

Inner Moray Firth

Proposed Local Development Plan

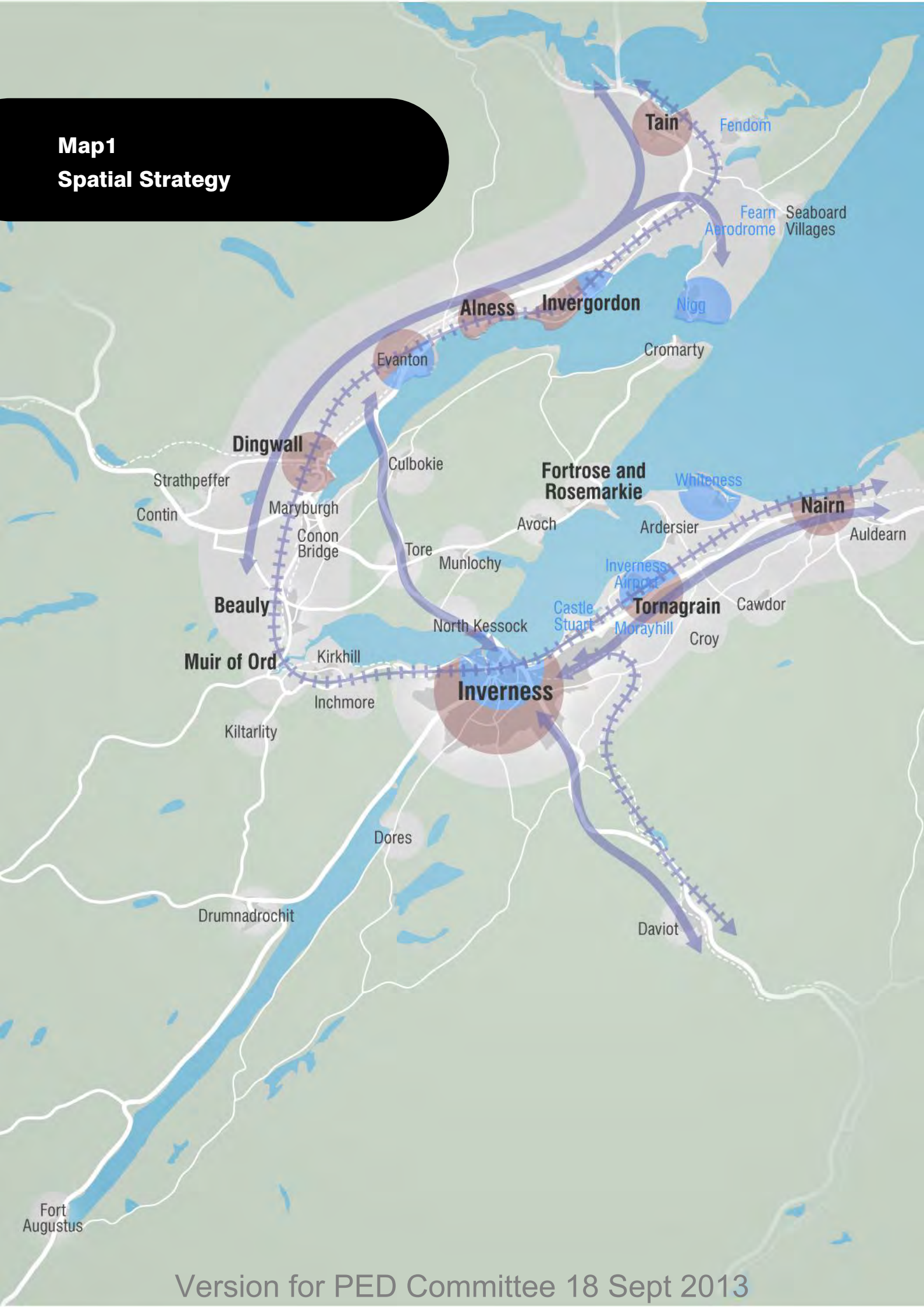
September 2013

An t-Sultainn 2013

Plana Leasachadh Ionadail air a Mholadh airson

Linne Mhoireibh A-staigh

Map1 Spatial Strategy



Foreword

I am pleased to present the Inner Moray Firth Proposed Local Development Plan which the Highland Council wishes to use to guide development and investment in the Inner Moray Firth area over the next twenty years.

Alongside the Highland-wide Local Development Plan, this Plan will enable significant growth in the Inner Moray Firth area including new homes, jobs and services, and infrastructure required to support it. Growth is mainly focused on larger settlements in two growth areas, with organic growth of smaller settlements to help strengthen those communities. The Plan also provides greater certainty to local communities and the development industry on how development sites should be delivered.

This Plan was prepared by listening to the comments made during the Main Issues Report held between April and July last year, and a number of changes have been made as a result. It has been gratifying to see such widespread interest in the Plan so far. I would encourage everyone with an interest in the future of the area to [visit our website](#) and tell us what you think about this Proposed Plan. Your comments will be considered by the Council before we progress towards adopting the Plan.

Councillor Thomas Prag

Chair of the Planning, Environment and Development Committee



What is the Proposed Plan?

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

In preparing this Plan, the Highland Council have held various consultations firstly with a "Call for Sites" followed by a Main Issues Report and Alternative Sites and Uses consultation. The comments submitted during these stages have helped us prepare this Plan.

This Proposed Plan is the third stage in the plan preparation process. It has been approved by Council as the settled view on where and how growth should be delivered in the Inner Moray Firth area. However, it is a consultation document which means you can tell us what you think about it. It will be of particular interest to people who live, work or invest in the Inner Moray Firth area.

What is its Status?

After it is approved by Committee this Proposed Plan can be used as a material consideration in the determination of planning applications. Alongside, the main documents for making planning decisions will be the HwLDP, Supplementary Guidance and the Local Plans relevant to the area that have been 'continued in force'. These are:

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

Once adopted, the IMFLDP will join the HwLDP and Supplementary Guidance as part of the Development Plan that will be used to determine planning applications in the Inner Moray Firth area. Any allocation and/or text in the HwLDP that relates to sites within this Plan area will be updated by this Plan to reflect the most up to date circumstances. It will also replace the Local Plans (as continued in force) listed above*.

* With the exception of Achnasheen which is currently allocated in the Ross & Cromarty East Local Plan and will, in due course, be covered by the West Highland and Islands Local Development Plan.

How do I make comments?

Making comments on the Proposed Plan is easy:

1. Visit our website www.highland.gov.uk/imfldp and click on “Make Comments on the Proposed Plan”;
2. Tell us your name and contact details (and if applicable the name of the group/organisation you are representing);
3. Tell us which part(s) of the Plan you like and do not like, what changes you wish to be made, and the reasons why;
4. Click “Submit Comments”. We will acknowledge receipt of your comments.

The deadline for comments is [*DATE TBC – 6 weeks from start of consultation*]. You should clearly explain what you support and what you don't like, what changes you wish to be made, and the reasons why. You can write up to 2,000 words for each comment you make and you can attach background information to your submission.

If you are not able to use our website or do not have access to a computer please contact the Development Plans Team and we will provide an alternative method for you to submit your comments.

Next steps:

- We will consider everyone's comments on the Proposed Plan and the Council will decide whether any changes should to be made.
- Any changes the Council decides not to accept are known as ‘unresolved issues’. These will be passed to Scottish Ministers along with a copy of the Council's Plan.
- Ministers will appoint an independent person known as a Reporter to carry out an Examination of the Council's Plan and any ‘unresolved issues’.
- The Reporter will recommend changes that the Council has to make to the final version of the Plan.
- We will adopt this as the Inner Moray Firth Local Development Plan.

Contact Us

If you have any queries regarding completion of the comments form or content of the proposed plan or require further assistance please contact the Development Plans Team at the Highland Council Headquarters office.

Telephone: (01349) 886608

Email: imfldp@highland.gov.uk



Section 1

Introduction

Explains the Vision and Spatial Strategy for the area, the purpose of the Plan, and how it relates to other planning policy documents.

Section 2

Guiding and Delivering Development

Explains the issues that have shaped the strategy for growth and describes policies for delivering development.

