological recovery of Loch Flemington by requiring all development within the water catchment of the loch to use appropriate foul drainage arrangements, including mitigation which safeguards water quality and ensures no increase in phosphorous discharge to avoid an adverse effect on the integrity of Loch Flemington SPA.

Map 12 Croy





## Development Sites

## 118 Housing

**CR01: West of Primary School****Area:** 5.1 ha**Indicative housing capacity:** 50

**Developer requirements:** Development in accordance with planning permission 17/02509/FUL. Any alternative proposals must address: need to protect and where possible enhance wetland and small watercourse; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; high quality siting and design with positive contribution to the streetscape/settlement settings; Transport Assessment including suitable access arrangements, upgrades to wider road network and high quality active travel connections to key destinations; demonstration of no adverse effect on the integrity of Loch Flemington SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts in the Inverness and Nairn Areas for further detail) and Recreational Access Management Plan.

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## Mixed Use

**CR02: North West of Primary School**

**Use(s):** Housing, Community, Business  
**Area:** 6.4 ha

**Indicative housing capacity:** 50

**Developer requirements:** Drainage Impact Assessment; high quality siting and design with positive contribution to the streetscape/settlement settings; Transport Assessment including details of suitable access arrangements, consideration of upgrades to wider road network and enhanced active travel connections to key destinations; explore potential for creating a new community and/or small scale commercial space; demonstration of no adverse effect on the integrity of Loch Flemington SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts in the Inverness and Nairn Areas for further detail) and Recreational Access Management Plan.

### Culbokie | Cùil Bhàicidh

- 119** Culbokie's primary function is as a dormitory village of around 650 people many of whom are employed in Inverness and Easter Ross. Without effective non car accessibility to these jobs, it is not a sustainable location for further growth. It has grown in the past because of its attractive outlook across the Cromarty Firth and proximity to the A9 with its connection to major work and facility centres. The settlement has also benefited from adequate water, sewerage and school capacity.
- 120** We don't believe that the settlement should be earmarked for significant growth in the future. Culbokie's elevation and generally northwesterly aspect present climate and therefore heating challenges, the village population is declining and improving sustainable commuter travel options from this location would be cost prohibitive. Moreover the village's shape which has been elongated because of the local pattern of landownership and its availability for development. This extended linear pattern makes within village active travel less likely.
- 121** Taking account of these development factors we believe that this Plan should only support completion of already permitted sites, a brownfield redevelopment opportunity and completion of established infill sites. Sites CU01 and CU02 benefit from planning permission and provide for a mix of uses in a location as close as possible to the centre of the village. Land adjoining the old primary school is previously developed and underutilised.

#### Placemaking Priorities 9

##### Culbokie

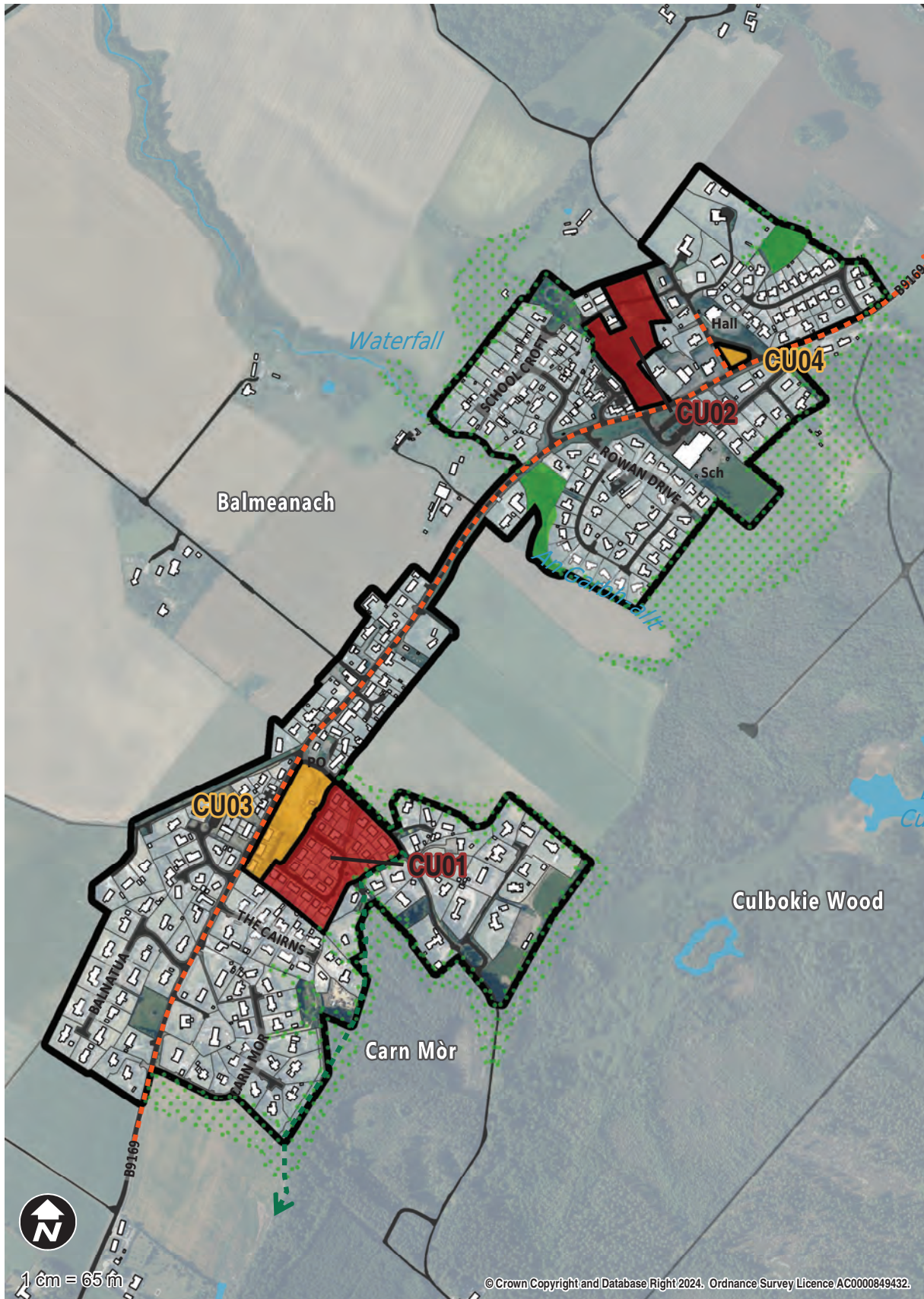
- Consolidate the village by completion of infill development sites.
- Limit the scale of new development in line with the village's limited infrastructure capacity.
- Promote a mix of housing, business and community sites in central locations.

## Section 4 - Places | Àiteachan

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- Retain the greenspace and green networks in and around the village.
- Promote and seek contributions towards better active travel connectivity within the village and to the A9 and for a community transport scheme.

Map 13 Culbokie



### Development Sites

#### Housing

##### CU01: Land North of Cairns

**Area:** 2.1 ha

**Indicative housing capacity:** 33

**Developer requirements:** Development in accordance with planning permission 18/05808/FUL and its related legal agreement including phasing; timeous greenspace provision; Access Management Plan; archaeological survey and recording; Transport Statement mitigation. Site is under construction and will soon be fully complete at which point it will be deleted from the Plan.

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##### CU02: Land North of Schoolcroft

**Area:** 1.3 ha

**Indicative housing capacity:** 20

**Developer requirements:** Fowlers Croft portion of site in accordance with planning permission 07/00812/FULRC. For balance of site, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Culbokie Primary School).

#### Mixed Use

##### CU03: Land South of Village Store

**Use(s):** Housing,  
Community, Business

**Area:** 0.9 ha

**Indicative housing capacity:** 6

**Developer requirements:** Development in accordance with planning permission 21/01930/FUL, 18/05806/PIP and 21/00660/MSC including greenspace provision; active travel provision; noise and lighting mitigation; affordable housing provision.

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### **CU04: Land East of Old Primary School**

**Use(s):** Community, Business

**Area:** 0.1 ha

**Developer requirements:** Supporting statement which should include/address: Drainage Impact Assessment; retention, setback from and new planting on site boundaries; archaeological survey and recording; design justification for any more than a single building unit.

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### Dingwall | Inbhir Pheofharain

- 122** 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 closer proximity. As a key service and employment centre that is in close proximity to Inverness and having the benefit of good transport links, there is likely to be demand for continued housing and employment growth in Dingwall. As such Dingwall is considered as a strategic main settlement where significant housing, business, industrial and retail growth will continue to be supported. The town has two schools – Dingwall Primary School and Dingwall Academy, both of which require major extensions. There are also known issues around car-parking and drop off points at the Primary School.
- 123** Public realm improvements in Dingwall Town Centre have been delivered in recent times through its Conservation Area Regeneration Scheme, which has seen the restoration of historic properties along the High Street. The historic core of Dingwall is key to its character and is designated as a Conservation Area. There is also potential for a new community woodland at Knockbain Farm.
- 124** Dingwall sits on National Cycle Route 1 but there are no dedicated places to store bikes nor any dedicated cycle lanes. Improvement of active travel routes in Dingwall must be a key priority, as well as the Peffery Way link to Strathpeffer and intra-settlement link to Evanton. In particular any new development around Dingwall North should ensure that active travel routes to the Primary School and the Academy are factored into the design of any development.
- 125** The growth of Dingwall continues to be shaped by the local landscape and its location at the head of the Cromarty Firth and convergence of the Rivers Peffery and Conon. Risk of flooding continues to be an issue for some sites particularly around the riverside and Dingwall Business Park. At Dingwall Business Park development proposals will be subject to Flood Risk Assessment and may require the River Peffery Flood Protection Scheme to be in place for some sections of the site to be developed.



- 126** The Kinnardie Link Road remains a key aspiration for the town. Its provision and completing the two gaps that would ultimately link Docharty Road and Old Evanton Road would help deliver improved transport infrastructure. The link in the north would also provide a possible circular route for public transport and would improve connectivity between the housing developments in Dingwall North for all modes of travel.
- 127** DW01, DW02, and DW03 are all viable, central housing sites for the short to medium term, with development either already happening on site or active interest in them. The development of these sites also aids progress with the provision of the road link between St Andrews Road and Chestnut Road.
- 128** Land is allocated for community uses at DW08 as a potential site for a replacement St Clement's School. Land is allocated for community use at DW07 as a possible location for a new district park. This would provide space for recreation and would augment the green network. 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.
- 129** There is potential for development at DW05, DW06, DW07 and DW08, both individually and in combination with each other, to have an adverse effect on the integrity of the Cromarty Firth SPA and Ramsar as a result of impacts on water quality. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

### Placemaking Priorities 10

#### Dingwall

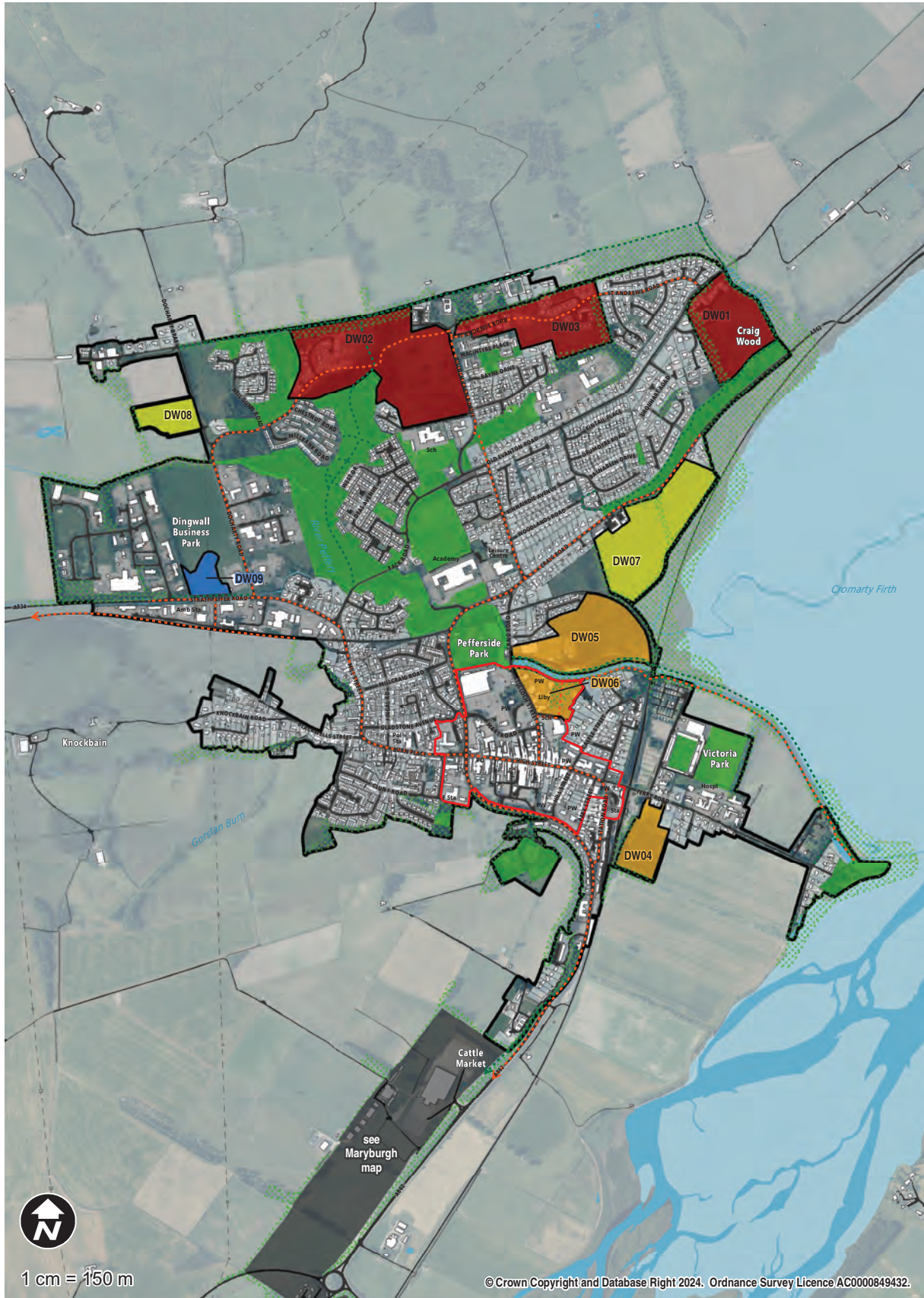
- Deliver improved transport infrastructure including the Kinnardie Link Road and the completion of the link between St Andrews Road and Chestnut Road.
- Improvement of active travel routes in the town and intra-settlement links between Dingwall and Evanton and the Peffery Way to Strathpeffer.

## Section 4 - Places | Àiteachan

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- Provide additional car-parking and drop-off points at Dingwall Primary School.
- Protect and enhance the Conservation Area and continue with the improvement of historic buildings on the High Street.
- Safeguard and enhance blue and green networks especially along the River Peffery.
- Potential for a new community woodland at Knockbain Farm.

Map 14 Dingwall



### Development Sites

#### Housing

##### DW01: Dingwall North – Craig Road

**Area:** 6.4 ha

**Indicative housing capacity:** 28

**Developer requirements:** Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; TPOs protected and retained; Landscape and Visual Impact Assessment; ensure connections to core paths; assessment and improvement of Safer Routes to School. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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##### DW02: Dingwall North - South of Tulloch Castle

**Area:** 15.5 ha

**Indicative housing capacity:** 98

**Developer requirements:** TPOs protected and retained; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; protect, enhance, integrate with existing green/blue networks; Landscape and Visual Impact Assessment; safeguard the fabric, historic character and/or curtilage setting of the Listed Building; establish any presence of archaeological remains in advance of or during development; retain and where possible enhance the core path network; assessment and improvement of Safer Routes to School; Primary School drop off/parking.

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### DW03: Dingwall North - St Andrews Road

**Area:** 7.3 ha

**Indicative housing capacity:** 38

**Developer requirements:** TPOs protected and retained; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; safeguard the fabric, historic character and/or curtilage setting of the Listed Building; establish any presence of archaeological remains in advance of or during development; assessment and improvement of Safer Routes to School.

### Mixed Use

#### DW04: Land Opposite Sherriff Court

**Use(s):** Business, Tourism,  
Community, Housing

**Area:** 2.9 ha

**Indicative housing capacity:**  
10

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment.

#### DW05: Dingwall Riverside (North)

**Use(s):** Business, Industry, Community

**Area:** 7.9 ha

**Developer requirements:** Flood Risk Assessment (only water-compatible uses or redevelopment of existing buildings for similar vulnerability uses would be acceptable in areas shown to be at risk of flooding); holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; Protected Species Survey; Land Contamination Site Investigation; retain and where possible enhance the core path network. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and

comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and pollution.

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### DW06: Dingwall Riverside (South)

**Use(s):** Business, Retail, Community

**Area:** 2.4 ha

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding); exploring opportunities to apply nature-based solutions for helping to protect watercourses and at the same time provide other benefits such as active travel routes and wildlife corridors; Protected Species Survey; Land Contamination Site Investigation; maintain mature trees along boundaries; retain and where possible enhance the core path network. Demonstration of no adverse effect on the integrity of the Cromarty Firth SPA and Ramsar and the qualities of Cromarty Firth SSSI by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and pollution.

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### Community

#### DW07: Craig Road

**Area:** 8.9 ha

**Developer requirements:** Safeguarded only for a District Park; morphological assessment and then improve and protect watercourse and wetland areas; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protected Species Survey; Habitat

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Survey. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and pollution and Recreational Management Plan.

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### **DW08: Dingwall North - Dochcarty Brae**

**Area:** 2.0 ha

**Developer requirements:** Safeguarded only for new St Clement's School and associated playing fields. Development masterplan should address: protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect and enhance existing woodland and individual trees, create new woodland where opportunities exist. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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### **Business**

### **DW09: Land to East of Dingwall Business Park**

**Area:** 1.5 ha

**Developer requirements:** Issues to be addressed include: 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. Other developer requirements may be identified by the Council through pre-application discussions.

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### Dores | Duras

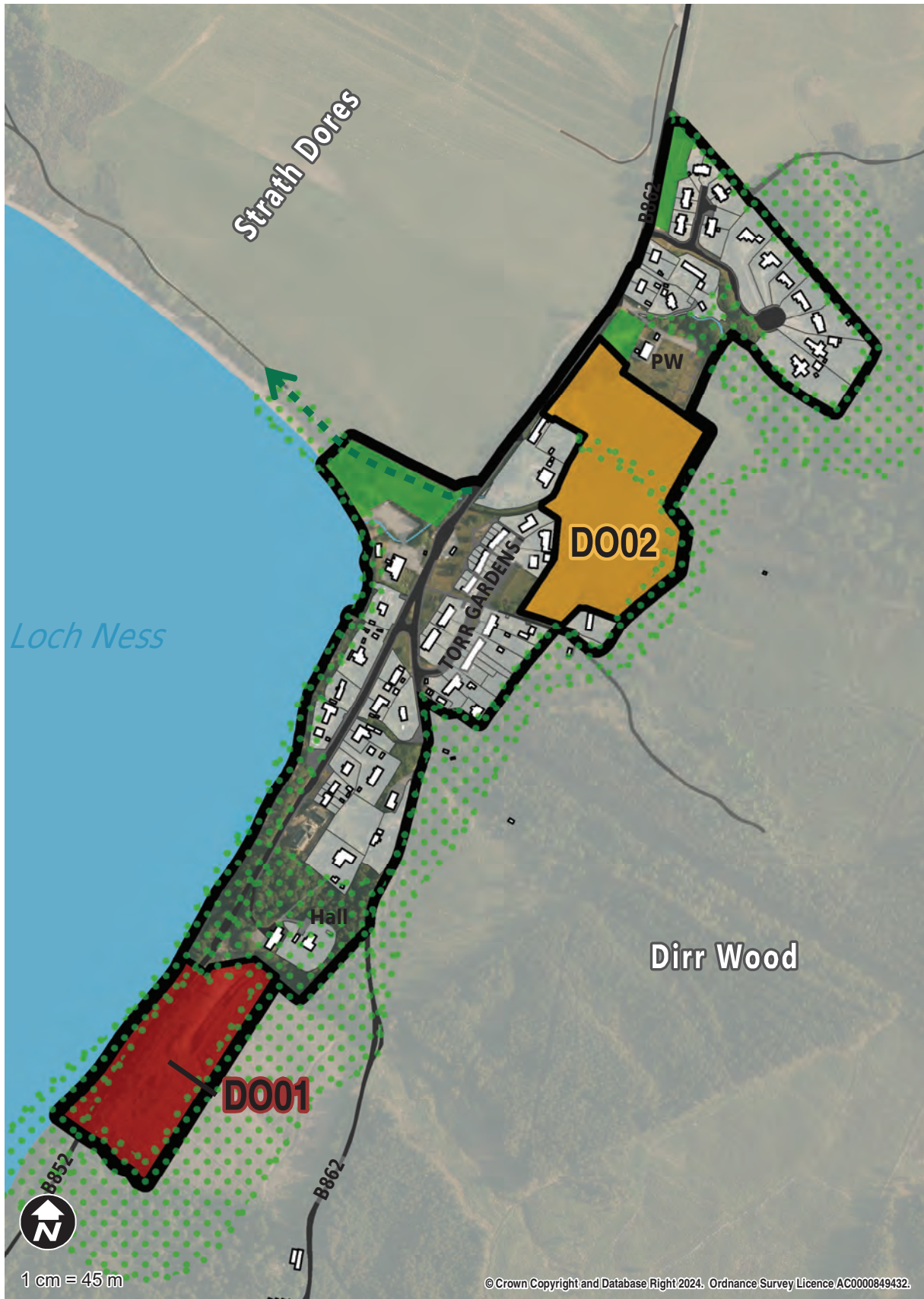
- 130** Dores is a small village of just 145 residents yet is a very popular visitor destination due to its attractive location, nestled on the western banks of Loch Ness and long, south facing pebble beach. These natural features, together with steep wooded hillsides to the east, have limited development options.
- 131** Facilities are limited to a primary school (currently at around 60% capacity but due to increase to 84% in 10 years time), a bar/restaurant, church and sports pitch. The bus service is the only means of public transport but despite its infrequency its timetable allows for limited commuting to Inverness.
- 132** Taking these factors into account the Plan supports a modest level of development including on land south of the Church which offers potential for a mix of housing and community uses and housing to the south of the village hall.

#### Placemaking Priorities 11

##### Dores

- Protect and enhance the playpark and grass sports pitch in the centre of the village.
- Increase car parking facilities to serve both the local community and visitors during peak times.
- Work with Scottish Water to upgrade the water supply capacity.
- Need to deliver traffic calming (already designed) and highway improvements scheme, improved public transport and facilities to support active travel.

Map 15 Dores



## Development Sites

## 133 Housing

**DO01: Land South of Dores Hall****Area:** 3.1 ha**Indicative housing capacity:** 10

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Minimise tree removal with 20m holdback distance between retained trees and development; compensatory tree planting; protected species surveys; consider the potential for nature-based solutions to enhance green networks; high quality siting and design and landscaping strategy which ensures development provides positive contribution to the streetscape and settlement settings; appropriate archaeological survey and recording; Transport Statement which includes details of extension of 30mph speed limit and junction onto B853, new road access to Dores Village Hall, active travel connection to both hall and village centre.

## Mixed Use

**DO02: Land South of Church**

**Use(s):** Housing, Community, Business, Tourism  
**Area:** 2.2 ha

**Indicative housing capacity:** 25

**Developer requirements:** Flood Risk Assessment maybe required (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protection of watercourse through development setback and where possible enhance existing riparian area; protected

species survey; site history and possible Land Contamination Site Investigation; high standard of architectural siting and design which takes account of the prominence and slope of site; protect setting of the adjoining Listed Building.

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### Drumnadrochit | Druim na Drochaid

- 134** Drumnadrochit benefits from a range of facilities beyond what would be expected for the size of the settlement and wider Glenurquhart catchment population. The principal settlement accommodates around 1,150 permanent residents and this figure has shown a slow but steady increase over the last 20 years. Its popularity is based upon its proximity to the work centre of Inverness, attractive setting close to Loch Ness, good range of local facilities and location straddling a major tourist route. The local high and primary schools have some spare capacity and investment to protect the village centre from flooding has been made.
- 135** However, it is not a sustainable location for significant further growth. Car based travel to larger facilities and work is still necessary and improving public transport or active travel provision to Inverness would not be cost effective relative to the extra population that could reasonably be accommodated in Glen Urquhart. Similarly, local water and sewerage capacity is constrained and additional investment to increase capacity is not programmed by Scottish Water. Add in the physical constraints of the steep surrounding hill slopes, areas of flood risk, the restrictions on new access to the A82 trunk road, and the environmental and amenity benefits of preserving local greenspace then we believe that a cautious approach to future growth is sensible.
- 136** Taking account of these development factors we believe that the "legacy" allocations at Drum Farm and adjoining the new Co-op store should be completed but that no new expansion areas should be promoted. The two large central sites represent previous, in principle, development commitments. DR02 is part permitted and part constructed. Land at Drum Farm can also help consolidate the settlement in a central location where, other things being equal, a mix of uses can promote more sustainable travel to local facilities and employment. Land to the rear of the post office is now better protected from flooding following completion of a flood scheme and is also in an optimum central location close to other commercial facilities and the principal public car park. Other than these sites, expansion

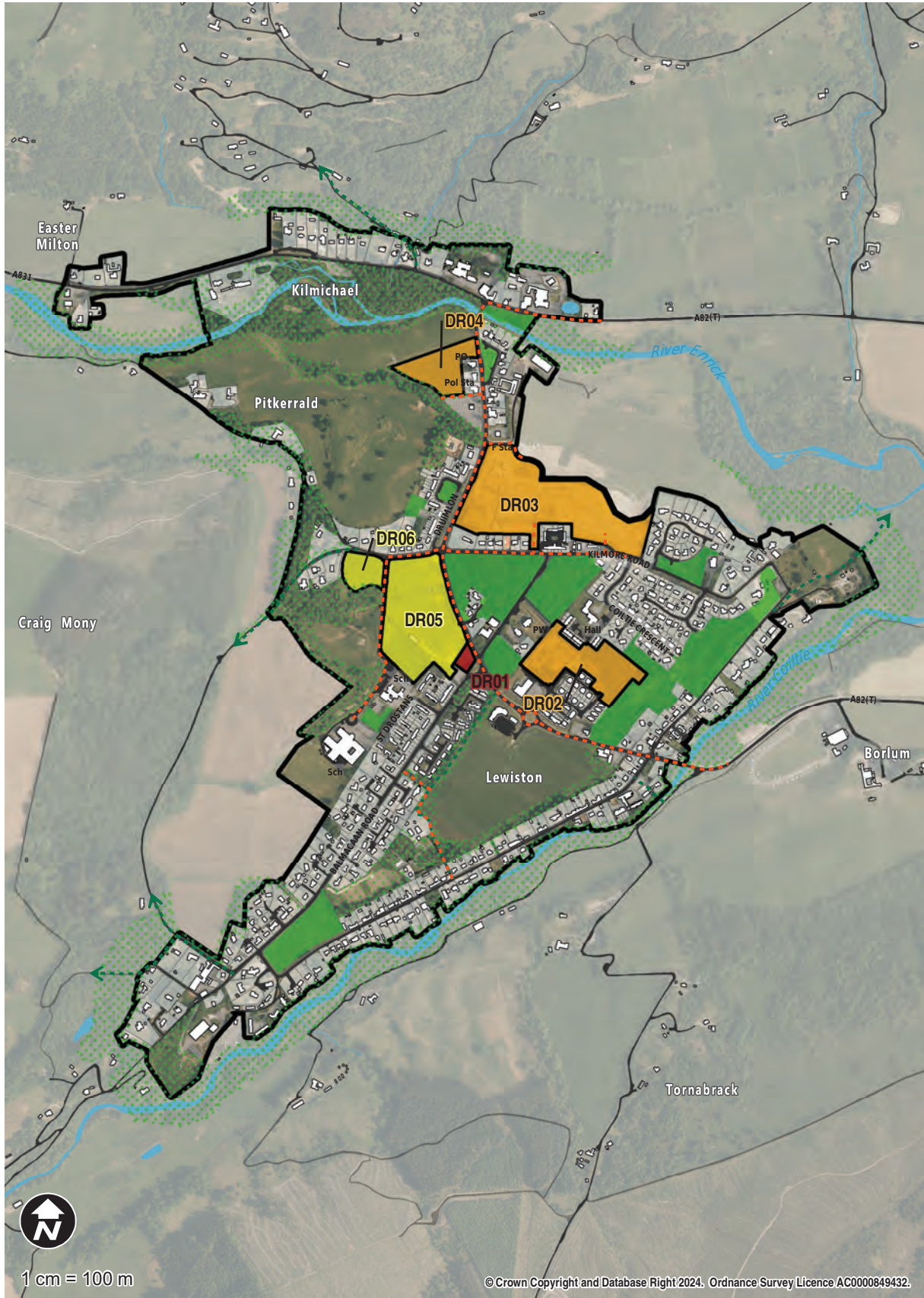
of shinty facilities would most sensibly be made adjoining the existing pitch and underutilised land closer to the high and primary schools may have potential for complementary education or other community use.

### Placemaking Priorities 12

#### Drumnadrochit

- Consolidate the village by supporting the completion of its central development sites.
- Secure an improved range, quality and location of commercial and community facilities.
- Improve active travel accessibility to these more centralised facilities.
- Preserve the greenspaces and green corridors that permeate through the settlement and enhance their role as active travel routes.

Map 16 Drumnadrochit



### Development Sites

#### Housing

##### DR01: Former A82 Retail Units

**Area:** 0.2 ha

**Indicative housing capacity:** 10

**Developer requirements:** Developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries, particularly the boundary adjoining the shinty pitch; visualisations to assess and mitigate landscape and visual impact; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Glenurquhart Primary School), rationalisation of current parking and access arrangements; high quality of architectural design respecting site's prominence from A82 tourist route.

---

#### Mixed Use

##### DR02: Land Adjoining Supermarket

**Use(s):** Housing,  
Community, Business, Retail

**Area:** 2.3 ha

**Indicative housing  
capacity:** 43

**Developer requirements:** Development in accordance with planning permissions 13/03694/PIP and 17/02492/MSC including phasing; timeous delivery of non housing uses; active travel connections to off-site facilities and adjoining greenspace. Archaeological survey and recording; high quality architectural design sympathetic to built heritage context.

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### DR03: Drum Farm

**Use(s):** Housing, Community, Business, Retail  
**Area:** 5.8 ha

**Indicative housing capacity:** 93

**Developer requirements:** Development in accordance with planning permissions 19/02762/FUL and 19/02761/FUL and related legal agreement including: phasing; timeous delivery of non housing uses; active travel connections to off-site facilities and adjoining greenspace; high quality of architectural design of frontage units respecting site's prominence from A82 tourist route. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; high quality architectural design sympathetic to built heritage context; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Glenurquhart Primary School), assessment of the safety and capacity of the nearby A82 junctions; phasing including early availability of serviced sites for non housing uses.

### DR04: Land West of Post Office

**Use(s):** Community, Business, Retail  
**Area:** 1.3 ha

**Developer requirements:** Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments taking account of effect of adjoining flood protection scheme (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian and other site boundaries; safeguard Ancient Semi Natural Woodland on southwest boundary; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; high quality of architectural design of frontage units respecting site's prominence from A82 tourist route; Transport Statement and mitigation including new/improved trunk road junction to satisfaction of

Transport Scotland. Prior completion of associated Drumnadrochit (River Enrick) Flood Protection Scheme and adjustment of uses and layout to take account of the level of protection it offers.

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### Community

#### DR05: Shinty Pitch and Adjoining Land

**Area:** 4.1 ha

**Developer requirements:** Safeguarded only for recreational use and development ancillary to that recreational use. Any built development application should: assess flood and drainage impacts (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; include visualisations to assess and mitigate landscape and visual impact respecting the site's prominence from A82 tourist route; retain/improve active travel links to other village facilities and its principal residential areas.

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#### DR06: School's Junction

**Area:** 0.7 ha

**Developer requirements:** Safeguarded only for community building. Developer masterplan which should include/address: Drainage Impact Assessment (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; Protected Species Survey; Transport Statement and mitigation including connection to village's active travel network.

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### Evanton | Baile Eòghainn

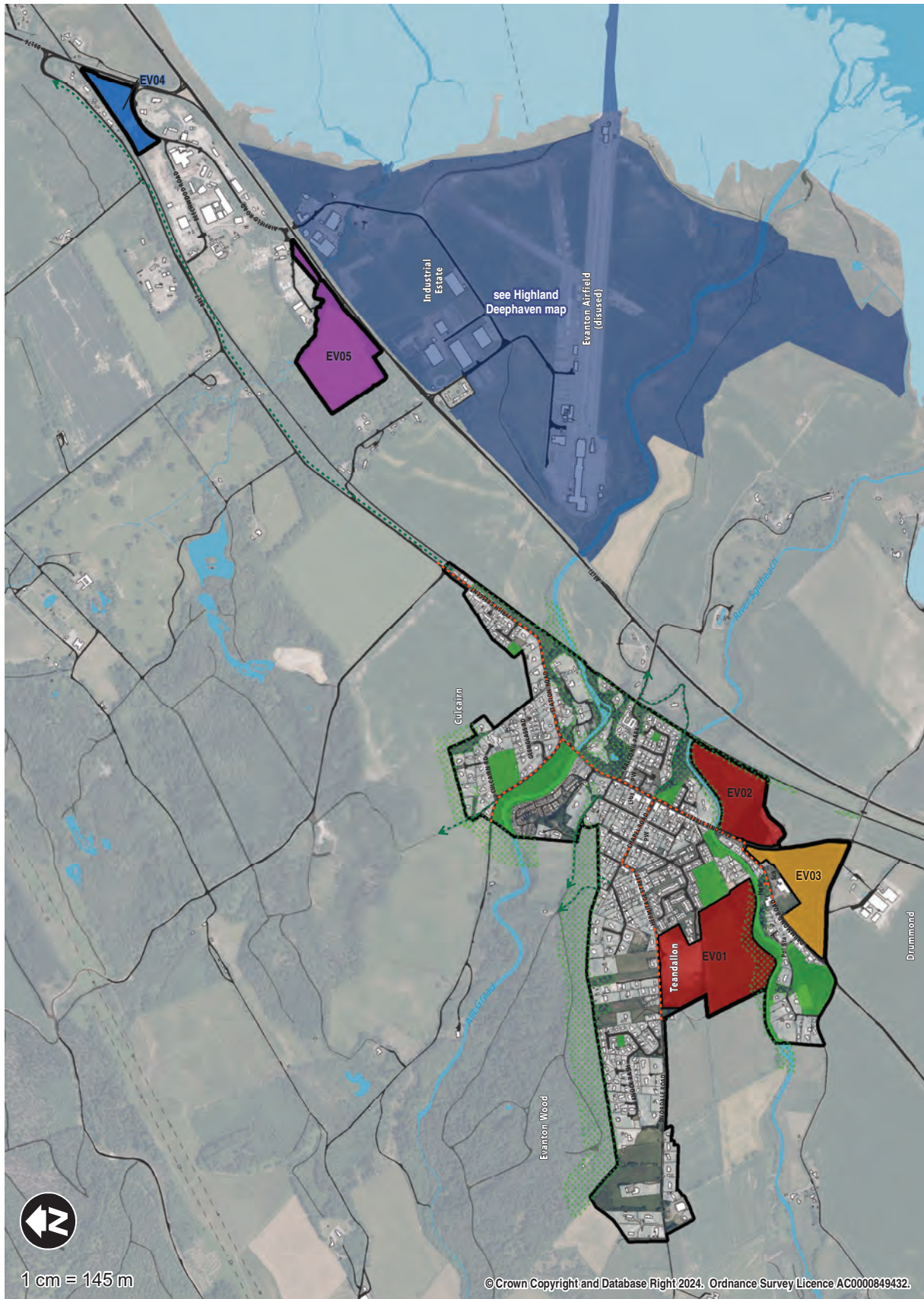
- 137** Evanton is an important village in East Ross with a population of around 1,400 which is suitable for continued modest growth. It provides a number of community facilities including a Primary School, however the school has limited capacity.
- 138** It is strategically located within 32 kilometres of employment centres at Inverness, Dingwall, Alness, Highland Deephaven, Nigg and Invergordon. There are opportunities for intensification/expansion of business and industrial activities at Evanton Industrial Estate (allocation EV05) and at Highland Deephaven which lies immediately to the south and is identified as an Economic Development Area (allocation HD01). This site is not shown within the village map as it is included within the section on Economic Development Areas. A rail siding to serve industrial operations at HD01 Highland Deephaven and EV05 could also create environmental benefits in relation to freight movement.
- 139** 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.
- 140** Significant housing expansion is already underway at Teandallon and it is expected that this site will provide land for housing supply in the medium to longer term. Other housing sites at Drummond Farm and Southeast of Evanton Bridge will provide additional choice. There remains a desire to achieve a bridge over the River Sgitheach between Teandallon and Drummond Road. This would primarily support an active travel link but may also provide a road link and could help alleviate internal road capacity issues.
- 141** There continues to be an aspiration to re-open the Rail Halt at Evanton. For this to progress a STAG appraisal would be required to assess viability. Achieving a rail halt would provide an alternative to driving cars for longer journeys and it could also provide an environmentally sustainable transport connection for employment at Highland Deephaven. There continues to be a good bus link to Inverness and active travel links to Alness.

### Placemaking Priorities 13

#### Evanton

- Aspiration to re-open the rail halt; subject to STAG appraisal and provide a rail siding to serve industrial operations and to support the sustainable movement of freight.
- Improved internal road provision, particularly along Swordale Road where capacity issues exist.
- Support active travel links to Alness.
- Support active travel links over the River Sgitheach and Allt Graad.
- Protect the Ancient Inventory Woodland and Scottish Semi-Natural Inventory Woodland.
- Address limited capacity at Kiltearn Primary School.

Map 17 Evanton



### Development Sites

#### Housing

##### EV01: Teandallon

**Area:** 10.3 ha

**Indicative housing capacity:** 56 (140 Total)

**Developer requirements:** Development and phasing in accordance with planning permission 19/05404/FUL. Any alternative proposals must address: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Measures to improve watercourse morphology required; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Tree/woodland Survey and Management Plan; Protect, enhance, integrate with existing green/blue networks; Compensatory tree planting; Protected Species Survey; High quality siting and design with positive contribution to the streetscape/settlement settings; Improve active travel linkages out with the site, especially towards the Primary School over the River Sgitheach; Transport Assessment including new access road and bridge crossing linking Drummond Road over the River Sgitheach.

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##### EV02: Southeast of Evanton Bridge

**Area:** 5.0 ha

**Indicative housing capacity:** 14 (30 Total)

**Developer requirements:** Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact

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Assessment; Holdback distance of 20 metres generally required between trees or woodland and new development; No construction activity within Root Protection Area; Protected species survey; Improve active travel linkages out with the site to the school.

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### Mixed Use

#### EV03: Drummond Farm

**Use(s):** Housing, Community **Area:** 5.4 ha

**Indicative housing**

**capacity:** 10 (15 Total)

**Developer requirements:** Land allocated to support housing development and possible future expansion of Primary School; Drainage Impact Assessment; Holdback distance of 20 metres generally required between trees or woodland and new development; No construction activity within Root Protection Area; Protected Species Survey; High quality siting and design, particularly on higher part of site, with positive contribution to the streetscape/settlement settings.