Section 3

Strategy for Growth Areas

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

Section 4

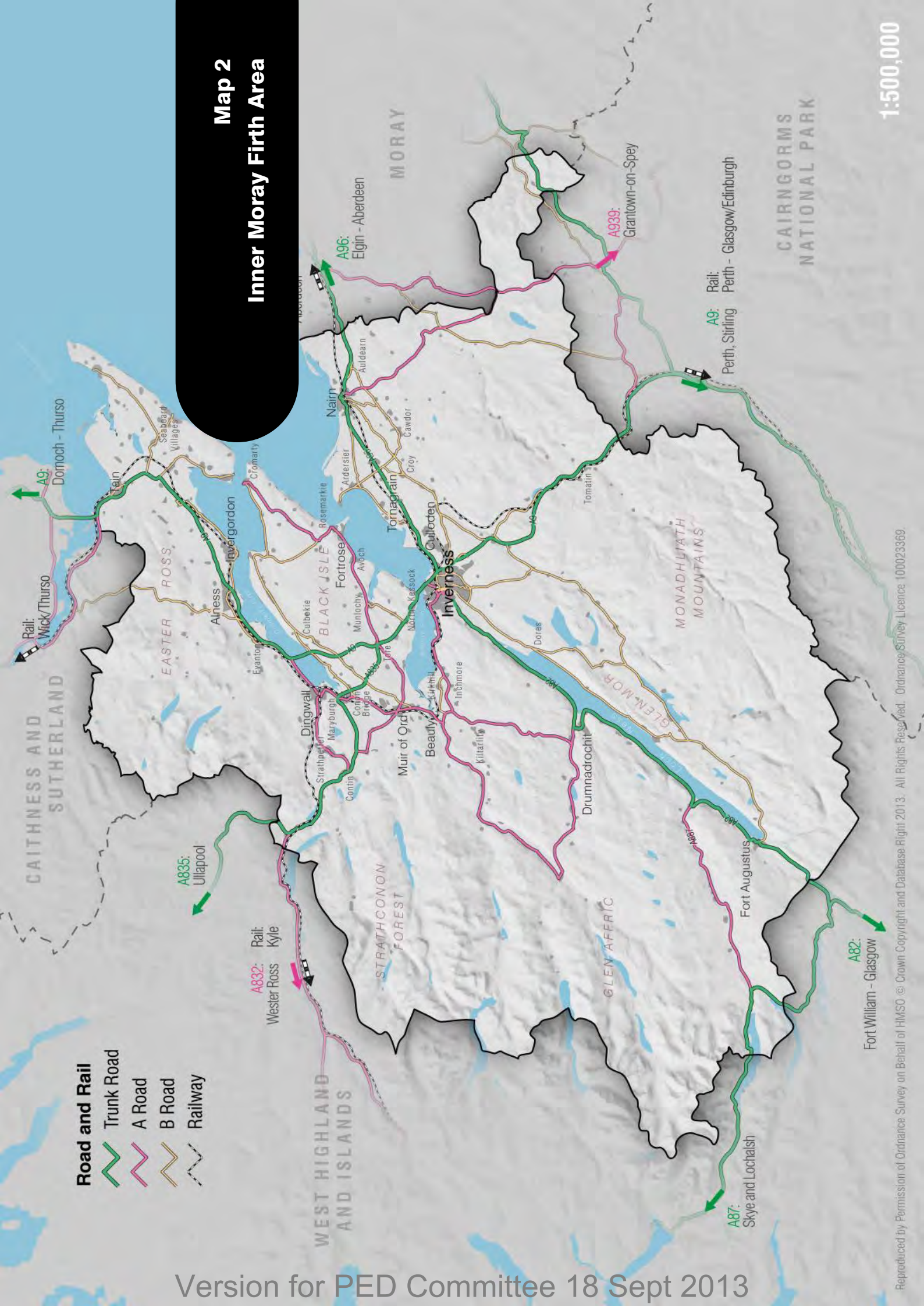
Delivering Development

Describes the characteristics of our city, towns and main villages in the area, details of sites allocated for development, and factors to be considered for delivering these developments.

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Map 2 Inner Moray Firth Area



- Road and Rail**
-  Trunk Road
 -  A Road
 -  B Road
 -  Railway

1 Introduction

Ro-ràdh

The Inner Moray Firth area

1.1

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

1.2

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

1.3

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

Vision & Spatial Strategy

1.4

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

- By 2030, the Inner Moray Firth will:
- have increased the number of jobs, people and facilities;
- have a growing City;
- have safeguarded and enhanced its special places;
- have made it easy for people and wildlife to move about through a green network;
- have more efficient forms of travel;
- have resolved its infrastructure constraints;
- have diversified its economy; and
- be regenerated and renewed.

1.5

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

Purpose of the Plan

1.6

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

1.7

Any allocation and text in the adopted HwLDP that relates to sites within the Inner Moray Firth area will be updated by this Plan to reflect the most up to date circumstances. This Plan will also replace the Local Plans (as continued in force) listed below*.

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

* Achnasheen is currently allocated in the Ross & Cromarty East Local Plan and will, in due course, be covered by the West Highland and Islands Local Development Plan.

Accompanying Documents

1.8

In preparing a Local Development Plan the Council is required to carry out background assessments and analysis to inform the plans and proposals it identifies. The following documents have been prepared in support of this Plan:

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

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

How to use the Plan

1.9

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

1.10

Development proposals will need to take account of the contents of this Plan, including the Vision and Spatial Strategy. Conformity with a single policy or element of the Vision and Spatial Strategy does not necessarily indicate that a proposed development would be acceptable.

1.11

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

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

2 Guiding and Delivering Development Paraimeadaran airson Fàis

2.1

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

Safeguarding Our Natural Environment

2.2

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

Role of Special Landscape Areas

2.3

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

2.4

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

SLA boundary amendments

2.5

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

2.6

Map 3 confirms the extent of the SLAs within the Inner Moray Firth area. The only adjustment made is to the Drynachan, Lochindorb and Dava Moors SLA boundary. First of all, the southern extent of this SLA has been redrawn to accord with the development plan boundary. There is a minor extension to the SLA on the northern boundary at Streens where the land reflects particular characteristics of the existing SLA and includes a special landscape feature at the 'Three Waterfalls Gorge'.

Hinterland

2.7

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

Settlement Hierarchy and Focus of New Growth

2.8

One of the main elements of the strategy for the Inner Moray Firth is to focus attention on the area's town and local centres to bolster their role as well connected meeting places and as hubs for local facilities. We will follow the "Town Centres First" principle which requires that all developers of proposals that generate footfall (visits by the general public) should look at sites within city and town centres first before considering alternative locations unless this plan identifies an exception. We will also require developers to match the scale and market catchment of their proposal to its location. For example, regional shopping centre or public sector office headquarters proposals will be directed to Inverness City Centre in the first instance. In addition, Inverness City Centre will be established as a Priority Action Area which means it will be a corporate target area for the Council where it will offer co-ordinated advice and guidance to developers. For example, the Inverness City Centre Development Brief will be reviewed to highlight development opportunities to the private sector. This will help to achieve the Council's commitment to sustainability and its "Carbon Clever" initiative.

2.9

Map 3 and Table 1 shows the settlement hierarchy for the Inner Moray Firth. This approach fits with national planning policy, encourages reuse of existing brownfield sites, maximises accessibility to facilities and allows cost efficient infrastructure provision. The policy below requires a developer to justify its proposal if the scale and land use of the planning application do not match the scale and land use mix of the settlement/centre served. The boundaries of the centres listed within tiers 1-3 below are defined on the relevant settlement maps by a blue dashed line.

Policy 1	Sequential and Proportionate Growth
-----------------	--

Development proposals will be expected to fit with the settlement/centre hierarchy set out in Map 3 and Table 1 and the scale and use of development proposed.

Proposals of a scale disproportionate to, or use incompatible with, the settlement/centre served must prepare a sequential assessment which demonstrates that there are no suitable sites for the particular proposal within any higher order settlement(s) or within or on the edge of any higher order centre(s) and that there will be no adverse impact on the vitality and viability of any higher order settlement(s)/centre(s).

Tier	Settlement	Centre	Largest Acceptable Scale of Development & Preferred Uses
1	Inverness	City Centre	All uses (except general industry and warehousing) with a Highland-wide or greater than district* catchment, trade draw or public service area. * this equates to the former district council areas in Highland
2	Dingwall	Town Centre	All uses (except general industry and warehousing) with a district* catchment, trade draw or public service area.
	Alness		
	Invergordon		
	Tain		
	Nairn		
	Inverness District Centres	West Seafield Retail Park, Inshes Retail Park, Telford Street Retail Park	
3	Inverness Neighbourhood Centres	Culloden, Slackbuie, Dores Road	All uses (except general industry and warehousing) with an urban district or town catchment, trade draw or public service area.
	Muir of Ord	Town Centre	
	Tornagrain		
	Beaully		
	Fortrose		
4	Ardersier, Croy, Dores, Drumnadrochit, Fort Augustus, Kirkhill / Inchmore, Kiltarlity, Tomatin	Village Settlement Development Area	All uses with a village-wide or parish catchment, trade draw or public service area.
	Avoch, Conon Bridge, Contin, Cromarty, Culbokie, Rosemarkie, Evanton, Maryburgh, North Kessock, Munloch, Seaboard Villages, Strathpeffer, Tore		
	Auldearn, Cawdor		
5	Other Settlements (See Policy 3* for list)	n/a	Small scale housing, appropriate rural business, and community development.
6	Housing Groups	n/a	Small scale housing and appropriate rural business development to infill and round off group.
7	Open Countryside	n/a	Single houses (supported by exceptional justification within Hinterland countryside) and appropriate rural business / rural industrial development.

Road and Rail

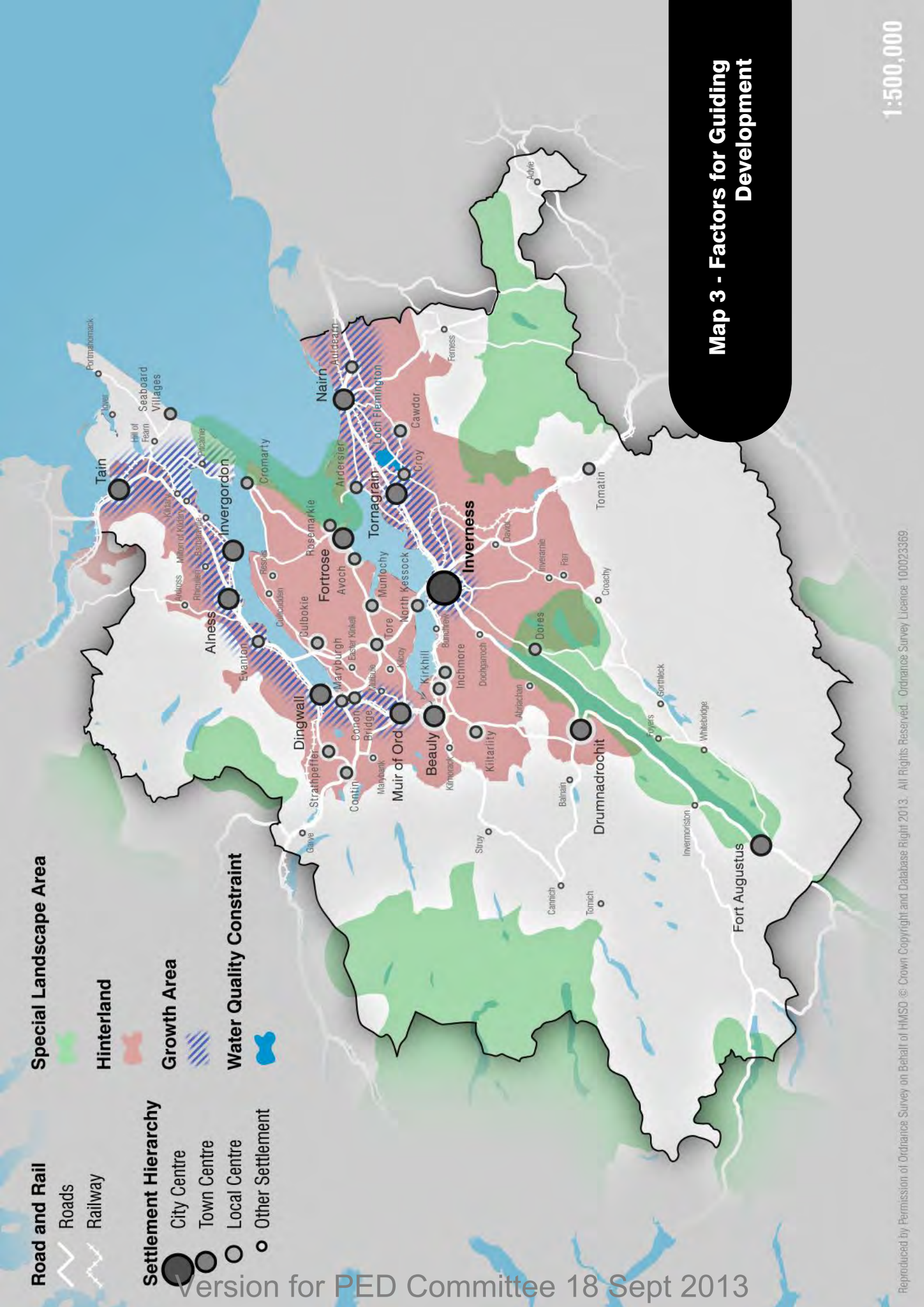
- Roads
- Railway

Settlement Hierarchy

- City Centre
- Town Centre
- Local Centre
- Other Settlement

Special Landscape Area

- Hinterland
- Growth Area
- Water Quality Constraint



Map 3 - Factors for Guiding Development

Version for PED Committee 18 Sept 2013

Delivering Development

Housing

2.10

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

Table 1

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

2.11

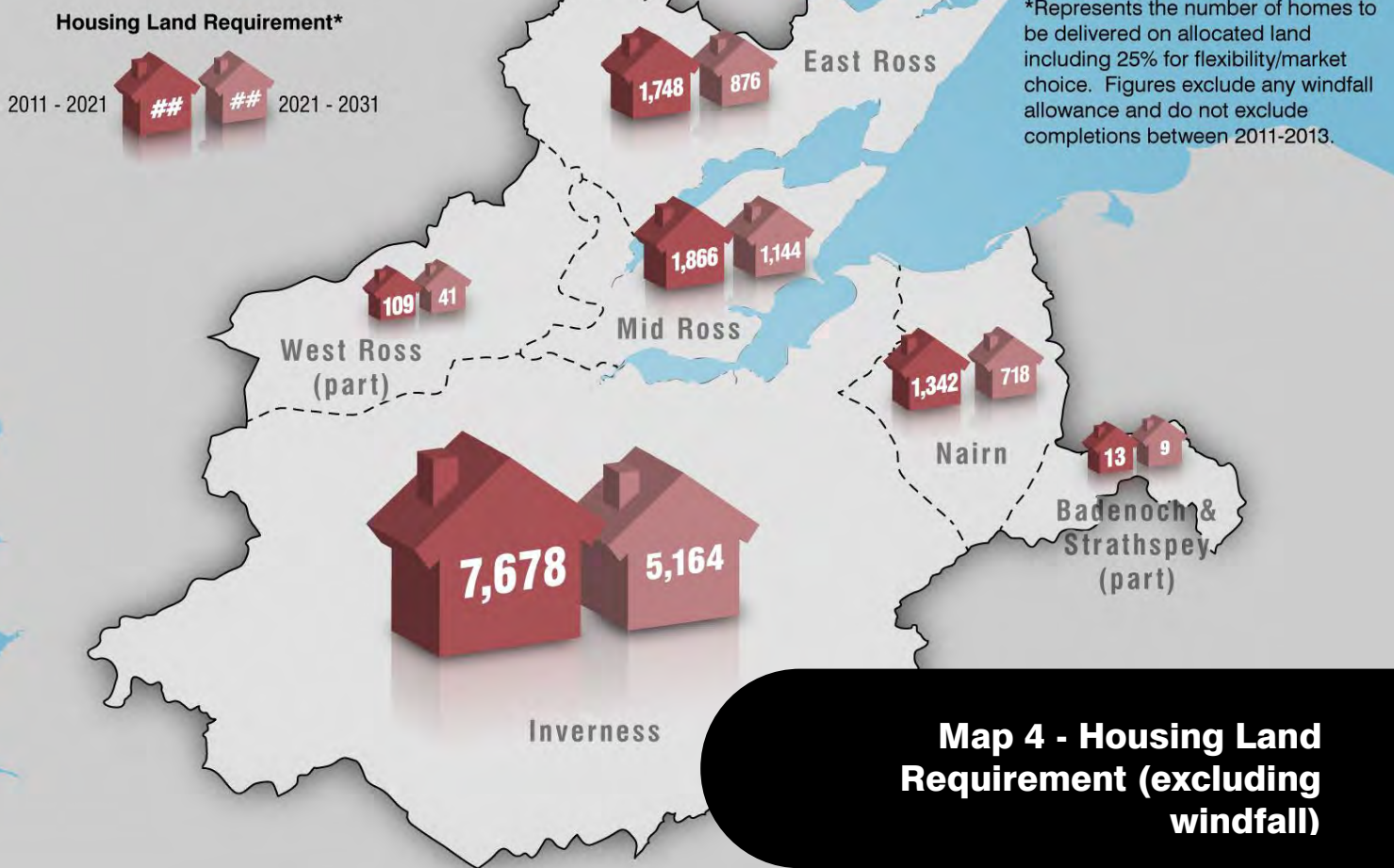
Where new homes are built on land that was not allocated in the development plan these are known as windfall. This makes a significant contribution to the delivery of new homes in Highland, particularly in rural areas. In the period 2000 to 2012 an average of 244 homes were built on windfall sites each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

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

Site Capacities

2.12

Indicative housing capacities for each site are shown within the tables in Section 4 of this Plan. These capacities were calculated to promote the efficient use of land and have taken account of the general site conditions and the relative accessibility of the site. Where available any planning history of the site was also taken into consideration. The method used to calculate site capacities can be found in our Housing Land Requirement Background Note.



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2.13

Planning applications are expected to be generally consistent with the indicative capacities specified. However a different capacity than that specified may be acceptable subject to detailed design that demonstrates efficient use of land and a satisfactory site layout.

Infrastructure

2.14

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

2.15

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

plan may be subject to change following the detailed consideration of proposals through the planning application process.

2.16

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

2.17

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

- have significant amenity value; or
- have a wider benefit to the community.

2.19

The [Highland Greenspace Audit](#) identifies other high quality, fit for purpose and accessible open spaces in the main settlements across the Inner Moray Firth. The sites identified in the Highland Greenspace Audit (currently under review) are safeguarded from development through Policy 74 Open Space of the Highland-wide Local Development Plan. Where there is a deficiency in a particular type of open space then developer contributions to address this deficiency will be sought in line with the [Open Space in New Residential Developments: Supplementary Guidance](#).

Transport

2.20

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

2.21

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

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

2.22

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

2.23

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

Implementation

2.24

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

2.25

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

Policy 2 | Delivering Development

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

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

Other Settlements

2.26

While the plan focuses the majority of its growth on larger settlements in the area, there are a number of smaller settlements where, due to the existence of a community facility, service or resource, it is considered that the suitability of development proposals can be assessed against a set of defined criteria. These settlements are listed below and shown on Map 3, and Policy 3 outlines the criteria to guide development in these locations.

2.27

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

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

Policy 3	Other Settlements
-----------------	--------------------------

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

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

3 Strategy for Growth Areas

Ro-innleachd airson Sgìrean Fàis

Inverness to Nairn Growth Area

3.1

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

Vision

3.2

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

Strategy

3.3

Investing in infrastructure to promote growth and improve connectivity with:

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

3.4

A consolidated and vibrant City achieved with:

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

waterfront at the Longman), and reconfiguration of leisure and recreational uses (at Torvean) and of employment uses (at Raigmore and Inshes).

3.5

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

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

3.6

A safeguarded but accessible natural environment achieved with:

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

Major Infrastructure Requirements

3.7

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

3.8

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

Safeguarding and Enhancing the Natural Environment

3.9

Water supply and wastewater treatment improvements will need to be provided by Scottish Water to support growth in this area. Any potential impacts on Loch Ashie Special Protection Area, Moray Firth Special Area of Conservation, River Moriston Special Area of Conservation and Urquhart Bay Wood Special Area of Conservation will need to be considered by Scottish Water to ensure there will be no adverse effect on their site integrity. Policies 4 and 5 seek to ensure the protection of these Natura designations.