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### Business

#### EV04: Airfield Road

**Area:** 1.9 ha

**Developer requirements:** Drainage Impact Assessment; Holdback distance of 20 metres generally required between trees or woodland and new development; No construction activity within Root Protection Area; Protected Species Survey; Access to be taken from Airfield Road; Privacy/amenity setback from existing houses; Boundary treatment and lighting to respect neighbouring residential amenity.

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### Industry

#### EV05: Evanton Industrial Estate

**Area:** 6.6 ha

**Developer requirements:** Land allocated to support business and industrial uses. Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Protected Species Survey; Holdback distance of 20 metres generally required between trees or woodland and new development; No construction activity within Root Protection Area; Safeguard Novar Garden and Designed Landscape (and its setting), including appropriate design and materials; consider potential effects with reference to Inventory; Access to be taken from Airfield Road.

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### Fort Augustus | Cille Chuimein

- 142** Fort Augustus only accommodates a stable, year round population of just over 600 but expands during the tourism season because it 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. Education, water and sewerage facilities have adequate existing or programmed capacity.
- 143** In terms of constraints, the same transport, river and tourism corridors create severance of movement across the village, junction constraints, heritage features that should be protected, flood risk areas, and marked seasonal variations in demand and therefore employment. The patchwork ofcrofting tenancies and ownership within the village continues to thwart attempts to assemble larger development sites.
- 144** Taking account of these development factors we believe that this Plan should consolidate rather than seek to promote expansion of Fort Augustus. In practice, this means a preference for smaller infill sites. The fragmented pattern of landownership within the village and other constraints limit the land that is available and viable for significant development. Land south of the Old Convent is already part developed and could be extended. Land within and adjoining the village car park is in the most sustainable location and could be reconfigured to allow more and better laid out car parking plus enabling mixed use development.

#### Placemaking Priorities 14

##### Fort Augustus

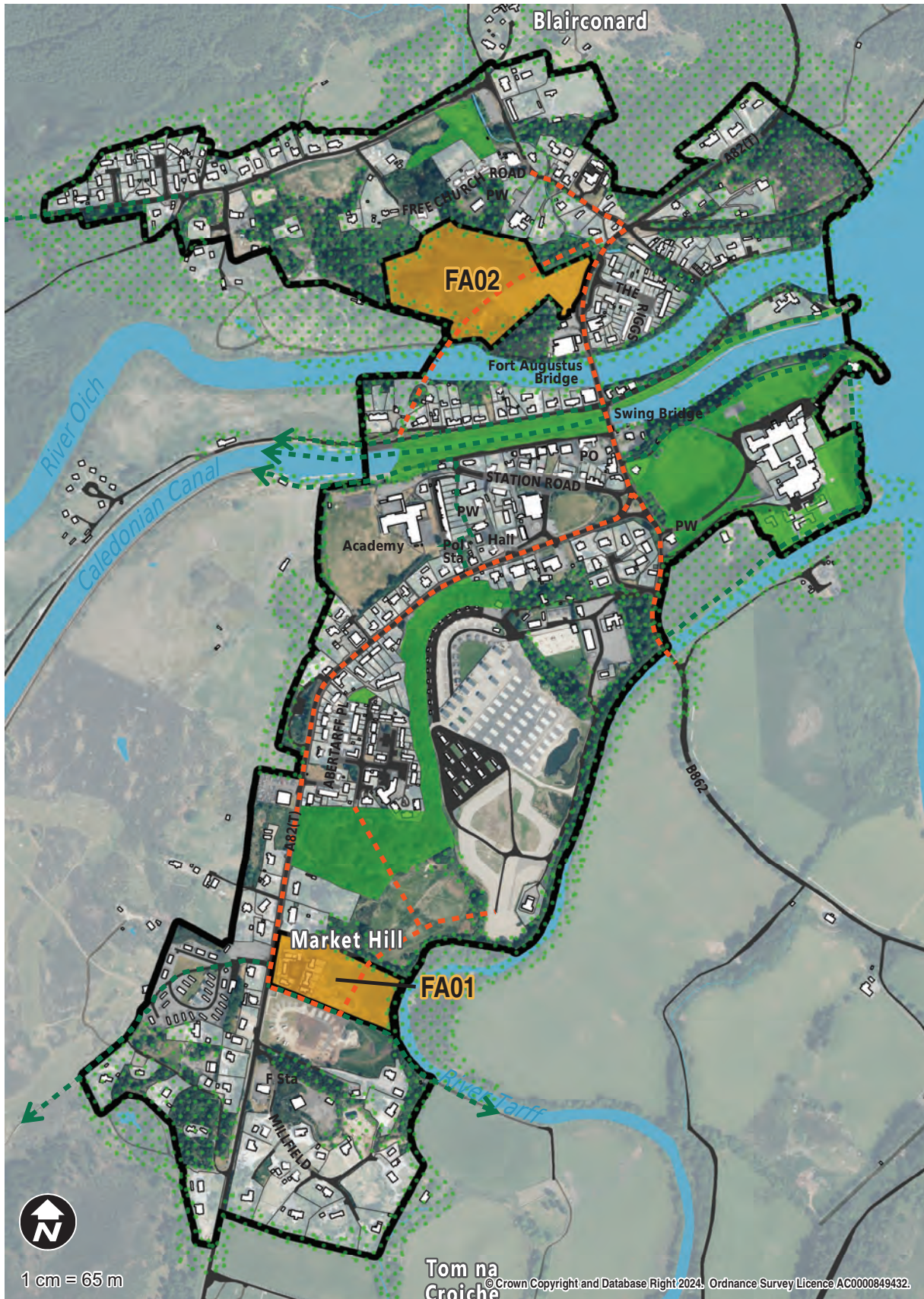
- Support smaller scale infill expansion where land ownership and other constraints allow.
- Complete water supply improvements.
- Encourage comprehensively serviced mixed use development close to the village centre and south of the Old Convent.

## Section 4 - Places | Àiteachan

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- Avoid fluvial flood risk issues and mitigate the severance of active travel movement caused by the transport corridors.
- Safeguard and enhance local Green Networks.

Map 18 Fort Augustus



### Development Sites

#### Mixed Use

##### FA01: Glebe

**Use(s):** Housing,  
Community, Business

**Area:** 1.6 ha

**Indicative housing  
capacity:** 10

**Developer requirements:** Part complete. Potential second phase. Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strips and site boundaries; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Kilchuimen Primary School) and assessment of trunk road junction capacity.

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##### FA02: Village Centre

**Use(s):** Housing, Community,  
Business, Retail

**Area:** 3.3 ha

**Indicative housing  
capacity:** 10

**Developer requirements:** Built development predominantly within current parking area and car park further reconfigured and expanded to west. Developer masterplan which should include/address: Drainage Impact Assessment; Tree/woodland Survey and Management Plan; Habitat and Protected Species Surveys; retain and setback development from existing planting but if tree loss then add compensatory planting to enhance green corridors within wider site boundary; visualisations to assess and mitigate landscape and visual impact; Transport Statement and mitigation including, new/improved active travel links to

village facilities (especially to Kilchuimen Primary School) including assessment of feasibility of disused railway line as active travel link connection, vehicular access through reconfigured car park.

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### Fortrose and Rosemarkie | A' Chananaich agus Ros Maircnidh

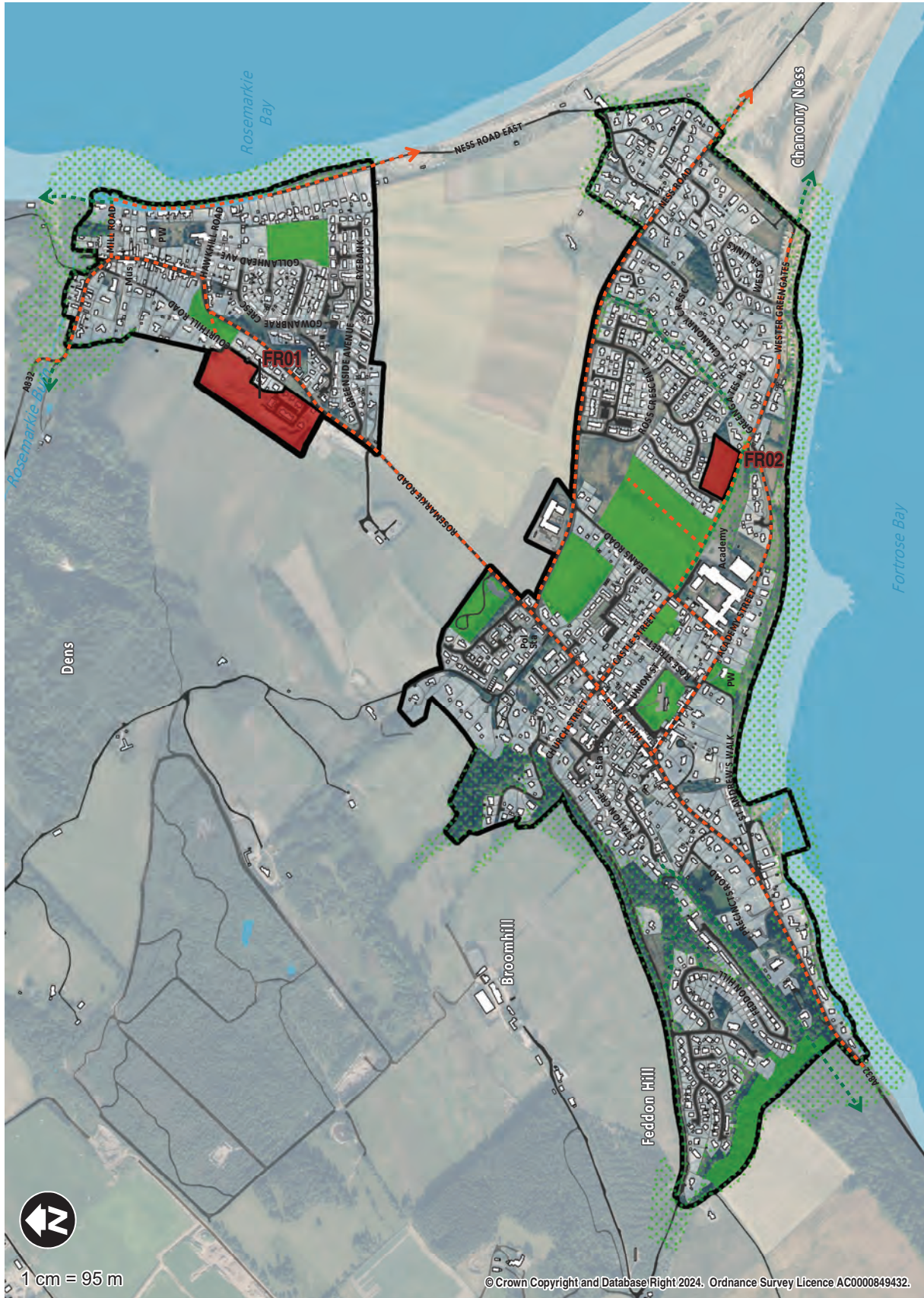
- 145** Fortrose and Rosemarkie combined house around 2,350 permanent residents. Because of this size and Fortrose's role as a "town centre" for a larger rural hinterland, higher order facilities such as the Academy and Leisure Centre are also present. Access to the Firth, good farmland and an attractive outlook are the factors that have attracted people to the area and most continue to do so.
- 146** However, this is not a sustainable location for further significant growth. All of the eastern Black Isle settlements are primarily served by the A832 spine road, which in passing through the constricted historic cores of those settlements results in congestion and other related issues. Moreover, the length of this connection and the existing and potential catchment population served means that it will not be cost effective to improve non car accessibility to the eastern Black Isle. Accordingly, we do not believe that these settlements should be earmarked for further residential growth beyond that already committed and that other investment should only be in line with this approach of consolidation rather than expansion.
- 147** Apart from being in an unsustainable location in terms of travel patterns, Fortrose and Rosemarkie have very limited additional waste water treatment capacity and both its high and primary schools are close to capacity. Add in coastal flood risk, prime agricultural land, steep inland slopes and heritage constraints then the justification for constraint is even more pronounced.
- 148** Taking account of the above development factors we believe that this Plan should only allocate previously earmarked or permitted development sites. Land at Ness Gap and Greenside Farm benefits from planning permission and/or allocation in the current approved development plan. The Ness Gap land not already earmarked for housing development could be suitable for either community or relocated retail use.

### Placemaking Priorities 15

#### Fortrose and Rosemarkie

- Consolidate rather than further expand the settlements.
- Secure local infrastructure improvements in parallel with this lower growth scenario particularly through developer funded traffic management measures.
- Complete allocated and permitted development sites at Ness Gap and Greenside Farm.
- Safeguard the setting, heritage features and distinct identities of the two principal settlements.
- Safeguard and secure enhancements to local Green Networks to improve active travel and habitat connectivity.

Map 19 Fortrose and Rosemarkie





## Development Sites

## Housing

**FR01: Greenside Farm****Area:** 2.6 ha**Indicative housing capacity:** 50

**Developer requirements:** Site is under construction and will be deleted from the Plan when fully complete. Development in accordance with Planning Permission 15/03033/FUL and approved amendments including public sewer connection, landscaping and high quality architectural design sympathetic to built heritage context. Demonstration of no adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

**FR02: Ness Gap****Area:** 0.7 ha**Indicative housing capacity:** 12

**Developer requirements:** Development in accordance with Planning Permission 18/03570/PIP (or any subsequent planning permission) including archaeological survey and recording. For any alternative proposals, developer masterplan which should include/address the same permission requirements plus: public sewer connection; high quality architectural design; Transport Statement and mitigation including, retention of amenity and convenience of adjoining core path, justification and mitigation for any road access not from Dolphin Drive.

### Invergordon | Inbhir Ghòrdain

- 149** Invergordon has a rich and varied history, based largely around its naturally sheltered deep-water harbour. In the past 20 years, the harbour has become a hub of the local economy and with several major expansions it now supports a wide range of energy and cruise industry activities.
- 150** The town is well placed for development as it benefits from a wide range of facilities, including spare school capacity, health care and good transport links. A range of employment related development is supported within established industrial estates and at the harbour. The development allocations have also focused on previously used land where appropriate. Despite strong economic drivers, Invergordon's population declined since the census in 2011 to 3,900 people, a decrease of 2.5%. However, there are promising signs of strategic housing investment to the north west, at Cromlet and further potential at Invergordon Mains Farm. Furthermore, the town's assets and strategic maritime location also present significant opportunities for its future. Transport Scotland is currently investigating options to address existing safety issues at Tomich junction. Any future development found to impact on this junction will be required to make a financial contribution towards any necessary improvements.
- 151** Pre-pandemic, the cruise ship industry had grown with passenger numbers reaching nearly 200,000 annually. Whilst this industry has brought a major economic boost for the Highland economy, localised traffic and parking impacts have emerged within the town. Resolving these issues, together with regenerating key brownfield sites to create a more welcoming and attractive town are important priorities.
- 152** As indicated in 'Employment | Ag obair', recent reports have shown that the Cromarty Firth is ideally placed to be at the centre of the global green energy transition. In recognition of this, Inverness and Cromarty Firth Green Freeport (ICFGF) is a cross-sector partnership -including Port of Cromarty Firth - which is looking to take advantage of this position to create lasting employment and regeneration opportunities for the town.

- 153** Coinciding with these economic activities for tackling climate change, the [Climate Action Towns](#) <sup>(24)</sup> programme is giving the communities of Invergordon and Alness the chance to influence how the transition to net zero will affect them. Taking together the Climate Action Towns programme, opportunities associated with OCF and the growth of green energy, it is hoped that there can be major benefits and a lasting legacy for both people and place. To help realise this, the community, local businesses and public agencies need to work together to coordinate efforts and maximise resources.
- 154** There is potential for development at IG04 and IG05 both alone and in-combination to have an adverse effect on the integrity of Cromarty Firth SPA and Ramsar as a result of potential pollution, sedimentation, noise and disturbance effects. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, noise and disturbance.
- 155** There is also potential for development at IG05 to have an adverse effect alone and in combination with a number of development sites, including many of the Plan's Economic Development Areas, on the integrity of the Moray Firth SAC and Cromarty Firth SPA and Ramsar due to the creation of additional noise, disturbance and physical damage and potential for pollution from possible development. Specifically WH01, INW14, INC06, HD01 and NG01 (dolphins) for Moray Firth SAC and NG01 and HD01 for Cromarty Firth SPA. Any development proposals at IG05 must demonstrate that there would be no adverse effect on the integrity of Cromarty Firth SPA/Ramsar and Moray Firth SAC by demonstrating mitigation measures described in developer requirements for IG05.

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24 <https://www.ads.org.uk/introducing-climate-action-towns/>

### Placemaking Priorities 16

#### Invergordon

- Consolidate the town with growth focused on brownfield development and rounding off sites.
- Improve the public realm along the B817 and connections between the harbour area and the High Street to enhance the visitor experience and links with the local community.
- Redevelop and regenerate under utilised brownfield sites within the central area of the town.
- Support further business and industrial expansion at allocated and established employment sites.
- Continue to enhance the vibrancy and vitality of the town centre to better attract visitors such as those from cruise ships and travelling on the NC500.
- Identify necessary improvements to Tomich junction and, where appropriate, seek developer contributions towards these.
- Proposals must demonstrate no adverse impact on the Cromarty Firth SPA as well as avoiding disturbance to features of the Cromarty Firth SSSI.
- Create and enhance multi-use green networks between the settlement and the coast where possible.

Map 20 Invergordon



### Development Sites

#### Housing

##### IG01: Cromlet

**Area:** 4.3 ha

**Indicative housing capacity:** 93

**Developer requirements:** Development in accordance with planning permission 21/03683/PIP and related permissions. Any alternative proposals must address need to: protect and enhance existing woodland to the west; protected species survey; Land Contamination Site Investigation; retain the Black Path (Core Path) and enhance the areas of green space surrounding it.

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##### IG02: Invergordon Mains

**Area:** 22.8 ha

**Indicative housing capacity:** 100 (400 total)

**Developer requirements:** Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance. Brief must address: protect and enhance existing woodland surrounding the site; high quality siting and design which makes positive contribution to the streetscape/settlement setting; landscaping scheme which protects and enhances the woodland surrounding the site and integrates with wider green network; Safeguard setting of the B-Listed Invergordon Mains building; Transport Assessment including consideration of impact on wider road network and potential mitigation; improve active travel linkages through the site to provide a permeable and connected layout.

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## Mixed Use

**IG03: Land south west of Railway Station**

**Use(s):** Housing, Community, **Area:** 1.5 ha  
Business, Retail

**Indicative housing  
capacity:** 32

**Developer requirements:** Land Contamination Site Investigation; high standard of architectural siting and design which makes a positive contribution to the streetscape of the High Street and the B817; safeguard setting of the nearby listed buildings.

**IG04: Disused fuel tank farm**

**Use(s):** Housing, Community, **Area:** 22.6 ha  
Business, Industry

**Indicative housing  
capacity:** 45

**Developer requirements:** Developer masterplan which should address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); protected species survey; Land Contamination Site Investigation; high quality of architectural siting and design in prominent locations, need for positive contribution to streetscapes and clear phasing strategy; permeable layout which enhances active travel connections within and through the site; demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, noise and disturbance and a Noise Mitigation Plan (including construction and operational phases and disturbance effects).

### Industry

#### IG05: Invergordon Harbour

**Area:** 22.1 ha

**Developer requirements:** Flood Risk Assessment required if non harbour related development is proposed. No sensitive uses in areas shown to be at risk of coastal flooding; protected species survey; safeguard the fabric and historic character of historically important (WWII) buildings; improve active travel links between the Port and the town centre; demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar and Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, noise and disturbance, Noise Mitigation Plan (including construction and operational phases and disturbance effects), Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance. Recreational Access Management Plan including consideration of water based activities, must ensure disturbance to the Moray Firth SAC bottlenose dolphin are avoided, must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, adherence to the Scottish Marine Wildlife Code and the WiSE scheme to help avoid, for example rafts of birds on the water surface. Any green freeport proposals which would extend beyond the IG05 site boundary shown



on Map 20 Invergordon should provide a masterplan (with input from and early engagement with key agencies and other stakeholders) and address the relevant developer requirements set out above.

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### Industry

#### **IG06: Inverbreakie Industrial Estate**

**Area:** 6.5 ha

**Developer requirements:** Protect existing woodland, including holdback distance of 20 metres, and enhance where possible; protect and where possible enhance watercourses/features including pollution control measures; protected species survey; demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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### Industry

#### **IG07: Cromarty Firth Industrial Park**

**Area:** 42 ha

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect existing woodland, including holdback distance of 20 metres, and enhance where possible; protected species survey; demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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### City of Inverness | Cathair-bhaile Inbhir Nis

- 156** The City of Inverness is the major administrative, employment and service centre for the Highland region, and is commonly referred to as the "Capital of the Highlands". It is the most populated settlement and has seen a continued focus on major urban expansion in recent decades. Despite making up less than 0.1% of the land area of Highland, this compact, growing city is home to almost 30% of the Highland population.
- 157** The combined advantages of its ideal location for easy access to the abundant outdoor opportunities and other Highland and island destinations and its offer of modern city living make it an attractive place to live, work and do business.
- 158** Pressure for growth continues as it expands its offer of attractions as a modern, growing city, with strong transport links for all modes. Around 290 homes are built per year in the City (10 year average), which dominates delivery of housing in Highland, making up 29% of all homes built in the region (based on 2018 HNDA data).
- 159** Some of the housing delivered, particularly over the last decade, has created communities that are disproportionately dependent on the private car for making everyday journeys due to the location of these developments and the nature of their design. These neighbourhoods have typically been dominated by road-centred layouts which prioritise driving as the primary mode of travel, over walking, wheeling, cycling or public transport. The result of such an approach, as well as environmental and health, are adverse impacts on the quality and sense of place. This approach has occurred in a relatively small urban city where active travel and public transport should be the logical travel choices. These factors, coupled with the delivery of out of town retail development, have resulted in driving tending to dominate people's travel choices, even for shorter day to day trips, which contributes to increasing vehicles on the network and therefore congestion. In addition, the expansion of out of town retail development continues to impact on the city centre, which presents challenges when competing with car-based retail and maintaining its role as the vibrant and vital core of the city and region.

**160** Infrastructure to support communities in Inverness is under pressure from the levels of growth being delivered. Major expansion of the City, including the delivery of much-needed affordable housing, is dependent on the Council committing funds from its Capital Programme to deliver infrastructure required at the right time to support new communities. For example, the preferred and long-established strategy for expansion of the City to the east is dependent on increasing education capacity through the delivery of new schools. Schools across the City are experiencing capacity issues, and an approach is in place to tackle these demands, including seeking financial support from developers to mitigate the impacts of their developments. Health centres are also under increasing pressure due to building capacity and staffing issues although the Council is working with NHS Highland on the future of primary healthcare provision in Inverness. Land for new infrastructure has been identified in approved planning policy documents, such as the Inverness East Development Brief, which identifies land for new schools, a doctor's practice and public parks and open space as well as a protocol for developers to contribute to funding the delivery of this infrastructure. This plan-led approach is the best way to support growth of the city, and ensures that communities are supported by the infrastructure they need, and it gives infrastructure providers, such as the Council, the confidence about where to target limited funds to address pressures of new development. Improving digital connectivity, combined with the widespread experience of home-working during the Covid-19 pandemic, will mean that working from home is a viable option for many City employees. The development of the City's largest expansion areas and regeneration sites is coordinated through detailed development briefs.

### Policy 15

#### Development Briefs

The following policies will apply to the sites covered by each development brief, this is also highlighted in the Placemaking Priorities for each City district and in site Developer Requirements:

- Policy 15(a) 'Inshes and Raigmore Development Brief' (Appendix 4 - 'Development Briefs | Brath leasachaidh')
- Policy 15(b) 'Inverness City Centre Development Brief' (Appendix 4 - 'Development Briefs | Brath leasachaidh')
- Policy 15(c) 'Inverness East Development Brief' (Appendix 4 - 'Development Briefs | Brath leasachaidh')
- Longman Landfill Development Brief (in preparation)
- Policy 15(d) 'Muirtown and South Kessock Development Brief' (Appendix 4 - 'Development Briefs | Brath leasachaidh')
- Policy 15(e) 'Torvean and Ness-side Development Brief' (Appendix 4 - 'Development Briefs | Brath leasachaidh')

**161** A range of employment land opportunities are identified in sustainable and economically viable locations. Within the industrial property market, there is a relatively old stock of premises but demand remains high. Occupancy is increasing and, with limited choice, many occupiers "make do" with what is available. A large proportion of this stock is likely to become obsolete over the next 10 - 20 years. This poses a risk to the area's future industrial competitiveness and could restrict economic growth. Work is currently underway to redevelop the former Longman landfill site for business and industrial uses, however, this is not expected to provide the single solution due to land contamination and licensing issues limiting the

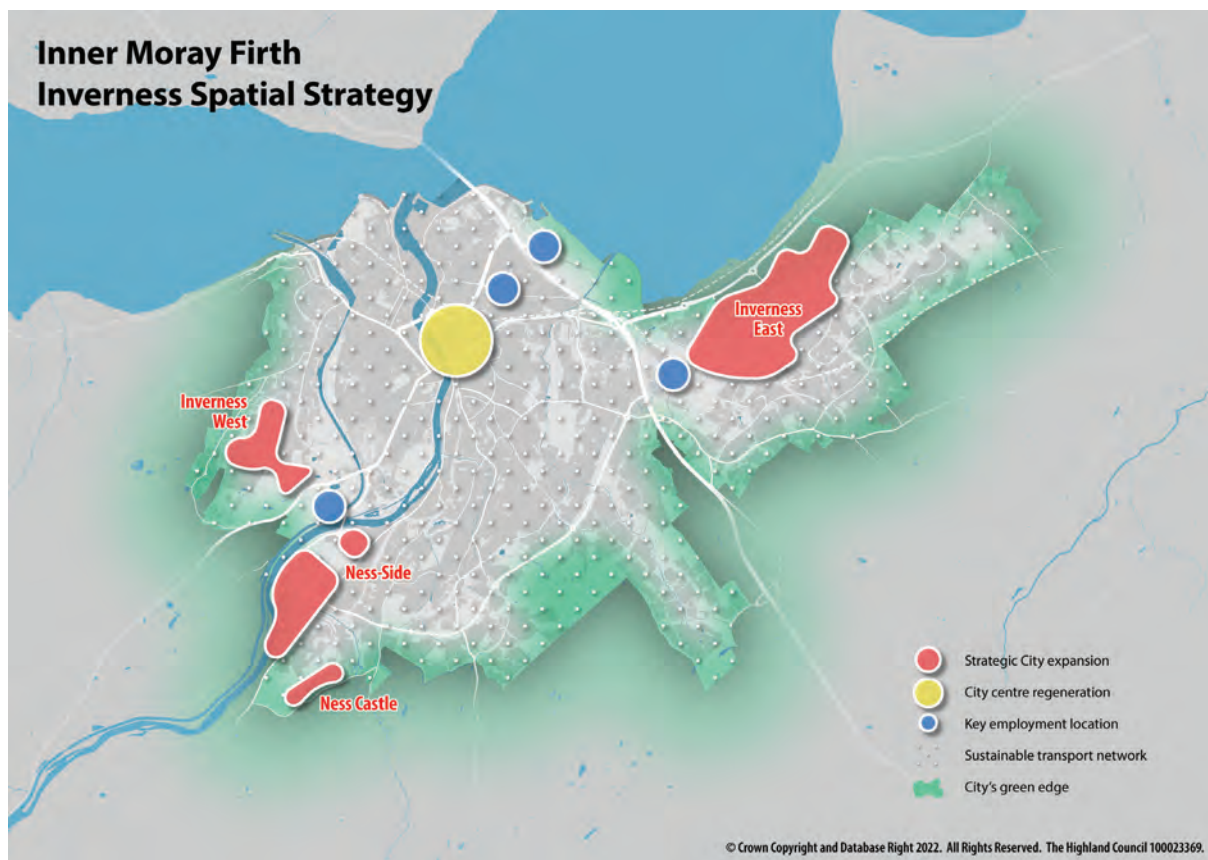
extent of development within the lifetime of the Plan. Transport Scotland's [A9/A82 Longman Junction Improvement Scheme](#)<sup>(25)</sup> is currently at design stage, detailed development and assessment of the preferred option which could result in land being acquired to deliver this which could reduce the extent of developable land for other uses. There is therefore a pressing need to ensure enough land is identified in the Plan for industrial use. Within several of the City's districts new industrial sites are identified, based on a high-level assessment of potential sites. Therefore, in addition to Longman Landfill, additional land is identified at Torvean Quarry and Inverness Campus Phase 3, as well as supporting densification of industrial land uses in the existing Longman Industrial Estate.

- 162** As indicated in 'Employment | Ag obair', the Cromarty and Moray Firths are ideally placed to be at the centre of the global green energy transition. An Inverness and Cromarty Firth Green Freeport has been established and a cross-sector partnership is developing a series of proposals to capture lasting employment and regeneration opportunities for the region. One of the sites incorporates Port of Inverness, the former Longman landfill and UHI Inverness Campus. This part of the city offers the chance to deliver a mix of uses, provide a range of employment opportunities and create a world class river and firth setting.
- 163** The spatial strategy for the City needs to ensure that future development delivers sustainable places where people can make genuine choices about how to move around, are supported by good facilities, services and employment opportunities that are easily accessible. We have proposed a new Spatial Strategy for Inverness - Map 21 'Inverness City Spatial Strategy' - that reflects the Placemaking Priorities for the City. All future planning applications in Inverness will be assessed against their conformity with these city-wide priorities and spatial strategy, as well as those for the city district within which the proposal is located.

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25 <https://www.transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme/>

### Map 21 Inverness City Spatial Strategy



## Placemaking Priorities 17

### City-wide

- Support the regeneration of Inverness City Centre by directing footfall-generating uses there and by preventing an increase of out-of-town retail development.
- Celebrate the City centre as a core of living, working and leisure destinations for the Highland region.
- Deliver the City's housing needs in strategic expansion areas, shown on the Inverness Spatial Strategy Map, so that services and infrastructure can be effectively planned and delivered.

- Focus housing development within places that reduce the need to travel and where it is easy to walk, wheel, cycle or use public transport to reverse the trend of car-dependent suburban housing development.
- Bolster existing neighbourhood service centres and employment destinations by ensuring new development is conveniently located and well connected with them.
- Prioritise transport improvements that get more people walking, cycling and using public transport.
- Safeguard and enhance the green networks, including the city's green edge, that run through the City and those that surround it.

### West Inverness | Inbhir Nis an Iar

- 164** This district hosts significant landscape assets that are defining features of the City, including the western riverfront of the Ness, the Caledonian Canal and the rising slopes of Craig Phadraig, Dunain Hill and Torvean Esker. Together, these features make up the limiting features for development and provide the west and southwestern wooded and farmed backcloth of the city, important both to its setting and character. Together with coastal flood risk, these features present landscape, visual, physical and environmental limits to further development.
- 165** Large parts of the planned transformation of the Torvean and Ness-side areas has been realised in recent years. This includes the completion of the West Link Road, new sports facilities at Canal Parks, a relocated golf course, Torvean Park, housing development and new and improved active travel routes in the wider area. Opportunities remain to fully realise the vision at Torvean North and Torvean South where a mix of leisure, community and commercial uses will provide new, exciting places for both visitors and local people to enjoy. The Council's successful bid from the Government's Levelling Up fund for its 'Inverness Zero Carbon Cultural Regeneration' project will allow key greenspaces at Bught Park and the Northern Meeting Park to realise ambitions of providing improved sports and leisure facilities that serve the City and further afield. Major housing development will focus on the completion of Westercraigs City expansion area.
- 166** Redevelopment and green and blue network opportunities at South Kessock and Muirtown Basin will support the regeneration of this area to provide distinctive places that interact with new waterside destinations. Opportunities also exist at Torvean Quarry to support community ambitions for new recreation facilities and provide a location business and industry developments.
- 167** Increased education capacity is required to support the growth of this part of the City. The Charleston Academy Campus has been allocated to help facilitate a masterplan of the wider area which incorporates current and future 3-18 education needs and sports facilities.



**168** There is potential for site INW14 in west Inverness to have an adverse effect on the integrity of the River Moriston SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA alone and in combination with other development sites as a result of additional noise, pollution and disturbance through construction and operation of new business development and from surface and wastewater discharge from development. The following sites have been identified as potentially having significant effect individually or together: INC06 and INW14 for River Moriston SAC; CS01, FG01, INC06, INW14, WH01 for Inner Moray Firth SPA; CS01, FG01, INC06, INW14, NG01, WH01 for Moray Firth SAC; CS01, FG01, HD01, INC06, INW14, NG01, WH01 for Moray Firth SPA. Any development proposals on these sites must demonstrate that there would be no adverse effect on the integrity of the River Morison SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by demonstrating mitigation measures described in developer requirements for the following individual development sites.

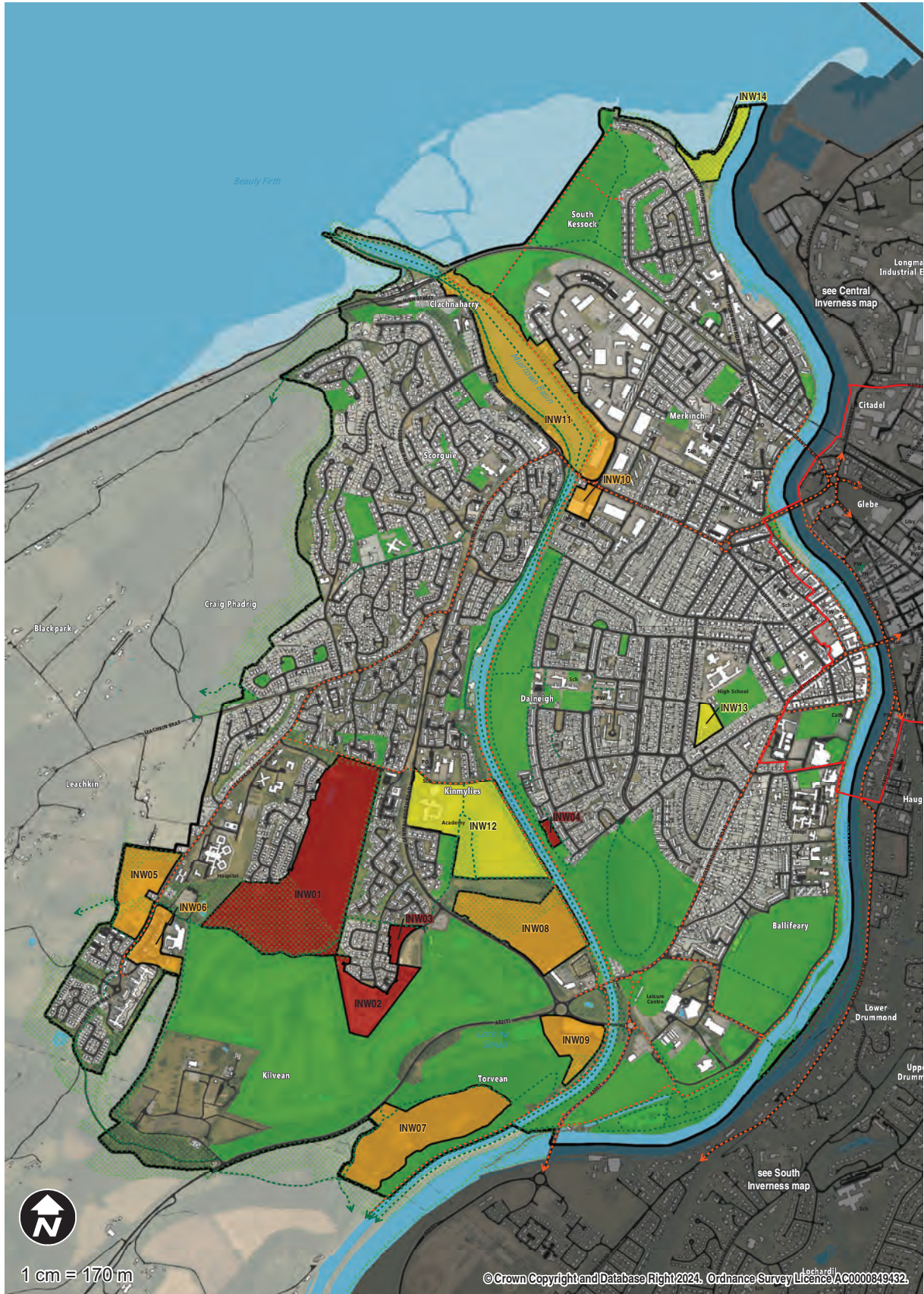
### Placemaking Priorities 18

#### West Inverness

- Safeguard the setting of the City in the west and south west afforded by the wooded and farmed slopes by restricting development to the current built up areas of Westercraigs, Kinmylies and Scorguie.
- Support the completion of the Westercraigs City expansion area.
- Promote the regeneration of Muirtown and South Kessock into vibrant mixed use and distinctive neighbourhoods centred on new waterside destinations that fulfil green and blue network opportunities and serve locals and visitors to the City.
- Encourage the creation of more walkable communities by supporting infill development in existing neighbourhoods.

- Promote redevelopment of the former Torvean Golf Course as a new City destination with parks and open space and new leisure, retail and food and drink destinations that celebrate the Caledonian Canal.
- Extend and enhance infrastructure networks
- Increase primary and secondary school capacity
- Investment in infrastructure at Bught Park and the Northern Meeting Park to provide state of the art sports and leisure facilities that will drive environmental, cultural and economic regeneration of the City.
- Support the provision of an active travel route between Inverness and Beauly.

Map 22 West Inverness



### Development Sites

#### Housing

##### **INW01: East of Stornoway Drive**

**Area:** 23.9 ha

**Indicative housing capacity:** 350

**Developer requirements:** Drainage Impact Assessment, Flood Risk Assessment (no development in areas shown to be at risk of flooding); protect and where possible enhance waterbody, provide buffer of at least 6m from built development; Tree survey and Management Plan, hold back distance of 20 metres between woodland on western boundary of the site and development, no construction activity within root protection area, Protected Species Survey; Land Contamination Site Investigation; safeguard the Great Glen Way Long Distance Trail at southern boundary, safeguard and provide connections to existing core paths and other active travel routes to the north, east and south boundaries; provide enhanced green network with no built development at southern, steeper part of site. Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance. The exact boundary of the green network on allocation INW01 is to be established through the site development brief.

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##### **INW02: South of Golfview Road**

**Area:** 4.3 ha

**Indicative housing capacity:** 117

**Developer requirements:** Development in accordance with planning permission 08/15/02422/PIP, related planning permissions and legal agreement. Any alternative proposals must provide: Flood Risk Assessment (no development in areas shown to be at risk of

flooding); Drainage Impact Assessment; Construction Environmental Management Plan; Protected Species Survey; Programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment; Outdoor Access Plan.

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### **INW03: East of Golfview Road**

**Area:** 0.8 ha

**Indicative housing capacity:** 12

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; safeguard and enhance adjacent play park and kick pitch; homes should overlook play area to north and King's Golf Course road to east; safeguard and enhance the setting and integrity of the Great Glen Way Long Distance Trail along northern boundary.

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### **INW04: West of St Valery Avenue**

**Area:** 0.4 ha

**Indicative housing capacity:** 16

**Developer requirements:** Drainage Impact Assessment; Tree Survey and Management Plan, holdback distance of 20 metres between woodland on western boundary of the site and development, no construction activity within root protection area; Protected Species Survey; incorporate adjacent amenity grassland into landscape design; safeguard the setting of the Caledonian Canal Scheduled Monument; retain and provide connections to the core path network that surrounds the site; provide direct improvements or developer contribution to open space north of St Valery Park.

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### Mixed Use

#### INW05: Westercraigs North

**Use(s):** Housing and Retail

**Area:** 5.3 ha

**Indicative housing  
capacity:** 66

**Developer requirements:** Development in accordance with planning permission 12/01832/S42, related planning permissions and legal agreement. Any alternative proposals must provide: Drainage Impact Assessment; Tree/woodland Survey and Management Plan, holdback distance of 20 metres between trees and new development, no construction activity within root protection area; Protected Species Survey; Land Contamination Site Investigation; respect the fabric and setting of the nearby B Listed Craig Dunain Hospital, programme of work for the evaluation, preservation and recording of any archaeological and historic features; safeguard and improve quality and integrity of existing active travel routes, including a Core Path and the Great Glen Way Long Distance Trail that runs parallel to the south east section of the site; provide enhanced green network with no built development at western, steeper part of site; Transport Statement. Retail use limited to neighbourhood scale.

#### INW06: Westercraigs South

**Use(s):** Housing, Community  
and Retail

**Area:** 2.6 ha

**Indicative housing  
capacity:** 30

**Developer requirements:** Development of north part of site for residential use in accordance with planning permission 12/01832/S42 and 19/00524/MSC, related planning permissions and legal agreement. South east part of site: Mixed use community and neighbourhood scale retail development; Drainage Impact Assessment; holdback distance of 20 metres between trees and new development, no construction activity within root protection area, compensatory tree planting for any felled trees; Protected Species Survey; Land

Contamination Site Investigation; respect the fabric and setting of the nearby B Listed Craig Dunain Hospital, retention and conversion of former chapel building, programme of work for the evaluation, preservation and recording of any archaeological and historic features; safeguard, improve quality and connect to existing Core Paths and Great Glen Way Long Distance Trail close to the boundaries of the site; Transport Statement.

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### INW07: Torvean Quarry

**Use(s):** Community, Business, Industry      **Area:** 11.6 ha

**Developer requirements:** Drainage Impact Assessment; provide developer masterplan which should: demonstrate compatibility with the management requirements of the Torvean Landform SSSI, and ensure the objectives of the designation and integrity of the SSSI is not compromised and damage to the Geological Conservation Review site is avoided; Protected Species Survey; protect and enhance existing woodland and individual trees, create new woodland where opportunities exist; Land Contamination Site Investigation; safeguard fabric, historic character and setting of Torvean Motte Scheduled Monument and safeguard setting of Caledonian Canal Scheduled Monument, safeguard the architectural and historic character and setting of Inverness (Riverside) Conservation Area, safeguard setting of Tomnahurich Cemetery Garden and Designed Landscape, consider potential effects with reference to Inventory; active travel connection to site from Caledonian Canal Towpath; protection of the existing path network or suitable alternative access provision; development restricted to the existing quarried area of the site. Demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

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### INW08: Torvean North

**Use(s):** Housing, Community, Greenspace  
**Area:** 9.4 ha

**Indicative housing capacity:** 30

**Developer requirements:** Development in accordance with Policy 15(e) 'Torvean and Ness-side Development Brief', including safeguarding part of site for a new primary school if required by the Council. Protect and where possible enhance watercourse, provide buffer of at least 6m from built development, Drainage Impact Assessment; Flood Risk Assessment (no development in the area shown to be at risk of flooding); holdback distance of 20 metres between trees and development, no construction within root protection area; safeguard the fabric, historic character and setting of the Caledonian Canal Scheduled Monument.

### INW09: Torvean South

**Use(s):** Housing (limited to one bedroom homes), Community, Business, Office, Leisure, Retail  
**Area:** 3.6 ha

**Indicative housing capacity:** 10

**Developer requirements:** Development in accordance with Policy 15(e) 'Torvean and Ness-side Development Brief'. Protect and where possible enhance watercourse, provide buffer of at least 6m from built development, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; safeguard the integrity of the adjacent Torvean Landforms SSSI; development setback of minimum 20m from adjacent Ancient Woodland Inventory woodland; Protected Species Survey; safeguard the fabric, historic character and setting of the Caledonian Canal Scheduled Monument.



### INW10: East of Muirtown Locks

**Use(s):** Housing, Business, Tourism, Retail  
**Area:** 1.2ha

**Indicative housing capacity:** 60

**Developer requirements:** Wider principles of development, including public realm and active travel enhancements, in accordance with Policy 15(d) 'Muirtown and South Kessock Development Brief'. Protect and where possible enhance watercourse, provide buffer of at least 6m from built development, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Land Contamination Site Investigation; developer masterplan must demonstrate improvements to the visual relationship with the Caledonian Canal by ensuring strong, active frontages onto the tow path and towards Telford Street and useable, attractive greenspace; safeguard fabric, historic character and setting of the Caledonian Canal Scheduled Monument; Active travel improvements to Telford Street to facilitate safer walking, wheeling and cycling infrastructure, including junction and crossing improvements. Any residential uses to be delivered in parallel with commercial uses.

### INW11: Muirtown Basin

**Use(s):** Housing, Community, Business, Tourism, Leisure  
**Area:** 16.6ha

**Indicative housing capacity:** 20

**Developer requirements:** Development in accordance with Policy 15(d) 'Muirtown and South Kessock Development Brief' with the exception of the location of residential development. Development restricted to uses equivalent to those currently on site and water related uses with the exception of the southern end of the site immediately adjacent to the canal where residential uses may be acceptable. In this area ground levels reduce flood impacts and appropriate mitigation would be required to permanently reduce flood risk. Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; protect and where possible enhance watercourse, provide buffer of at least 6m from built development, holdback distance of 20 metres between trees

and development, no construction within root protection area; safeguard and enhance biodiversity value of wet woodland and lowland mixed deciduous woodland, including through connectivity to the Merkinch Local Nature Reserve, Protected Species Survey, integrate with existing blue and green networks; safeguard fabric, historic character and setting of the Caledonian Canal Scheduled Monument; safeguard the architectural and historic character and setting of the Clachnaharry Conservation Area and Listed Buildings within and close to the site; retain and where possible enhance the core path network. Demonstration of no adverse effect on the integrity of the Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, Marine Mammal Mitigation Plan, any water access in accordance with Scottish Marine Wildlife Watching Code, Wildlife Safe accreditation scheme and local codes including the Dolphin Space Programme and avoidance of any cumulative impact of boat traffic.

### Community

#### INW12: Charleston Campus

**Area:** 13.6ha

**Developer requirements:** Safeguarded only for education and sports related development. Masterplan of wider area which incorporates the current and emerging demands of Charleston Academy, adjacent Kinmylies Primary School, community facilities, enhanced sports facilities, including pitch provision, and planned new nursery. Protect and where possible enhance watercourse, provide buffer of at least 6m from built development, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage

Impact Assessment; Tree/woodland Survey and Management Plan; minimise loss of existing trees, holdback distance of 20 metres generally required between trees or woodland and new development, no construction activity within root protection area, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy, compensatory tree planting; landscape plan and strategy that demonstrates sufficient provision of open space and green infrastructure across the site; Protected Species Survey; site history and possible Land Contamination Site Investigation, high quality siting and design with positive contribution to the streetscape; safeguard historic character and setting of the Caledonian Canal Scheduled Monument, programme of work for the evaluation, preservation and recording of any archaeological and historic features; safeguard and improve quality and integrity of existing active travel routes including the Charleston Wood Links; Kinmylies Way to Caledonian Canal, Great Glen Way, and Caledonian Canal Tow Paths Core Paths; Transport Statement.

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### **INW13: East of Dochfour Drive**

**Area:** 1.1ha

**Developer requirements:** Safeguard and enhance community growing space; Drainage Impact Assessment; holdback distance of 20 metres required between trees and new development, no construction activity within root protection area, integrate with existing green network; site history and possible Land Contamination Site Investigation; safeguard the fabric, historic character and setting of the B Listed Inverness High School; Transport Statement depending on nature/intensity of proposal/s.

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### **INW14: Merkinch Shore**

**Area:** 2.4ha

**Developer requirements:** Development in accordance with Policy 15(d) 'Muirtown and South Kessock Development Brief'. Any built development restricted to water-related uses above mean high water spring only. Protection of Merkinch Local Nature Reserve and Longman and Castle Stuart Bays SSSI and Beaully Firth SSSI; Protect and enhance existing and trees and green and blue networks. Demonstration of no adverse effect on the integrity of the River Morison SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and River Moriston, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation, pollution and disturbance, maintaining water quality and flow and controlling disturbance, Recreational Access Management Plan including consideration of water based activities, must ensure disturbance to the Moray Firth SAC bottlenose dolphin interests and the bird interests of the Moray Firth SPA are avoided, must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, adherence to the Scottish Marine Wildlife Code and the WISE scheme to help avoid, for example rafts of birds on the water surface, Noise and Vibration Mitigation Plan (including construction and operational phases and disturbance effects), Boat traffic Management Plan.

### South Inverness | Inbhir Nis a Deas

- 169** The northwest-facing slopes of the City are made up of agricultural land, Fairways Golf Course, Leys Castle Designed Landscape and Daviot Wood. These assets mark the limiting features defining where development is acceptable. They provide the green network connections and undeveloped green backcloth that help to define the setting and character of the City and provide the entrance to more open countryside to the south.
- 170** The district is predominantly made up of established and more recent residential neighbourhoods. The area south of the Southern Distributor Road (A8082) has accommodated significant suburban housing development in recent decades, taking advantage of the attractive outlook across the Beauly and Moray Firths. However, this has resulted in some neighbourhoods being dependent on cars to make everyday journeys, due to the steep slopes, low density of development and remoteness of neighbourhoods from key employment and service/leisure destinations. Car-based out-of-town retail dominates the retail and service offer, which is mainly located along the southern distributor road.
- 171** Strategic city expansion sites at Ness-side and Ness Castle are active and will deliver further homes to meet current and future demand. Other sites across the district will enable the consolidation and completion of previous strategic expansion areas at Slackbuie, Inshes and Milton of Leys. Developer contributions towards the construction of the Southern Distributor Road will continue to be sought for developments in this district in line with rates set out in the Plan's Delivery Programme, unless otherwise stated in site Developer Requirements.
- 172** Redevelopment of the Raigmore Hospital site, including new public transport and active travel connections into the site from Raigmore housing estate and elsewhere; completion of the Inshes District Park; delivery of a new Primary School at Ness Castle, and expansion of facilities at Milton of Leys Primary School will help to meet employment and community needs for the district and City.

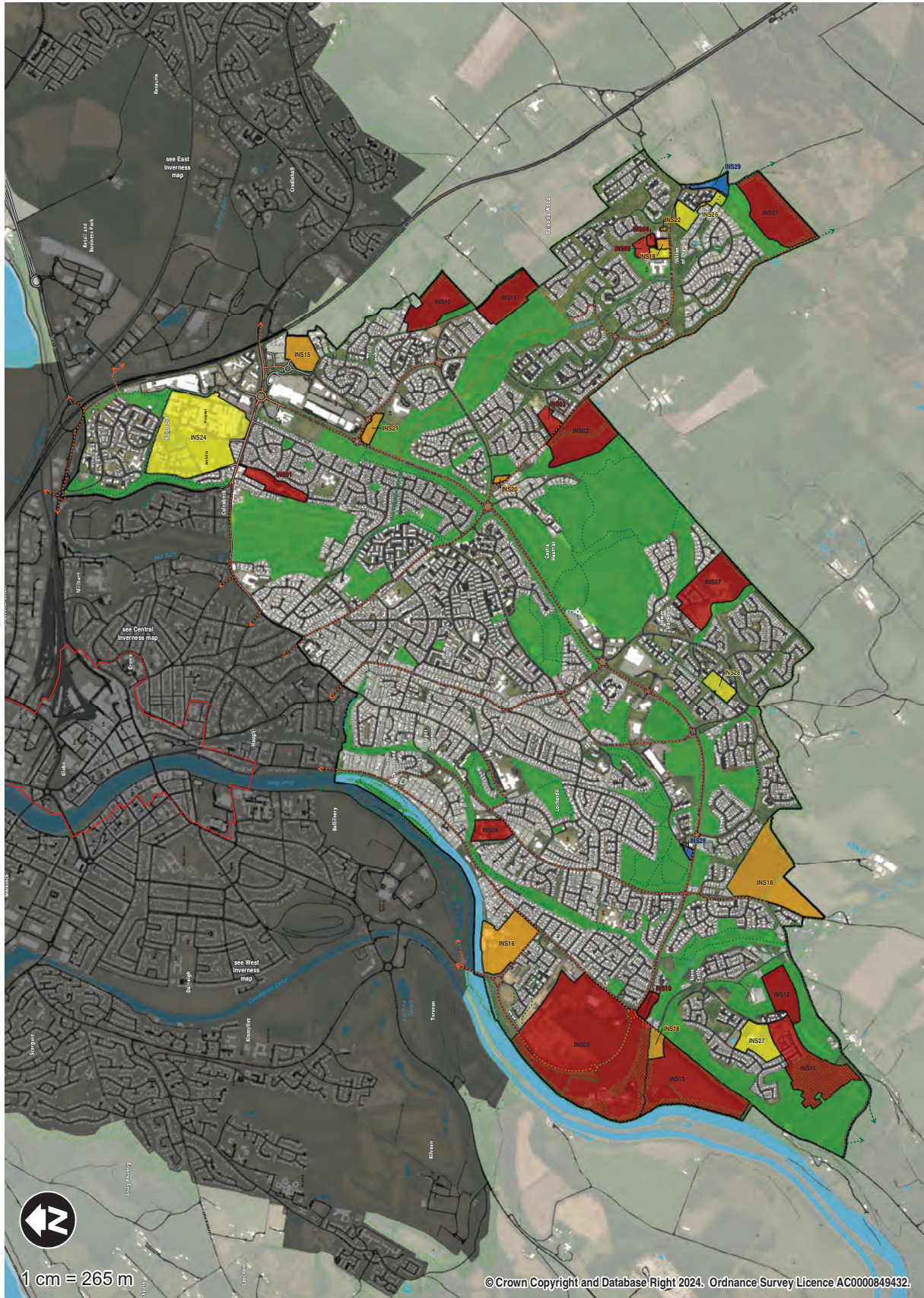
**173** These strategic expansion sites will help to deliver the overarching spatial strategy and placemaking priorities for the City, as well as addressing the detailed Placemaking Priorities for the district and developer requirements for sites as follows.

### Placemaking Priorities 19

#### South Inverness

- Support the long-term strategy of delivering new, sustainable city expansions at Ness-side and Ness Castle.
- Encourage more sustainable, walkable communities by delivering neighbourhood services and facilities, as well as housing, in central locations where it is easy to move around by active modes (walking, wheeling and cycling).
- Support the delivery of improved active travel and public transport provision by ensuring higher density development, where appropriate.
- Safeguard the character and setting of the City to the south by preventing further development on upper slopes.

Map 23 South Inverness



### Development Sites

#### Housing

##### INS01:Drakies House

**Area:** 3 ha

**Indicative housing capacity:** 36

**Developer requirements:** Drainage Impact Assessment; Tree/woodland Survey and Management Plan including protection and enhancement of existing woodland habitat as green network, add compensatory new woodland where opportunities exist, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); Habitat Survey; Protected Species Survey; safeguard the fabric, historic character and setting of Drakies House Listed Building (LB35341), support sensitive development within the curtilage of the Listed Building, redevelopment of Listed Building to be responsive, sensitive and appropriate to its historic character; ensure active travel permeability of site is maximised (e.g links to Drakies housing estate to south at Thistle Road and public connections to Culcabock Avenue and Old Perth Road); reduced car parking standards acceptable if demonstration of appropriate alternative public transport and active travel mitigation.

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##### INS02: Inshes Small Holdings

**Area:** 6.7 ha

**Indicative housing capacity:** 101

**Developer requirements:** Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); Tree/woodland Survey and Management Plan, protect and enhance existing woodland, add new compensatory woodland where opportunities exist, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; protect, enhance, integrate with existing



green/blue networks; Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); Habitat Survey; Protected Species Survey; Landscaping plan and strategy to demonstrate the safeguarding and enhancement of habitat connectivity and strategy to provide meaningful, useable and well-overlooked openspace; safeguard the fabric, historic character and setting of Helen's Lodge Listed Building (LB8051), support sensitive development within the curtilage of the Listed Building, redevelopment of Listed Building to be responsive, sensitive and appropriate to its historic character. Access to site should be maximised, with at least two roads to serve site from Cloverfield Road and Inshes Road/West Park Avenue. Upgrading of the single track road heading north from the site to Meadowfield Avenue should provide traffic calming and priority measures for active travel users. Proportionate Developer Contributions towards these improvements will be required at the rates set out in Policy 15(c) 'Inverness East Development Brief'. Additional interventions to prevent car-based journeys for school trips is necessary.

### INS03: Druid Temple

**Area:** 10.8 ha

**Indicative housing capacity:** 155

**Developer requirements:** Minimum set back of development of 6m from top of bank of watercourse. No culverting of watercourse - bridges only. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey and Management Plan. Protect and enhance existing woodland and individual trees, create new woodland where opportunities exist. Protect, enhance, integrate with existing green/blue networks. Compensatory tree planting. Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey. Protected Species Survey. Landscaping Plan to demonstrate that open space will be provided to support play and recreation. Open space should be meaningful, functional, well overlooked and easily accessible to the neighbourhood. Development to have regard to adjacent open space and key recreation routes. Respect

and safeguard the setting of the Leys Castle Garden and Designed Landscape. Maximise active travel connectivity. Any connections to Milton of Leys Distributor Road should demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. General Wades Military Road should be safeguarded, with any intensification of traffic proposed supported by the provision of walking, wheeling and segregated cycling infrastructure.

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### INS04: Milton of Leys Centre

**Area:** 0.4 ha

**Indicative housing capacity:** 11

**Developer requirements:** Maximise active travel connectivity. Any connections to Milton of Leys Distributor Road must demonstrate what direct, segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Development should provide frontage to adjacent streets, meaningful, useable open space and car parking should be located sensitively to avoid dominating the public realm.

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### INS05: Milton of Leys Care Home

**Area:** 1.0 ha

**Developer requirements:** Development in accordance with Planning

Permission: 20/01512/FUL.

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### INS06: Bogbain West

**Area:** 10.1 ha

**Indicative Housing Capacity:** 100

**Developer requirements:** Development in accordance with Planning

Permission: 16/03620/FUL. For any other proposals: Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey

and Management Plan. Protect and enhance existing woodland and individual trees, create new woodland where opportunities exist. Protect, enhance, integrate with existing green/blue networks. Compensatory tree planting. Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey. Protected Species Survey. Protection of watercourses through suitable buffer and pollution control measures. Landscape Plan and strategy to provide useable, public open and greenspace that is well over-looked and provides place of interest for meeting and recreation. Any connections to Milton of Leys Distributor Road must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Development should provide frontage to adjacent streets, meaningful, useable open space and car parking should be located sensitively to avoid dominating the public realm.

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### INS07: Earls Gate

**Area:** 9.9 ha

**Indicative Housing Capacity:** 110

**Developer requirements:** Development in accordance with Planning

Permission: 08/00244/FULIN. For any other proposals: Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Protect, enhance, integrate with existing green/blue networks. Compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey. Protected Species Survey. Respect and safeguard the setting of the Leys Castle Garden and Designed Landscape. Maximise active travel connectivity. Any connections to the public road network should demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport.

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### INS08: Drummond Hill

**Area:** 2.6 ha

**Indicative Housing Capacity:** 38

**Developer requirements:** Development in accordance with Planning

Permission: 17/05060/FUL.

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### INS09: Ness-side Central

**Area:** 9.9 ha

**Indicative Housing Capacity:** 300 (484 Total)

**Developer requirements:** Development in accordance with Planning Permission:

17/02007/FUL; 17/02008/FUL; and 17/02009/FUL. For any other proposals: Safeguard the integrity of the River Ness, no modifications to river bed, bank or shore. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Safeguard fabric, historic character and setting of the Caledonian Canal Scheduled Monument. Any connections to West Link Road must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Demonstration of no adverse effect on the integrity of the River Moriston SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

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### INS10: Holm Burn Place

**Area:** 1.1 ha

**Indicative Housing Capacity:** 10

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Masterplan to demonstrate habitat connectivity is maintained and enhanced where possible. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Pollution control measures to protect Holm Burn. Land Contamination Site Investigation. Any connections to the public road network should demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel.

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### INS11: Ness Castle West

**Area:** 11.7 ha

**Indicative Housing Capacity:** 357

**Developer requirements:** Development in accordance with Planning Permission: 19/05065/S42. For any other proposals: Flood Risk Assessment (no development in areas shown to be at risk of flooding). No development that risks impacting on the Ness Castle Tree Preservation Order. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Maximise open space provided on site, incorporated into landscaping plan with green network connectivity. Safeguard fabric, historic character and setting of the Ness Castle Listed Building (LB8056). Any connections to Essich and Dores roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport.

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### INS12: Ness Castle East

**Area:** 3.9 ha

**Indicative Housing Capacity:** 10 (71 Total)

**Developer requirements:** Development in accordance with Planning

Permission: 19/05065/S42. For any other proposals: Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. No development that risks impacting on the Ness Castle Tree Preservation Order. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Maximise open space provided on site, incorporated into landscaping plan with green network connectivity. Safeguard fabric, historic character and setting of the Ness Castle Listed Building (LB8056). Any connections to Essich and Dores roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport.

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### INS13: Ness-side South

**Area:** 15.5 ha

**Indicative Housing Capacity:** 100 (200 Total)

**Developer requirements:** Safeguard the integrity of the River Ness, no modification to river bed, bank or shore. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Protection of watercourses through suitable buffer and pollution control measures. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Maximise open space provided on site, incorporated into landscaping plan with green network connectivity. Any connections to Essich and Dores roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Construction of new roundabout with priority cycling facilities to serve as primary access to site at intersection with Ness Castle main access. Secondary access to south to provide permeability of site. Footway provision

along NW side of Dores Road. Demonstration of no adverse effect on the integrity of the River Moriston SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

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### INS14: Wester Inshes

**Area:** 3 ha

**Indicative housing capacity:** 40 (100 Total)

**Developer requirements:** Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Landscaping plan and strategy to demonstrate provision of useable, well-overlooked open space integral to the site and amenity of neighbouring and new residents. Landscape design of eastern side of site to integrate development with wider countryside adjacent (lower density development, no tall boundary treatments, greenspaces and green networks integrating to adjacent farmland). Active travel access to site should be maximised, with direct, desire line active travel links (tarmac surface, lit infrastructure sufficient for walking, wheeling and cycling) connection to Inshes District Park, Copperwood Drive and Chestnut Way. Any upgrading of the single track road heading north from the site to Meadowfield Avenue must provide traffic calming and priority measures for active travel users. Proportionate Developer Contributions towards strategic infrastructure improvements will be required at the rates set out in Policy 15(c) 'Inverness East Development Brief'. Additional interventions to prevent car-based journeys for school trips may also be necessary, based on the outcome of Transport Assessment.

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### Mixed Use

#### INS15: Dell of Inshes

**Use(s):** Shops, Services, Food **Area:** 3 ha

and Drink or Public House,  
Hotel, Healthcare Facilities,  
Nursing Home, Residential  
Accommodation with Care,  
Community

**Developer requirements:** Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); Tree/woodland Survey and Management Plan, protect and enhance existing woodland, add new compensatory woodland where opportunities exist, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; protect, enhance, integrate with existing green/blue networks; Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); Habitat Survey; Protected Species Survey; Landscaping plan and strategy to demonstrate the safeguarding and enhancement of habitat connectivity and strategy to provide meaningful, useable and well-overlooked openspace. Transport network improvements are necessary to service this site identified as East Link and Inshes Corridor Improvements, including a new road and active travel junction from the B9006 to access this site. Developer Contributions towards these improvements will be required. Reduced car parking standards acceptable with demonstration of appropriate alternative public transport and active travel mitigation. Masterplan to ensure active frontages of buildings address current and new streets, including the link from the B9006; appropriate set back from A9 trunk road; and useable community and greenspace provided in central, well-overlooked locations within the site. Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the



community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance.

### INS16: Ness-side North

**Use(s):** Housing, Tourism, Retail, Business      **Area:** 8.1 ha      **Indicative housing capacity:** 100 (120 Total)

**Developer requirements:** Safeguard the integrity of the River Ness, no modifications to river bed, bank or shore. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Safeguard the historic character and setting of the Inverness (Riverside) Conservation Area and Caledonian Canal Scheduled Monument. Any connections to West Link and Dores Roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Demonstration of no adverse effect on the integrity of the River Moriston SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

### INS17: Knocknagael

**Use(s):** Housing, Community (Food Growing)      **Area:** 10.3 ha      **Indicative housing capacity:** 100

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Development to provide appropriate set back buffer and pollution control measures for adjacent watercourses; no development that

will compromise the water quality status of the River Ness. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Site masterplan must enable each phase of housing development to deliver a parallel phase of community food growing that will be made available to new and existing residents, through management and agreement with [Knocknagael Ltd.](#)<sup>(26)</sup>. Masterplan and location of community food growing space to be informed by Land Capability Classification for Agriculture mapping and site investigation to ensure the most productive soils are safeguarded for food growing uses within the site. Landscape masterplan must demonstrate provision of strategic open space to facilitate active travel and green/blue network connections across the site, and between community and residential uses, including mitigation of impacts of new development on existing residential amenity, settlement character and visual amenity. Safeguard historic character and setting of Drumdevan House Listed Building (LB8045). Any connections to the Southern Distributor Road must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Development should provide frontage to Essich Road and to new internal streets; car parking for both community food growing and for residents must be located sensitively, in less visually prominent locations, to avoid dominating the public realm. Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance. Demonstration

26 [www.knocknagael.org.uk](http://www.knocknagael.org.uk)

of no adverse effect on the integrity of Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

### INS18: Ness-side South East

**Use(s):** Care Home, Business (Day Nursery)      **Area:** 1.5 ha

**Developer requirements:** Safeguard the integrity of the River Ness, no modification to river bed, bank or shore. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Protection of watercourses through suitable buffer and pollution control measures. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Maximise open space provided on site, incorporated into landscaping plan with green network connectivity. Any connections to Essich and Dores roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Construction of new roundabout with priority cycling facilities to serve as primary access to site at intersection with Ness Castle main access. Footway provision along NW side of Dores Road.

### INS19: East of Milton of Leys Primary School

**Use(s):** Housing, Retail,      **Area:** 0.5 ha      **Indicative housing**  
Business      **capacity:** 15

**Developer requirements:** Drainage Impact Assessment. Contaminated Land Survey, ground survey to consider need for gas membranes to dwelling foundations in consultation with Council Contaminated Land Unit. Site masterplan to demonstrate provision of greenspace accessible to residents and the public, with active frontages of buildings overlooking it. Car parking must be kept to minimum required and should not be located in visually prominent

locations. Any connections to Milton of Leys Distributor Road must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Housing to be delivered in parallel to Retail and Business uses, with residential above commercial uses.

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### INS20: Old Edinburgh Road South

**Use(s):** Retail, Community, Business      **Area:** 0.3 ha

**Developer requirements:** Biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Principal elevations and active frontages of buildings must face Stevenson Road. Car parking should not be located in visually prominent locations (and not along the Stevenson Road boundary). Active travel infrastructure must be provided along the western boundary of the site (Old Edinburgh Road), including facilities for pedestrians to safely access formal crossing points on Stevenson Road.

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### INS21: Inshes Road

**Use(s):** Housing, Community      **Area:** 1.2 ha      **Indicative housing capacity:** 20  
(Inshes Park)

**Developer requirements:** Drainage Impact Assessment. Maintain and enhance connectivity of green network throughout site. Protected Species Survey; Habitat Survey. Masterplan must demonstrate that development of the site provides a strong gateway and entrance to Inshes District Park, with access, parking and connections that serve the park. Residential development must be set back from Sir Walter Scott Drive, and sited to overlook Inshes District Park. Active Travel should be primary mode of travel for housing element of site, Travel Plan to demonstrate how no or low car-ownership can be achieved by development of the site.

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### INS22: Milton of Leys Centre East

**Use(s):** Business, Retail

**Area:** 0.1 ha

**Developer requirements:** Development in accordance with planning permission: 21/05038/FUL.

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### Community

#### INS23: Slackbuie Pitches

**Area:** 1.9 ha

**Developer requirements:** Protection of watercourse along north eastern edge through suitable buffer and pollution control measures. Support further use of site for community uses, that safeguard biodiversity, green network and sports functions of the site.

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#### INS24: Raigmore Hospital

**Area:** 1.8 ha

**Developer requirements:** Flood Risk Assessment (no development in area shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Buffer between watercourses and development with pollution control measures. Masterplan must demonstrate how new development or redevelopment of site will deliver a net gain of usable, accessible greenspace for patients and visitors, and must demonstrate a positive and enhanced relationship with adjacent residential neighbourhoods. No intensification of car parking onsite. Any redevelopment or intensification of uses onsite must be supported by a travel plan that demonstrates how the proposed development will deliver direct,

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convenient connections for walking, wheeling and cycling and public transport to the site. Provision of bus priority and active travel corridor connecting Raigmore Housing Estate with Old Perth Road. Upgrading of adjacent Core Paths as sustainable travel links for hospital staff and visitors. Assess potential for sustainable energy generation to support site's energy needs. Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance. Demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

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### **INS25: Miton of Leys Primary School**

**Area:** 0.74 ha

**Developer requirements:** Development in accordance with planning permission: 21/01350/FUL.

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### **INS26: North of Castleton Village**

**Area:** 2.29 ha

**Developer requirements:** Development in accordance with planning permission: 16/03609/PIP.

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### **INS27: Ness Castle Primary School**

**Area:** 4.05 ha

**Developer requirements:** Development in accordance with planning permission:  
19/05203/FUL.

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### Business

#### INS28: Culduthel Avenue Funeral Home

**Area:** 1.8 ha

**Developer requirements:** Development in accordance with planning permission:  
18/05831/FUL.

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#### INS29: North of Redwood Avenue

**Area:** 1.8 ha

**Developer requirements:** Drainage Impact Assessment. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Masterplan to demonstrate sensitive development at gateway entrance to neighbourhood; active frontages should face onto Monarch Road, with no car parking to be located in visually prominent locations. Safeguard the connectivity and integrity of Core Path IN19.40, upgrading to sealed, lit path where appropriate.

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### Central Inverness | Inbhir Nis Mheadhanach

- 174** This district covers the city centre, the Longman Industrial Estate and the neighbourhoods of Crown, Haugh and Kingsmills. It is the heart of the City and Region and serves as a centre of commercial, leisure, administrative and transport activities.
- 175** Significant focus continues on the revitalisation of the city centre as a vibrant multi-functioning place to live, work and visit. Key regeneration sites have been the focus of development activity, with further public and private sector-led investments committed, including development of a major new tourist attraction at Inverness Castle; new hotels at Rose Street and Glebe Street; planned regeneration of Inverness Rail Station and the Victorian Market, and various other public realm and transport improvement projects. A new strategic vision, "Inverness Strategy", sets the scene for ambitious transformational change that will be realised during the lifetime of this Plan. Reallocation of road space to non-car modes during the COVID-19 pandemic demonstrated that the transport network is adaptable, and this experience will inform the best ways to support city centre transformation towards a safer, more attractive and vibrant place, as well as supporting people to walk, wheel and cycle for everyday journeys.
- 176** A range of important opportunities are either planned or have commenced that aim to get people living back in the city centre. Such an approach contributes to improving the district's vibrancy and vitality and provides opportunities for sustainable living, working and leisure. This theme remains a key priority and as such land is identified to support city centre living, employment uses and diversity of other uses and attractions on offer in the heart of the Highland capital, a key component of which will be establishing new, and enhancing existing, connections with the city's coastline from the River Ness downstream to the Moray Firth.



- 177** Major strategic opportunity for growth of employment uses is planned at the Former Longman Landfill site, with significant funding committed for [land remediation](#)<sup>(27)</sup> and [strategic transport improvement projects](#)<sup>(28)</sup>, part of the Inverness and Highland City-Region Deal. These proposals align with sites INC09 and INC11 and offer major opportunity for the City and region.
- 178** Elsewhere in this district most of the land is already developed and so opportunities are limited to refurbishment, redevelopment, remediation or reclamation. Such reuse can be delivered in an environmentally sustainable way, but will raise infrastructure capacity issues, albeit projects including the A9/A82 Longman Junction Improvement Scheme will support this development, and the Council will therefore continue work constructively with developers and Transport Scotland to manage development pressures in relation to the capacity of the local and trunk road networks, and the planning and phasing of upgrades to it. Key regeneration opportunities are identified at Farraline Park and Inverness Bus and Rail Station; Porterfield Prison; the former Longman landfill site, as well as Longman Phase 1 and Inverness Harbour.
- 179** These strategic projects and the vision for the city centre are reflected in the Placemaking Priorities and site preferences which will help to deliver the overarching spatial strategy for the city.
- 180** There is potential for a number of developments in central Inverness to have an adverse effect on the integrity of the River Moriston SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA, individually and in combination with each other, as a result of additional noise, pollution and disturbance through construction and operation of new business development and from surface and wastewater discharge from development. The

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27 [https://www.highland.gov.uk/info/20014/economic\\_development/715/city\\_region\\_deal\\_project\\_information/11](https://www.highland.gov.uk/info/20014/economic_development/715/city_region_deal_project_information/11)

28 [https://www.highland.gov.uk/info/20014/economic\\_development/715/city\\_region\\_deal\\_project\\_information/8](https://www.highland.gov.uk/info/20014/economic_development/715/city_region_deal_project_information/8)

following sites have been identified as potentially having significant effect alone and/or combined: INC07-9 and INC11 for the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA; INC06 and INW14 for River Moriston SAC; CS01, FG01, INC06, INW14 and WH01 for Inner Moray Firth SPA; CS01, FG01, INC06, INW14, NG01 and WH01 for Moray Firth SAC; and CS01, FG01, HD01, INC06, INW14, NG01 and WH01 and for Moray Firth SPA. Any development proposals on these sites must demonstrate that there would be no adverse effect on the integrity of the River Morison SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by demonstrating mitigation measures described in developer requirements for the individual development sites.

### Placemaking Priorities 20

#### Central Inverness

- Consolidate the city centre and prioritise urban living through strategic expansion of residential-led mixed use development to the north (Longman Phase 1) and reuse/repurposing of existing buildings (e.g. empty and under utilised floorspace above retail units), while safeguarding viable retail, food and drink and business opportunities.
- Agree a masterplan for allocations INC03 and INC04 and surrounding area which sets a bold new vision to deliver a modern and efficient integrated transport hub and transform this underutilised part of Inverness.
- Increase employment opportunities by supporting redevelopment of existing buildings for office, business, leisure, healthcare and other community uses.
- Support diversification of the economy, including the creation of new and unique visitor and leisure attractions that make best use of existing assets and improve the urban environment.
- Redevelopment and regeneration along water frontages must contribute positively towards the landscape, enhance the environment and improve accessibility wherever possible.

- Embed walking and cycling as the logical choice and easiest way to make every day journeys, including delivering active travel and public realm improvements across the city centre.
- Meet regional and local industrial land supply needs at the former Longman landfill site.
- Harness the district's built and cultural heritage assets to ensure the area is distinctive and attractive.
- Ensure development proposals comply with Policy 15(b) 'Inverness City Centre Development Brief'.

Map 24 Central Inverness



## Development Sites

### Housing

#### INC01:Diriebught Depot

**Area:** 2.4 ha

**Indicative housing capacity:** 70

**Developer requirements:** Protect and where possible enhance Mill Burn, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain; appropriate setbacks from neighbouring residential properties to safeguard amenity and privacy; Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment required; protect and enhance existing woodland and individual trees, create new woodland where opportunities exist; protect, enhance, and integrate with existing green/blue networks, planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); protected species survey; Land Contamination Site Investigation; demonstrate how reuse or recycling of existing site building materials has been maximised; Transport assessment to consider the transport impacts of development and identify any necessary mitigation, ensure active travel permeability of site is maximised (direct active travel links to Fraser Park; Diriebught Road and Kingsmills Road), reduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation; developer to prepare Development Brief ahead of statutory pre-application submission; Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief; Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief, Council may adopt Brief as Supplementary Guidance.

### Mixed Use

#### INC02: Porterfield Prison

**Use(s):** Housing, Tourism

**Area:** 1.1 ha

**Indicative housing capacity:** 30

**Developer requirements:** Drainage Impact Assessment; Land Contamination Site Investigation (confirm fuel storage arrangements for prisoner transfer vehicles); sensitive safeguarding of existing townscape character, particularly in considering any changes to prison walls, respect the fabric and setting of the Porterfield Prison Listed Building, development must be responsive, sensitive and appropriate to the historic character of the Listed Building and deliver a high standard of design, materials and construction, safeguard and promote sensitive development within the curtilage and setting of the Listed Building; assessment and safeguarding of the Inverness (Riverside) Conservation Area's architectural and historic character and appearance, including its setting; high quality design and materials that are complementary and appropriate to the historic characteristics of the Conservation Area; reduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation.

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#### INC03: Inverness Public Transport and Freight interchange

**Use(s):** Public Transport Interchange, Ancillary Retail and Leisure, Storage and Distribution

**Area:** 22.5 ha

**Developer requirements:** Development in accordance with Policy 15(b) 'Inverness City Centre Development Brief'; Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Site History and possible Land Contamination Site Investigation; detailed Masterplan to demonstrate coherent, coordinated redevelopment that safeguards and enhances the character of the city; landscaping plan to

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demonstrate increase in greenspace and biodiversity enhancements, including street trees; safeguard the fabric and setting of the multiple Listed Buildings within and adjacent to the site, development must be responsive, sensitive and appropriate to the historic character of the Listed Buildings and deliver a high standard of design, materials and construction, safeguard and promote sensitive development within the curtilage and setting of the Listed Buildings, safeguard the architectural and historic character and setting of the Inverness (Riverside) and Inverness (Crown) Conservation Areas, proposals must accord with the Conservation Area Appraisal and Management Plans; redevelopment should ensure the physical integration of bus and rail services; cycle parking should be increased and the provision enhanced, car parking should be rationalised and reduced or limited (no net increase in car parking) to reverse the adverse impacts of cars on the character, setting and air quality of the city centre, active travel link connecting Innes Street underpass to Falcon Square should be safeguarded and enhanced.

### INC04: Inverness Central

**Use(s):** Housing, Community (Civic/ Green and Open Space), Retail, Business. **Area:** 5.2 ha

**Indicative housing capacity:** 40 (80 Total)

**Developer requirements:** Development in accordance with Policy 15(b) 'Inverness City Centre Development Brief'; Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Site History and possible Land Contamination Site Investigation, detailed Masterplan to demonstrate coherent, coordinated redevelopment that safeguards and enhances the character of the city; landscaping plan to demonstrate increase in greenspace and biodiversity enhancements, including street trees; safeguard the fabric and setting of the multiple Listed Buildings within and adjacent to the site; development must be responsive, sensitive and appropriate to the historic character of the Listed Buildings and deliver a high standard of design, materials and construction;

safeguard and promote sensitive development within the curtilage and setting of the Listed Buildings, safeguard the architectural and historic character and setting of the Inverness (Riverside) Conservation Area, proposals must accord with the Conservation Area Appraisal and Management Plan; redevelopment should ensure the physical integration of bus and rail services; Cycle parking should be increased and the provision enhanced, car parking should be rationalised and reduced or limited (no net increase in car parking) to reverse the adverse impacts of cars on the character, setting and air quality of the city centre, active travel link connecting Innes Street underpass to Falcon Square should be safeguarded and enhanced.