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

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

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

3.8

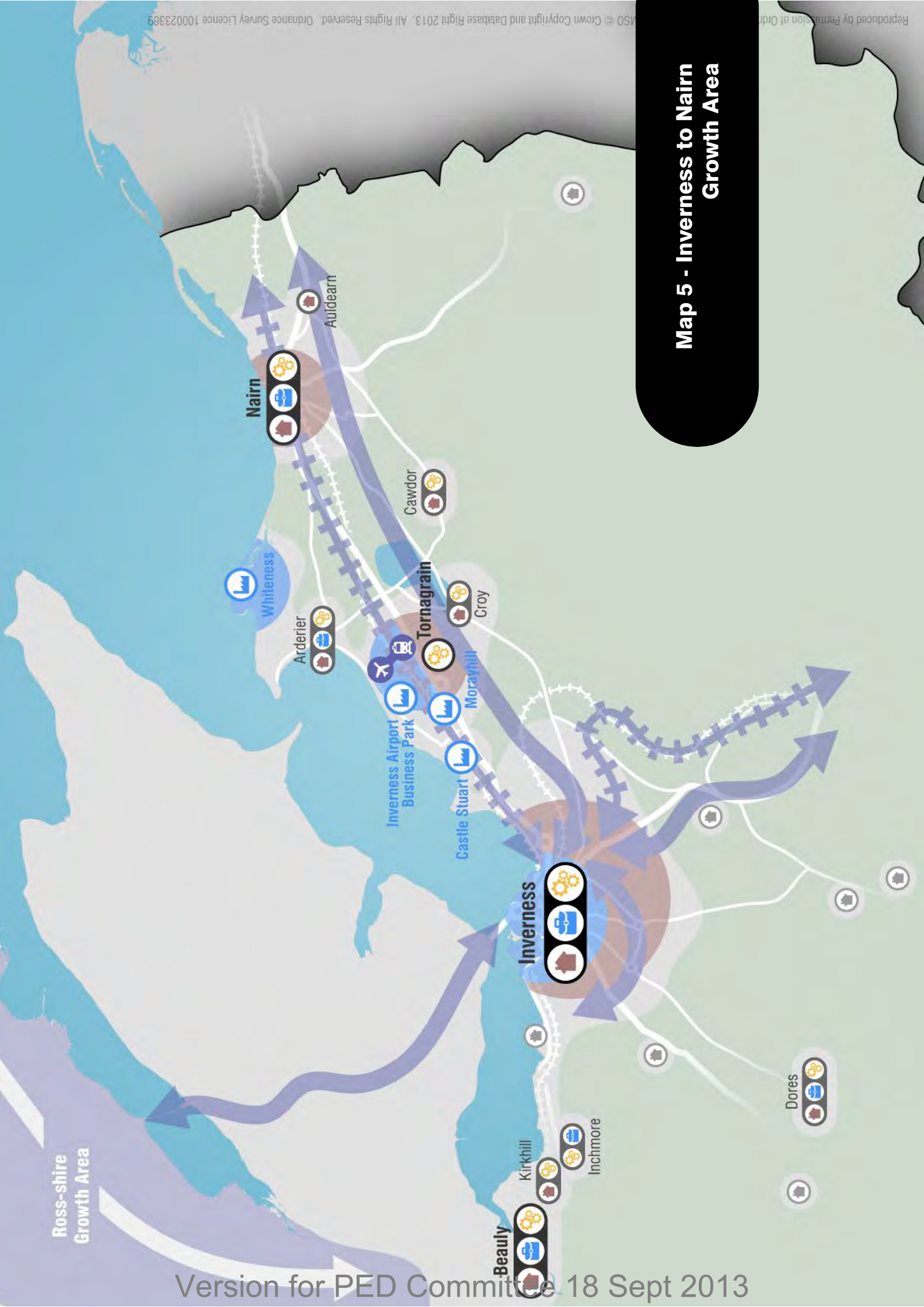
The effect of development on the water quality of Loch Flemington Special Protection Area is a specific risk that requires area local development plan. At present the water quality in the Loch is poor due to the level of sewage effluent entering the loch originating from development in the surrounding area. The following policy is proposed.

Policy 5**Development Within the Water Catchment of Loch Flemington**

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

The guiding principles and objectives for such guidance will be:

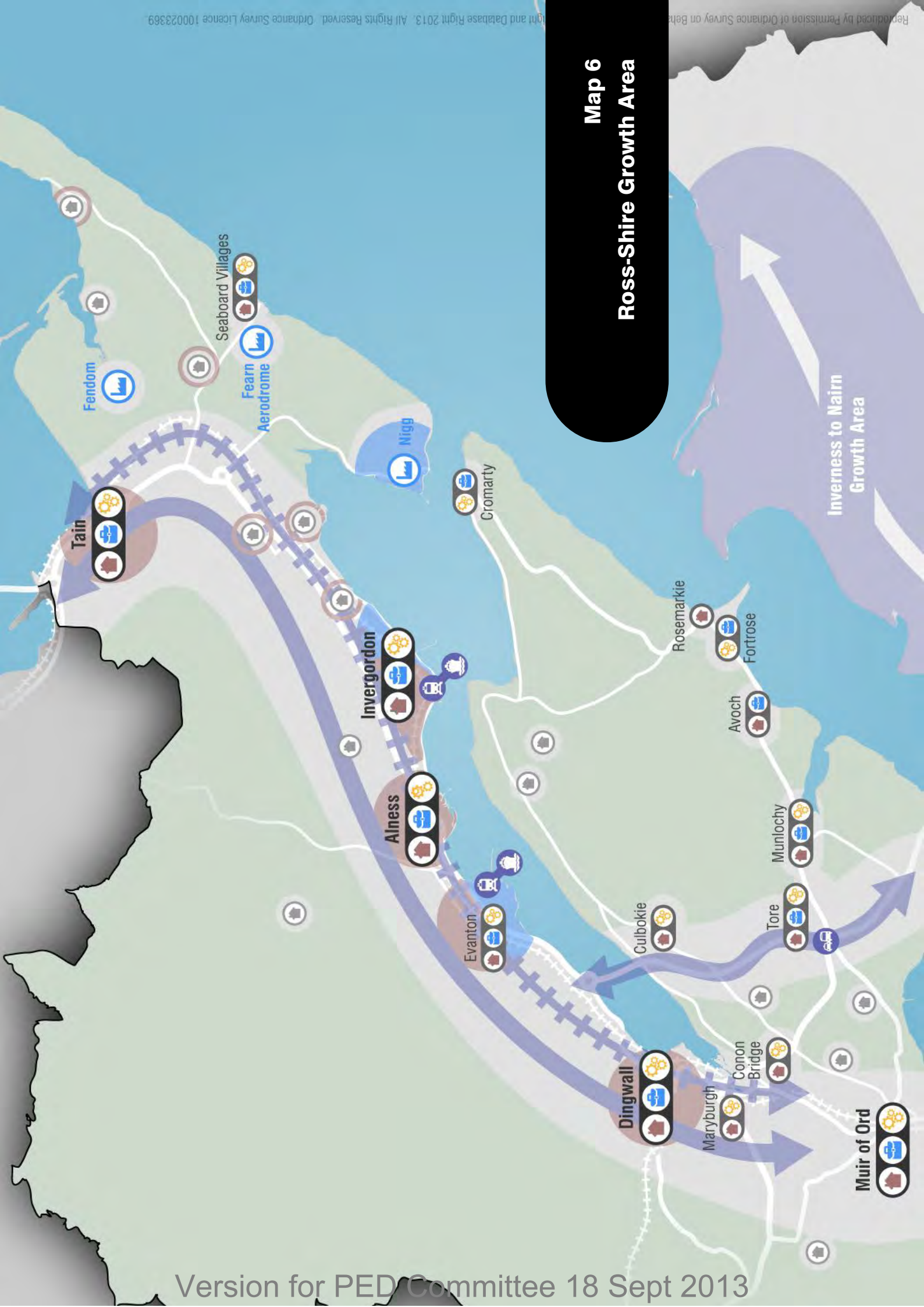
- 1 To safeguard the water quality of Loch Flemington, which is vital to its habitat value for Slavonian Grebes and therefore its Special Protection Area status;
- 2 To ensure no increase in phosphorous discharge within sewage effluent entering the loch and originating from development within the catchment;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



**Map 5 - Inverness to Nairn
Growth Area**

Ross-shire
Growth Area

Map 6 Ross-Shire Growth Area



Ross-shire Growth Area

3.9

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

Vision

3.10

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

Strategy

3.11

Be the beating industrial heart of the Highland economy with:

- Development of the fabrication industry at Nigg, Invergordon and Highland Deephaven as focal points for North Sea oil, subsea and renewables projects, rail and sea freight;
- Support for Industrial estates and business parks, with strategic allocations at Alness, Dingwall, Fearn Aerodrome, Fendom, Invergordon and Muir of Ord.