### INC05: Shore Street City Centre Expansion

**Use(s):** Housing, Business, Retail, Industry, Community. **Area:** 14 ha

**Indicative housing capacity:** 50 (200 Total)

**Developer requirements:** Development in accordance with Policy 15(b) 'Inverness City Centre Development Brief'; Drainage Impact Assessment; Site History and possible Land Contamination Site Investigation; detailed Masterplan to demonstrate coherent, coordinated extension of Inverness City Centre that delivers high quality, useable and well-overlooked urban greenspace and a safe, convenient walkable neighbourhood, with neighbouring employment uses; safeguard fabric, historic and architectural character and setting of The Remains of Cromwell Fort Scheduled Monument (SM953), Cromwell Road, Clock Tower Listed Building (LB35193), and Inverness (Riverside) Conservation Area; development of site to be supported by a detailed masterplan, which must be informed by the [Health and Safety Executive Land Use Planning Methodology](#)<sup>(29)</sup> including [Land Use Planning Advice around Large Scale Petrol Storage Sites](#)<sup>(30)</sup>; the masterplan must show that Development Types, as

29 <https://www.hse.gov.uk/landuseplanning/methodology.htm>

30 [https://www.hse.gov.uk/foi/internalops/hid\\_circs/technical\\_general/spc\\_tech\\_gen\\_43/index.htm#Development-Type](https://www.hse.gov.uk/foi/internalops/hid_circs/technical_general/spc_tech_gen_43/index.htm#Development-Type)



defined by the HSE Land Use Planning Methodology, are compatible with the consultation zones taking account of the risks from the nearby Cromwell Road fuel storage area; improved active travel crossings over the A82 required in agreement with Transport Scotland. Reduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation; developer to prepare Development Brief ahead of statutory pre-application submission, Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief, Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief.

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### **INC06: Harbour Gait**

**Use(s):** Harbour related Business and Industry **Area:** 30 ha  
(including port and marine), and water compatible Cultural and Tourism.

**Developer requirements:** Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance. Brief must address: Consultation with Scottish Water on potential impacts on emergency sewer outfalls, Flood Risk Assessment and hydrodynamic modelling to demonstrate that proposed development will not increase flood risk onsite or elsewhere in the Firth as a result of narrowing of the channel and to determine suitable ground and floor levels taking into consideration climate change. Results of these assessments could limit the extent to which the allocation can be developed. Only operationally essential or water compatible uses acceptable (as defined by the SEPA Land Use Vulnerability Classification) in areas at risk of flooding, Drainage Impact Assessment; Coastal Processes assessment and mitigation, coastal

protection works; protection of LNR and SSSI features; Land Contamination Site Investigation; assessment of potential for carbon release due to development and impacts on carbon rich mudflats; detailed masterplan to demonstrate increase in publicly accessible open space and improved connectivity of the blue/ green network; that landscape and seascape character is safeguarded and respected, and that the proposed new urban environment makes a positive contribution to the area; active travel improvements to connect site with Inverness city centre; respect the fabric and setting of the Kessock Bridge Listed Building development must be responsive, sensitive and appropriate to its historic character and deliver a high standard of design, materials and construction, as well as safeguard and promote sensitive development within the curtilage and setting of the Listed Building; Noise impact assessment (considering both construction and operation impacts) and any other related impact assessments such as that relating to air quality, light, odour and vibration and impact on surrounding properties/communities, including to the west of the River Ness and to the north of the Firth, demonstration of no adverse effect on the integrity of the River Morison SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and River Moriston, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan (OEMP)/Environmental Management System (EMS) both including method statements and mitigation in relation to: Piling; Dredging and disposal (in accordance with Marine Scotland Guidance); sourcing of materials for land raising/reclamation; hydro-dynamic assessment of impacts of altered flows on sediment movement in relation to sub-tidal sandbanks, prevention of sedimentation, pollution and disturbance, maintaining water quality and flow and controlling disturbance, Recreational Access Management Plan including consideration of water based activities, must ensure disturbance to the Moray Firth SAC bottlenose dolphin interests and the bird interests of the Moray Firth SPA is avoided, must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation

associated with the Inverness to Nairn Coastal Trail, adherence to the Scottish Marine Wildlife Code and the WiSE scheme to help avoid, for example rafts of birds on the water surface, Noise and Vibration Mitigation Plan (including construction and operational phases and disturbance effects), Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks (only suitable development should be taken forward in light of the Dynamic Coast 2 and coastal flooding predictions). Development to take account of coastal change, coastal flooding predictions and NatureScot's guidance on development and infrastructure around the coast, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance. Any green freeport proposals which would extend beyond the INC06 site boundary shown on Map 24 Central Inverness should provide a masterplan (with input from and early engagement with key agencies and other stakeholders) and address the relevant developer requirements set out above.

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### INC07: Stadium Road West

**Use(s):** Office, Business, Industry.

**Area:** 2 ha

**Developer requirements:** Drainage Impact Assessment, ensure foundation design/technique avoids undue disturbance; maintain and protect tree line through buffer between it and development; detailed masterplan to demonstrate improved public realm, improved connectivity of the blue/ green network; and that the proposed new urban environment makes a positive contribution to the area; active travel improvements to connect site with Inverness city centre, including connections to emerging projects at Inverness Harbour; redevelopment of the site must not result in a net decrease in parking provision, any compensatory parking provision must be located in close proximity to the stadium, be easily accessible and have high quality active travel connections to the stadium;

demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no adverse effect as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA, submission of a Construction Environmental Management Plan and Operational Environment Management Plan including prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Piling Method Statement (in accordance with JNCC guidance), recreational 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, nature-based solutions such as planting and careful site design to screen people from birds and to limit access to the shore from this allocation.

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### INC08: Stadium Road East

**Use(s):** Business, Industry.

**Area:** 1 ha

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan; protect, enhance, integrate with existing green/blue networks, planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); Habitat Survey, Protected Species Survey; Detailed masterplan to demonstrate improved public realm, improved connectivity of the blue/ green network; and that the proposed new urban environment makes a positive contribution to the area; Active Travel improvements to connect site with Inverness city centre, including connections to emerging projects at Inverness Harbour; safeguard the integrity of the Longman Airfield Pillbox Historic Environment Record site; redevelopment of the site must not result in a net decrease in parking provision, any compensatory parking provision must be located in close proximity to the stadium, be easily accessible and have high quality active travel connections to the

stadium; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no adverse effect as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA, submission of a Construction Environmental Management Plan and Operational Environment Management Plan including prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Piling Method Statement (in accordance with JNCC guidance), recreational 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, nature-based solutions such as planting and careful site design to screen people from birds and to limit access to the shore from this allocation.

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### **INC09: Former Longman Landfill West**

**Use(s):** Business, Industry, Temporary Stop    **Area:** 20 ha

Site for Travelling People.

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan to determine what woodland to be safeguarded, create new woodland where opportunities exist, including in adjacent Greenspace; Protect, enhance, integrate with existing green/blue networks within the site and with those in the adjacent INC11 and mitigation for badgers to include wildlife corridors to provide continued safe access between the two allocation sites, planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges), Habitat Survey; Protected Species Surveys, including Badger Surveys and mitigation (including relocation options); foundation type and construction method must minimise percussive impact of piling; Assessment and mitigation of leachate pollution risks; Masterplan to determine a clear, well-defined settlement edge

which enhances the gateway location, including appropriate, high quality siting, design and landscaping, having regard to the outer seaward public links area, Masterplan must demonstrate improved public realm; improved connectivity of the blue/ green network; appropriate setbacks of development for employment uses that would compromise the optimal waste management facilities' location, including a potential Energy from Waste Plant; Investigate the possibility of a heat network associated with a potential Energy from Waste plant facility on the adjoining land; and that the proposed new urban environment makes a positive contribution to the area; Active Travel improvements to connect site with Inverness city centre (including to emerging projects at Inverness Harbour and future Longman Roundabout improvements works) and through the site to East Inverness when appropriate, improved public transport connectivity; the extent of development may be limited by the delivery of the Transport Scotland A9/A82 Longman Junction Improvement Scheme, including diversion of utilities; respect the fabric and setting of the Kessock Bridge Listed Building; a development brief may be adopted by the Council as Supplementary Guidance to the Development Plan to develop a cohesive and strategic approach to the development of the Longman area, covering the above requirements, any development proposed in advance of the development brief will require to comply with the Developer Requirements set out here; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no adverse effect as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA, submission of a Construction Environmental Management Plan and Operational Environment Management Plan including prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Piling Method Statement (in accordance with JNCC guidance). Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of recreational 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, nature-based solutions such as planting and careful site design to screen people from birds and to limit access to the shore from this allocation. Demonstration of no adverse effect on the integrity of the Longman and Castle Stuart Bays SSSI.

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### INC10: Inverness Castle and Bridge Street

**Use(s):** Housing, Business, Retail, Community, Tourism.

**Area:** 2.19 ha

**Indicative housing capacity:** 35

**Developer requirements:** Development in accordance with Policy 15(b) 'Inverness City Centre Development Brief'. Protected species survey - species could still be affected by development on site due to noise, lighting etc; Castle's grassed banks greenspace to be safeguarded from development to safeguard woodland and maintain integrity of green network; refurbish or re-use existing buildings and materials wherever possible, sensitive safeguarding of existing townscape character, particularly in considering any changes to prison walls, respect the fabric and setting of the Listed Buildings within the site, development must be responsive, sensitive and appropriate to the historic character of the Listed Buildings and deliver a high standard of design, materials and construction; safeguard and promote sensitive development within the curtilage and setting of the Listed Buildings, assessment and safeguarding of the Inverness (Riverside) Conservation Area's architectural and historic character and appearance, including its setting; High quality design and materials that are complementary and appropriate to the historic characteristics of the Conservation Area; reduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation.

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### Industry

#### INC11: Former Longman Landfill East

**Use(s):** Industry (including Energy from Waste Plant). **Area:** 19 ha

**Developer requirements:** Flood Risk Assessment, taking into consideration wave overtopping and climate change, required to assess coastal flood risk (no development in areas shown to be at risk of flooding), no landraising within the functional flood plain or application to be supported by hydrodynamic assessment to demonstrate development will not have impact on flood risk or coastal processes elsewhere, Drainage Impact Assessment; protect remaining woodland including suitable buffer between it and development, Tree Survey and Management Plan; protect, enhance, integrate with existing green/blue networks within the site and with those in the adjacent INC09 and mitigation for badgers to include wildlife corridors to provide continued safe access between the two allocation sites, planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges), Habitat Survey; Protected Species Surveys, including Badger Surveys and mitigation (including relocation options); foundation type and construction method must minimise percussive impact of piling; Demonstration of no adverse effects on the integrity of the Beaully Firth waterbody, Moray Firth Special Area of Conservation and Special Protection Area and Inner Moray Firth Special Protection Area, demonstration of no adverse effect on the integrity of the Longman and Castle Stuart Bays SSSI; assessment and mitigation of leachate pollution risks; investigate the possibility of a heat network associated with a potential Energy from Waste plant facility on this site; Masterplan to determine a clear, well-defined settlement edge which enhances the gateway location, including appropriate, high quality siting, design and landscaping, having regard to the outer seaward public links area; Active Travel improvements to connect site with Inverness city centre (including to emerging projects at Inverness Harbour and future Longman Roundabout



improvements works) and through the site to East Inverness when appropriate, improved public transport connectivity; respect the fabric and setting of the Kessock Bridge Listed Building; a development brief may be adopted by the Council as Supplementary Guidance to the Development Plan to develop a cohesive and strategic approach to the development of the Longman area, covering the above requirements, any development proposed in advance of the development brief will require to comply with the Developer Requirements set out here; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no adverse effect as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA, submission of a Construction Environmental Management Plan and Operational Environment Management Plan including method statements and mitigation in relation to: piling (in accordance with JNCC guidance); dredging and disposal (in accordance with Marine Scotland Guidance); sourcing of materials for land raising/reclamation; hydro-dynamic assessment of impacts of altered flows on sediment movement in relation to sub-tidal sandbanks and prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Marine Mammal Mitigation Plan. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of recreational 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, nature-based solutions such as planting and careful site design to screen people from birds and to limit access to the shore from this allocation.

### East Inverness | Inbhir Nis an Ear

- 181** This district is defined by the Inner Moray Firth waterbody to the north, the settled agricultural landscapes to the east, and the wooded and farmed slopes to the south. These assets form the limiting features to development for this part of the city. These assets define the limits to development, coupled with steeper upper slopes, fluvial flood risk, the Highland Mainline Railway, the A96 trunk road and the proximity to the Culloden Battlefield site.
- 182** Historic development east of the A9 trunk road in Culloden, Smithton, Westhill and Cradlehall has established the residential role of the east of the city. A range of local-scale facilities and employment are present but most major employment and service opportunities are more than 1km distant, which has led to a dependence on cars for moving around. Recent investment at Inverness Campus has enabled the delivery of public transport and active travel links over the A9 and Highland Mainline railway and further investment is planned to connect this district, including to the city centre.
- 183** Major Inverness and Highland City-Region Deal funds are committed in the area through the East Link road project that, alongside future dualling of the A96, will help unlock the opportunity to realise the long-established spatial strategy to expand the city at Stratton and Ashton Farms, which has an up to date Development Brief in this Plan. Key development sites are already active, including at Stratton, with other major sites offering potential to deliver much needed affordable and open market housing, such as the consented Balloch Farm site. Sites throughout Inverness East have the potential to impact on the existing trunk road network if progressed in advance of East Link and/or the A96 Inverness to Aberdeen dualling scheme. The Council will therefore continue work constructively with developers and Transport Scotland to manage development pressures in relation to the capacity of the local and trunk road networks.

- 184** Similar to the rest of the city, education capacity is limited in this district. The delivery of housing will depend on public support to contribute to funding new primary and secondary school capacity which, coupled with existing committed transport investment, will unlock this strategic expansion area.
- 185** Other development opportunities include: diversifying uses at local neighbourhood centres to support more walkable communities; supporting the redevelopment of Culloden Academy to address existing school capacity issues, and diversifying uses of land adjacent to Inverness retail park to provide land for business and industrial development.
- 186** There is potential for many developments in East Inverness to have an adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA alone and in-combination as a result of additional surface and wastewater discharge from development and noise, disturbance and physical damage from recreational activities.
- 187** Specifically, the following development sites could affect these European sites individually and/or combined: INE02-13, INE15-17, INE19-20 and INE22 for Inner Moray Firth SPA/Ramsar; INE02-03, INE08, INE10-11, INE13, INE15-16, INE19-20 and INE22 for Moray Firth SAC; and INE02-03, INE08, INE10-11, INE13, INE15-16, INE19, INE20 and INE22 for Moray Firth SPA.
- 188** All development proposals on the sites listed above must demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA individually and/or combined by demonstrating the following mitigation measures: public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, 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) and satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and

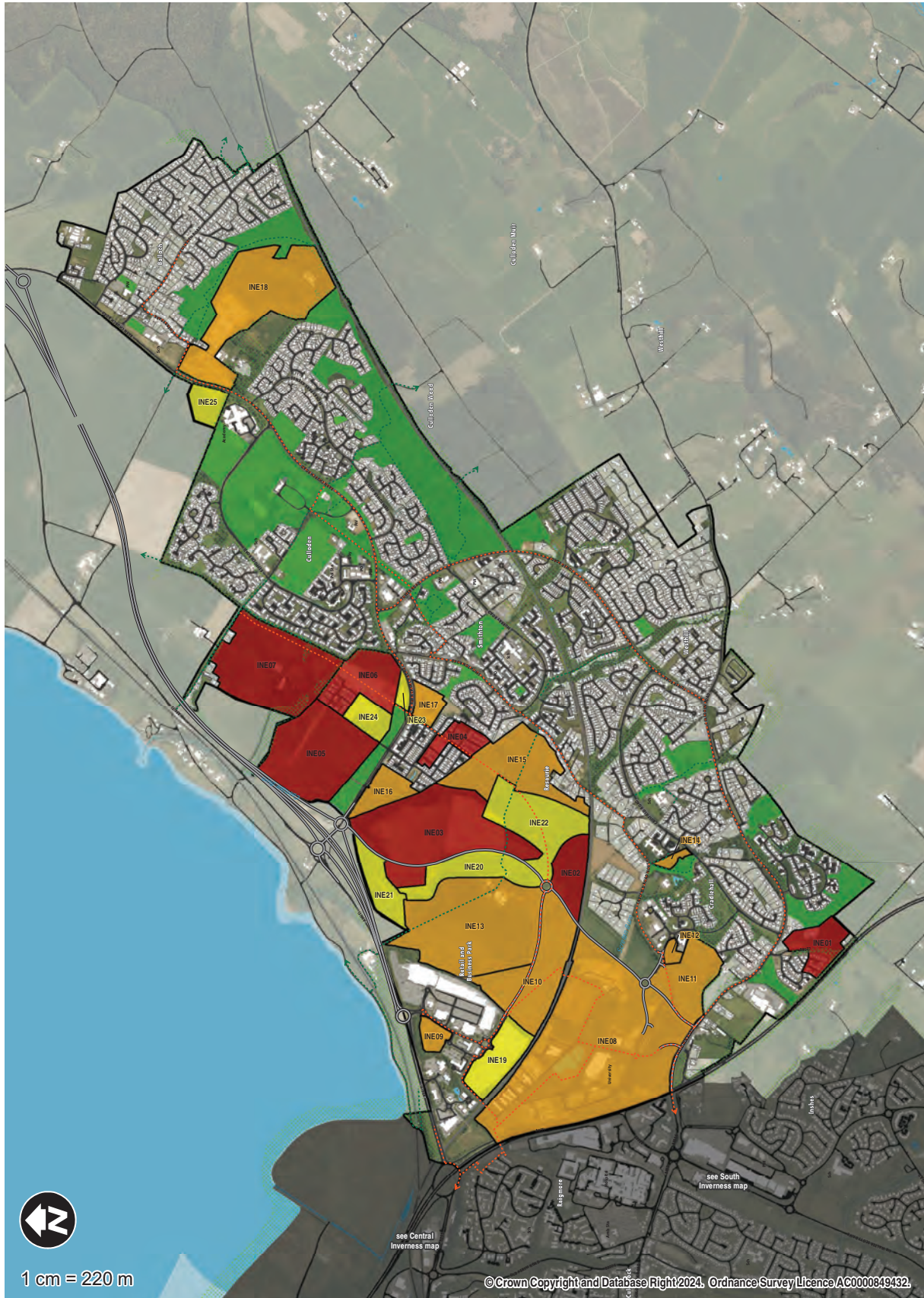
pollution. Type of mitigation required is dependent on the nature and scale of proposals. Further detail for individual sites in Inverness East can be found in the Plan's supporting Habitats Regulation Appraisal and Appropriate Assessment.

### Placemaking Priorities 21

#### East Inverness

- Apply Policy 15(c) 'Inverness East Development Brief' to deliver modern, sustainable, mixed use city expansion.
- Support further development of the Inverness Campus as a world-class business location for life sciences, digital healthcare and technology.
- Support the diversification of uses at neighbourhood centres to achieve vibrant mixed use employment and retail uses.
- Safeguard the green network, character and setting of the City by limiting development to the existing built edges of Culloden, Balloch, Westhill and Cradlehall.
- Develop active travel links and improve connectivity for people and wildlife.

Map 25 East Inverness



### Development Sites

#### Housing

##### INE01: Easterfield

**Area:** 5.2 ha

**Indicative housing capacity:** 74

**Developer requirements:** Land west of B9177: development in accordance with planning permission 18/05593/PIP and related planning permissions. Land east of B9177: Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; holdback distance of 20 metres between trees or woodland and new development, no construction activity within root protection area; Protected Species Survey; Land Contamination Site Investigation; Landscape and Visual Impact Assessment; programme of work for the evaluation, preservation and recording of any archaeological and historic features; improvement of active travel linkages out with the site, including direct link to Culloden Road; Transport Assessment; Noise Assessment of A9(T) road traffic.

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##### INE02: Ashton South

**Area:** 5.5 ha

**Indicative housing capacity:** 110

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourse, including measures to improve watercourse morphology, buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

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### INE03: Ashton East

**Area:** 25 ha

**Indicative housing capacity:** 90 (480 Total)

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Measures to improve watercourse morphology, existing riparian area should be protected, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; protect and enhance existing woodland and individual trees; Protected Species Survey; appropriate set back from planned recycling centre directly north; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

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### INE04: Stratton South

**Area:** 3.6 ha

**Indicative housing capacity:** 91

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 16/02161/S42, related planning permissions and legal agreement.

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### INE05: Stratton North

**Area:** 18.4 ha

**Indicative housing capacity:** 160 (295 Total)

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 16/02161/S42, related permissions and legal agreement. Drainage Impact Assessment.

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### INE06: Stratton East

**Area:** 8.8 ha

**Indicative housing capacity:** 235

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 16/02161/S42, related planning permissions and legal agreement. Drainage Impact Assessment; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

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### INE07: Milton of Culloden South

**Area:** 20.9 ha

**Indicative housing capacity:** 330 (350 Total)

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Measures to improve watercourse morphology, existing riparian area should be protected, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; Protected Species Survey; Safeguard fabric, historic character and setting of Milton, ring-ditch 320m SSE of Scheduled Monument, redevelopment of B Listed Stratton Lodge Hotel that is responsive, sensitive and appropriate to its historic character, future of Stratton Lodge Listed Building must be secured prior to development of remainder of site, safeguard setting of Battle of Culloden Battlefield; consider potential effects with reference to Inventory, programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment, access must be taken from a new route formed from Barn Church Road.

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## Mixed Use

**INE08: Inverness Campus**

**Use(s):** Community, Business, Office      **Area:** 56.7 ha

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 09/00887/PIPIN and related permissions.

**INE09: Eastfield Way**

**Use(s):** Business, Office, Tourism, Storage and      **Area:** 1.9 ha  
Distribution.

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance existing riparian area, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain; any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy, compensatory tree planting, holdback distance of 20 metres generally required between trees and new development, no construction activity within root protection area for areas where trees can be retained; Protected Species Survey; site history and possible Land Contamination Site Investigation; high quality siting and design to reflect prominent position, active frontage to adjacent streets, meaningful, useable open space and car parking should be located sensitively to avoid dominating the public realm along Eastfield Way; Transport Assessment, reduced car parking standards acceptable with demonstration of appropriate alternative public transport and active travel mitigation, any connections to the public road network must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. For footfall generating proposals sequential assessment of city centre options and impact assessment on city centre may be required.

### INE10: Ashton Southwest

**Use(s):** Community, Business, Office, Tourism, Industry, Leisure. **Area:** 15.2 ha

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, measures to improve watercourse morphology, Flood Risk Assessment (no development in areas shown to be at risk from flooding), Drainage Impact Assessment; safeguard fabric, historic character and setting of Ashton Farm Cottages, ring ditch 425m SW and pit circles 460m WSW of Scheduled Monument; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

### INE11: Castlehill

**Use(s):** Housing, Business, Office, Community, Greenspace. **Area:** 8.4 ha **Indicative housing capacity:** 125

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Drainage Impact Assessment; Tree Survey and Management Plan; holdback distance of 20m between woodland and development; no construction within root protection area; safeguard the setting of Castlehill House B Listed Building.

### INE12: Castlehill Road

**Use(s):** Housing, Business, Office, Retail **Area:** 0.9ha **Indicative housing capacity:** 10

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Drainage Impact Assessment; safeguard the setting of Castlehill House B Listed Building.

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### INE13: Ashton West

**Use(s):** Housing, Community, Business, Retail, **Area:** 28.5 ha

**Indicative housing capacity:** 90 (685 Total)

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, measures to improve watercourse morphology; Drainage Impact Assessment; Flood Risk Assessment (no development in areas shown to be at risk from flooding); holdback distance of 20 metres between trees and development, no construction within root protection area; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

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### INE14: Cradlehall Court

**Use(s):** Housing, Business, Office, Retail, Greenspace, **Area:** 0.9 ha

**Indicative housing capacity:** 15

**Developer requirements:** Flood risk assessment (no development in area shown to be at risk of flooding), protect existing riparian area and where possible enhance watercourse, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain; Drainage Impact Assessment; tree survey and protection plan, protect and enhance existing woodland and individual trees, holdback distance of 20 metres generally required between woodland and new development, no construction activity within root

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protection area; Protected Species Survey; vehicular access must be taken from Cradlehall Court and active frontage provided at this location, retain and upgrade core paths within the site, provision of direct active travel connection from Caulfield Road.

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### INE15: Ashton Central

**Use(s):** Housing, Community (Education), Business, Retail. **Area:** 13.9 ha

**Indicative housing capacity:** 180 (220 Total)

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, measures to improve watercourse morphology, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; holdback distance of 20 metres between trees and development, no construction within root protection area; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

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### INE16: Stratton West

**Use(s):** Housing, Retail, Park and Ride **Area:** 4.1 ha

**Indicative housing capacity:** 60

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, existing riparian area should be protected, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, measures to improve watercourse morphology, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; holdback distance of 20 metres between woodland and development; no construction within root protection area.

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### INE17: Stratton Central

**Use(s):** Housing, Community, Business, Retail. **Area:** 2.5 ha

**Indicative housing capacity:** 65

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Drainage Impact Assessment.

### INE18: Balloch Farm

**Use(s):** Housing, Community. **Area:** 23.4 ha

**Indicative housing capacity:** 180 (298 Total)

**Developer requirements:** Development in accordance with planning permission 19/04213/PIP and any related planning permissions. Any alternative proposals must provide a developer masterplan which should: reserve north western section of site and woodland to east for community use; protect and where possible enhance watercourse close to western site boundary, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; tree/woodland survey and Management Plan; Holdback distance of 15 metres between trees or woodland and new development, no construction activity within root protection area, protect, enhance, and integrate with existing green/blue networks; Protected Species Survey, Construction and Environment Management Plan; Land Contamination Site Investigation; assessment and safeguarding of Culloden House Garden and Designed Landscape and Culloden Battlefield and their setting, consider potential effects with reference to relevant Inventory, Assessment and safeguarding of the Culloden Battlefield Conservation Area's architectural and historic character and appearance, including its setting, programme of work for the evaluation, preservation and recording of any

archaeological and historic features; Transport Assessment, provide connections to existing core paths and wider footpath network, including to Balloch and Moray Park streets in Culloden; Noise Assessment.

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### Community

#### INE19: Highland Prison

**Area:** 6.6 ha

**Developer requirements:** Safeguarded only for new prison. Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 17/02529/PIP and related permissions.

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#### INE20: Ashton Park

**Area:** 8.1 ha

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Measures to improve watercourse morphology including naturalisation of the watercourse and provision of a large riparian area, Flood Risk Assessment (no development in areas shown to be at risk from flooding), Drainage Impact Assessment; holdback distance of 20 metres between woodland and development, no construction within root protection area; development that directly impacts archaeological remains must undertake appropriate archaeological survey and recording, preference for avoidance by design and preservation in situ of any remains.

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#### INE21: Inverness East Recycling Centre

**Area:** 5 ha

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Protected Species Survey, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment.

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### INE22: Ashton District Park

**Area:** 12.2 ha

**Developer requirements:** Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Measures to improve watercourse morphology including naturalisation of the watercourse, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk from flooding), Drainage Impact Assessment. Detailed design of park including its water features and final contouring to achieve net betterment to down catchment development areas in terms of increased flood storage and attenuation within the park; development that directly impacts archaeological remains must undertake appropriate archaeological survey and recording; preference for avoidance by design and preservation *in situ* of any remains.

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### INE23: Stratton Health Centre

**Area:** 1.1 ha

**Developer requirements:** Safeguarded only for new health centre. Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Holdback distance of 20 metres between trees and development where possible; compensatory tree planting; Protected Species Survey; no development within frontage onto Barn Church Road to allow for adequate visibility splay.

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### INE24: Stratton Primary School

**Area:** 3.3 ha

**Developer requirements:** Safeguarded only for new primary school. Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Programme of work for the evaluation, preservation and recording of any archaeological and historic features.

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### INE25: Culloden Academy Redevelopment

**Area:** 3 ha

**Developer requirements:** Safeguarded only for secondary school redevelopment. Developer masterplan which should address: phasing of redevelopment; protect and where possible enhance watercourse, provide buffer of at least 6m from development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan, holdback distance of 20 metres generally required between trees or woodland and new development, no construction activity within root protection area; Protected Species Survey; Landscape and Visual Impact Assessment; high quality siting and design that creates a building frontage to the street; safeguard the setting of the Culloden House A Listed Building and Culloden House Policies Conservation Area, safeguard the setting of Culloden House Garden and Designed Landscape and Battle of Culloden Battlefield, consider potential effects with reference to their inventories, programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment, new access from Barn Church Road in accordance with planning permission 21/03000/FUL; Noise Assessment.

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### Kiltarlity | Cill Taraglain

**189** Kiltarlity parish's main settlement at Allarburn has a dormitory function. Local employment opportunities, commercial facilities and public transport connectivity are all very limited. As such it is not a sustainable location for significant further growth. With an immediate village population of around 470, a constrained local road network and limited water supply and waste water treatment capacity, the settlement cannot support major future development without a similar increase in public investment and that level of investment would not be cost effective relative to investing in other areas. The parish church burial ground may reach capacity within the Plan period so we believe it would be prudent to safeguard land for its future extension. As such, we believe future development should be limited to completing sites that already benefit from allocation in the IMFLDP1 and/or have planning permission. The local primary school and sewage works can accommodate this limited expansion. Land at Glebe Farm is part developed, part serviced and close to the local primary school. The Old Mill is a brownfield redevelopment opportunity that could provide local employment opportunities. Additional lair capacity is likely to be needed at the parish burial ground within the Plan period so a proportionate expansion area is safeguarded.

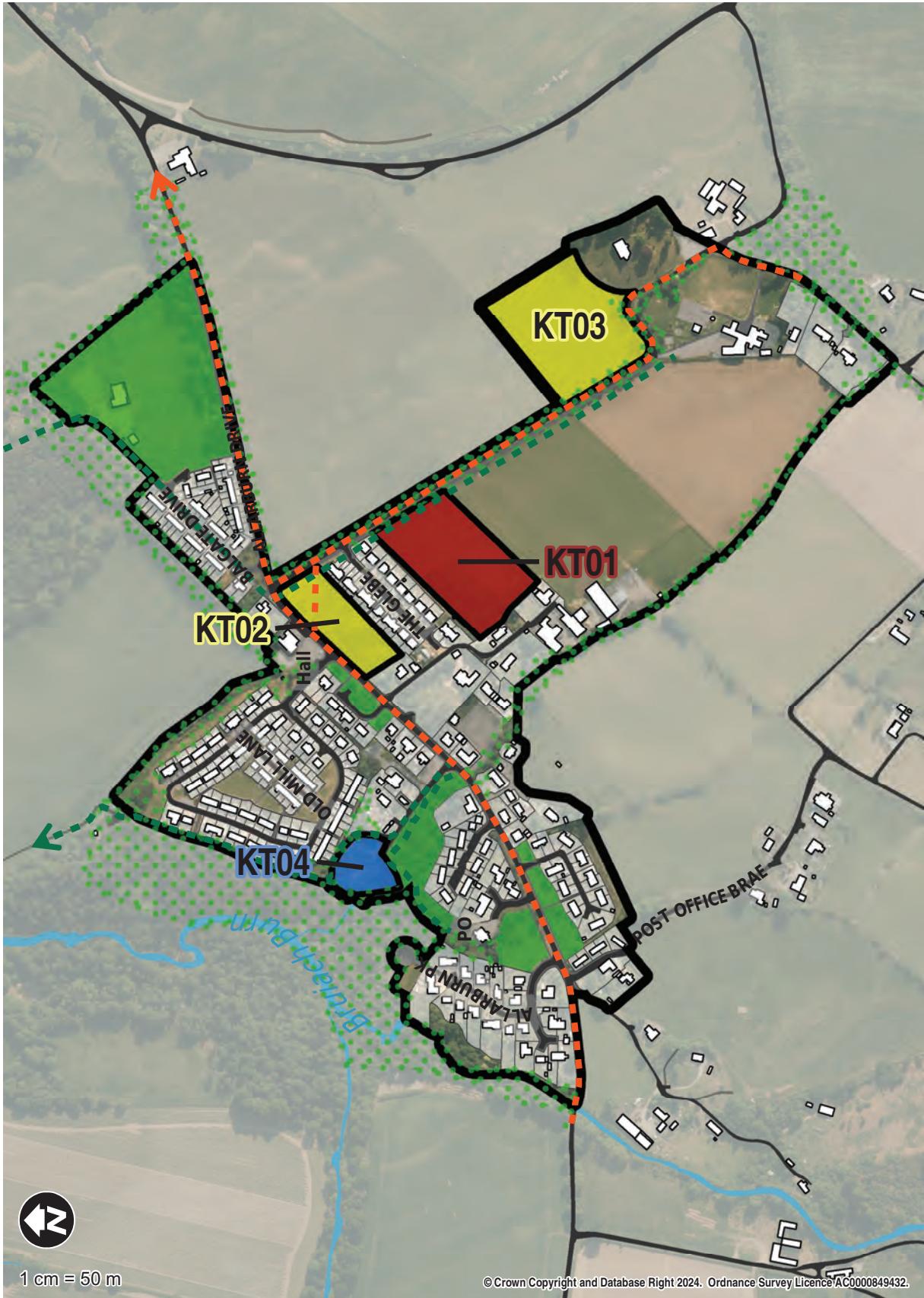
#### Placemaking Priorities 22

##### Kiltarlity

- Consolidate Allarburn village as a compact hub of facilities to serve the wider parish catchment and to safeguard land for the expansion of the parish burial ground.
- Limit further housing development to the capacity of existing education, water and sewerage assets.
- Direct that development to the core of the settlement. In the longer term, a further phase of development between the school and the Glebe would be the optimum location for future growth.

- Mature woodland, amenity area and recreational pitch features surround and punctuate the village, are important to its character, and therefore merit protection. The tree belts in particular are vital as Green Networks and as visual breaks and frames for public views.
- Retain and enhance active travel connectivity within Kiltarlity in particular to its facilities such as the village hall, primary school and burial ground.

Map 26 Kiltarlity



### Development Sites

#### Housing

##### KT01: Glebe Farm Phase 2

**Area:** 1.5 ha

**Indicative housing capacity:** 40

**Developer requirements:** Dependent upon prior purposeful community use of Phase 1 frontage land (KT02). Developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries; high quality architectural design sympathetic to built heritage context; Transport Assessment and mitigation including, new/improved active travel links to village facilities and contribution to Beauly to Inverness strategic link.

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#### Community

##### KT02: Glebe Farm Frontage Land

**Area:** 0.7 ha

**Developer requirements:** Safeguarded as per extant legal agreement for community use and public open space only.

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##### KT03: Kiltarlity Parish Church

**Area:** 1.7 ha

**Developer requirements:** Safeguarded only for burial ground extension. Developer masterplan which should include/address: Drainage Impact Assessment; measures to prevent the potential risk of groundwater contamination; retain, setback development from and

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add planting along site boundaries; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; high quality architectural design sympathetic to built heritage context; archaeological survey and recording; assess and mitigate impact on setting of adjoining listed building; Transport Statement and mitigation including extension of existing primary school to village active travel link.

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### Business

#### KT04: Old Mill

**Area:** 0.4 ha

**Developer requirements:** Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strip and other site boundaries; Transport Statement and mitigation including retained and enhanced road and active travel links to rest of village.

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### Kirkhill | Cnoc na Cille

**190** With a permanent population of around 750, Kirkhill is a large village in Highland terms but has a largely dormitory function with local employment opportunities, commercial facilities and public transport connectivity all very limited. As such it is not a sustainable location for significant further growth. Its side road network is constrained, its primary school over capacity and its water supply and waste water treatment capacity limited. As such, the settlement cannot support major future development without a similar increase in public investment and that level of investment would not be cost effective relative to investing in other areas.

**191** As such, we believe future development should be limited to completing sites that already benefit from allocation in the IMFLDP1 and/or have planning permission. The local primary school, with a small extension, and sewage works can accommodate this limited expansion. Land at Groam Farm is permitted, close to the local primary school and is already part serviced. The builder's yard is central to the community, has been underutilised for several years and would therefore benefit from redevelopment. Land at Achnagairn is reallocated from the IMFLDP1.

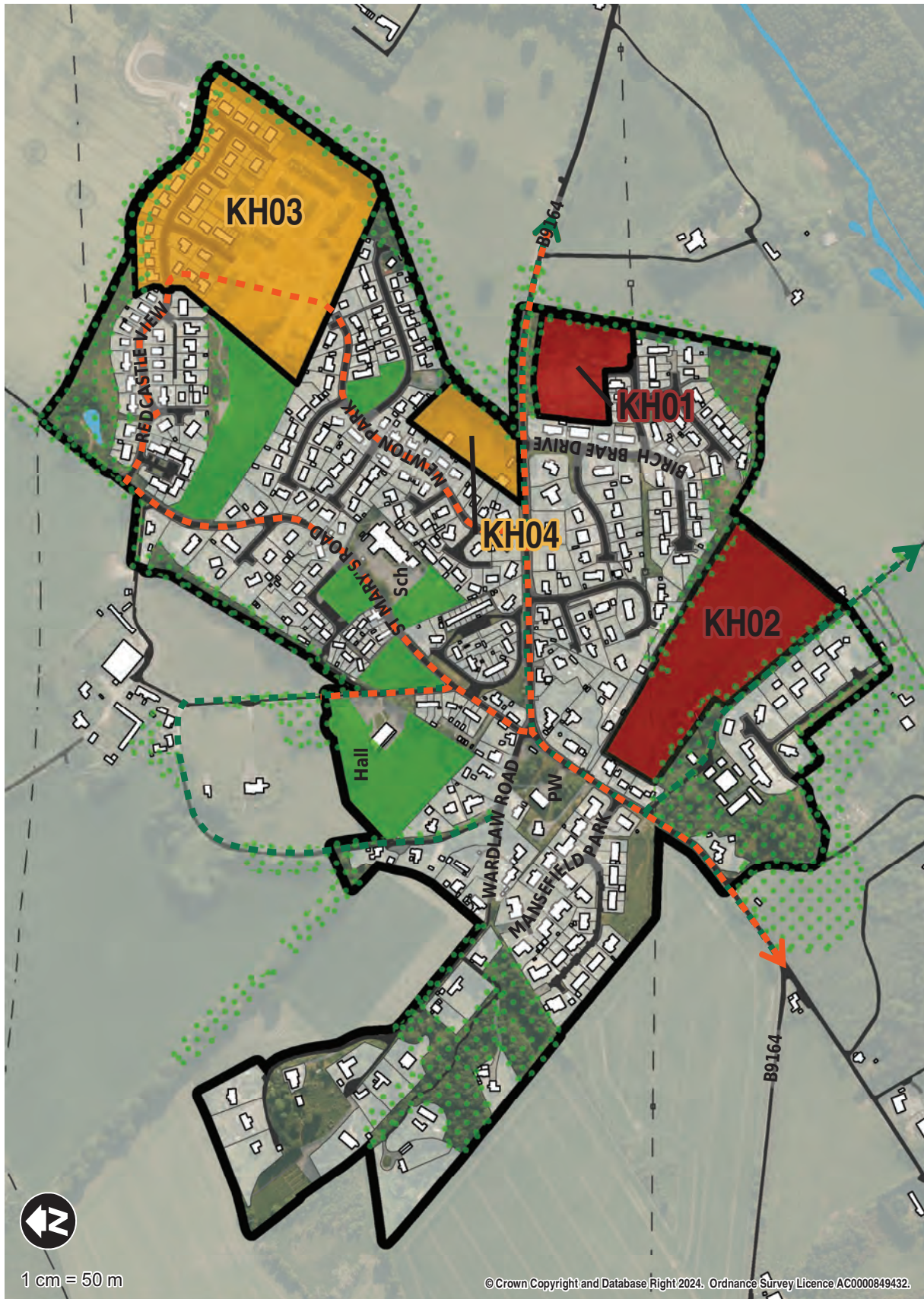
#### Placemaking Priorities 23

##### Kirkhill

- Consolidate Kirkhill with new development closest to its facilities but to curtail larger, peripheral expansion.
- Limit further housing development to the capacity of education, water and sewerage assets.
- Direct that development to land at Achnagairn and Groam Farm, which is part developed, part serviced and close to the local primary school, as the optimum locations for consolidating the village in a compact form.