3.12

Deliver a flexible and dynamic housing market with:

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

3.13

Travel through an efficient transport network with:

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

3.14

Be regenerated and renewed with:

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

3.15

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

- Development taking place in a way that does not impact on the habitats of the Beaully, Cromarty and Dornoch Firths and their wildlife
- Establishing a framework to maintain and enhance the green network of the area

Outwith Growth Corridor

3.16

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

3.17

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

Major Infrastructure Requirements

3.18

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

3.19

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

3.20

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

4 Delivering Development

Ro-innleachd airson Thuineachaidhean

City

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

Strategic Employment Sites

4.18 Inverness to Nairn Growth Area

Inverness Airport
Castle Stuart
Morayhill
Whiteness

4.22 Ross-shire Growth Area

Fearn Aerodrome
Fendom
Nigg

Towns

South

- 4.26 Beauly
- 4.32 Nairn
- 4.42 Tornagrain

North

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

Local Centres

South

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

North

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

City

Inverness

4.1

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

4.2

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

Xxx

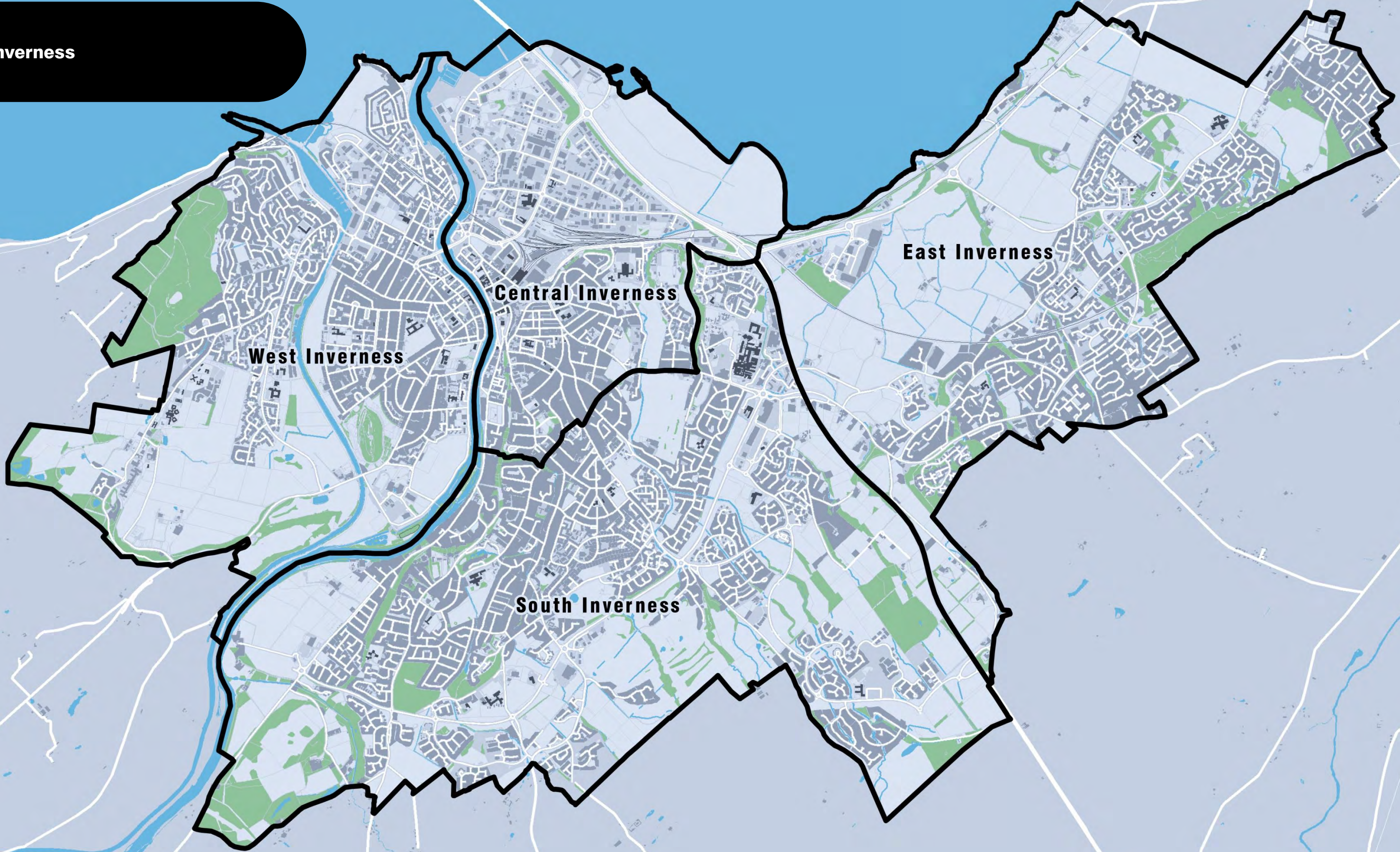
The historic areas of Inverness at the Riverside and Crown are key to character of the City and are designated as Conservation Areas. The Council intend to undertake Conservation Area Appraisals and draft Conservation Area Management Plans. To help implement the Management Plans, the Council intends to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout both the Inverness Riverside and Crown Conservation Areas. It is the intention that these would be adopted as statutory Supplementary Guidance.

4.3

Housing development will be directed in the first instance to the allocated, peripheral expansion areas and where it can contribute to regenerating existing neighbourhoods. Commercial development will be directed to the City Centre, its edge and then to other established centres. Industrial development will be guided to within existing industrial estates and on adjoining land particularly where this contributes to urban regeneration. Elsewhere, a mix of land uses will be appropriate particularly at smaller neighbourhood centres and close to schools, other community facilities and good public transport and active travel connections. Proposals close to the City boundary will be expected to reinforce the distinction between urban and rural – i.e. piecemeal countryside development will be resisted and within boundary developments will be required to better define a defensible City edge. Greenspace will be safeguarded where it contributes or will contribute to public amenity. Badgers are a particular protected species issue for Inverness and its surrounding area and will be a consideration for developers and the Council. We have prepared [detailed guidance](#) on this topic which explains where and when badger surveys and protection plans will be required.