- Mature woodland, amenity area and recreational pitch features surround and punctuate the village, are important to its character, and therefore merit protection.
- Seek developer contributions and other funding towards the provision of an active travel link between Kirkhill and both Beauly and Inverness.

Map 27 Kirkhill





**Development Sites**

**Housing**

**KH01: East of Birchbrae Drive**

**Area:** 1.1 ha

**Indicative housing capacity:** 25

**Developer requirements:** Developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along northern and eastern site boundaries; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Kirkhill Primary School), contribution to Beauly to Inverness strategic link; setback from high voltage overhead line.

**KH02: Achnagairn**

**Area:** 3.1 ha

**Indicative housing capacity:** 25

**Developer requirements:** Design to include set back from high voltage overhead lines; tree survey, development to be set back from trees and a landscape buffer adjacent to Gardner’s Cottage; development to be setback from watercourse; contributions towards local and strategic active travel links including improvement to active travel connections to village facilities including Safer Routes to School..

**Mixed Use**

**KH03: Groam Farm**

**Use(s):** Housing,  
Community, Business, Retail

**Area:** 5.7 ha

**Indicative housing capacity:** 94

**Developer requirements:** Development in accordance with planning permission 19/04259/FUL and related legal agreement including enhancement of sustainable travel links and gifted transfer of community site to community group. For any alternative proposal, developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Kirkhill Primary School), contribution to Beauly to Inverness strategic link, completion of loop road through site (connecting Redcastle View and Newton Park); details of phasing; land safeguard for non housing uses and gifted, serviced site for community use.

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### **KH04: Contractor's Yard**

**Use(s):** Housing, Community, Business, Retail  
**Area:** 0.8 ha

**Indicative housing capacity:** 10

**Developer requirements:** Developer masterplan which should include/address: Drainage Impact Assessment; retain and setback development from adjoining woodland; Protected Species Survey; site history and possible Land Contamination Site investigation; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Kirkhill Primary School), contribution to Beauly to Inverness strategic link, site junction improvement.

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### Maryburgh | Baile Màiri

- 192** Maryburgh is a dormitory settlement with a resident population of 1,150. This population has seen a slight decline in recent years and few houses have been built locally. More positively, water and sewerage capacity is adequate to support further growth, landowners are prepared to make land available and there are few physical constraints that would inhibit development.
- 193** However, the village primary school has closed and the alternative at Conon Bridge is at capacity, there are very few local job opportunities, no confirmed housebuilder interest in the settlement and the road network leading to the peripheral expansion site options is single track and difficult to widen.
- 194** Taking account of these development factors we do not believe that Maryburgh is a sustainable and viable location for significant future growth. Allocated land at Conon Bridge is closer to a larger shop, the primary school and a rail halt. Major housing growth should be restricted. The project to enhance a community hub is worthy of reference.
- 195** Allocating land for local employment growth creates fewer sustainability issues in that local jobs could reduce the village's dependence on longer distance commuting. Land for industrial and business uses between the Dingwall Marts and the trunk road roundabout is proposed for business and industrial development. The land south of the former primary school benefits from a recent planning permission and is under construction. There is also a community led proposal to refurbish/redevelop part of the former primary school site for a hub facility.
- 196** There is potential for a number of development sites in Maryburgh, specifically, MB01 and MB02, to have an adverse effect on the integrity of Conon Islands SAC in-combination. Furthermore, the development of these sites in addition to MB03 and Conon Bridge CB03, CB05 and CB06 have potential to have an adverse effect on the integrity of the Cromarty Firth

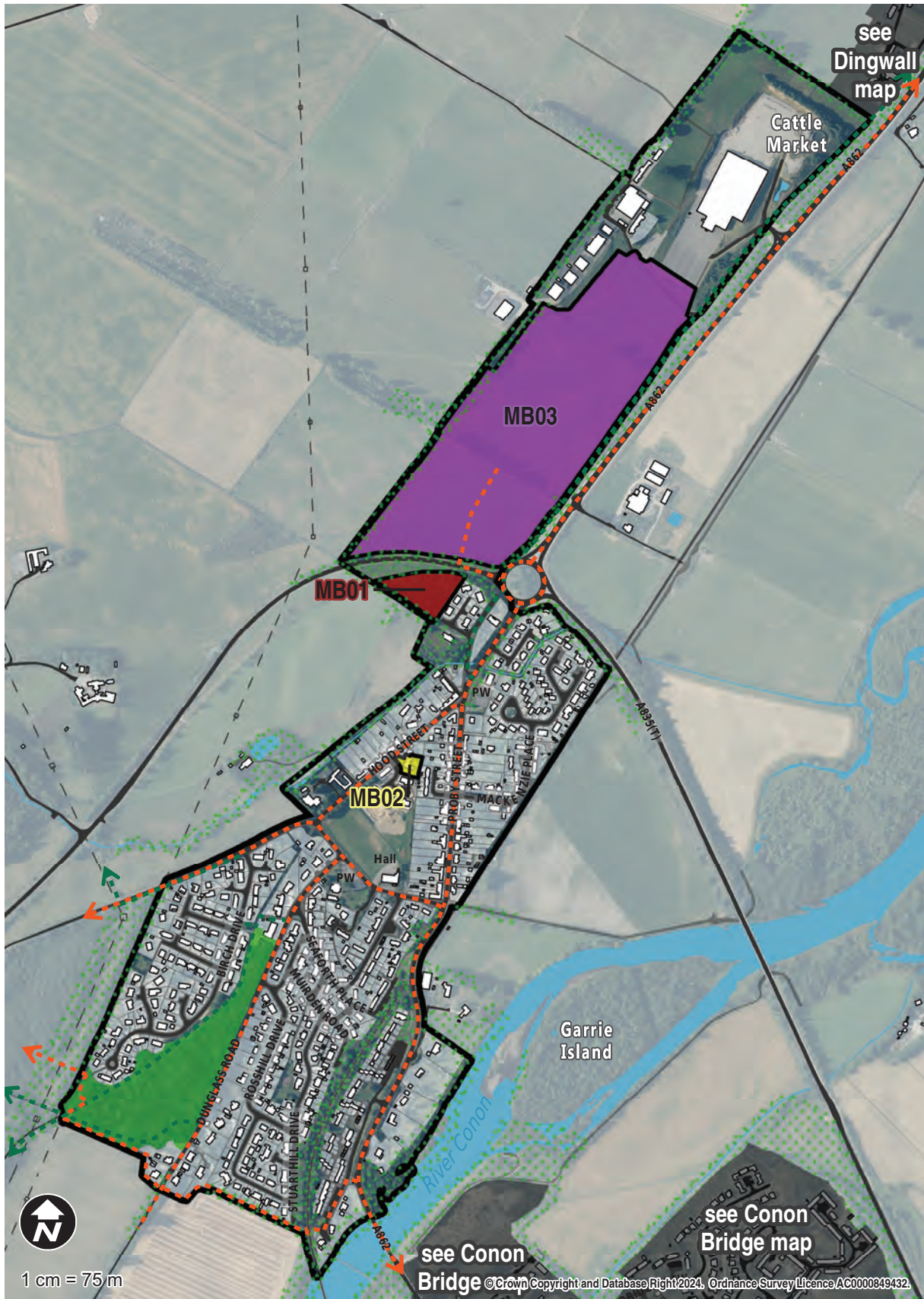
SPA/Ramsar. These sites will be required to ensure avoidance of any adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by demonstrating mitigation measures described in developer requirements for the individual development sites.

### Placemaking Priorities 24

#### Maryburgh

- Limit the scope for new housing development sites to the land that is least constrained and to local infrastructure capacity notably the new primary school.
- Explore the potential for expanding local employment opportunities by allocating land between the trunk road roundabout and the Dingwall Marts.
- Otherwise respect the trunk road, side road, woodland and flood risk constraints that inhibit expansion.
- To safeguard and enhance active travel and green network connectivity.

Map 28 Maryburgh



### Development Sites

#### Housing

##### **MB01: Land West of Maryburgh Roundabout**

**Area:** 0.7 ha

**Indicative housing capacity:** 15

**Developer requirements:** Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); setback development from adjoining watercourse; retain, setback development from and add planting along site boundaries; possible Protected Species Survey; Transport Statement and mitigation including, new/improved active travel links to village facilities and Marts employment area (MB04). Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species and Recreation Access Management Plan recreational access management plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives.

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#### Community

##### **MB02: Northern Part of Former Primary School**

**Area:** 0.1 ha

**Developer requirements:** Conversion only for community use. Development in accordance with Planning Permission 21/01645/FUL. Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species and Recreation Access Management Plan recreational access management plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives.

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### Industry

#### **MB03: Land North of Maryburgh A835 Roundabout**

**Area:** 13.6 ha

**Developer requirements:** Developer masterplan which should include/address: retention and naturalisation of watercourses as enhanced green networks with bridged not culverted crossings; Drainage Impact Assessment; public sewer extension and connection; retain, setback development from and add planting along watercourses and site boundaries (including structural planting on upper slopes and augmentation of existing boundary woodland to maintain a degree of visual separation between Maryburgh and Dingwall); Protected Species Survey; visualisations to assess and mitigate landscape and visual impact (siting and footprint of units to minimise cut/fill and underbuilding); high quality architectural design sympathetic to built heritage context; archaeological survey and recording; Transport Assessment and mitigation including, retain and enhance existing frontage active travel link and add/improve active travel link to Maryburgh, new/enhanced

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access to A862; details of phasing. Demonstration of no adverse effects on the integrity of the Cromarty Firth SPA/Ramsar by the retention and setback of development from boundary woodland.

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### Muir of Ord | Am Blàr Dubh

- 197** Muir of Ord has unusual characteristics for a Highland settlement being built on plentiful, relatively flat and relatively well drained land. Similarly, the town has few infrastructure constraints - water, sewage treatment and school capacities are adequate. This welcoming context has supported strong recent growth and the population is rising towards 3,000. Crucially, Muir of Ord has a good range of local facilities, local employment opportunities and an improving rail service connection. We therefore believe it is a sustainable location for further growth.
- 198** However, this growth should be subject to stepped improvements in infrastructure network capacities. Notably the local road network has particular pinch points which require resolution. Localised surface water drainage problems also inhibit development in particular parts of the settlement.
- 199** Taking account of these development factors we believe that this Plan should reallocate the majority of previously identified allocations except at Broomhill and Ord Hill where the previous permissions are almost complete and at Corrie Road where land has not come forward for development. Land at Lochan Corr and South of The Cairns has firm development interest and are respectively, close to community facilities and employment opportunities. Central recreational facilities would benefit from safeguarding, possible reconfiguration to improve active travel access to them and enhancement. Industrial areas on the margins of the town provide valuable local employment opportunities and their expansion should be supported subject to impact on adjoining uses.

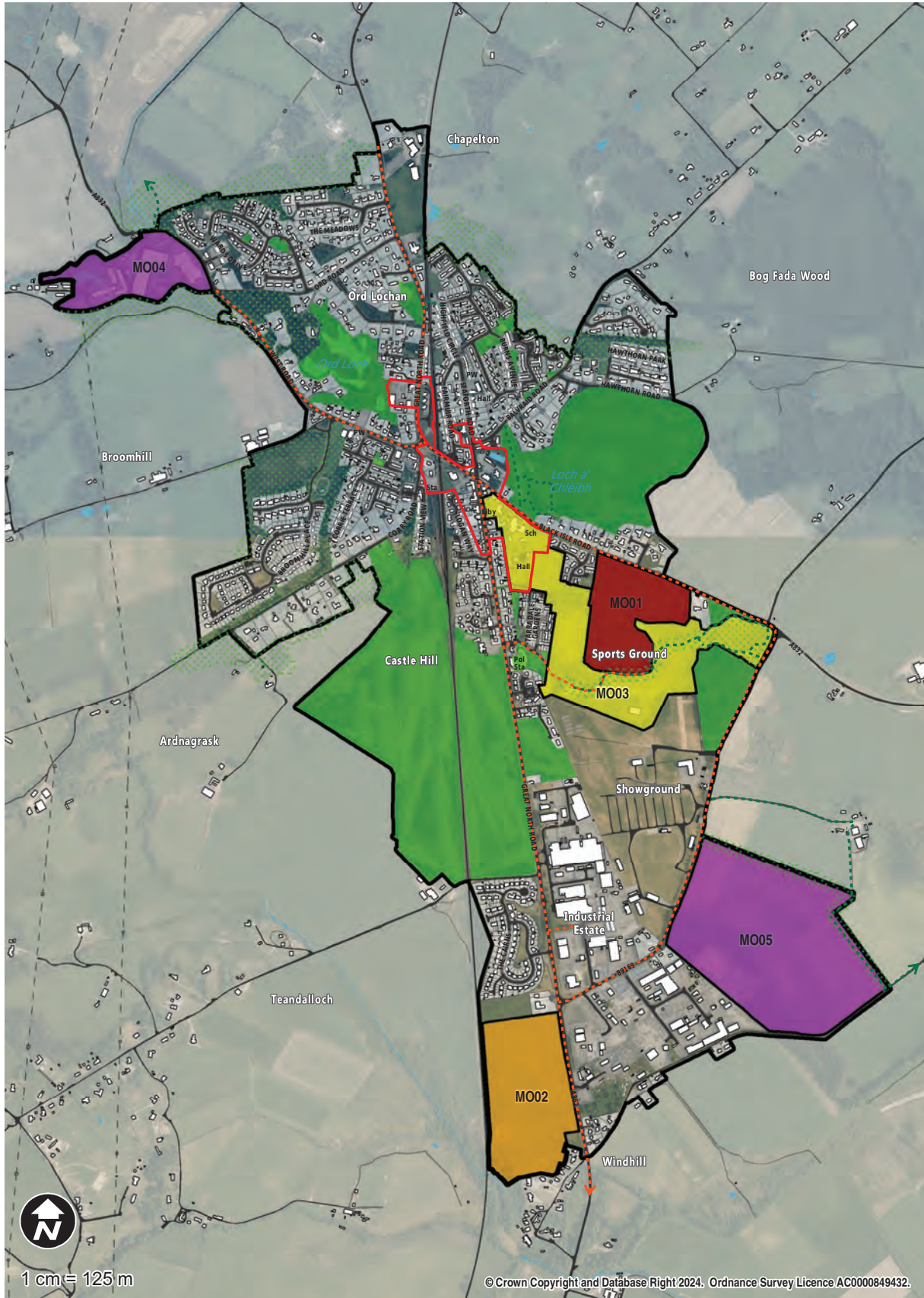
#### Placemaking Priorities 25

##### Muir of Ord

- Support the continued growth of the town in locations that best support local facilities and promote sustainable travel patterns.

- Secure developer contributions to help resolve remaining infrastructure and facility deficiencies.
- Reallocate existing development sites near Lochan Corr and The Cairns because they are closest to facilities and offer the prospect of sustainable travel.
- Safeguard and enhance recreational facilities at the heart of the village.
- Seek developer contributions and other funding towards the provision of an active travel link between Windhill and Tarradale Mains, and also between Conon Bridge and Muir of Ord.

Map 29 Muir of Ord



### Development Sites

#### Housing

##### MO01: Lochan Corr

**Area:** 6.5 ha

**Indicative housing capacity:** 104

**Developer requirements:** Development in accordance with Planning

Permission 18/05159/PIP and related legal agreement including: sustainable travel connectivity improvements; traffic management measures; community facility and education contributions. For any alternative proposal, developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting particularly along site boundaries; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Tarradale Primary School), contribution to Dingwall to Muir of Ord strategic link, traffic management measures; details of phasing. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

#### Mixed Use

##### MO02: Land South of The Cairns

**Use(s):** Housing, Business,  
Retail

**Area:** 10.3 ha

**Indicative housing  
capacity:** 60

**Developer requirements:** Development in accordance with Planning Permissions 20/00323/S75M, 19/00233/MS, 19/00234/MS, and 13/04534/PIP and related legal agreement including: sustainable travel connectivity improvements; community facility and education contributions; and, in situ preservation of scheduled monument and appropriate setting setback. For any alternative proposal, developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate landscape and visual impact; in situ preservation of scheduled monument, appropriate setting setback and wider archaeological survey and recording; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Tarradale Primary School), contribution to Beauly to Muir of Ord strategic link; details of phasing; serviced land safeguard for non housing uses. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

### Community

#### MO03: Recreation and Leisure Areas

**Area:** 14.7 ha

**Developer requirements:** Safeguarded only for community uses (including improved education and recreation provision). Any built development should be accompanied by a masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); setback development from woodland and add planting; possible Protected Species Survey; link green and blue networks between MO01 and MO03; visualisations to assess and mitigate landscape and visual

impact; archaeological survey and recording; Transport Statement and mitigation including new/improved active travel links to rest of village. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar and Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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### Industry

#### MO04: Glen Ord Distillery

**Area:** 5.6 ha

**Developer requirements:** Safeguarded only for continuation, intensification and/or expansion of existing distillery and related uses. Developer masterplan which should include/address: retention and naturalisation of watercourses as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strips and site boundaries; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to rest of village.

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#### MO05: Land East of Industrial Estate

**Area:** 21.2 ha

**Developer requirements:** Land safeguarded for expansion of existing industrial estate. Developer masterplan which should include/address: Drainage Impact Assessment; consider potential for nature-based solutions to flood risk; public sewer extension and connection; retain where possible, setback development from and add compensatory native planting along northern site boundary; Protected Species Survey; visualisations to assess and mitigate

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landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to rest of village and strategic (both active travel and public transport) links to Dingwall and Beaully; details of phasing.

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### Munlochy | Poll Lochaidh

- 200** Munlochy is a small village with a population of 500 and a primarily dormitory function. Commuter housing pressures are created by the settlement's location close to major work centres and its attractive outlook towards Munlochy Bay and a surrounding wooded countryside. Servicing capacity is also good with water supply, sewage treatment and education provision all capable of accommodating limited expansion.
- 201** However, Munlochy lacks sufficient local employment opportunities or good enough public transport connectivity to make it a sustainable location for further growth. It is also a village that straddles a busy road that acts as a through route for other commuter traffic travelling to and from a large part of the Black Isle. Side road capacity is also limited.
- 202** Taking account of these development factors we believe that this Plan should constrain future development potential to the completion of existing allocated and permitted sites. All of these sites are relatively unconstrained for example 3 of the 4 sites could utilise existing road and foul sewer access/connection points. Redevelopment of the site north of the A832 should lead to a net environmental improvement.

#### Placemaking Priorities 26

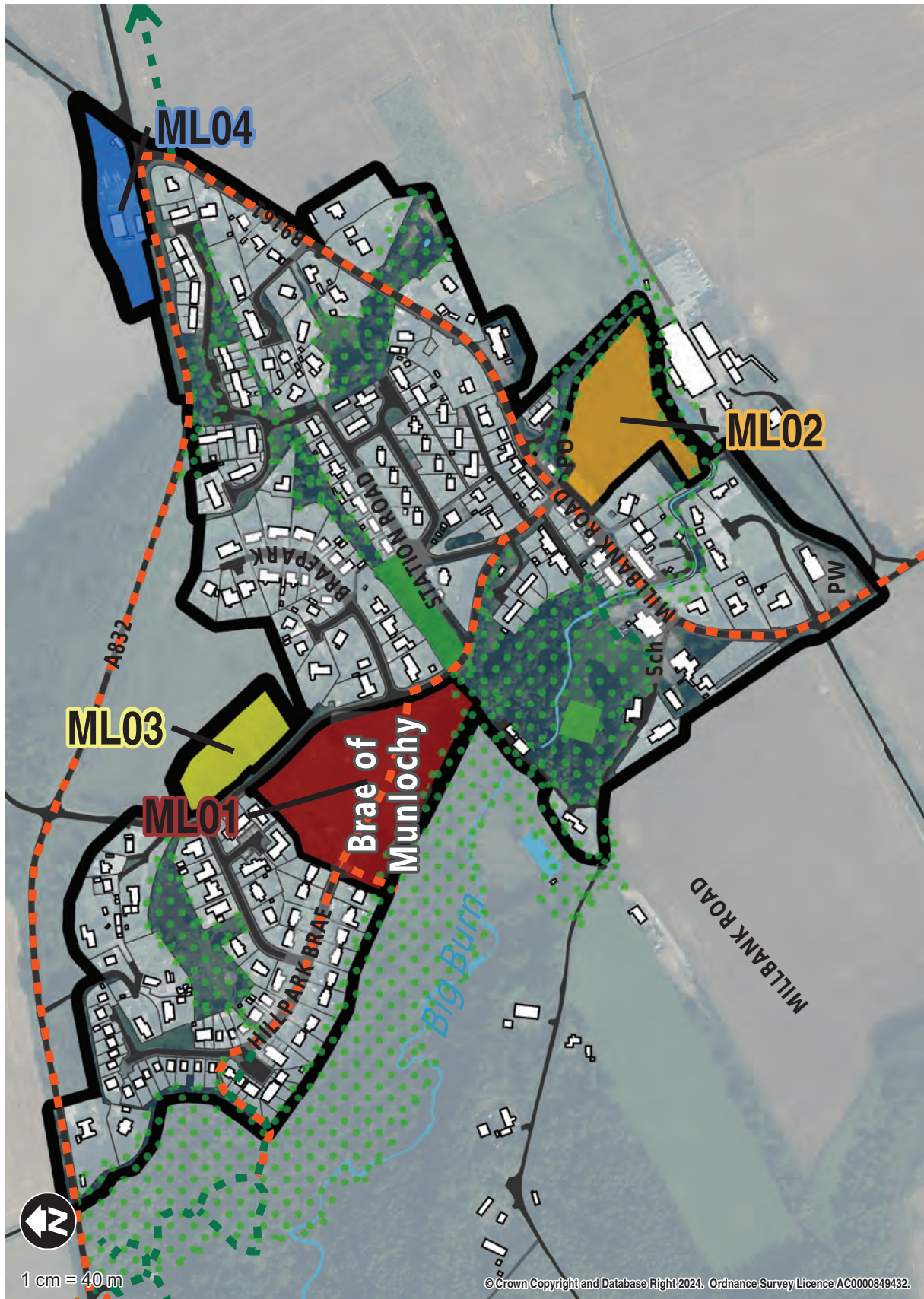
##### Munlochy

- Consolidate not expand the village.
- Avoid the need to invest in new infrastructure such as the primary school by limiting growth to a level that can be accommodated by existing facilities.
- Support the completion of development at already earmarked sites.
- Seek developer contributions and other funding towards the provision of an active travel link between Munlochy and Avoch.
- Safeguard and enhance local green networks in particular the wooded watercourses that add character to the village.



- Explore the opportunity for developing an active travel bypass route for the village.
- Seek developer contributions towards the cost of vehicle queue detectors and signage at the B9161/A9 Munlochy junction for development that has the potential to generate traffic likely to use the junction.

Map 30 Munlochy



**Development Sites**

**Housing**

**ML01: Hillpark Brae**

**Area:** 2.0 ha

**Indicative housing capacity:** 32

**Developer requirements:** Development in accordance with Planning Permission 20/01682/FUL including enhanced active travel links to village facilities (especially primary school) and adjoining woodland. For any alternative proposal, developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along riparian strip; Protected Species Survey; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Munloch Primary School).

**Mixed Use**

**ML02: Land South of the Post Office**

**Use(s):** Housing, Community, **Area:** 1.3 ha

Business, Retail

**Indicative housing**

**capacity:** 15

**Developer requirements:** Development in accordance with Planning Permission 18/00229/FUL. Expanded car park, commercial land and public open space to be developed in parallel with housing development. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strips and site boundaries; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including,

new/improved active travel links to village facilities (especially to Munlochry Primary School), contribution to Munlochry to Avoch strategic link, details of phasing including timeous delivery of non housing uses. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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### Community

#### ML03: Station Brae

**Area:** 0.8 ha

**Developer requirements:** Safeguarded only for possible replacement/additional primary school use. Expansion onto adjoining land if feasibility assessment justifies it. Developer masterplan which should include/address: retention and naturalisation of watercourse as enhanced green networks with bridged not culverted crossings; Drainage Impact Assessment; public sewer extension and connection; retain, setback development from and add planting along riparian strip and other site boundaries; Protected Species Survey; Transport Statement and mitigation including, new/improved active travel links to rest of village.

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### Business

#### ML04: Land North of A832

**Area:** 0.7 ha

**Developer requirements:** Safeguarded for redevelopment / refurbishment of existing garage and transport hub operation. Developer masterplan which should include/address: Drainage Impact Assessment; retain where possible, setback development from and add (if necessary compensatory) planting along site boundaries; Protected Species Survey; site history and possible Land Contamination Site Investigation; visualisations to assess and mitigate landscape and visual impact; Transport Statement and mitigation including improvements to the A832/B9161 junction for any significant expansion or intensification of uses and therefore vehicular movements.

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### Nairn | Inbhir Narann

- 203** Nairn is the third largest settlement in Highland and provides a wide range of economic and social functions for the wider Nairnshire county. Given its attractive coastal setting the town is also a well established tourism and leisure hub. It has seen a slight increase in population since the 2011 census with the number of residents standing at just over 10,000.
- 204** The town suffers from the existing A96 trunk road running through the town centre causing long standing congestion problems. There is support and pressure for the Scottish Government to deliver on its committed A96 dualling programme by 2030 which includes the Auldearn/Nairn to Inverness section as the first stage to progress as soon as possible. The delivery of a bypass of the town and the related de-trunking will improve health and safety and allow for major regeneration to occur. It will also support the aspirations for related improvements to the public realm and built environment, including: making King Street more pedestrian friendly, introducing more greenery and new mixed use development fronting streets. The Council will therefore continue to work constructively with developers and Transport Scotland to support the earliest delivery of this infrastructure, as well as managing development pressures in relation to the capacity of the local and trunk road networks. These are set out in more detail in the Nairn Community Town Centre Plan - which is non-statutory supplementary guidance.
- 205** The need to prioritise and invest in the town centre continues and is reinforced by the Town Centre First policy and shared delivery of the Community Town Centre Plan. As such, land is allocated in Nairn Town Centre for a flexible range of uses and the eastern quarter of the former Showfield and Achareidh for relatively small scale housing developments. The strategic, longer term vision for Nairn includes land at Sandown.

- 206** The community organisations and Nairn and Nairnshire Community Partnership have recently been working well together to progress and build upon the existing masterplans and strategies for the town. This work could include the preparation of a Local Place Plan. The Local Development Plan, including Placemaking Priorities 27 'Nairn', set the framework for ongoing work and should be used to help shape the priorities for the place and people.
- 207** Continued investment in certain pieces of infrastructure will be needed to support the area to prosper. The much-needed replacement of the secondary school will help to create a modern and dynamic learning environment. There are no current capacity issues in either the primary or secondary schools. Nairn also has combined sewer overflow issues which has led to pollution to the Nairn bathing beaches in the past. Following major investment in the network over recent years it has helped both beaches achieve upgrading of the water quality rating from "Poor" to "Good".
- 208** There is potential for development at NA04 both alone and in combination with NA01 to have an adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA as a result of impacts on water quality and recreational disturbance. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and a Recreation Access Management Plan including awareness raising of potential impacts of water-based activities, satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail to avoid any adverse effects on the integrity of Moray Firth SAC and Moray Firth SPA.

### Placemaking Priorities 27

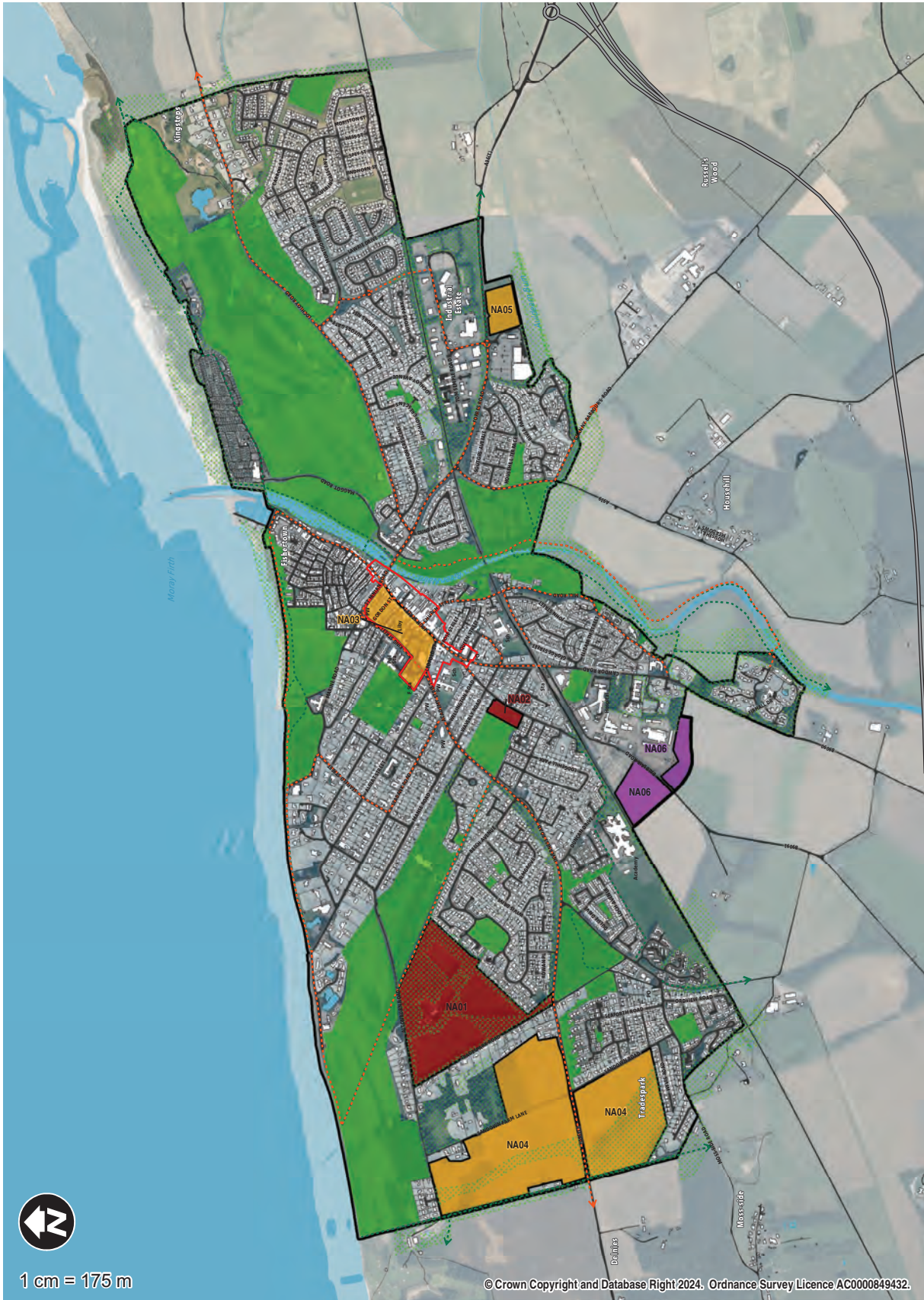
#### Nairn

- Strengthen Nairn's role as the strategic market, service and social centre of Nairnshire.

- Consolidate the expansion of Nairn with growth focused on areas which are well connected to the town and facilities and can deliver improved active travel links.
- Replace the existing secondary school with a modern, sustainable and dynamic learning environment for students.
- Implement the Nairn Community Town Centre Plan to make the town centre more accessible, attractive, and promote regeneration and tourism opportunities.
- Further regenerate and enhance the harbour as a leisure and tourist destination and create better and more defined connections with the town centre and the Links.
- Maximise the potential benefits from the A96 bypass by creating a more attractive environment and improved active travel links.
- Strengthen the local economy and increase local employment opportunities through the protection of established industrial and business sites and support for suitable new sites to enable further growth.
- Preserve and enhance green networks within and surrounding Nairn, particularly those along the coast and inland to neighbouring settlements, for both active travel use and biodiversity. This should include the delivery of the A96 Coastal and Landward Trails.
- Concerted effort to maintain, and improve wherever possible, the water quality of the beaches in Nairn.
- Support the delivery of a community led Local Place Plan for Nairn and its role in helping to shape development and investment decision making.



Map 31 Nairn



### Development Sites

#### Housing

##### NA01: Achareidh

**Area:** 18.4 ha

**Indicative housing capacity:** 30

**Developer requirements:** Developer masterplan which should address: Drainage Impact Assessment; Tree/Woodland Survey and Management Plan, protect and enhance existing woodland and individual trees, create new woodland where opportunities exist; protected species survey; safeguard and promote sensitive development within the curtilage and setting of the Listed Building; Retain and restore the dry-stone wall on Tradespark Road wherever possible; programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment/Statement including details of suitable access arrangements and upgrades to the public road; improve active travel linkages, including disabled access, through the site and connections outwith to Newton Path (NA04.09), Tradespark Road and the residential area/playing field to the east; demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and a Recreation Access Management Plan including awareness raising of potential impacts of water-based activities, satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.

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##### NA02: Former Showfield East

**Area:** 0.8 ha

**Indicative housing capacity:** 20

**Developer requirements:** Drainage Impact Assessment; overall net enhancement of retained greenspace including provision of reconfigured sports pitch of at least equivalent size and quality with sufficient surrounding land for spectators and enhanced parking and access provision; site history and possible Land Contamination Site Investigation; landscaping scheme which provides high quality boundary treatment that complements surrounding area including remaining area of greenspace; pedestrian crossing for all-abilities at Lodgehill Road and ensure permeable layout with enhanced active travel links through the site.

### Mixed Use

#### NA03: Nairn Town Centre

**Use(s):** Housing, Business,  
Retail, Community

**Area:** 4.6 ha

**Indicative housing  
capacity:** 20

**Developer requirements:** Development in accordance with Nairn Community Town Centre Plan which focuses on improving street environment, expanding activities, making better use of area between King Street and High Street and improving active travel links between town centre and surroundings; Land Contamination Site Investigation maybe required; high quality siting and design with positive contribution to the streetscape/settlement setting and complements the local built heritage including the Listed Buildings.

#### NA04: Sandown

**Use(s):** Housing, Business,  
Community

**Area:** 36.3 ha

**Indicative Housing  
capacity:** To be confirmed

**Developer requirements:** Proposals (including the mix of uses) to take account of the outcomes of the place planning exercise led by the Nairn and Nairnshire Community Partnership, if available; Masterplan should address: Flood Risk Assessment (no development

in areas shown to be at risk of flooding); protect and enhance green network for both recreational and biodiversity purposes; Land Contamination Site Investigation may be required; high standard of architectural siting and design and landscaping scheme which makes positive contribution to streetscape of A96 and entrance to the settlement from the west; Transport Assessment, provision of lights controlled pedestrian crossing on the A96 Trunk road; high quality active travel route alongside the A96 from the site to the existing path network at entrance to Duncan Drive; demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and a Recreation Access Management Plan including awareness raising of potential impacts of water-based activities, satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.

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### NA05: East of the Retail Park

**Use(s):** Housing, Business,  
Community

**Area:** 2.1 ha

**Indicative housing  
capacity:** 40

**Developer requirements:** Developer masterplan which should address: high standard of architectural siting and design and landscaping strategy which together make a positive contribution to the streetscape of the A96; archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Transport Assessment including details of suitable access arrangements; upgrade core path linking Nairn to Auldearn along development frontage; demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

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### Industry

#### NA06: Sawmill Expansion

**Area:** 4.8 ha

**Developer requirements:** Drainage Impact Assessment; holdback distance of 20 metres between new development and adjoining Rhuallan TPO (no construction activity within Root Protection Area); landscaping scheme which minimises the visual impact of development, enhances the entrance(s) to Nairn and connects to the wider blue and green networks; archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Transport Assessment including mitigation to address likely additional level of vehicular trip generation and its impact on road network in and around Nairn; enhancement of active travel connections to the town centre.

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### North Kessock | Ceasag a Tuath

- 209** North Kessock accommodates around 1,200 permanent residents and benefits from close proximity to the City of Inverness in terms of relatively easy access to employment, water, sewerage and other infrastructure provision. Secondary education provision is further afield but both primary and high school capacities are adequate. The village's A9 junction has been upgraded and an improvement to the Kessock Bridge A9/82 junction is programmed to be completed in the next 10 years. The village also has a sheltered, southerly aspect and room for expansion is available on gently undulating land.
- 210** More negatively, there is one feasible location for growth, to the west of the village. The A9 and its adjoining high pressure gas pipeline constrain growth to the north and the Beauly Firth and its associated flood risk and heritage interests constrain expansion to the south. Land to the west is prime farmland. Infill opportunities are limited by both topography and the need to safeguard valued greenspace.
- 211** The IMFLDP1 allocation and planning permissions at Bellfield were predicated on a new golf course being constructed at that location. Over the last 5 years, the demand for new golf courses not associated with existing championship courses in Highland has waned. It is now unlikely that such a new course at this location could attract sufficient membership and visitor demand to make it viable.
- 212** Given the above factors, we believe that limited development would be acceptable on land to the west of the village. Because it lies at the northern gateway to the City of Inverness, North Kessock could also play a strategic role in managing travel and visitor impacts by accommodating a Park and Ride facility and a campervan servicing site. Land at Bellfield Farm (East) benefits from a previous development allocation and is unlikely to be feasible for business/commercial development in connection with a golf course. It may still support commercial or community use together with limited housing development. Land adjoining the A9 junction is the optimum location for an interceptor park and choose/ride

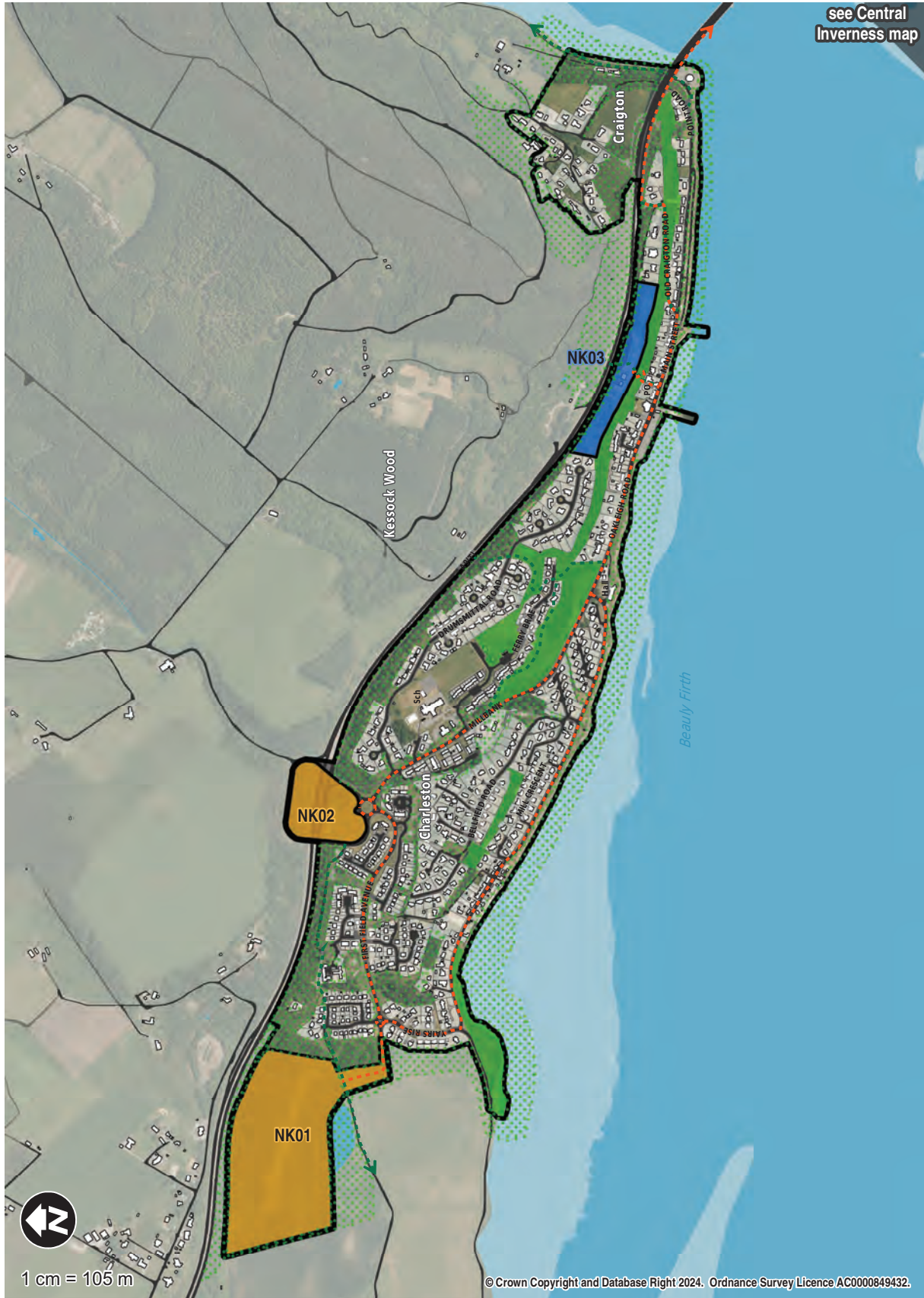
site to encourage changes to more sustainable travel modes. Similarly, the existing A9 northbound car park and adjoining land is underutilised and could better manage the impacts of campervan visitor demand.

### Placemaking Priorities 28

#### North Kessock

- Support limited, mixed use expansion to the west of the settlement.
- Secure infrastructure improvements that play a strategic role in managing travel and visitor impacts.
- Presume against infill development on greenspaces within the village where they offer amenity, recreational and/or nature conservation value.
- Safeguard and enhance green network and active travel connectivity.

Map 32 North Kessock





## Development Sites

## Mixed Use

**NK01: Bellfield Farm**

**Use(s):** Housing,  
Community, Business

**Area:** 11.1 ha

**Indicative housing  
capacity:** 80

**Developer requirements:** Developer masterplan which should include/address: Drainage Impact Assessment and development setback from western boundary field drain and lochan; public sewer extension and connection; retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to North Kessock Primary School), extension of Sgriodan primary road to site, contribution towards improvements identified within Transport Scotland's A9 Tore to North Kessock safety study, retain core path and traffic manage by design vehicles crossing it; details of phasing; serviced land safeguard for and timeous provision of non housing uses. Demonstration of no adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

**NK02: Land Adjoining A9 Junction**

**Use(s):** Community (Park and  
Ride/Choose), Retail

**Area:** 2.6 ha

**Indicative housing  
capacity:** 0

**Developer requirements:** Safeguarded only for Park and Ride/Choose facility and complementary retail provision. Developer masterplan which should include/address: Drainage Impact Assessment; undertake a survey of trees on the site; retain existing trees

and woodland of value, especially where subject to statutory or policy protection; set back development from trees and woodland and apply an appropriate tree root protection area to all retained trees; plant additional trees on boundaries as appropriate; and investigate opportunities for nature-based solutions to addressing flood risk through retaining the existing woodland and through tree planting; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; archaeological survey and recording; Transport Assessment and mitigation including, new/improved active travel links to rest of village and wider strategic route network, no vehicular access to land north of A9.

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### Business

#### NK03: A9 Northbound Car Park

**Area:** 2.0 ha

**Developer requirements:** Safeguarded only for continuation of existing use and/or campervan service area. Developer masterplan which should include/address: Drainage Impact Assessment; public sewer connection; retain, setback development from and add planting especially along site boundaries and adjoining TPO woodland; respect the residential amenity of dwellinghouses at the western and eastern ends of the site, by setback, landscaping and boundary treatments, as appropriate; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to village facilities, evidence of no intensification of trunk road junction or improvement of junction to satisfaction of Transport Scotland; adequate on-site campervan waste management facilities. Demonstration of no adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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### Seaboard Villages | Na Trì Port Mara

- 213** The Seaboard Villages of Balintore, Hilton of Cadbol and Shandwick lie on the east coast of the Fearn Peninsula. They are considered a sustainable location for a small amount of growth. Historically the villages evolved around the coast with the economy focused on fishing. There was significant expansion of the villages in the 1970s owing to the oil boom, however development has since slowed pace. There are some renewed employment opportunities in the local area, most significantly at the Port of Nigg.
- 214** Expansion of the village's is constrained by the steep coastal slope and the "Shandwick Stone" Scheduled Monument to the north. There are also areas of prime agricultural land close to the villages, in particular at its south west boundary. Land around the seafront adjacent to New Street, provides valued amenity and greenspace, attractive public views over the sea and retains the historic settlement pattern.
- 215** The rich history and picturesque location of the villages mean the area is an attractive place for visitors and there is potential for this to provide economic and employment opportunities. Land is allocated South of Shore Street for tourism use with the potential for a caravan site/holiday pods.
- 216** In recent times the villages have suffered from a decrease in bus services which has an impact on residents being able to access employment opportunities elsewhere; there may be opportunities to seek developer contributions towards a Dial-a Bus service. The local primary and secondary school have some spare capacity.

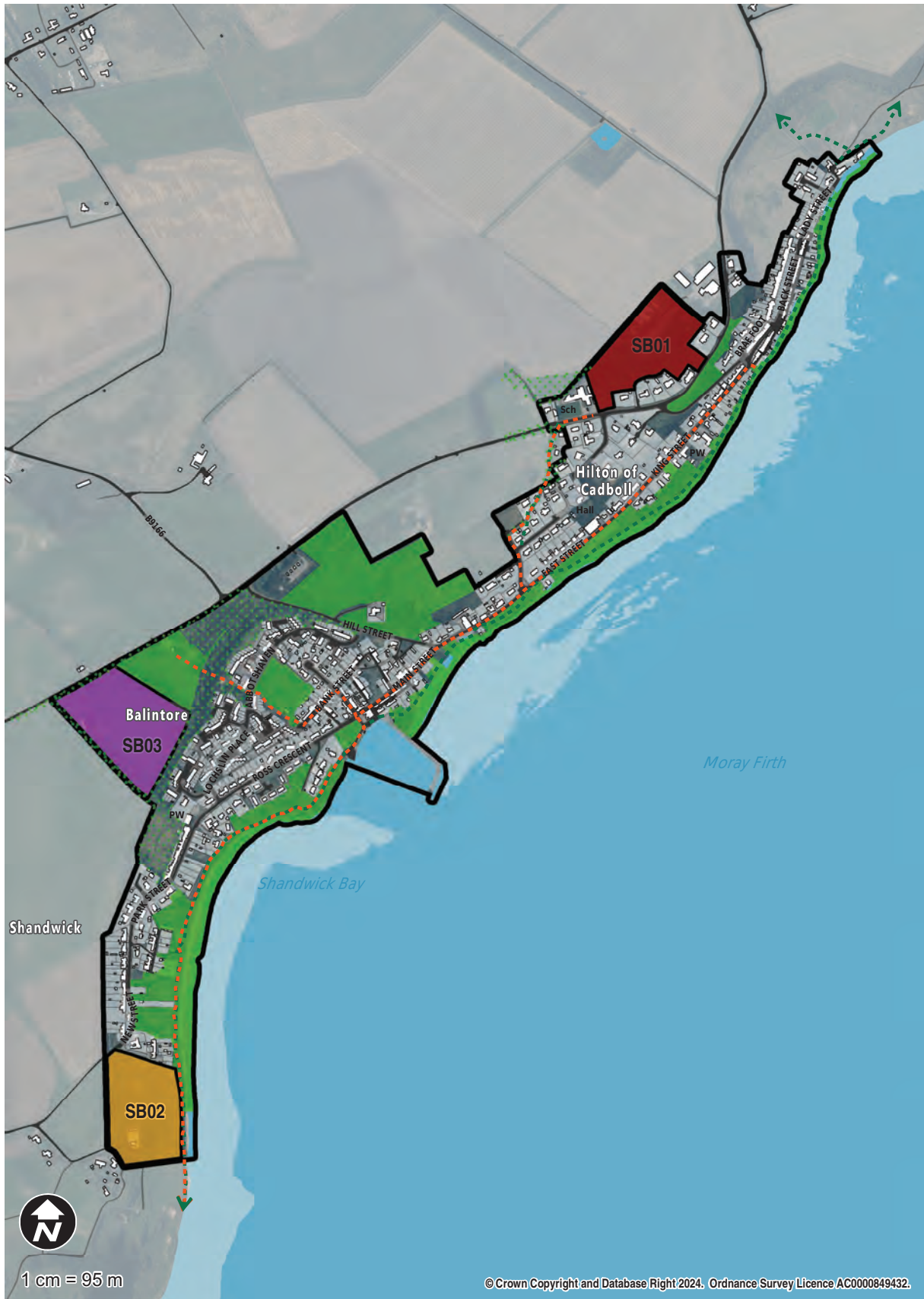
#### Placemaking Priorities 29

##### Seaboard Villages

- Focus limited housing growth close to existing facilities.
- Key infrastructure improvements.

- Protect the setting of the 'Shandwick Stone' Scheduled Monument and areas of prime agricultural land.
- Improve and enhance the shore paths.
- Proposals must demonstrate how they will avoid sedimentation and pollution reaching the Moray Firth SPA and the Moray Firth SAC.

Map 33 Seaboard Villages



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### Development Sites

#### Housing

##### SB01: Land East of Primary School

**Area:** 3.3 ha

**Indicative housing capacity:** 32

**Developer requirements:** Improve active travel linkages between the site, school and village.

---

#### Mixed Use

##### SB02: Land South of Shore Street

**Use(s):** Housing, Tourism

**Area:** 3.4 ha

**Indicative housing capacity:** 5

**Developer requirements:** Land allocated to support tourism uses (caravan/holiday pod site) and a limited amount of housing. development masterplan should address: Flood Risk Assessment (no development in areas shown to be at risk of flooding; Drainage Impact Assessment; Protect the features of the Rosemarkie and Shandwick Coast SSSI. No built development near the coastal edge. Clear provisions for re-location or demounting, if required by coastal change risk; high quality siting and design with positive contribution to the streetscape/settlement settings; programme of work for the evaluation, preservation and recording of any archaeological and historic features; retain and where possible enhance the core path network; improve active travel linkages out with the site; safeguard area around oil pipeline. Demonstration of no adverse effect on the integrity of Moray Firth SAC and

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Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

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### 217 Industry

#### **SB03: Balintore Industrial Estate**

**Area:** 4.2 ha

**Developer requirements:** Land allocated to support business and industrial uses; improve active travel linkages out with the site.

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### Strathpeffer | Srath Pheofhair

- 218** 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.
- 219** The village's outstanding built heritage, combined with high quality agricultural land, ancient and plantation woodland, historic Designed Landscapes and steep gradients, allows for only modest growth of the settlement.
- 220** Tourism has historically played an important role in Strathpeffer's economy and this continues, with the local area particularly in and around Loch Kinellan and Nether Kinellan Nature Reserve being popular destinations for walkers.
- 221** There has been recent housebuilding at Kinellan and further modest growth is allocated here at Kinellan North and at Nutwood. A small amount of serviced housing land at Ulladale Crescent continues to remain within the settlement boundary. There is also potential in the village for redevelopment of existing buildings and small-scale housing development on brownfield infill sites.
- 222** The accessibility of Strathpeffer by sustainable modes of transport and employment opportunities are limited, however the active travel link to Dingwall, the Peffery Way should be encouraged.

#### Placemaking Priorities 30

##### Strathpeffer

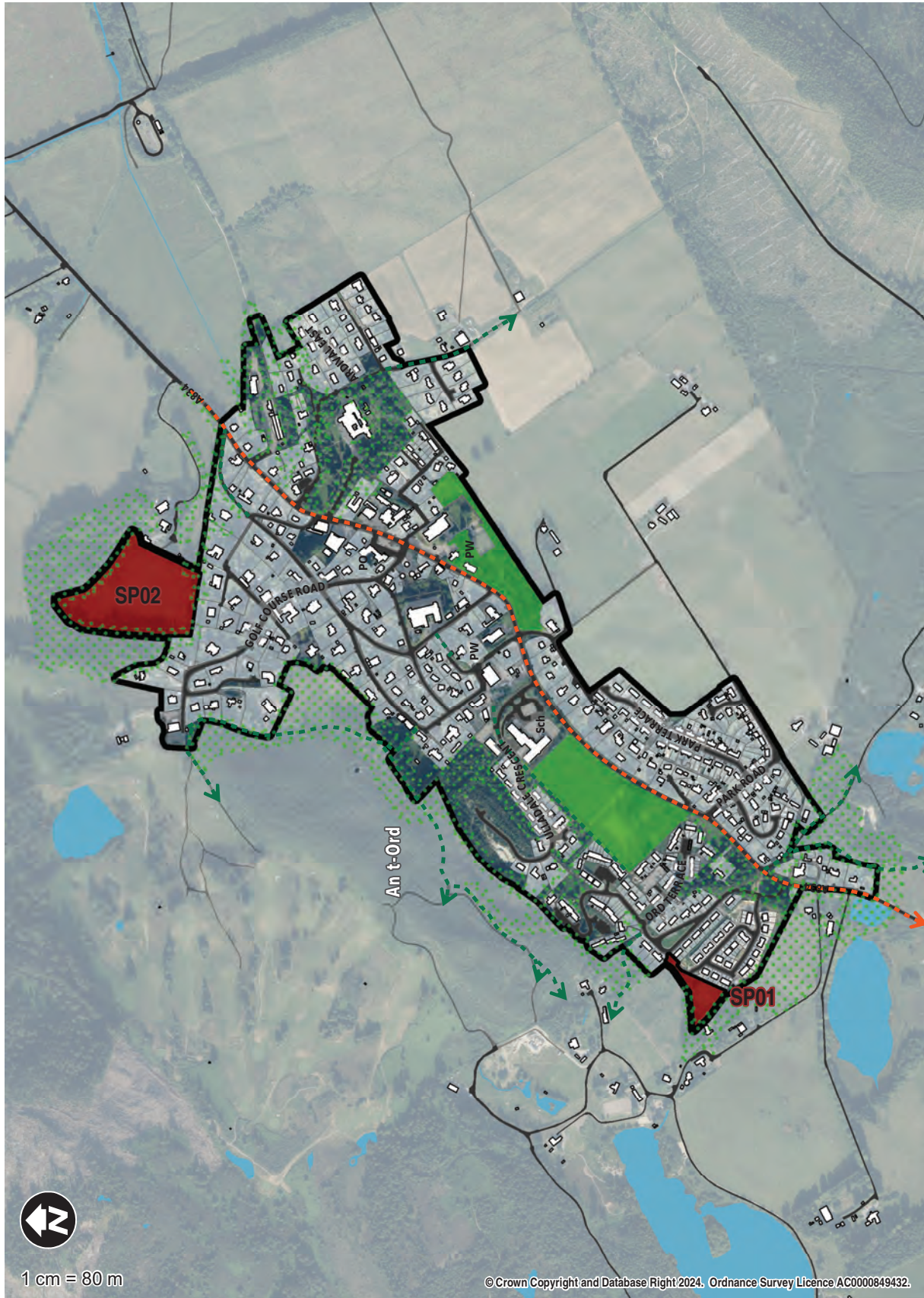
- Support Peffery Way active travel link to Dingwall.
- Enhancement of tourist attractions and facilities.
- Protection and enhancement of outstanding built and natural heritage features.

## Section 4 - Places | Àiteachan

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- Main development focus should be on small infill brownfield sites and existing buildings being re-developed.
- Retain the greenspace and green networks in and around the village.

Map 34 Strathpeffer



1 cm = 80 m

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### Development Sites

#### Housing

##### SP01: Kinellan North

**Area:** 0.4 ha

**Indicative housing capacity:** 7

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Protected Species Survey; setback from existing trees and woodland which includes an appropriate tree root protection area; retain and where possible enhance the core path network.

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##### SP02: Nutwood

**Area:** 3.0 ha

**Indicative housing capacity:** 15

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Protected Species Survey; protect and enhance existing woodland and individual trees, no construction activity within Root Protection Area; programme of work for the evaluation, preservation and recording of any archaeological and historic features; safeguard the architectural and historic character and setting of the conservation area, including appropriate design and materials; improve active travel linkages out with the site towards Eagle Stone and the village centre.

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### Tain | Baile Dhubhthaich

- 223** Tain is a strategic growth centre for the East Ross area due to its close location to many large scale employers and availability of a wide range of services.
- 224** The historic core of Tain and its Conservation Area are key components of the character of the town and it is important that the historical core of the town is protected. The Grove is a large traditional detached house and grounds at Lamington Street, which sits within Tain Conservation Area but is not a listed building. It has lain vacant for many years and was damaged by fire in 2014. The redevelopment of this site is an important element of the wider desire to improve the town centre environment and develop new uses for redundant spaces and buildings.
- 225** It has been a long-held aspiration to deliver a new 3-18 school campus in the town. It is intended to replace existing school buildings at Craighill and Knockbreck Primary Schools, St Duthus and Tain Royal Academy and replace them with a single campus on land to the rear of the existing Craighill Primary School. The development of the campus and the subsequent re-use of the existing Academy site at TN04 will influence the scale and direction of growth for the town, by providing a centrally located brownfield site which is suitable for a mix of housing, small scale business use and community uses.
- 226** In recent times housing development has been delivered on land to the west of the A9 at Rowan Drive. Land at Kirksheaf Road and East of Burgage Drive, alongside the Academy site will provide more central locations for housing growth.
- 227** Business and industrial land allocations at Blarliath and Glenmorangie continue to provide valuable local employment opportunities. Glenmorangie Distillery is an important local employer as well as a large tourist attraction and it generates a significant visitor footfall. An active travel link between the distillery and the town centre would provide sustainable travel opportunities for both employees and visitors and would also encourage more visitors to

spend time in Tain when visiting the distillery. Transport Scotland has implemented a 50 mph speed limit on the A9 Trunk Road around Tain, and a Case for Change Report is currently exploring options to address safety issues related to the current A9 junctions.

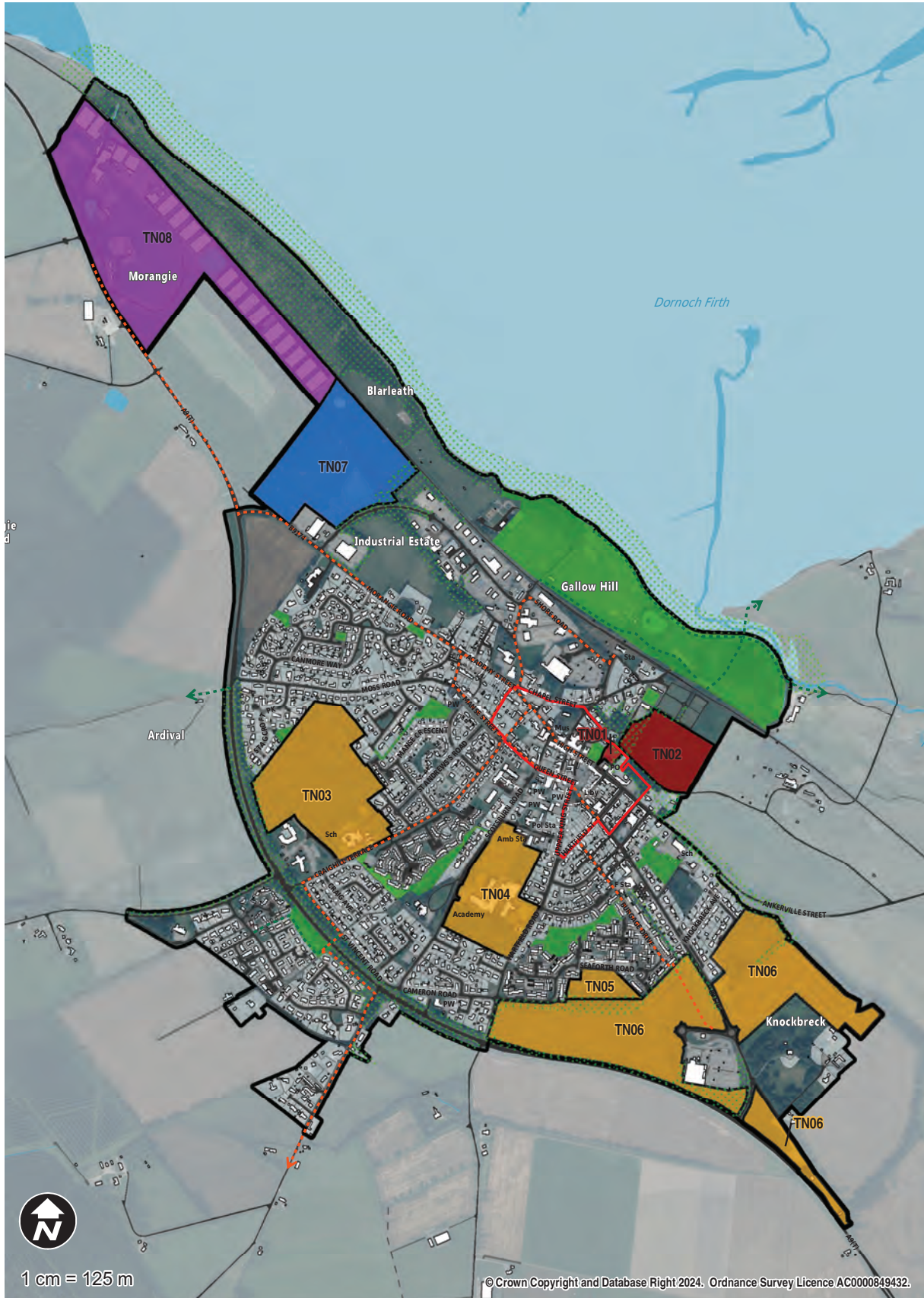
**228** There is potential for development at TN07 and TN08, both individually and combined, to have an adverse effect on Dornoch Firth and Morrich More SAC and Dornoch Firth and Loch Fleet SPA as a result of impacts on water quality. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and an Otter Survey.

### Placemaking Priorities 31

#### Tain

- Delivery of a new 3-18 campus.
- Ensure the historical core of the town is protected.
- Improve town centre environment, diversify activity and improve accessibility.
- Active travel link between the town and Glenmorangie Distillery.
- Develop new uses for redundant space and buildings, including The Grove and Tain Picture House.
- Preserve blue and green networks and enhance their role as active travel routes.
- Enhance the role of woodland for active travel opportunities.
- Avoid any adverse effect on adjacent European nature conservation sites.

Map 35 Tain



### Development Sites

#### Housing

##### TN01: The Grove

**Area:** 0.2 ha

**Indicative housing capacity:** 8

**Developer requirements:** Development in accordance with planning permission 18/03191/FUL. Any alternative proposals must address: protect and enhance existing individual trees; Protected Species Survey; high quality design and materials that are complementary and appropriate to the historic characteristics of the conservation area.

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##### TN02: Kirksheaf Road

**Area:** 3.7 ha

**Indicative housing capacity:** 10

**Developer requirements:** Formation of suitable access and enhancements to local road network; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; high quality design and materials that are complementary and appropriate to the historic characteristics of the adjacent conservation area.

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#### Mixed Use

##### TN03: Land to Rear of Craighill Primary School

**Use(s):** Community, Housing **Area:** 10.6 ha

**Indicative housing capacity:** 10 (40 Total)



**Developer requirements:** Community use safeguarded for a Community Campus (3–18 School Campus), associated playing fields and infrastructure. Developer masterplan which should address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; boundary treatment and lighting to respect neighbouring residential amenity; assessment and improvement of safer routes to school from existing and proposed future housing areas. The loss of the existing sports facility resource at Craighill Primary to be compensated through replacement outdoor sports facilities, in line with NPF4 Policy 21 Play, Recreation and Sport.

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### TN04: Tain Royal Academy

**Use(s):** Housing, Community, Business  
**Area:** 6.2 ha

**Indicative housing capacity:** 50 (100 Total)

**Developer requirements:** Community uses to include the provision of greenspace; Drainage Impact Assessment; holdback distance of 20 metres generally required between trees and new development; No construction activity within Root Protection Area; landscaping scheme which integrates with the green network; high quality siting and design with positive contribution to the streetscape. Proposals to address potential impacts on the amenity of the surrounding area. The loss of the existing sports facility resource at Tain Royal Academy to be compensated through replacement outdoor sports facilities, in line with NPF4 Policy 21 Play, Recreation and Sport.

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### TN05: East of Burgage Drive

**Use(s):** Housing, Community    **Area:** 1.4 ha

**Indicative housing  
capacity:** 40

**Developer requirements:** Community use safeguarded only for greenspace; Protected Species Survey; holdback distance of 20 metres generally required between trees and new development. no construction activity within Root Protection Area; landscaping scheme which integrates with the green network; site history and possible Land Contamination Site Investigation.

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### TN06: Knockbreck Road

**Use(s):** Housing, business, commercial, community and greenspace    **Area:** 23.1 ha

**Indicative housing  
capacity:** 210

**Developer requirements:** Exact developable areas to be determined through a masterplanning process with input from and early engagement with the council, key agencies and other stakeholders. Developer masterplan to address the following: Protect the features of the Dornoch Firth SSSI; Demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth (Habitats Regulations Appraisal required); Retain and protect shelterbelt to north and allow adequate separation of development from all boundary trees/hedges; Protect setting of B and Category C listed Knockbreck House and walled garden; Sensitive siting and design and landscaping, including enrichment planting along A9; Improve active travel infrastructure between development and town centre; Consultation with Transport Scotland regarding any potential impact on the A9 trunk road and junction.

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**Business****TN07: Blarliath****Area:** 10.3 ha

**Developer requirements:** Protected Species Survey; high quality siting and design that will avoid adverse impacts on the special qualities of the Dornoch Firth NSA. Demonstration of no adverse effect on the integrity of Dornoch Firth and Morrich More SAC and the Dornoch Firth and Loch Fleet SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and mitigation to protect any otters present, and a survey indicating whether or not otters are present should accompany any planning application that is within 250 metres of a watercourse, coast, loch or pond, other than for the modest extension or alteration of an existing building.

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**Industry****TN08: Glenmorangie****Area:** 21.1 ha

**Developer requirements:** Protected Species Survey; protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; holdback distance of 20 metres generally required between trees and new development; no construction activity within Root Protection Area; landscaping scheme which integrates with the green network; high quality siting and design that will avoid

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adverse impacts on the special qualities of the Dornoch Firth NSA; active travel link between the distillery and the town. Demonstration of no adverse effect on the integrity of Dornoch Firth and Morrich More SAC and the Dornoch Firth and Loch Fleet SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and mitigation to protect any otters present, and a survey indicating whether or not otters are present should accompany any planning application that is within 250 metres of a watercourse, coast, loch or pond, other than for the modest extension or alteration of an existing building.

### Tomatin | An Tom Aiteann

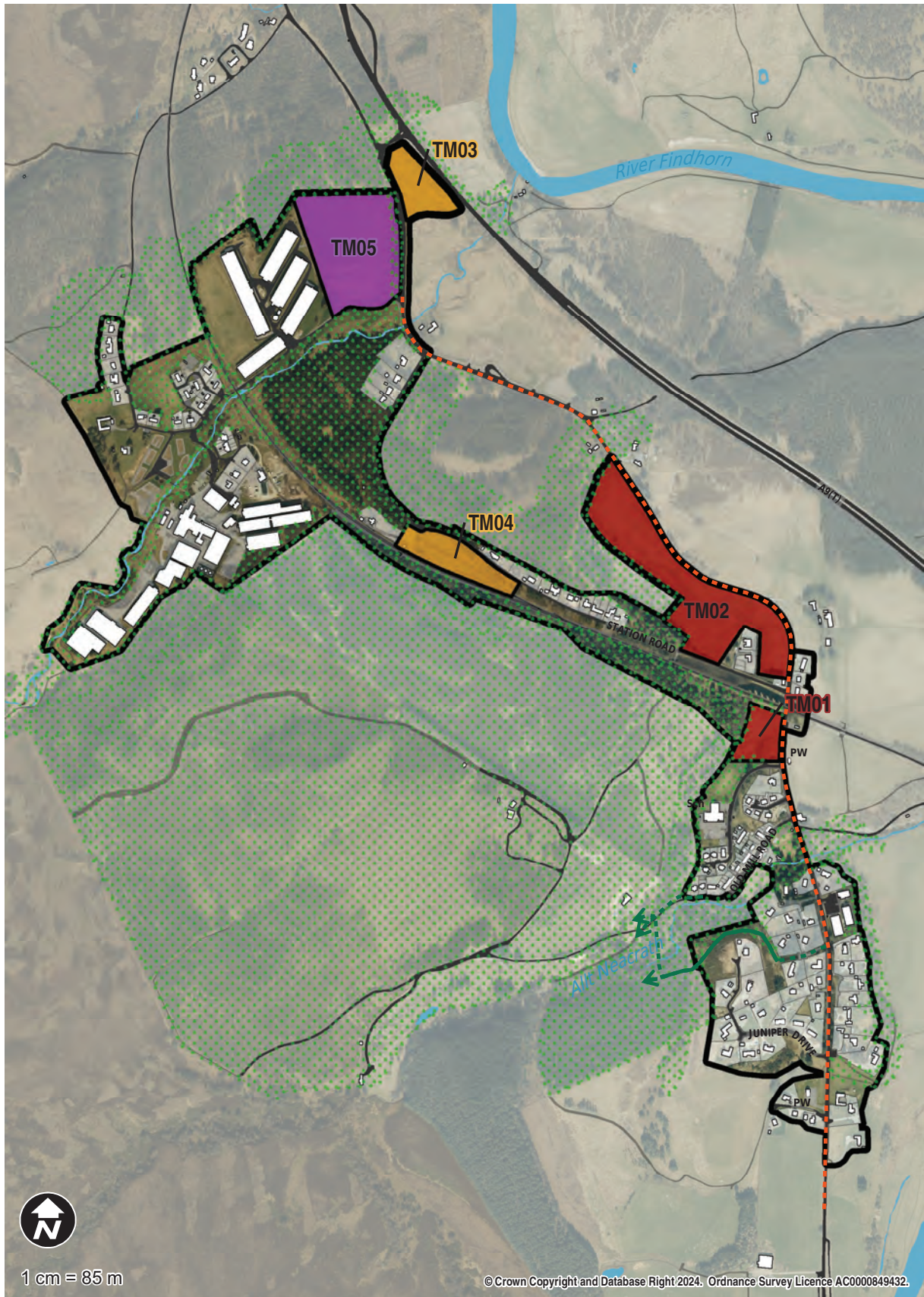
- 229** Tomatin is a small village, approximately 26km south of Inverness which emerged mainly as a result of its connection to Tomatin Distillery and its position along the A9.
- 230** In recent years, the village has benefited greatly from several new community facilities, including a community hall/sports venue and office space which opened in November 2019. This also saw the previous hall being converted into a village shop. These facilities have largely been brought about by a proactive community and having clear framework for utilising community benefit derived from the surrounding windfarms. The local community groups are currently at the early stages of preparing a revised community action plan for Strathdearn which is expected to set out the priorities for the next five years.
- 231** Whilst the distillery remains the main economic driver in the area, the consented plans for major redevelopment of the former Little Chef site including the creation of a hotel, shops and filling station provides opportunity to diversify the economy. Other opportunities for commercial development exist at the distillery and former rail station.
- 232** As well as a number of opportunities for small scale infill housing and rounding off across the settlement, larger development allocations are located on either side of the railway viaduct. These allocations have the ability to be well connected to close to facilities and integrated with the existing built development.
- 233** Due to limited capacity within the existing waste water treatment works, investment may be required to upgrade the current facilities. All prospective developers are encouraged to engage early with Scottish Water to assess the impact of development and identify whether further works are necessary.

### Placemaking Priorities 32

#### Tomatin

- Create a new mixed-use development close to the A9 junction to take advantage of its upgrade and the passing trade and employment opportunities that may flow from it.
- Develop new housing, particularly affordable housing to help retain young people and attract new people to the community.
- Create a continuous active travel connection between Tomatin and Moy.
- Undertake a Scottish Transport Appraisal Guidance (STAG) study to explore potential for reinstating a rail halt to enhance public transport options for residents, attract business and tourists and reduce traffic on A9.
- Consider vehicle parking improvements at the community hub, including provision of EV charging points and disabled spaces.
- Preserve and enhance green networks within and around the settlement, particularly areas of woodland and watercourses, for the benefit of active travel use and biodiversity.

Map 36 Tomatin



### Development Sites

#### Housing

##### TM01: North of Ard Park

**Area:** 0.8 ha

**Indicative housing capacity:** 12

**Developer requirements:** Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect, including development setback, from the woodland adjoining the site; site history and possible Land Contamination Site Investigation; protect the fabric and setting of the Listed railway viaduct through high quality siting and design and development setback; public sewer connection, early engagement with Scottish Water required.

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##### TM02: North West of Railway Viaduct

**Area:** 4.7 ha

**Indicative housing capacity:** 36

**Developer requirements:** Flood Risk Assessment may be required for small watercourse (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; peat management plan maybe required to demonstrate how impacts on peat have been minimised, and vegetation survey to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; high standard of architectural siting and design which makes positive contribution to the streetscape and main road through Tomatin; protect the fabric and setting of the Listed railway viaduct through high quality siting and design and development setback; Transport Statement which sets out details of access arrangements, 30mph zone extension, active travel provision within and through the site, including pavement adjoining main road which connects to existing pavement at the railway viaduct; public sewer connection, early engagement with Scottish Water required.

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### Mixed Use

#### TM03: Former Little Chef

**Use(s):** Business, Tourism, Retail

**Area:** 1 ha

**Developer requirements:** Development in accordance with planning permission 18/00962/FUL. Any alternative proposals must address need for high quality architectural design commensurate with village gateway and tourist route location; public sewer connection, early engagement with Scottish Water required.

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#### TM04: Former Railway Station

**Use(s):** Business, Industry

**Area:** 1.3 ha

**Developer requirements:** Safeguard the adjoining undisturbed woodland interests; Protected species survey; upgrading of road to adoptable standards; land safeguard for future possibility of rail halt; public sewer connection, early engagement with Scottish Water required.

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### Industry

#### TM05: Distillery expansion

**Area:** 3.8 ha

**Developer requirements:** Safeguard the eastern tree belt and enhance where possible; high standard of architectural siting and design; Public sewer connection required. public sewer connection, early engagement with Scottish Water required.

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### Tore | An Todhar

- 234** In the IMFLDP1 for the period post 2021, Tore was identified as a major expansion settlement. This was predicated on forecasts of significant population growth and a buoyant housing market and the successful diversion of growth from Inverness, Easter Ross and particularly from the rest of the Black Isle to the village. Tore is still in a strategically competitive location, central to Inner Moray Firth employment opportunities and at the intersection of trunk and A roads.
- 235** However, we now believe that a large new/expanded settlement at Tore would not meet our reassessed priorities such as addressing climate change through promoting more sustainable travel patterns and encouraging development in viable locations - i.e. where there is spare existing capacity in supporting infrastructure networks or new capacity can be added in a cost effective way by the public and private sectors. Tore has few existing, local jobs and the major road corridors inhibit active travel across the settlement in particular to and from the primary school and bus stops. Moreover, major expansion would require similarly significant up front investment in primary school and sewerage facilities.
- 236** Taking account of these specific development factors and the Plan's spatial strategy of directing development to sustainable and viable locations, we believe that this Plan should only promote very limited infill development at Tore. Land at Woodneuk benefits from a previous planning permission, would infill a cluster of existing development and is close to the primary school. Tore is a competitive location for industrial and storage uses and existing enterprises may require to be expanded.

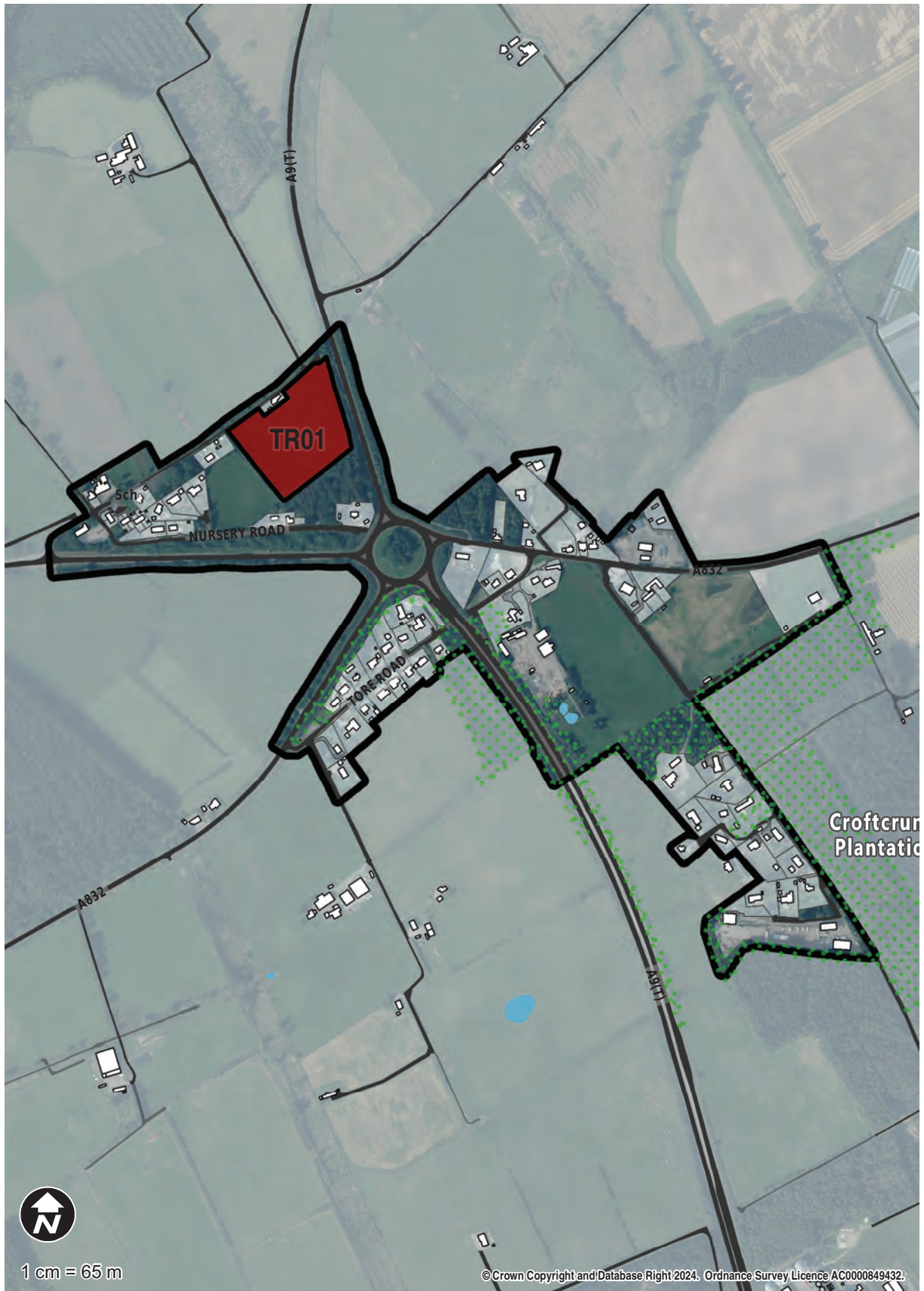
#### Placemaking Priorities 33

##### Tore

- Only support limited infill development at Tore.