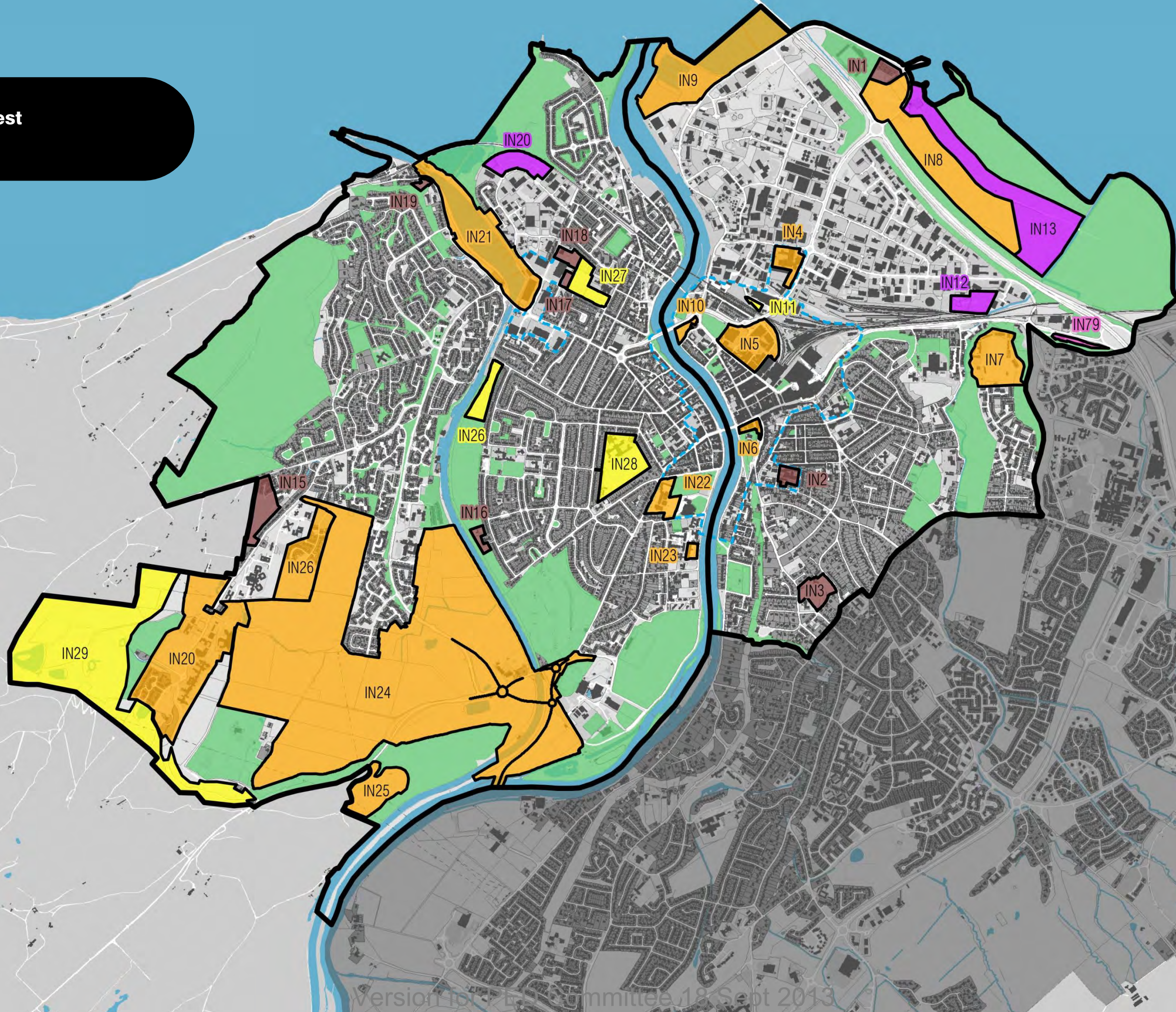


Inverness



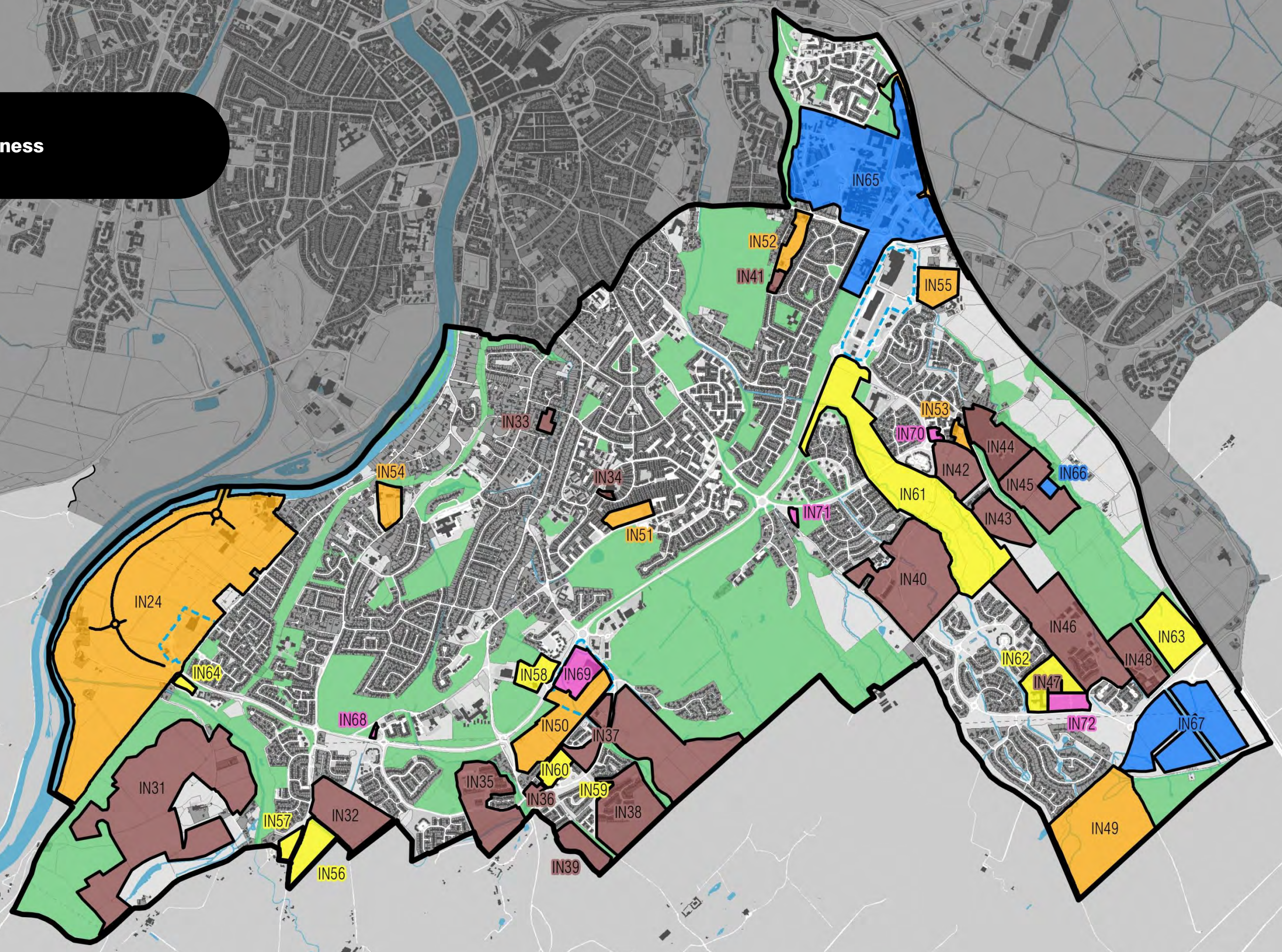


Central and West
Inverness



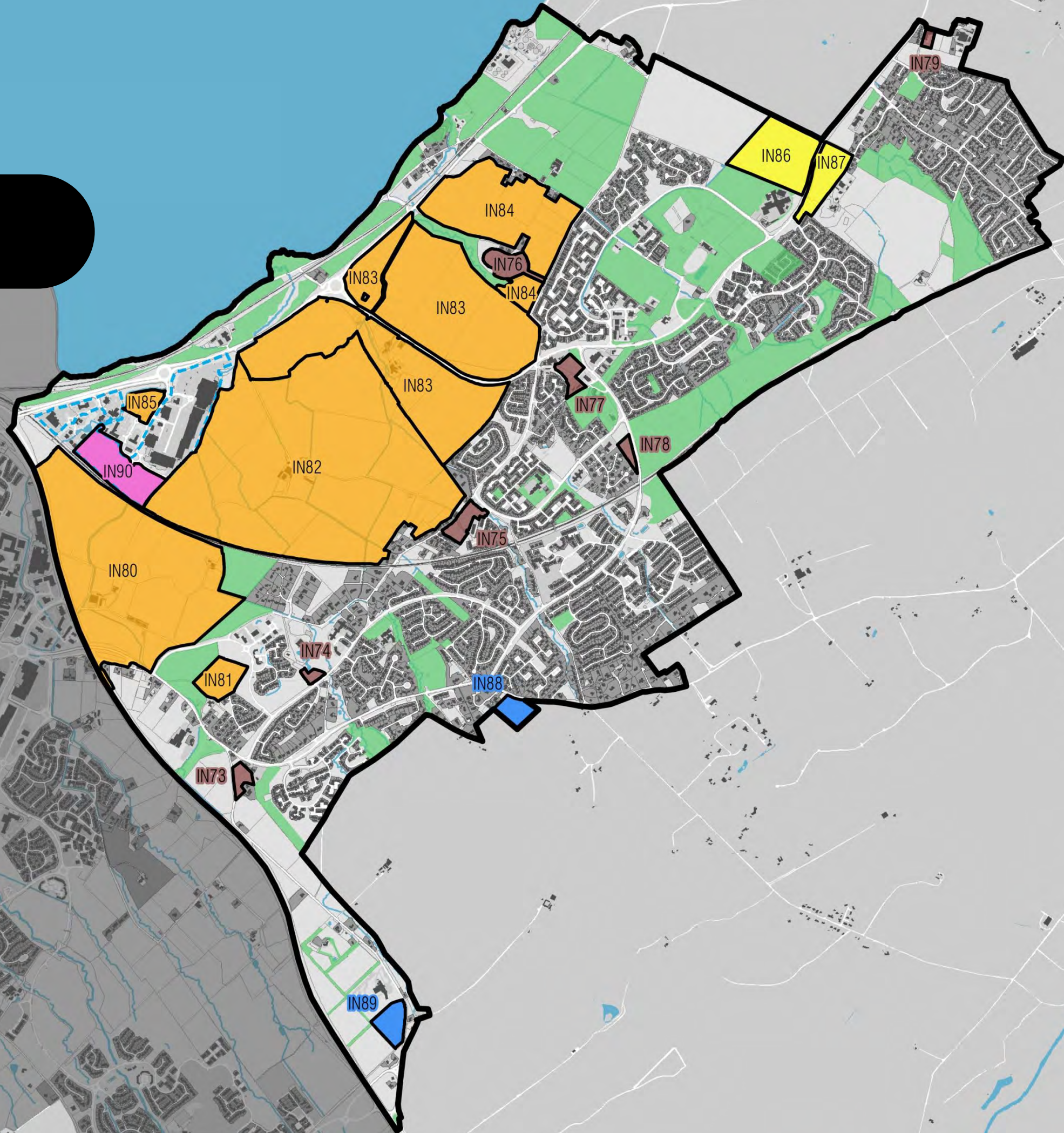


South Inverness





East Inverness



Central Inverness

4.4

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

4.5

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

4.6

A key priority for the Council is to maintain and enhance the city centre's potential as a focal point of economic, social and civic interaction within the City and the wider region. The [Inverness City Centre Development Brief](#) (2012) aims to deliver this objective by identifying and promoting opportunities and actions for the redevelopment and enhancement of the City's core. The City's riverfront is noted as one of Inverness' best economic and cultural assets. Connecting it to the firths waterfront could bring greater benefits. The Plan allocates land and co-ordinates actions to fulfil this purpose.

4.7

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

4.8

We are committed to enabling new homes in the heart of the City through partnership working with the private sector and delivery of key sites as outlined in the City Centre Development Brief. Re-use of upper floors and a flexible approach to development will assist in this regeneration.

Housing

Site	IN1 - Travellers' Site at Stadium Rd	Area (ha)	1.4	Housing Capacity	-
Requirements	Refurbishment and remediation of existing facility including temporary decant onto adjoining land if necessary. Flood Risk Assessment will be required to support any planning application.				
Site	IN2 - Porterfield Prison	Area (ha)	1	Housing Capacity	30
Requirements	Developer masterplan to address: need for widening of adjoining roads, footways and service vehicle access; possible left in/out access from Old Edinburgh Road; built heritage value of existing buildings; accommodation suitable for the elderly.				
Site	IN3 - Hedgefield House	Area (ha)	2.3	Housing Capacity	40
Requirements	Developer masterplan to address: impact on Category B Listed building and setting; impacts on policy woodland and garden; improvement of access from Culduthel Road.				

Mixed Use

Site	IN3 - Land at Inverness College	Area (ha)	2.1
Uses	Business, Industrial, Community, Leisure		
Requirements	Redevelopment to higher standard of architectural design quality; greening of A82 frontage; combined foot/cycle way set back from A82 and connecting to City centre; access from improved local road network.		
Site	IN5 - North East of Academy St	Area (ha)	5.9
Uses	Business, 200 homes, Retail, Community		
Requirements	Development in accordance with the Council's already approved detailed guidance: Inverness City Centre Development Brief and planning permission 12/02567/FUL for 100-120 student flats and retail units and notably: retail units restricted to Class 1; streetscaping improvements between Academy Street and the area surrounding the site.		
Site	IN6 - Bridge Street	Area (ha)	0.6
Uses	Business, 35 homes, Retail, Community, Tourism		
Requirements	Development in accordance with the Council's already approved detailed guidance: Inverness City Centre Development Brief .		

Site	IN7 - Cameron Barracks	Area (ha)	7
Uses	Business, 65 homes, , Community, Tourism		
Requirements	Developer masterplan to address: impact on Listed building and its setting; impact on mature woodland; retention of both existing access routes including traffic lights controlled junction on New Perth Road.		
Site	IN8 - Former Longman Landfill	Area (ha)	19.9
Uses	Business, Industrial, Non-residential institutional, Temporary Stop Site for Travellers		
Requirements	Developer masterplan to incorporate/address: woodland retention to provide wind stable tree belt depth and visual screen to A9; suitable for Class 4, 5, 6 and 10 uses only; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA and Ramsar as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA. The Council may produce Supplementary Guidance for this site and the wider, former Longman Landfill area which would be based on the same guiding principles as listed above. Flood Risk Assessment to support any planning application, this may affect the developable area.		
Site	IN9 - Land to South and East of Inverness Harbour Marina	Area (ha)	17.6
Uses	Business, Industrial, Tourism, Retail/Leisure *		
Requirements	<p>Developer masterplan to incorporate/address: high standard of architectural design quality; flood risk and drainage assessments (which may affect developable area); coastal processes assessment and if appropriate a more serpentine seaward site boundary; coastal protection works. Demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA.</p> <p>Demonstration of no adverse effect on the integrity of the Moray Firth SAC by the submission with any application of a Construction and Environment Management Plan which should include method statements/mitigation in relation to:</p> <ul style="list-style-type: none"> • piling (which should be in accordance with JNCC guidance); • Dredging and Disposal (which should be in accordance with Marine Scotland guidance) • Sourcing of materials for the uplifting of this area • A hydro-dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to sub-tidal sandbanks (see for baseline information SNH Commissioned Report No 		

	338: Sublittoral Biotope Mapping of the Moray Firth SAC (2009) and intertidal habitats), <small>* Retail/Leisure uses that are aimed primarily at the tourism sector and/or, that gain a competitive advantage from (or are particularly suited to) a waterfront location. For example, a dine-in restaurant would be applicable, a bulky goods warehouse or large foodstore would not.</small>		
Site	IN10 – Site at Glebe Street	Area (ha)	0.7
Uses	Hotel, Business, Tourism, 50 homes		
Requirements	Development in accordance with the Council’s already approved detailed guidance: Inverness City Centre Development Brief . To address flood risk - either the site should not be developed until after the flood alleviation scheme (FAS) is operational or a Flood Risk Assessment will be required to determine suitable site levels.		

Community

Site	IN11 – Land West of MS Centre, Burnett Road	Area (ha)	0.2	Use	Expansion of MS Centre
Requirements	For expansion of the adjoining MS Centre only.				

Industry

Site	IN12 - Harbour Road	Area (ha)	2.3	Use	Industrial/Business
Requirements	Development in accordance with planning permission 13/01829/FUL other related permissions. Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	IN13 - Former Longman Landfill	Area (ha)	18.8	Use	Industrial
Requirements	<p>Particularly suited to waste management facilities including an Energy from Waste facility. Otherwise safeguarded for Use Classes 5 and 6.</p> <p>Developer masterplan to incorporate/address: the need to minimise landfill gas and other risks including pipeline corridors; remediation of other contaminated areas; no net detriment to strategic road network capacity; retention of sufficient existing woodland to provide a wind stable tree line and visual screen to the A9; other natural heritage issues (see detail below).</p> <p>Any proposal must also demonstrate that there would be no adverse effect on the integrity of the Moray Firth SAC by the submission with any application of a Piling Method Statement (in accordance with JNCC guidance). Any development must also demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA and Ramsar as a result of disturbance to or pollution of the SPA or adjacent</p>				

bird feeding and roosting areas linked to the SPA. The Council may produce Supplementary Guidance for this site and the wider, former Longman Landfill area which would be based on the same guiding principles as listed above.

Retail

Site	IN14 - Millburn Road	Area (ha)	0.6	Use	Retail
Requirements	Encouragement of redevelopment proposal; higher standard of architectural design quality; Flood Risk Assessment will be required for any planning application.				

West Inverness

4.9

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

4.10

That part of the City west of the River Ness has limited greenfield development opportunities. Factors such as the steeper, wooded slopes at Dunain and Craig Phadrig, the extent of already developed neighbourhoods and the need to preserve established greenspace, all narrow future development options. Accordingly, we believe that major further housebuilding should be limited to completion of the neighbourhood at Charleston / Kinmylies. Employment, particularly tourism employment, opportunities should be centred on the Caledonian Canal corridor. This is a tremendous heritage asset but is undersold as a focus for economic activity. The Plan allocates for such expansion at Muirtown and Torvean albeit dependent on access improvements. The best way to protect greenspace is to make positive use of it. The [Torvean and Ness-side Development Brief](#) sets out how this can happen at Torvean including a range of sporting and recreational enhancements. Similarly, a positive community woodland allocation at Dunain is the best way to protect it from development pressure. Elsewhere, vacant, underutilised and potentially surplus land and buildings are earmarked for beneficial redevelopment.

Housing

Site	IN15 - West of Brude's Hill	Area (ha)	3.5	Housing Capacity	55
Requirements	Development in accordance with 06/00653/FULIN planning permission.				
Site	IN16 - West of St Valery Avenue	Area (ha)	0.7	Housing Capacity	26
Requirements	Development in accordance with 12/00524/FUL planning permission and notably: traffic calming scheme for St Valery Avenue, woodland protection and setback; maintain pedestrian access to Canal.				
Site	IN17 - Carse Road	Area (ha)	0.4	Housing Capacity	16
Requirements	Consideration of local traffic management measures. Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	IN18 - Glendoe Terrace	Area (ha)	1.1	Housing Capacity	50
Requirements	Consideration of local traffic management measures. Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	IN19 - Clachnaharry Quarry	Area (ha)	0.3	Housing Capacity	16
Requirements	Adequate visibility for access onto A862, consideration of underground services in the site's frontage; setback from the quarry face and its woodland cover for safety and shading reasons.				

Mixed Use

Site	IN20 - Westercraigs	Area (ha)	33.1
Uses	370 homes, Business, Retail		
Requirements	Development in accordance with 03/00676/OUTIN planning permission, related permissions and related legal agreement - notably: a control on the amount of development permissible prior to completion of a canal and river crossing, junction improvements; maintenance of core paths; development to respect heritage of B-Listed Craig Dunain building; and badger survey.		
Site	IN21 - Muirtown Basin	Area (ha)	16.3
Uses	Business, Community, Tourism, Leisure, 30 homes		

Requirements	Developer masterplan to be prepared which the Council intends to adopt as Supplementary Guidance. This masterplan will be guided by the following principles and objectives: no net detriment to the local transport network including the adjacent Telford Street Retail Park and King Brude Road A862 road junctions; maximum employment potential from commercial use of the waterfront at Muirtown Basin; safeguarding and if possible enhancement of navigation, recreation facilities, heritage features and public pedestrian access, including the avoidance of any adverse effect on the integrity of the Moray Firth SAC (If the development involves access to the water then it should be done in accordance with the Scottish Marine Wildlife Watching Code and the Dolphin Space Programme as well as avoidance of any cumulative impact of boat traffic as assessed according to 'Dolphins and Development'); other survey to identify any mitigation required for avoidance of impact on otters.		
Site	IN22 - Highland Council HQ	Area (ha)	2.4
Uses	50 homes, Business		
Requirements	Subject to the site being declared fully or partially surplus. Retention of public parking provision within any refurbishment / redevelopment of the site. Development must respect the character of the Category C Listed building on Ardross Street.		
Site	IN23 - UHI Institute, Riverside Gardens	Area (ha)	0.5
Uses	9 homes, Business, Leisure		
Requirements	Subject to the building being declared surplus to its current use. Safeguarding of built heritage and existing greenspace. Flood Risk Assessment in support of any application.		
Site	IN24 – Torvean (& Ness-side)	Area (ha)	246
Uses	535 homes, Business, Retail, Tourism, Community		
Requirements	Development in accordance with the Council's already approved detailed guidance: Torvean and Ness-side Development Brief .		
Site	IN25 - Torvean Quarry	Area (ha)	5.7
Uses	Business (Tourism), Community (Leisure), Temporary Stop Site for Travellers,		
Requirements	Continuation of access and improved definition of quarry trails for off-road motor bikes; respect for the physical integrity of the Torvean Landforms SSSI; improved access to the A82(T).		

Community

Site	IN26 - West of Hawthorn Drive	Area (ha)	2.2	Use	Refurbishment of existing allotments and horticultural training area.
Requirements					
Site	IN27 - West of Merkinch Primary School	Area (ha)	2.6	Use	Sporting/ recreational facilities connected to school and wider community
Requirements					
Site	IN28 - Inverness High School	Area (ha)	6.1	Use	Education
Requirements	Short term the site is safeguarded for education purposes. Any short or long term proposal should: respect the Listed building and its setting; retain (and if possible expand public) parking provision; improve road access to the site from adjoining roads.				
Site	IN29 – Dunain Woodland	Area (ha)	45.1	Use	Community Woodland
Requirements	Safeguarded for community woodland proposal only. Any application should enhance responsible public access, woodland management and interpretation.				