- Control that expansion to the limited capacity of local primary school and sewerage facilities.
- Define a development envelope that supports the infilling of the clusters of buildings that make up the settlement of Tore.
- Safeguard and enhance local green network and active travel connectivity particularly across the main roads that currently inhibit movement.

Map 37 Tore



### Development Sites

#### Housing

##### TR01: By Woodneuk

**Area:** 2.0 ha

**Indicative housing capacity:** 14

**Developer requirements:** Development in accordance with Planning

Permission 20/00563/FUL and its related legal agreement including woodland retention and development setback from planting; enhanced active travel connectivity; flood risk / drainage mitigation; local road widening. For any alternative proposal, these requirements plus: retention and naturalisation of watercourses as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments; public sewer connection; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Tore Primary School), contribution towards improvements identified within Transport Scotland's A9 Tore to North Kessock safety study.

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### Tornagrain | Tòrr na Grèine

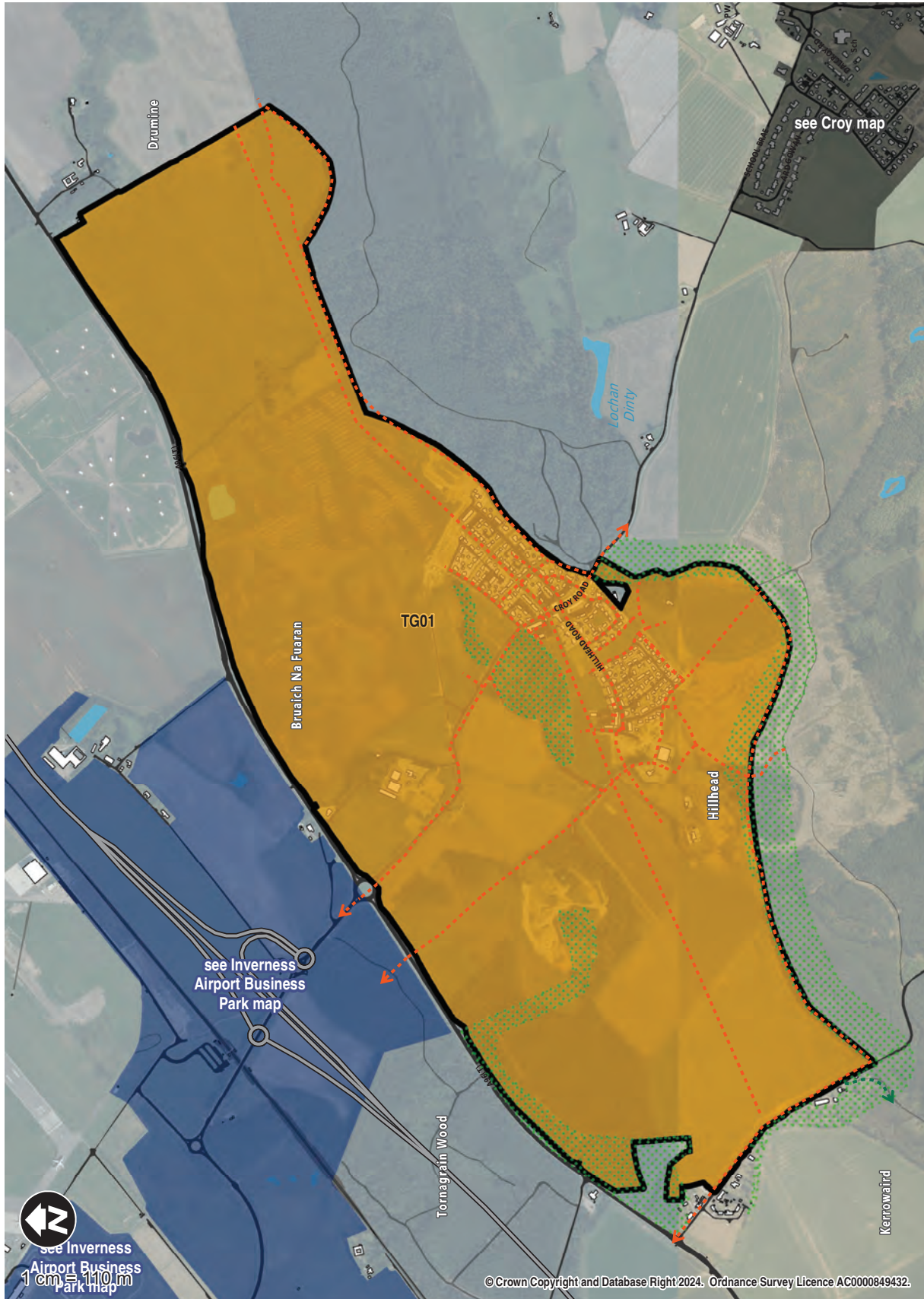
- 237** Tornagrain is a planned new town which lies between Inverness and Nairn. Over the next 30 to 40 years it is expected that almost 5,000 homes will be built together with new schools, shops and a range of other facilities. Since the first residents moved in during 2017, house sales have been steadily increasing and there been nearly 200 homes built.
- 238** Due to its high quality design and layout, with many traditional features, it already looks much like a long-established, attractive village. Several community facilities have been created in the first phase, including a nursery, tennis courts, and shop unit. In line with the overall planning consent, the town will be progressed on a phased basis, comprising 7 main phases of development.
- 239** Being a new town, the timely delivery of key facilities and infrastructure must continue to be delivered in line with development, particularly enhancements to connectivity to avoid reliance on private vehicles and education provision.
- 240** There is potential for development at TG01 both alone and in combination with CR01 and CR02 to have an adverse effect of the integrity of Loch Flemington SPA as a result of development effecting water quality and hydrology. There is also potential for development at TG01 both alone and in combination with IA01 and IA02 to have an adverse effect of the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA as a result of impacts on water quality and disruption. Any development proposals at Tornagrain must demonstrate that there would be no adverse effect on the integrity of Loch Flemington SPA, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by demonstrating mitigation measures described in developer requirements for TG01.

### Placemaking Priorities 34

#### Tornagrain

- Continue the timely delivery of key facilities and infrastructure, particularly enhancements to connectivity and education provision.
- Upgrade the A96 roundabout prior to Phase 2 of development and Transport Scotland to deliver the A96 dualling between Inverness and Tornagrain prior to Phase 3 (unless, in either case, it is demonstrated that additional phases/development can be accommodated).
- Ensure affordable housing is delivered and meets the needs of the wider community.
- Enhance active travel connections and other sustainable transport options to key employment destinations, including Inverness Airport Business Park, to the original Tornagrain village, and through the delivery of the A96 Landward Trail and North South Links.
- Maintain the delivery of high-quality design and layout by following the principles set out in the masterplan and design code.
- Preserve and enhance green and blue networks within and around the settlement, particularly areas of native woodland and watercourses, for the benefit of active travel use, water management and biodiversity.
- Safeguard the Kildrummie Kames SSSI and GCR designations

Map 38 Tornagrain





## Development Sites

## Mixed Use

**TG01: Tornagrain New Town****Use(s):** Housing, Community, **Area:** 221.3 ha

Business, Retail, Industry

**Indicative total housing****capacity:** 900 (3,840 Total)

**Developer requirements:** Development in accordance with the approved planning permissions 09/00038/OUTIN and 16/05725/S42. Further developer masterplans for individual phases or any alternative proposals to address: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; safeguard and enhance green corridors throughout the site as positive recreational and wildlife features; woodland survey, protected species survey; safeguard qualifying interests of Kildrummie Kames SSSI and GCR sites; high quality siting and design with positive contribution to the streetscape/settlement setting; landscaping scheme; archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Transport Assessment including details of upgrades to trunk and local roads, high quality active travel routes to key destinations including to Dalcross rail station and Inverness Airport Business Park and enhanced bus service; demonstration of no adverse effect on the integrity of Loch Flemington SPA, Inner Moray Firth SPA and Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts in the Inverness

to Nairn Areas for further detail), satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, and Recreational Access Management Plan.

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### Economic development areas | Raointean fàis eaconamaich

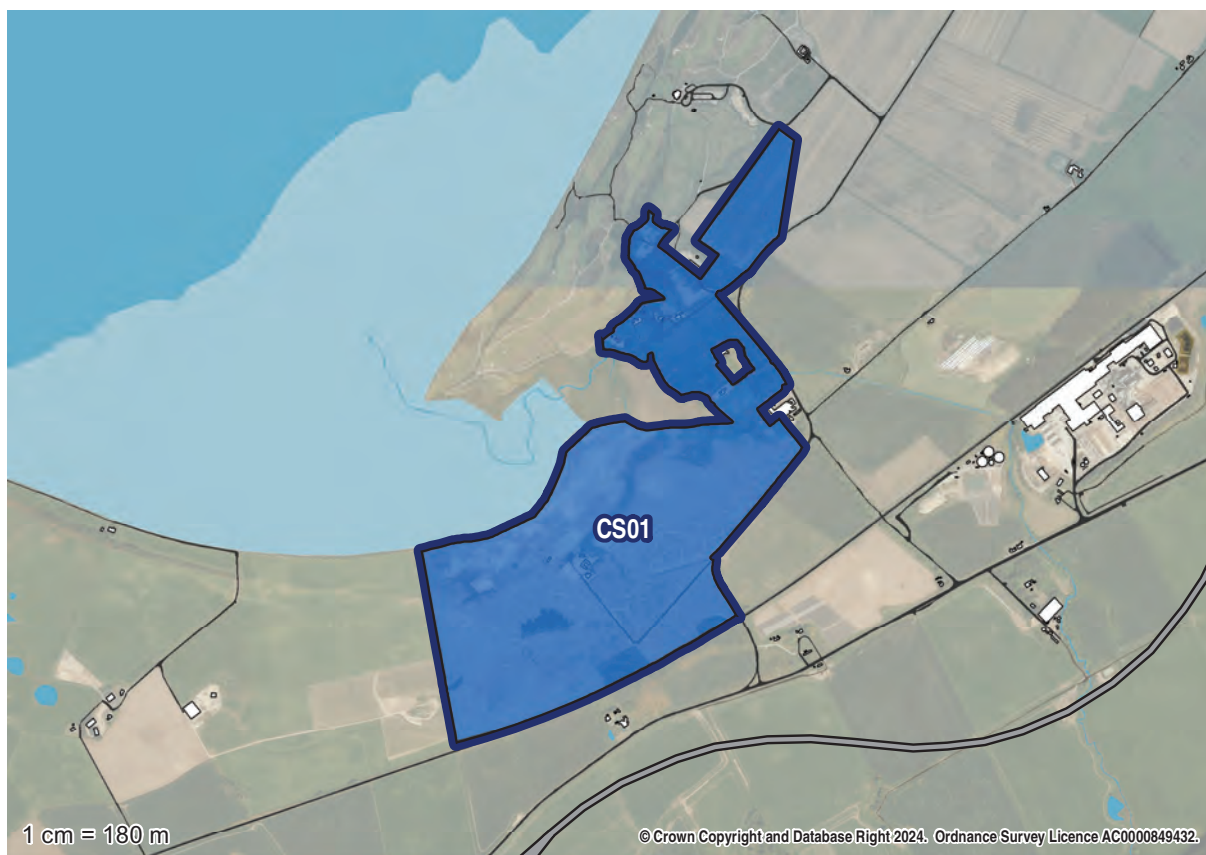
**241** The Main Settlements detail employment land allocations within the Plan area's main towns and villages but there are several other strategic sites which can generate significant economic activity outwith these settlements. The Plan identifies these sites as Economic Development Areas (EDAs) and allocates them for suitable employment uses.

### Castle Stuart | Caisteal Stiubhart

**242** Castle Stuart Golf Course is a modern championship link course overlooking the Moray Firth. Planning permission was granted in 2006 for two championship golf courses and a range of leisure facilities, including 141 tourist lodges and apartments, 75 bed luxury hotel and spa and office space. The first phase was completed in 2009 which included one links course and the iconic Art Deco style clubhouse.

**243** There is potential for CS01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to the creation of additional noise, disturbance and physical damage and pollution during construction and operation. Specifically, WH01, INW14, INC06 and FG01 for Inner Moray Firth SPA/Ramsar; WH01, INW14, INC06, FG01 and NG01 for Moray Firth SAC and WH01, INW14, INC06, FG01, NG01 and HD01 for Moray Firth SPA. Any development proposals at CS01 must demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA either alone or in combination with other sites by demonstrating mitigation measures described in the developer requirements for CS01.

Map 39 Castle Stuart



### Development Sites

#### Business

##### CS01: Castle Stuart

**Area:** 91.6 ha

**Developer requirements:** Development in accordance with planning permission 05/00316/FULIN and related permissions. Any alternative proposals must address: protect and where possible enhance the watercourse and areas of mature woodland, with development setback and integration with the green/blue networks; protect the features of the Longman and Castle Stuart Bays SSSI; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protected species survey;

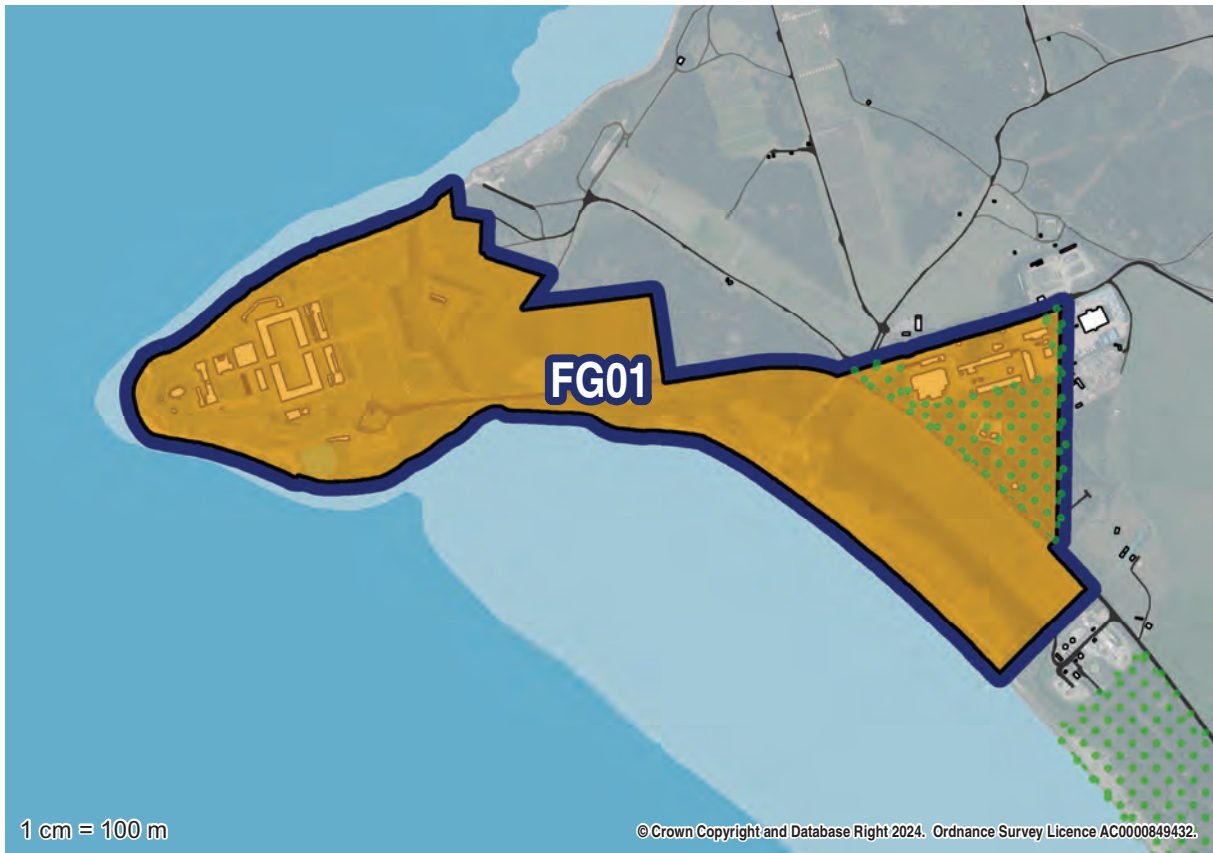
safeguard areas of prime agricultural land wherever possible; high standard of architectural siting and design; landscaping strategy which minimises visual impact of development and integrates greenspaces with wider green/blue network; safeguard fabric, historic character and/or setting of the Scheduled Monument and Listed Buildings; appropriate archaeological survey and recording (preference for avoidance by design and preservation in situ); Transport Assessment including details of access strategy, road hierarchy and active travel/public transport linkages to wider area; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no loss of or disturbance to or pollution of bird feeding and roosting areas of the SPA or linked to the SPA public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including method statements and mitigation in relation to: Piling; Dredging and disposal (in accordance with Marine Scotland Guidance); sourcing of materials for land raising/reclamation; hydro-dynamic assessment of impacts of altered flows on sediment movement in relation to sub-tidal sandbanks, prevention of sedimentation and pollution, Noise and Vibration Mitigation Plan, Recreational Access Management Plan including consideration of water based activities, must ensure disturbance to the bird interests of the Longman and Castle Stuart Bays SSSI, the Inner Moray Firth SPA and Moray Firth SPA are avoided, including satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, adherence to the Scottish Marine Wildlife Code and the WiSE scheme to help avoid, for example rafts of birds on the water surface nature-based solutions such as planting and careful site design to screen people from birds and to limit access to the shore from this allocation. There are also opportunities to include bird hides and discrete viewpoints of the Bay.

### Fort George | Gearastan Dheòrsa

Fort George is one of the most imposing and well known military barracks in the UK. It has been in active military service for over 250 years and in more recent times has also become a well established tourist attraction. Located just over a mile to the north of Ardersier, the fort has been a defining part of the local area, helping to shape it economically and culturally. However, the Ministry of Defence (MoD) announced in 2017 the closure of the military base by 2032 with only the firing/training range adjoining the fort to remain in use. Ensuring that there is a suitable and viable future use(s) for the Fort following the MODs departure is therefore imperative for the site and the wider region.

There is potential for FG01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to the creation of additional noise, disturbance and physical damage and potential for pollution from possible development. Specifically, WH01, INW14, INC06 and CS01 for Inner Moray Firth SPA; WH01, INW14, INC06, CS01 and NG01 for Moray Firth SAC and WH01, INW14, INC06, CS01, NG01 and HD01 for Moray Firth SPA. Any development proposals at Fort George must demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA either alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for FG01.

Map 40 Fort George



## Development Sites

### Mixed Use

#### FG01: Fort George

**Use(s):** Long Term Housing, Community, Business, Tourism, Retail, Industry      **Area:** 50.1 ha

**Developer requirements:** Ensure no adverse impact on the water quality of the Moray Firth; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; no development located at the coastal edge; Protected Species Survey; site history and possible Land Contamination Site Investigation maybe required; noise assessment maybe required; landscaping scheme which protects and enhances existing

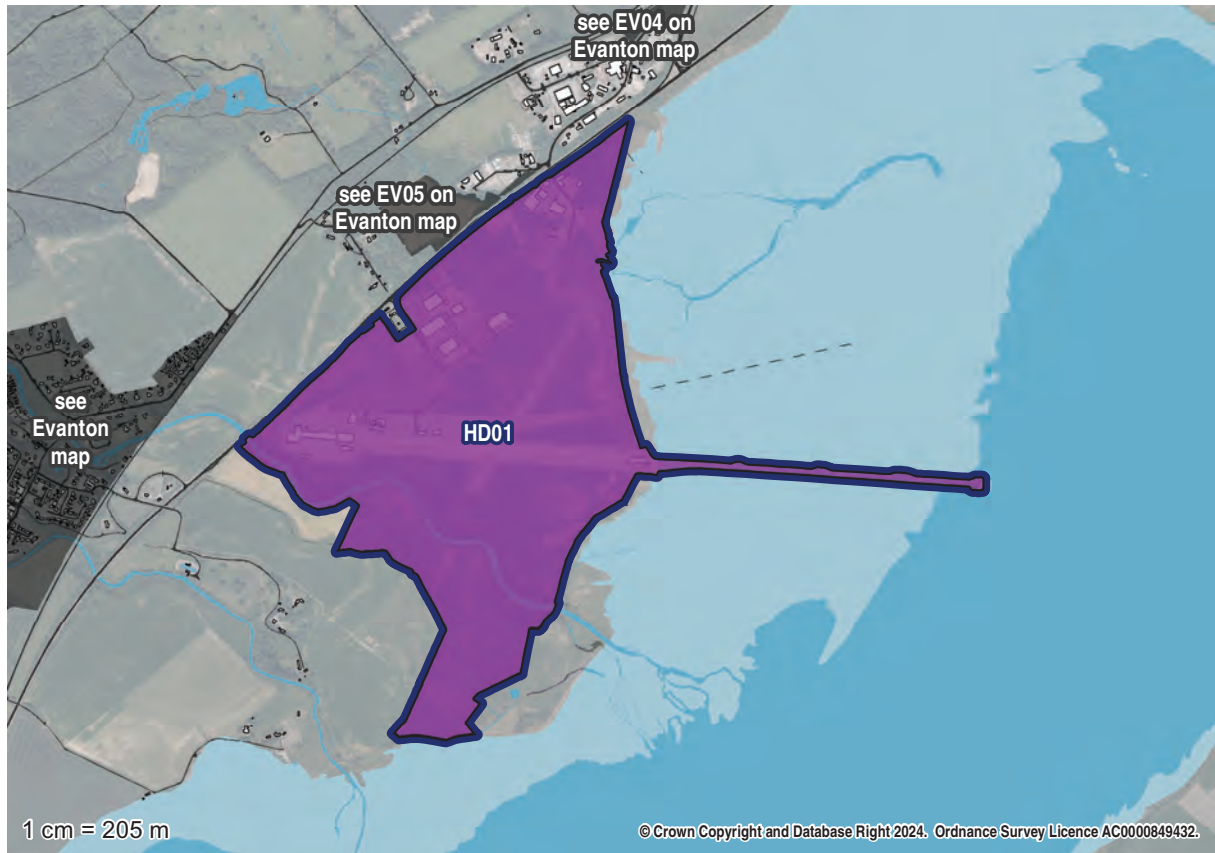
woodland and integrates them with blue/green network for biodiversity and active travel purposes; safeguard the fabric, historic character, curtilage and setting of the Listed Buildings; a Conservation Plan to demonstrate that the significance of the asset is understood and set out how this significance will be retained; Transport Assessment including details of impact and mitigation on local roads and Ardersier High Street/village centre, suitability of existing junction A96/B9006 and assess potential for public transport provision; protect the Ardersier - Fort George Core Path and deliver segregated shared use footway/cycletrack to Ardersier which is suitable for year round use. Demonstration, through further assessment and identification of suitable mitigation, of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA (particularly the area to the northeast which has restricted access due to military activity) as result of loss of or disturbance to or pollution of bird feeding and roosting areas of the Firth linked to the Firth, preparation of Recreational 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, adherence to the Scottish Marine Wildlife Code and the WiSE scheme to help avoid, for example rafts of birds on the water surface. Submission of a Construction Environmental Management Plan including method statements and mitigation in relation to: Piling; Dredging and disposal (in accordance with Marine Scotland Guidance); sourcing of materials for land raising/reclamation; hydro-dynamic assessment of impacts of altered flows on sediment movement in relation to sub-tidal sandbanks; protect the features of the Whiteness Head SSSI; prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Noise and Vibration Mitigation Plan, Boat Traffic Management Plan, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers, Oil Spill Contingency Plan.



### Highland Deephaven | Caladh domhainn na Gàidhealtachd

- 244** A former WWII airfield which is partly occupied by a number of well established industrial and commercial units together with large areas of flat open land which is currently used for agricultural purposes. The largest single occupier is Technip UK which has a purpose built spoolbase, specialising in advanced pipeline fabrication for pipelay vessels servicing the offshore industry. Highland Deephaven benefits from good transport links to the A9 Trunk Road and marine access to the Cromarty Firth. There is also the potential for a spur off the Far North Railway Line and rail halt to be created to serve industrial operations and to support the sustainable movement of freight. Land, in the same ownership has Highland Deephaven, is also available for business and industry development immediately to the north of the A9 trunk road, allocated as EV05: Evanton Industrial Estate.
- 245** As indicated in 'Employment | Ag obair', recent reports have shown that the Cromarty Firth is ideally placed to be at the centre of the global green energy transition. In recognition of this, Inverness and Cromarty Firth Green Freeport (ICFGF), a cross-sector partnership including Highland Deephaven, is looking to take advantage of this position to create lasting employment and regeneration opportunities for the area.
- 246** There is potential for HD01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Dornoch Firth and Morrich More SAC, Moray Firth SAC, Cromarty Firth SPA/Ramsar and Moray Firth SPA due to the potential for additional noise, physical disturbance, alterations to subtidal sand banks and pollution. Specifically, HD01, WH01 and NG01 for Dornoch Firth and Morrich More SAC; NG01, WH01, INW14, INC06 and IG05 for Moray Firth SAC; NG01 and IG05 for Cromarty Firth SPA and NG01, WH01, INW14, INC06, FG01, CS01 and HD01 for Moray Firth SPA. Any development proposals at HD01 must demonstrate that there would be no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Moray Firth SAC, Cromarty Firth SPA/Ramsar and Moray Firth SPA by demonstrating mitigation measures described in developer requirements for HD01.

### Map 41 Highland Deephaven



### Development Sites

### Industry

#### HD01: Highland Deephaven

**Uses:** Industry, Business and Infrastructure

**Area:** 150.2 ha

**Developer requirements:** Developer masterplan which should address: a “sustainability of development” appraisal to be undertaken to consider potential coastal change and effects on flood risk. No hard engineered coastal protection defences will be permitted to avoid adverse effects on the intertidal habitat interests of Cromarty Firth SSSI and the Cromarty

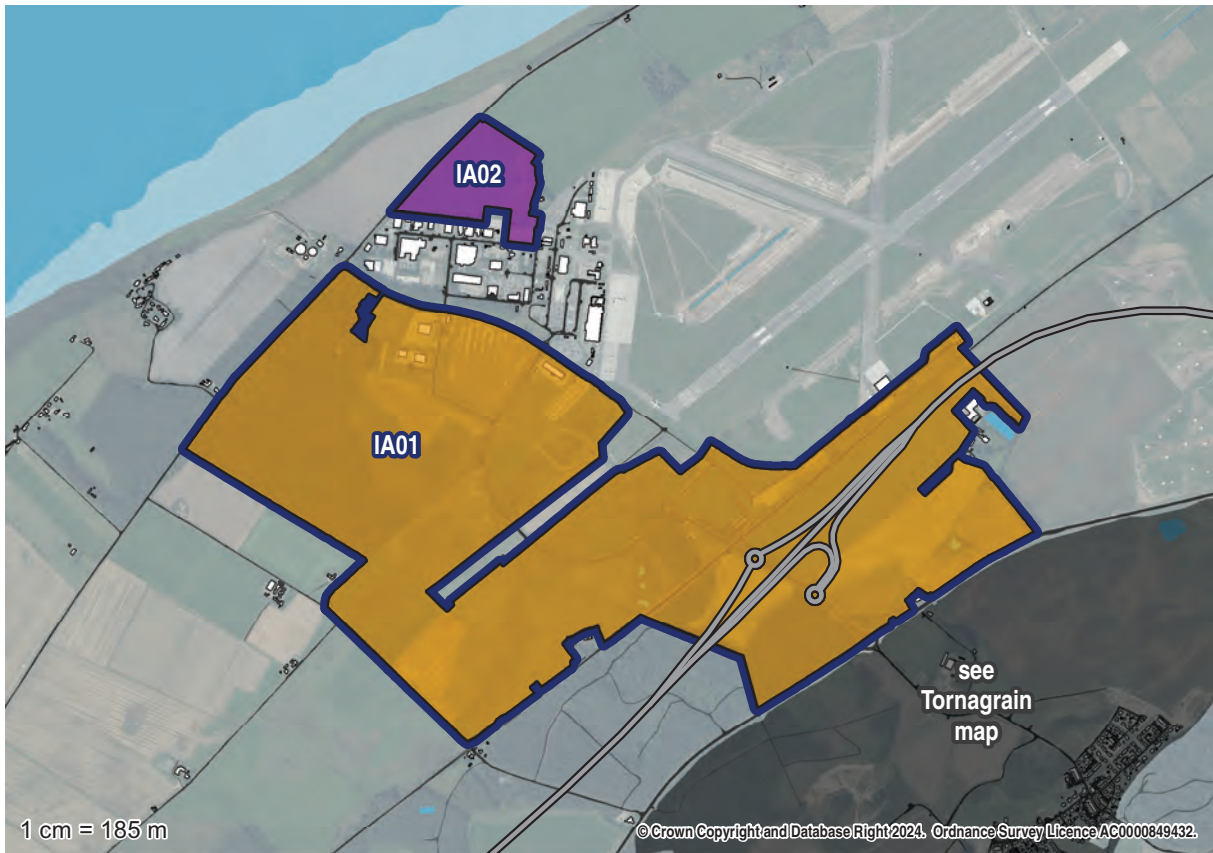
Firth SPA; protect and enhance watercourses/features including existing riparian areas. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protected species survey; Land Contamination Site Investigation; high standard of architectural design and landscaping scheme which minimises the visual impact of development, particularly from the A9 and integrates greenspaces within the blue/green network; protect and enhance where appropriate existing woodland; safeguard potential for new rail halt and sidings to be formed to serve the industrial operations, jetty extension and marine frontage; Protect the features of the Cromarty Firth SSSI; Demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Moray Firth SAC, Cromarty Firth SPA/Ramsar (including the ability of the river delta to continue as an important wader roost site) and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan including avoidance of disrupting coastal processes, direct any lighting away from the adjacent mud and sand flats of the river delta, prevention of sedimentation and pollution, impact and mitigation on qualifying species including harbour seals, mitigation for disturbance and noise, Recreational Access Management Plan including consideration of water based activities, must ensure disturbance to the bird interests of the Moray Firth SPA are avoided, must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, adherence to the Scottish Marine Wildlife Code and the WiSE scheme to help avoid, for example rafts of birds on the water surface; Noise and Vibration Mitigation Plan (including construction and operational phases and disturbance effects), Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks (only suitable development should be taken forward in light of the Dynamic

Coast 2 and coastal flooding predictions), full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance.

### Inverness Airport Business Park | Pàirc Gnìomhachais Port-adhair Inbhir Nis

- 247** Inverness Airport Business Park includes 200 ha of land set out for business and enterprise uses, with recent completions including a 130 bed hotel, regional distribution centre and modern, flexible industrial units. The Council owned Dalcross Industrial Estate, which lies to the west of the airport, is well established and is currently fully built out and at capacity. The site's benefit from being located beside the region's main hub airport, alongside the A96 and near to the A9 trunk road. A new railway station on the main Inverness to Aberdeen line is also due to be completed by 2022/2023.
- 248** There is potential for development at IA01, both alone and in combination with IA02 and TG01, to have an adverse effect of the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA as a result of impacts on water quality and disruption. Any development proposals at IA01 and IA02 must demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for IA01 and IA02.

Map 42 Inverness Airport Business Park



## Development Sites

### Mixed Use

#### IA01: Inverness Airport Business Park

**Use(s):** Business and Industry

**Area:** 199.4 ha

**Developer requirements:** Development in accordance with planning permission insert 13/01826/MSC and related permissions. Any alternative proposals must address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect and where possible enhance the watercourse, wetlands and areas of mature woodland, with development setback and integration with the green/blue networks; protect the features of the Longman and Castle Stuart Bays SSSI; Habitat Survey; protected

species survey including badger survey; high standard of architectural siting and design with positive contribution to the streetscape; landscaping strategy which minimises the visual impact of development; archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Improve active travel linkages to key nodes within and outwith the site, including the new rail halt, and local residential centres, such as Tornagrain. Provision of unsegregated shared use paths on either side of airport road and maintenance commitment/improvement of existing cycleway; introduce reduced speed limit on the C107 through the airport and business park; demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution.

### Industry

#### IA02: Dalcross Industrial Estate Expansion

**Uses:** Class 5 General industrial and/or Class 6 Storage or Distribution

**Area:** 10.4 ha

**Developer requirements:** Drainage Impact Assessment; high standard of architectural siting and design of development facing the B9039; landscaping strategy to minimise visual impact; Transport Assessment which includes details of access arrangements (new access road maybe required from the B9039), enhanced bus service and active travel links; demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive

sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution. No net detriment to the operational requirements of the existing heliport demonstrated by assessment and, if appropriate, then design and layout mitigation measures.

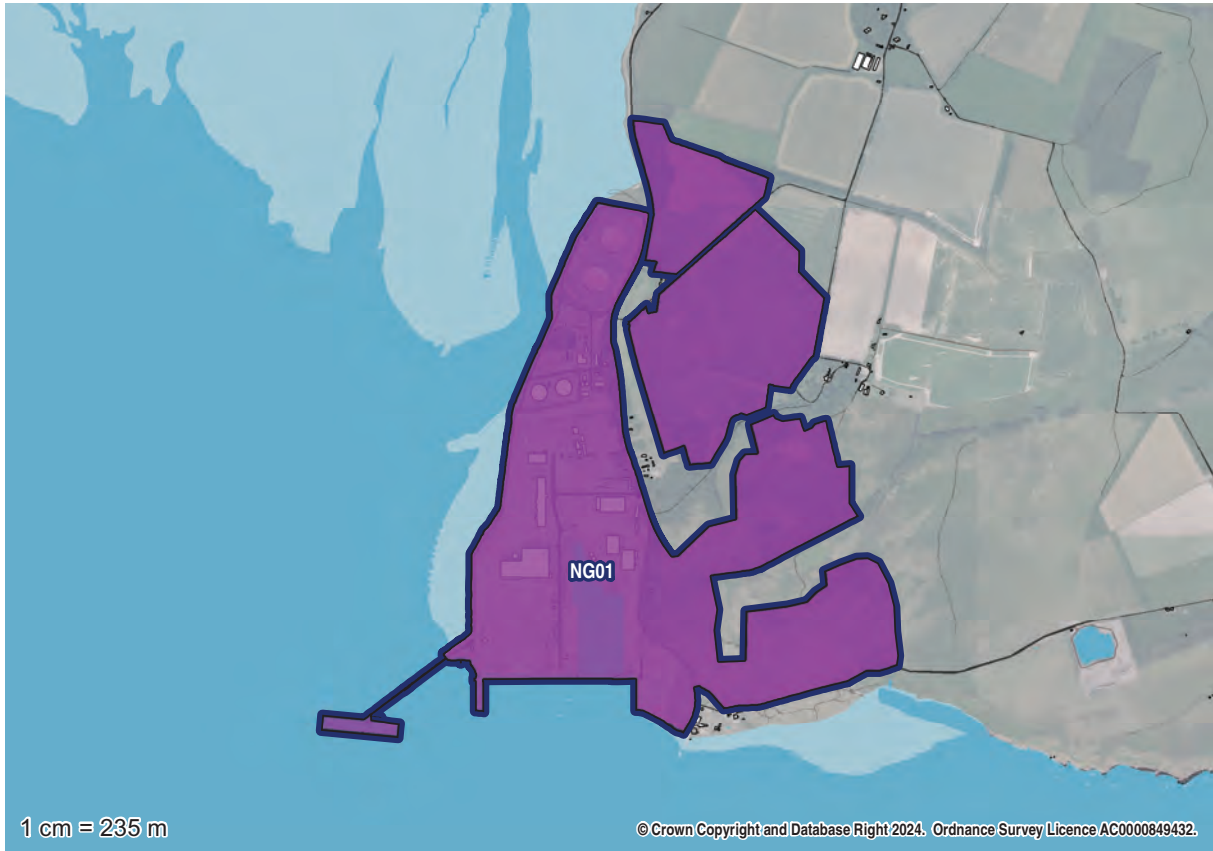
### Nigg Energy Park | Pàirc Cumhachd Neig

- 249** Nigg is one of the UK's most important energy industry facilities, providing multi sector capability which combines some of the largest dry dock and construction and assembly workshops in Europe with over 900 metres of deepwater quayside. A major upgrade and extension to the South Quay was completed in 2015 and construction started in 2021 on the a new East Quay, both of which enhance Nigg's ability to attract and compete for energy related activities.
- 250** As indicated in 'Employment | Ag obair', recent reports have shown that the Cromarty Firth is ideally placed to be at the centre of the global green energy transition. In recognition of this, Inverness and Cromarty Firth Green Freeport (ICFGF), a cross-sector partnership including Global Energy Group (GEG) who own and operate Port of Nigg, is looking to take advantage of this position to create lasting employment and regeneration opportunities for the area.
- 251** The recently announced plans to build a £110-120M, state-of-the-art offshore wind tubular rolling facility at Port of Nigg are a clear signal of this transition and the opportunities which exist. Located within the existing port facility, the factory, which will be the first of its type in the UK, capitalises on the existing infrastructure and skills on offer at the Port and the Firth's close proximity to the pipeline of marine renewable energy projects.

- 252** In the medium term, opportunities exist to redevelop the north oil terminal which is located to the north of existing yard. It has been owned and operated by Repsol Sinopec but, under contact, returns in a decommissioned state to GEG's by 2025. An agreement was reached in 2020 for GEG to take early ownership of the associated jetty which has provided additional deep water berthage.
- 253** Land to the east of the B9175 was previously identified for longer term industrial expansion. However, with increasing demand for large scale, strategically located facilities and the recognised advantages of establishing a green energy cluster within the Cromarty Firth, the land is now being considered for shorter term industrial development.
- 254** There is potential for NG01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Dornoch Firth and Morrich More SAC, Cromarty Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to the creation of additional noise, disturbance and physical damage and potential for pollution from possible development. Specifically, HD01 and WH01 for Dornoch Firth and Morrich More SAC; WH01, INW14, INC06 and IG05 (dolphins) for Moray Firth SAC; IG05 for Cromarty Firth SPA and WH01, INW14, INC06, FG01, CS01 and HD01 for Moray Firth SPA. Any development proposals at NG01 must demonstrate that there would be no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Cromarty Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for NG01.



Map 43 Nigg Energy Park



## Development Sites

### Industry

#### NG01: Nigg Yard

**Area:** 242.2 ha

**Developer requirements:** Developer masterplan which should address: need to ensure no adverse impact on the water quality of the Outer Cromarty Firth; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protected species survey; protect and enhance existing woodland and individual trees, create new woodland where opportunities exist and integrate within the green/blue network; Landscape and Visual Impact Assessment; archaeological walkover survey in first instance with possible

programme of archaeological works/mitigation; safeguard fabric, historic character and setting of the Scheduled Monuments (Dunskeath Castle SM3319 and batteries and camps SM13750) and Listed Buildings at Pitcalzean House; Transport Assessment including details of potential impact and alterations to B9175, measures which promote the transport hierarchy and consider the need for support and enhancement to the Nigg-Cromarty ferry service; protect and enhance wherever possible the National Cycle Network and Castlecraig Core Path; noise assessment and inclusion of necessary mitigation; demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Cromarty Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation, pollution, noise, disturbance and avoiding spread of invasive non-native species (Common Cord Grass *Spartina Anglica*), Recreational Access Management Plan including consideration of water based activities, must ensure disturbance to the Moray Firth SAC bottlenose dolphin and the bird interests of the Moray Firth SPA are avoided, plan must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, adherence to the Scottish Marine Wildlife Code and the WiSE scheme to help avoid, for example rafts of birds on the water surface, potential impact on harbour seals should be addressed, assessment to consider impact and any required mitigation for harbour seals that use near by haul out sites, Noise impact assessment (considering both construction and operation) and any other related impact assessments such as that relating to air quality, light, odour and vibration. Appropriate setbacks, landscaping and other mitigation to safeguard amenity and privacy of neighbouring residential properties, Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks (only suitable development should be taken forward in light of the Dynamic Coast 2 and coastal flooding

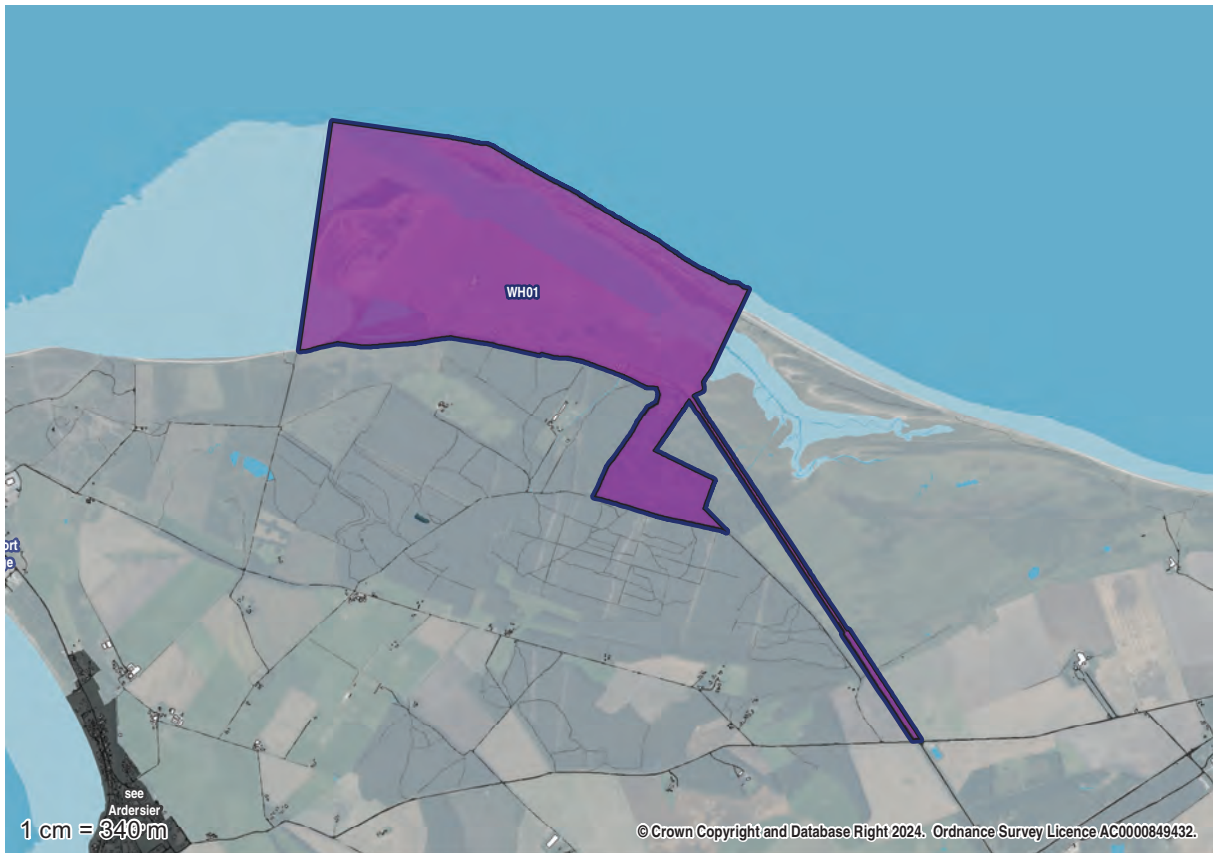
predictions), full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance; exact developable areas to be determined through the masterplanning process with further input from and early engagement with key agencies and other stakeholders; programme of decommissioning/restoration in event of post operation/redundancy. Any green freeport proposals which would extend beyond the NG01 site boundary shown on Map 43 Nigg Energy Park should provide a masterplan (with input from and early engagement with key agencies and other stakeholders) and address the relevant developer requirements set out above.

### Whiteness | Ceann Geal

- 255** At around 300ha, the former fabrication yard is one of the largest brownfield ports in the UK and has laid vacant for 20 years. It is located within close proximity to main centres of population, including Ardersier, Nairn, Tornagrain and Inverness and benefits from direct access to the A96 trunk road and marine access via a large quayside.
- 256** The site was purchased in 2021 and the new owners have aspirations for it to become a leading 'energy transition facility' involved in decommissioning oil rigs, manufacturing of offshore wind components, energy from waste facility and concrete production plant. Permission in principle consent was renewed in 2019 for a renewable energy hub and the initial works, such as dredging, have commenced as part of that.
- 257** As indicated in 'Employment | Ag obair', the Inner Moray Firth area has been shown to be ideally placed to be at the forefront of the global green energy transition. Due to the vast scale of the site and with a clearer vision under its new owners, Whiteness has potential to be play a major role in the development of the industry and create significant employment opportunities and help to bolster communities along the A96 corridor.

**258** There is potential for WH01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Dornoch Firth and Morrich More SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to impacts on habitats and species because of the creation of additional noise and physical disturbance from commercial and/or recreational marine activities; also construction and operational impacts, alteration to the tidal currents and tidal processes and water quality. Specifically, HD01 and NG01 for Dornoch Firth and Morrich More SAC; INW14, INC06, CS01, FG01 for Inner Moray Firth SPA/Ramsar; NG01, INW14, INC06 and IG05 (dolphins) for Moray Firth SAC and NG01, INW14, INC06, FG01, CS01 and HD01 for Moray Firth SPA. Any development proposals at WH01 must demonstrate that there would be no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA either alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for WH01.

Map 44 Whiteness



## Development Sites

### Industry

#### WH01: Whiteness

**Area:** 292.5 ha

**Developer requirements:** Development in accordance with planning permission 18/04552/PIP and related permissions. Any alternative proposals must address: Protect and enhance watercourses, ponds, wetlands and lochans. Provide buffer of at least 6m from built development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Access Management Plan (to assess and reduce impacts on bird features and seal haul out site) and Vessel Management Plan (to assess and

reduce impacts to dolphins and other cetaceans); protected species survey; prevent the spread of New Zealand pigmyweed (*Crassula helmsii*) through measures for either control or eradication of this non-native species; Transport Assessment including details of access strategy and active travel/public transport linkages to urban centres; landscaping scheme which protects and enhances wherever possible woodland within/adjoining site and integrates it with wider green/blue network; Protect the features of the Whiteness Head SSSI and GCR site; demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including method statements and mitigation in relation to: piling, dredging and disposal (in accordance with Marine Scotland Guidance), sourcing of materials for land raising/reclamation prevention of sedimentation and pollution, spit habitat protection and enhancement, mitigating disturbance, impacts of vessel movements, dredging and disposal, sediment transport monitoring and the modification of coastal processes, Boat Traffic Management Plan, Noise and Vibration Mitigation Plan, Oil Spill Contingency Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks (only suitable development should be taken forward in light of the Dynamic Coast 2 and coastal flooding predictions). Recreational Access Management Plan including consideration of water based activities, must ensure disturbance to the Moray Firth SAC bottlenose dolphin and the bird interests of the Moray Firth SPA are avoided, plan must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, adherence to the Scottish Marine Wildlife Code and the WiSE scheme to help void, for example rafts of birds on the water surface, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers

including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance, no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar including any modification to the natural processes of the spit and associated capital and maintenance dredging and disposal operations. Any works in the future to protect the development from coastal change must not result in engineering methods that would damage the Inner Moray Firth SPA or Whiteness Head SSSI.

### Growing settlements | Tuineachaidhean a' fàs

**259** Although we intend that the majority of future growth is accommodated within the most environmentally sustainable and economically viable settlements, we recognise that Highland has a tradition of more dispersed rural settlement than other parts of Scotland. Accordingly, we propose to retain a list of the smallest, established settlements where appropriate, limited 'infill' growth will still be encouraged. To bring this Plan into alignment with our other Highland local development plans we call them 'Growing Settlements'. We have only included places that have some development pressure, few environmental constraints to development, and facility/service networks that can accommodate additional building. These are listed as Tier 5 settlements in the Plan's Table 2 'Settlement Hierarchy' and have a corresponding general policy Policy 12 'Growing Settlements'. The following section, for each settlement sets out key assets/opportunities and Placemaking Priorities, which will be applied in determining planning applications in each place. Illustrative material showing the locality is included for each settlement but please note that this is for contextual purposes only and of no policy significance.

### Abriachan | Obar Itheachan

**260** The scattered crofting township at Abriachan sits high above Loch Ness on its northern flank and parts of the community offer an attractive, elevated outlook across and along the loch. There is a village hall but many other local facilities have closed because of the proximity

## Section 4 - Places | Àiteachan

of facilities in Inverness and Drumnadrochit. The Great Glen Way passes through the community and offers recreational and tourism economy benefits. Housebuilding within the community has been slow but steady but there is a need to diversify employment opportunities to add to tourist trail accommodation and crofting. There are active local community groups who have pioneered many local enterprises and initiatives including ownership of the Abriachan Forest with its diverse recreational and educational activities and trails.

**Map 45 Abriachan**





### Placemaking Priorities 35

#### Abriachan

- Respect the historic pattern of crofts and absence of a public sewerage system which necessitate continuity of the loose scatter of buildings and small existing groups of buildings at Balchraggan and Balmore.
- Take account of the limitations of the substandard horizontal and vertical alignment of the township road and its largely unadopted side roads which reduce the scope for safe vehicular access.
- Avoid the more visually prominent land either side of the road which should remain substantially open.
- Respect the settlement's elevation and climatic exposure which suggest that new building plots should be located where they offer some shelter from landform and/or retained planting.
- Protect the identity and setting of the community by avoiding its sporadic extension.

#### Balnain | Baile an Àthain

**261** Balnain lies alongside the A831, some 5km west of Drumnadrochit and within commuting distance of Inverness. It provides facilities for a scattered population throughout Glenurquhart. Local farming, forestry and estate work supports most local jobs. Opportunities to develop local tourist facilities and accommodation may arise with further promotion of the A831 tourist route and the Western Glens, and based on Glenurquhart's archaeological, fishing and forest based recreation assets. Existing development is clustered around the primary school and hall, flanked by rising farm and woodland.

Map 46 Balnain



### Placemaking Priorities 36

#### Balnain

- Support further small scale housing development where it will help underpin local community facilities.
- Direct most future development north of the A831 so as to protect the fine outlook west across open ground bordering Loch Meikle and avoid land at risk to flooding or erosion.
- Respect the limited local waste water treatment capacity.
- Support community initiatives to enhance local amenities, including management of the woodland beside the school, refurbishment of the play area and creation of a visitor

focal point with better signage of local attractions and places of interest, and improved priority for active travel movement.

- Better protect and enhance local greenspaces and Green Networks as conduits for the movement of people, wildlife and flood waters particularly along and across watercourses and woodland areas.

### Barbaraville | An Cladach

**262** Barbaraville is a small village on the north shore of Nigg Bay, approximately 6km to Invergordon. It is located within the hinterland. In recent times there has been a small amount of housebuilding, with the most recent large expansion being at the private retirement village. The village would benefit from improved active travel routes to Invergordon and east towards the village hall.

**Map 47 Barbaraville**



### Placemaking Priorities 37

#### Barbaraville

- Preserve public views across the Cromarty Firth.
- Enhance green and blue networks.
- Development must avoid sedimentation and pollution reaching the SPA, so as to avoid any adverse effect on integrity, plus protect the interests of the SSSI and Ramsar.
- Avoid coastal flood risk.

### Cannich | Canaich

**263** Cannich is a small village in a compact physical form occupying the glen floor between steep slopes. That glen floor is shared with the Rivers Cannich and Glass and their associated flood risk areas which curtail where further development can occur. However, Cannich lies at a strategic point on the A831 tourist route equidistant from the main gateway centres of Drumnadrochit and Beaully and is the most important entry point for visitors to the Western Glens. Its distance from other centres also allows it to support a number of local facilities including a shop and school. Traditional forest and hydroelectricity employment are giving way to conservation and recreation management opportunities for which the village could provide a broader range of upgraded services. The local road system is "pinched" at the bridge or largely single track. Local water and sewerage facilities are adequate but of limited capacity. Currently, there is no confirmed private or affordable housing developer interest in the settlement but sites are available and development within the village would help sustain local services and take pressure off the surrounding countryside.

Map 48 Cannich



## Placemaking Priorities 38

### Cannich

- Diversify local employment opportunities taking advantage of Cannich's Western Glens visitor gateway location.
- Support further central housing development in parallel with this diversification including at the land adjoining the camping and caravan site.
- Respect the physical constraints of the settlement by not supporting development within or adjacent to the fluvial flood risk areas and not allowing sporadic development up the glen sides.

- Support a scale of development that helps sustain local facilities but doesn't overburden the limited capacity in the local water and sewerage network.
- Better protect and enhance local greenspaces and Green Networks as conduits for the movement of people, wildlife and flood waters particularly along and across watercourses and woodland areas.

### Cawdor | Caladair

**264** Cawdor is a small village with a population of just over 100 residents and located approximately 8km south-west of Nairn on the B9090. Its history is closely associated with Cawdor Castle and the majority of the estate buildings date to the 18th century and lie within a Conservation Area.

**265** With much of its infrastructure at capacity, limited range of facilities and poor public transport accessibility it is not suitable for significant levels of growth. There is opportunity, however, for small scale infill and rounding off developments within the village. Any development needs to be designed to a high architectural standard to protect the distinct character of the existing settlement.

Map 49 Cawdor



## Placemaking Priorities 39

### Cawdor

- Support small-scale infill and rounding off the village and redevelopment of brownfield sites which have no heritage value.
- High quality of architectural design and layout in order to complement the surrounding historic environment.
- Avoid areas which are at risk of flooding from the Cawdor Burn.
- Preserve and enhance the woodland and watercourses within and around Cawdor for both active travel use and biodiversity.
- Deliver enhanced active travel connections including the A96 Landward Trail.

### Contin | Cunndainn

**266** Contin is an attractive village which is a gateway to the North West Highland. It straddles the A835 on a prime location on the North Coast 500 tourist route. The Blackwater River runs along the western edge of the village. The village no longer has a Primary School, pupils go to Strathpeffer Primary School and Dingwall Academy. However a new community hall has been built on the playing field of the old Primary School. There has been a small amount of housebuilding in recent years and there is potential for small amounts of infill development.

**Map 50 Contin**



### Placemaking Priorities 40

#### Contin

- Maintain Five Acre Wood as green space.



- Ensure development is set back from any mature trees.
- Any development close to Black Water River will need to ensure that it is not at flood risk.
- Any proposed tourist facilities near the filling station should ensure frontage onto the A835.
- Ensure no impact on Preas Mairi Chambered Cairn Scheduled Monument or its setting.
- Promote active travel links which connect to existing paths.
- Sits within the Hinterland so infill development opportunities should be pursued.
- Improve public transport connectivity.

### Farr and Inverarnie | Fàrr agus Inbhir Fheàrnaidh

**267** Far and Inverarnie include several relatively small settlement clusters strung out over 2km alongside the B851. There has been a relatively high number of new houses built within the local area over the past 20 years, with distinct groups at Farr and Inverarnie. Farr Primary School has a healthy roll which is expected to continue around the same level into the future but Inverness Royal Academy is under increasing pressure.

**268** To help ensure new development is sustainable and well connected, it should be integrated within Farr and Inverarnie and not lead to further sporadic or ribbon development.

### Map 51 Farr and Inverarnie



#### Placemaking Priorities 41

##### Farr and Inverarnie

- Future development must only add to the existing clusters at Farr and Inverarnie. The limits of development should be Croftcroy junction to south and the Hall to north.
- Land immediately adjacent to the East of Farr hall must be safeguarded for community/local retail use such as a village store and/or coffee shop.
- Deliver new affordable housing including within suitable small-scale developments.
- Risk of flooding will limit further development in certain areas particularly further westwards towards the bridge over River Nairn and the area surrounding the bridge over the River Farnack.
- Safeguard areas of woodland from development.

- Create a continuous active travel connection between the two settlements.
- Continue to develop community and recreational facilities and enhance the environmental features within the community-owned School Wood and Milton Wood.
- Enhance green and blue networks as part of retaining woodland and creation of active travel connections.

### Foyers | Foithir

**269** Foyers is a small settlement with pockets of development spread along the River Foyers at its entrance to Loch Ness. It benefits from a range of facilities including a shop and medical centre. There is also a waste water treatment works which serves Foyers.

**270** The steep slopes and mature native woodland provide an attractive setting for Foyers and the area has a rich heritage with several listed building, including the A listed former aluminum factory. These features, however, have also limited development options. In addition, Foyers Primary school, which is rated "poor" in terms of both condition and suitability, has a low roll and it is expected to decline further in the coming years. The reduction in families has likely been exacerbated by a trend towards the conversion of existing houses to tourist accommodation.

**271** The Council supports the delivery of the [Stratherrick and Foyers Community Action Plan](#)<sup>(31)</sup> which was finalised in late 2021. The action plan establishes a shared vision for the area and sets out key priorities and planning issues, including the need to increase affordable housing, protect the environment and improve transport infrastructure.

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31 <https://www.communityfuture.net/>

### Map 52 Foyers



## Placemaking Priorities 42

### Foyers

- Use the Stratherrick and Foyers Community Action Plan as a material consideration in determining planning applications and investment decisions.
- Deliver well designed affordable housing to encourage families and young people to the area and strengthen the community and demand for its facilities.
- Need for better roads maintenance and signage together with enhancements to safe walking and cycling routes to schools.
- New housing should to be located close to facilities, such as the school and shop, or added to existing clusters of development.

- Support the renovation/redevelopment of Boleskine House to help boost the local economy.
- Make the most of the commercial and active travel opportunities arising from the National Cycle Network running through the village.
- Protect and enhance all areas of woodland from development.
- Enhance multi-use green and blue networks, such as the area around River Foyers, and nature-based solutions, such as retaining natural buffer strips, to protect the water environment and support biodiversity.

### Garve | Gairbh

**272** Garve sits along the Black Water River, 8km north west of Contin on the A835, the main road to Ullapool. It also benefits from having a train station which is serviced by the regular Kyle of Lochalsh service. The Blackwater River creates an attractive backdrop for the village, however there is also potential for flooding along the river and flood risk assessments may be required for some development. There is a rich built heritage with several Historic Environment Records in the local area, including Little Garve Bridge. There are several core paths around the area – Village River path, Silverbridge circuit, Tor Breac forest track and Kinellan to Strathgarve. The village benefits from a range of facilities including a village hall, small playing field, Wyvis Natural Play Park, food takeaway, recycling point and a Primary School. Strathgarve Primary School has a low roll and is expected to decline further. The hotel has recently ceased trading however the community has aspirations for the site and it should continue to play an important role in the community.

### Map 53 Garve



### Placemaking Priorities 43

#### Garve

- New houses should be directed towards existing clusters.
- Discourage ribbon development along A832 or A835 especially north of village within Gorstan crofting area.
- Support re-development opportunities at the hotel and the land adjacent to it.
- Safeguard areas of native and ancient woodland, Scottish Semi-Natural Woodland Inventory and Red Squirrel Priority Woodland from development.
- Continue to develop community and recreational facilities.
- Improve public transport connectivity.

- Enhance green and blue networks to protect the water environment and for recreational purposes at the Black Water River.
- Avoid flood risk.

### Gorthleck | Goirtlig

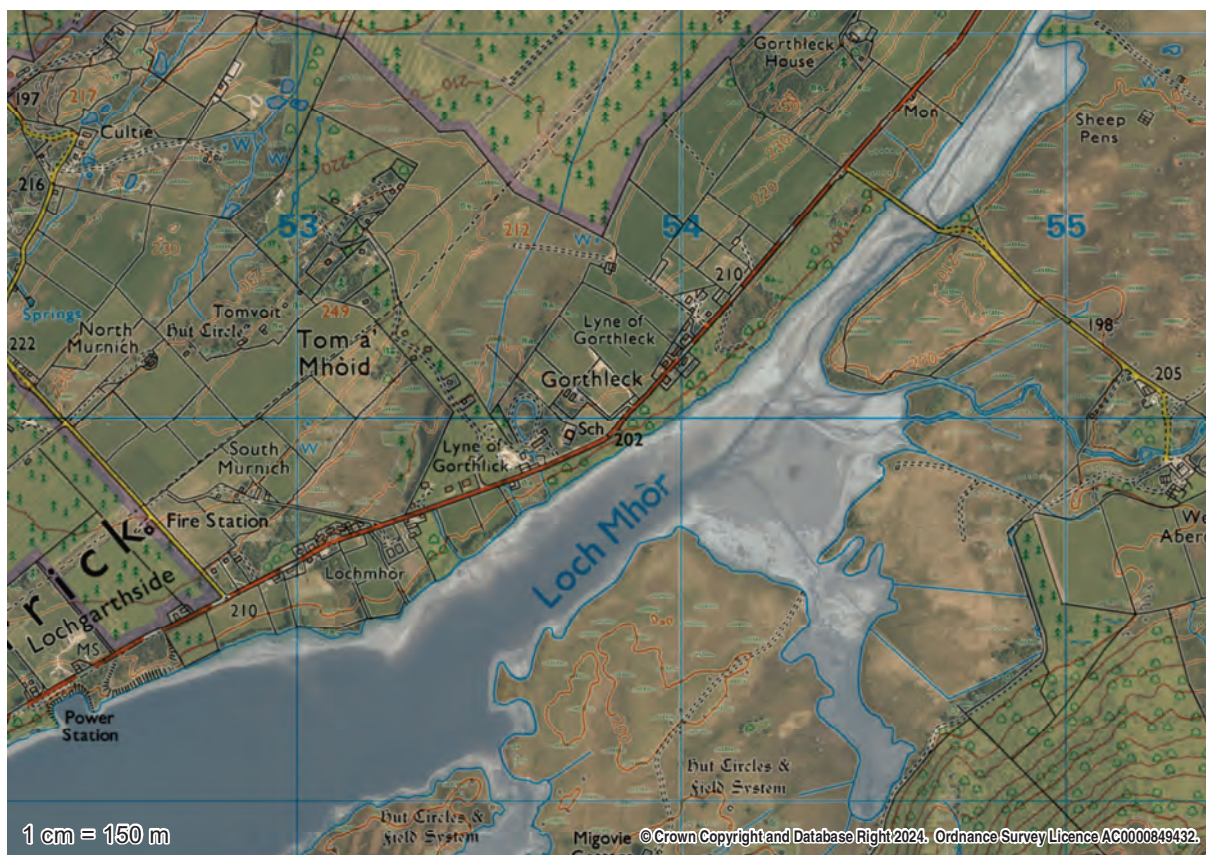
**273** Gorthleck is a reasonably dispersed settlement located along the northern banks of Loch Mhor. It has seen steady levels of housing development over the last 10 years with most located in a reasonably contained area, approximately 1km from the school. Stratherrick Primary is a slightly more modern school than many other rural schools. As a result it is rated as "fair" in terms of condition and suitability. The lack of public drainage system may, however, limit development opportunities.

**274** The Council supports the delivery of the [Stratherrick and Foyers Community Action Plan](#)<sup>(32)</sup> which was finalised in late 2021. The action plan establishes a shared vision for the area and sets out key priorities and planning issues, including the need to increase affordable housing, protect the environment and improve transport infrastructure.

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32 <https://www.communityfuture.net/>

Map 54 Gorthleck



### Placemaking Priorities 44

#### Gorthleck

- Use the Stratherrick and Foyers Community Action Plan as a material consideration in determining planning applications and investment decisions.
- Housing development should continue to be focused in close proximity to the school and typically be infill between existing clusters of development.
- Further development along side roads will be required to upgrade the roads to adoptable standards.
- Preserve public views across Loch Mhor.



- Safeguard the pockets of native and ancient woodland from development.
- Enhance multi-use green and blue networks, such as watercourses and Loch Mhor, and nature-based solutions, such as road side verges and planting, to protect the water environment and support biodiversity.

### Hill of Fearn | Baile an Droma

**275** Hill of Fearn sits on the B9165 approximately 8 km south east of Tain and benefits from views over the countryside towards Nigg and the Seaboard Villages. It is surrounded by flat, good quality prime agricultural land. The village benefits from a range of facilities including a hotel, shop and butchers, garage, post office, recycling point and a Primary School. Hill of Fearn Primary School is at about 50% capacity and is expected to remain at current levels. Fearn Railway Station, which is on the Far North Line, is located 2km from the village. The most recent house building has been at Monks Walk, apart from this there has been limited amounts of housing development. Except for a small line of houses along the western side of B9165 Main Road, the rest of the housing all sits to the north and east of the B9165.

Map 55 Hill of Fearn



### Placemaking Priorities 45

#### Hill of Fearn

- Safeguard areas of Scottish Semi-Natural Woodland Inventory and Ancient Woodland Inventory to the north of the village from development.
- May be opportunity for limited amounts of housing development infill. Older parts of village have some sections of vennels or alleys, these should be preserved.
- Discourage development encroaching in a linear pattern along B9165 Station Road towards Fearn. Equally discourage development to the south of the B9165 Station Road.
- Village green area should be protected from development.
- Enhance blue and green networks.
- Development proposals should have regard to Tallich SSSI.

## Inchmore | An Innis Mhò

**276** Inchmore's role as a community hub for the northern Aird has passed to Kirkhill where the the local primary school is located and to where the Plan directs most local growth. Limited infill development should still be possible but there are constraints to development such as non adopted side roads, high voltage overhead lines, flood risk that affects the eastern end of the settlement and previously allocated development land has not been released to developers or has ground conditions issues. Inchmore's location on the old A9 still offers it some strategic significance and in the future this could be as an important node on public transport routes and a strategic active travel link connecting Inverness to Beauly and beyond.

**Map 56 Inchmore**



### Placemaking Priorities 46

#### Inchmore

- Direct any further, smaller scale housing and other development to land adjoining the former village hall and away from more steeply sloping and visually prominent land to the south, and land subject to unacceptable flood risk to the east.
- Limit the scale of any development to the capacity of local infrastructure in particular the capacity of junctions onto the A862, of Kirkhill Primary School and of Glen Convinth Water Treatment Works.
- The settlement has very limited public greenspace and therefore the few attractive features such as the former school playing field, road side verges and woodland clusters should be protected from future development proposals.
- Land safeguards and/or developer contributions towards the Inchmore section of the Beauly to Inverness strategic active travel link.

#### Inver | An t-Inbhir

**277** Inver is a small clustered settlement with a village hall community hub. The village occupies an attractive location on the coast, however this brings with it potential for flooding and coastal erosion. There are several Core Paths around the village. There has been a small amount of housing completions in recent years. Inver Primary School is an important community hub, currently sitting at over 70% capacity and forecast to rise to over 80% capacity over the next 15 years.

Map 57 Inver



## Placemaking Priorities 47

### Inver

- May be development potential to immediate south east of settlement.
- Potential for development along Shore Street heading towards the Primary School.
- Preserve open views to the north over the Morrich More and Dornoch Firth by ensuring adequate distances between houses and preventing infill development on the road between Tain and Portmahomack.
- Development must avoid sedimentation and pollution reaching the SPA and SAC, so as to avoid any adverse effect on integrity, plus protect the interests of the SSSI and Ramsar.
- Enhance green network along the coast.
- Avoid flood risk.

### Marybank | Bruach Màiri

**278** Marybank is a small clustered village situated at the entrance to Strathconon overlooking the confluence of the Rivers Conon and Blackwater which originally served the sporting estates and farming communities of Strathconon, Fairburn and Balnagown. Marybank's location is also a conduit for residents and visitors at the gateway to Strathconon. The village sustains facilities that includes a primary school and a community hall but has lost its shop and post office. Recently, development pressure for multiple house developments has been low but an upgrade to the local septic tanks based sewage works should now allow such development.

**Map 58 Marybank**



## Placemaking Priorities 48

### Marybank

- Support the local community's desire to bring back a village shop facility possibly as an enhancement of facilities at the community hall.
- Protect the stands of mature trees, particularly on roadside verges, that are important to the amenity of Marybank and to extend and augment this 'policy' planting across the village and to connect with other green networks.
- Protect and improve local water quality by additional riparian planting especially in the watercourses that flow into the River Conon and may affect its associated European natural heritage designations.
- Subject to addressing these constraints to support clustered expansion of the village most acceptably east of Balloan Road and South of Ord Road.
- Support other development as infill opportunities rather than extending single plot depth "ribbon" development along the frontage of the settlement's roads as they pass into surrounding open countryside.
- Improve public transport connectivity.

### Milton of Kildary | Baile Mhuilinn Anndra

**279** Milton of Kildary sits just off the A9 trunk road. The Balnagown River flows through the village and it benefits from the attractive backdrop of ancient and native forestry. Balnagown Castle and its Garden and Designed Landscape, provide an attractive wider setting. The village offers a primary school, village shop, village inn and community centre. In the heart of the village is the green on which stands a mercat cross. The village sits within the hinterland and there has been small amounts of housebuilding in recent years. Milton Primary School is currently sitting at 60% capacity and is expected to remain at similar levels. In recent times

the village has suffered from a decrease in bus services which has an impact on residents being able to access employment opportunities elsewhere; there may be opportunities to seek developer contributions towards a Dial-a-Bus service.

**Map 59 Milton of Kildary**



### Placemaking Priorities 49

#### Milton of Kildary

- Safeguard areas of native and ancient woodland, Scottish Semi-Natural Woodland Inventory and the Tree Preservation Order at Balnagown Bridge and East Lodge.
- Protect and where possible enhance access to Core Paths through enhancement of multi-use green networks.



- Protect and enhance the village's heritage assets notably the Conservation Area and several listed buildings.
- Development proposals should demonstrate how they will avoid sedimentation and pollution reaching the Cromarty Firth SPA, so as to avoid any adverse effect on integrity, plus protect the interests of the SSSI.

### Portmahomack | Port MoCholmaig

**280** Portmahomack is a picturesque village positioned on the Tarbat peninsula in Easter Ross, around 16km east of Tain, adjacent to the Moray Firth SPA and SAC. It is situated on a sandy bay and has a small harbour. Due to the proximity to the coast there is potential for coastal flooding. It has a range of services and amenities including a Primary School, Carnegie Hall, shop, post office, golf course several cafes/restaurants and a hotel. Tarbet Old Primary School is sitting at over 80% capacity and is expected to remain over and above that level. The village has a rich built heritage with several listed buildings in the village, mainly along the shore and a Pictish monastic settlement Scheduled Monument, which has been subject to archaeological excavation. The Tarbat Discovery Centre is a local heritage centre and museum. There has been relatively few housing completions in recent years.

### Map 60 Portmahomack



### Placemaking Priorities 50

#### Portmahomack

- Protect and where possible enhance access to Portmahomack to Tarbatness and Portmahomack to Inver Core Paths.
- Support local community with efforts to enhance the harbour and its facilities.
- Seaward land on the western approach into the village should not be built on to safeguard public views over water.
- Potential for infill development.
- Development proposals should demonstrate how they will avoid sedimentation and pollution reaching the SAC and SPA, so as to avoid any adverse effect on integrity.

## Rhicullen/Newmore | Ruighe a' Chuilinn/An Neimh Mhòr

**281** Rhicullen/Newmore is a compact group of housing collected around Newmore Primary School. It is close to two major service centres being only 5km to Invergordon and 6km to Alness. The Primary School is sitting at just over 70% capacity and is expected to stay relatively stable with projected increases towards the end of the decade. The village sits within the hinterland. There are known safety and capacity issues at the A9 Tomich junction which will be a growth constraint.

**Map 61 Rhicullen/Newmore**



### Placemaking Priorities 51

#### Rhicullen/Newmore

- Any new housing should be clustered around the existing housing group.

## Section 4 - Places | Àiteachan

- Limit development to consolidation on east-west axis.
- Safeguard areas of native and ancient woodland and Scottish Semi-Natural Woodland Inventory to the north and south of the village from development.
- Playing field should be protected from development.
- Rhicullen Training Trenches Scheduled Monument to be safeguarded from development.

### Tomich | An Tomaich

**282** Tomich is a "planned" conservation village at the heart of the Guisachan Estate and is afforded Conservation Area status because of its collectively high standard of architectural design quality. Water and sewerage facilities have limited spare capacity and there are adjoining flood risk areas. There are no community facilities although there is a limited hours post office, an hotel and a large self catering complex. The village is remote from other settlements and higher order services but still offers some limited potential for infill development.

Map 62 Tomich



## Placemaking Priorities 52

### Tomich

- Protect the architectural character of the settlement which is strongly linear in form.
- Support limited expansion opportunities that are in keeping with maintaining and if necessary then extending this linear form.
- Support the further expansion of visitor facilities at Tomich particularly where these are also available to the permanently resident population.
- Better protect and enhance local greenspaces and green networks as conduits for the movement of people, wildlife and flood waters particularly along and across watercourses and woodland areas.

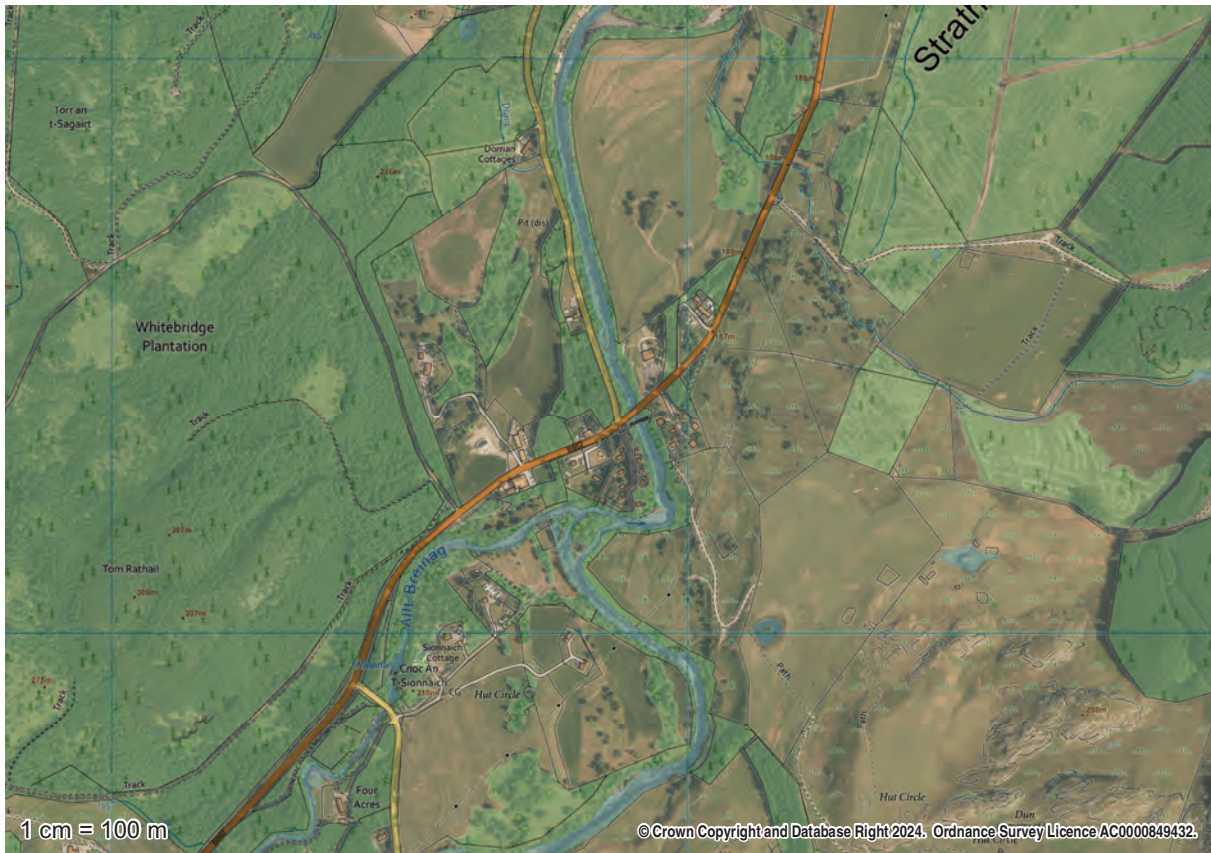
### Whitebridge | An Drochaid Bhàn

- 283** Whitebridge is a small dispersed rural settlement at the south western side of Loch Ness. Facilities are very limited, with the closest shop being at Foyers and school children attending Stratherrick Primary in Gorthleck.
- 284** Environmental sensitivities which may affect development proposals include: areas of land at risk of flooding from River Fechlin and Allt Breinbeag; crofting interest to the south at Drummond; and, both the bridges at Whitebridge are of historical interest with the Old Bridge being A Listed and the New Bridge being B Listed.
- 285** The Council supports the delivery of the [Stratherrick and Foyers Community Action Plan](#)<sup>(33)</sup> which was finalised in late 2021. The action plan establishes a shared vision for the area and sets out key priorities and planning issues, including the need to increase affordable housing, protect the environment and improve transport infrastructure.

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Map 63 Whitebridge



## Placemaking Priorities 53

### Whitebridge

- Use the Stratherrick and Foyers Community Action Plan as a material consideration in determining planning applications and investment decisions.
- Support the hotel to continue to provide an important role within the community.
- Ensure development respects the setting of the Listed Buildings.
- Safeguard the pockets of native and ancient woodland from development.
- Enhance the role of watercourses, including River Fechlin, as part of green and blue infrastructure to deliver nature-based solutions to tackling flooding, and wetlands and natural buffers.