Industry

Site	IN30 - Carse Industrial Estate	Area (ha)	3.2	Use	Industrial
Requirements	Development in accordance with planning permissions 12/04705/FUL, 13/00338/FUL and 13/01828/FUL. Flood Risk Assessment to support any planning application, this may affect the developable area.				

South Inverness

4.11

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

4.12

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

4.13

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

4.14

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

Housing

Site	IN31 - Ness Castle	Area (ha)	43.8	Housing Capacity	984
Requirements	Development in accordance with planning permission 04/00585/OUTIN and other related permissions notably: improved access from Dores Road; safeguard and positive management of woodland; consideration of winter tree shading; public transportation and road contributions; education contributions towards expansion to Inverness Royal Academy and Holm Primary School and minimum of 2.5ha of land set aside a new primary school; minimum of 2.5ha of playfield area adjacent to the primary school. Flood Risk Assessments to support any planning applications and development must avoid functional floodplains.				

Site	IN32 - Knocknagael	Area (ha)	8.7	Housing Capacity	87
Requirements	Developer masterplan to address / incorporate: new woodland planting to extend existing green corridors; improvements to Essich Road its Torbreck Road junction, its foot/cycle way provision and extension of its speed limit signage; land for allotments or other suitable public greenspace on site or adjacent; badger survey and badger protection plan if necessary; financial contributions towards the southern distributor road (SDR) as per Minute of Agreement and to short term bus service extension and facilities; relationship to wider area and in particular community uses on sites 7 and 8.				
Site	IN33 - Burn Road	Area (ha)	0.8	Housing Capacity	12
Requirements	Development in accordance with planning permission 11/04372/FUL notably: protection of woodland and Tree Management Plan; Flood Risk Assessment required in support of any planning application.				
Site	IN34 - Kintail Crescent (former Jolly Drover)	Area (ha)	0.2	Housing Capacity	11
Requirements	Development in accordance with planning permission 13/02114/FUL and notably junction improvements to be carried out.				
Site	IN35 - Culduthel Mains Road	Area (ha)	9.9	Housing Capacity	32
Requirements	Development in accordance with planning permissions 05/00819/REMIN and 05/01277/REMIN and notably: Flood Risk Assessments to support planning applications.				
Site	IN36 - Morning Field Road / B861	Area (ha)	0.5	Housing Capacity	16
Requirements	Development in accordance with planning permission 09/00185/FULIN.				
Site	IN32 - Lower Slackbuie	Area (ha)	20.4	Housing Capacity	405
Requirements	Development in accordance with planning permission 08/00244/FULIN.				

Site	IN38 - Upper Slackbuie (East)	Area (ha)	10.6	Housing Capacity	87
Requirements	Development in accordance with planning permission 04/01439/REMIN and notably internal and external footpath provision contributing towards Safer Routes to School.				
Site	IN39 - Upper Slackbuie (West)	Area (ha)	3.4	Housing Capacity	68
Requirements	Extension of existing access from north; minimise any tree loss; badger survey and protection plan if necessary.				
Site	IN40 - Parks Farm	Area (ha)	19.2	Housing Capacity	305
Requirements	Development in accordance with planning permission 09/00313/FULIN and notably: west-east footpath connecting from Old Edinburgh Road South to be completed.				
Site	IN41 - Thistle Road	Area (ha)	0.7	Housing Capacity	5
Requirements	Subject to adequate access improvements from Thistle Road.				
Site	IN42 - Wester Inshes Farm (north)	Area (ha)	5.5	Housing Capacity	109
Requirements	Development in accordance with planning permission 08/00934/FULIN notably: extension to distributor road; footpath links to and within the site; woodland management plan required; Flood Risk Assessment required for development close the watercourse and all development to avoid the functional floodplain.				
Site	IN43 - Wester Inshes Farm (south)	Area (ha)	4.8	Housing Capacity	95
Requirements	Development in accordance with the Council's already approved detailed guidance: Inshes and Milton of Leys Development Brief				
Site	IN44 - Inshes Small Holdings (north)	Area (ha)	6.7	Housing Capacity	134
Requirements	Flood Risk Assessment required if development is close to the watercourse and all development must avoid the functional floodplain.				
Site	IN45 - Inshes Small Holdings (south)	Area (ha)	8.3	Housing Capacity	167

Requirements	Flood Risk Assessment required if development is close to the watercourse and all development must avoid the functional floodplain.				
Site	IN46 - Balvonie, Milton of Leys	Area (ha)	19.4	Housing Capacity	45
Requirements	Development in accordance with planning permission 08/00962/FULIN and notably Flood Risk Assessment to support planning application.				
Site	IN47 - North East of Milton of Leys School	Area (ha)	0.5	Housing Capacity	16
Requirements	Development in accordance with planning permission 07/00264/OUTIN and notably: boundary planting to screen the site; footpath linkages to adjacent housing developments.				
Site	IN48 – Land at Housing Expo Site	Area (ha)	5.5	Housing Capacity	40
Requirements	Flood Risk Assessment to support any planning application, this may affect the developable area.				

Mixed Use

Site	IN49 - Bogbain (West)	Area (ha)	20.4
Uses	75 homes, Business (Tourism)		
Requirements	Developer-led masterplan to address / incorporate: impacts on landscape character and how a defensible and attractive City edge can be created; protected species/habitat surveys and resultant mitigation; retention and setback from waterbodies including wetlands; protection and enhancement of existing core paths; protection of existing woodland and additional tree planting. Flood Risk Assessment to support any planning application, this may affect the developable area.		
Site	IN50 - Land south of Asda	Area (ha)	9.7
Uses	Business, Community, Retail, 24 homes		
Requirements	Any retail component limited to neighbourhood catchment scale only.		
Site	IN51 - Balloan Road	Area (ha)	2.1
Uses	26 homes, Community		
Requirements	Affordable housing development dependent upon on qualitative improvement of local recreational facilities that offsets quantitative loss.		

Site	IN52 - East of Culcabock Ave	Area (ha)	2.6
Uses	24 homes, Retail, Business		
Requirements	Developer masterplan to address: road/footway access improvements (essential to any increase in development capacity – no intensification of access from Old Perth Road); any commercial uses should be limited to redevelopment of motel frontage with low density housing to rear.		
Site	IN53 - Wester Inshes Farm	Area (ha)	1
Uses	Business, Community		
Requirements	Flood Risk Assessment required if development is close to the watercourse and all development must avoid the functional floodplain.		
Site	IN54 – Drummond Hill	Area (ha)	2.6
Uses	26 homes, Business/Tourism (optional use for listed building)		
Requirements	Developer masterplan to address issues including: improvement to Stratherrick Road access; impact on Listed building and its setting; impact on TPO and other woodland.		
Site	IN24 - Ness-side (& Torvean)	Area (ha)	246
Uses	759 homes, Business, Industrial, Community, Retail		
Requirements	Development in accordance with the Council's already approved detailed guidance: Torvean and Ness-side Development Brief .		
Site	IN55 - Land at Dell of Inshes	Area (ha)	3.8
Uses	Community , Retail (bulky goods only), Non-residential institution (Class 10)		
Requirements	Development of site wholly dependent on completion of and/or land safeguards for, improvements to the trunk road and local road networks. Land safeguard for drainage improvements / safeguards. Flood Risk Assessment to support any planning application, this may affect the developable area. Transport assessment required.		

Community

Site	IN56 - Essich Road (East)	Area (ha)	4	Use	Allotments or similar greenspace
Requirements					

Site	IN57 - Essich Road (West)	Area (ha)	1.2	Use	Community
Requirements	Any built development should be limited in footprint and mass, and set back from Essich Road frontage; flood risk; shading and safety set back from adjoining woodland; footpath connections. Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	IN58 - Land at Gaelic Primary School	Area (ha)	2.7	Use	Gaelic school expansion and recreational space
Requirements	Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	IN59 - Morning Field Road	Area (ha)	0.4	Use	Neighbourhood play / recreational space
Requirements	Safeguarded for neighbourhood play / recreational space only.				
Site	IN60 - Morning Field Place	Area (ha)	1.9	Use	Neighbourhood play / recreational space
Requirements	Safeguarded for neighbourhood play / recreational space only.				
Site	IN61 - Inshes Park	Area (ha)	30.6	Use	Community
Requirements	Development in accordance with planning permission 07/00145/NIDIN.				
Site	IN62 - Land at Milton of Leys Primary School	Area (ha)	4.7	Use	Recreational space and education provision
Requirements	Safeguarded for community recreational space and education provision only. Contaminated land assessment may be required and appropriate mitigation.				
Site	IN63 - East of Balvonie Braes	Area (ha)	7.2	Use	Community
Requirements	Safeguarded for open ground, community uses. Any ancillary built development should be minimised and be set back from the A9 in a location that will minimise the development's prominence and protect its amenity.				

Site	IN64 - North of Holm Burn Place	Area (ha)	0.5	Use	Community
Requirements	Possible (dependent on use) financial contributions towards the southern distributor road (SDR) as per Minute of Agreement; shading and safety set back from adjoining woodland.				

Business

Site	IN65 - Land at Raigmore / Beechwood	Area (ha)	42.4	Use	Business
Requirements	The Council intends to prepare and subsequently adopt as Supplementary Guidance a development brief / framework plan for the site. This will be guided by the following principles and incorporate the following requirements: no net detriment to the strategic road network; flood risk; consensus building with the community and other stakeholders; reconfiguration and potential expansion of Inshes Retail Park. Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	IN66 - Balvonie of Inshes	Area (ha)	0.6	Use	Business
Requirements	Development in accordance with the Council's already approved detailed guidance: Inshes and Milton of Leys Development Brief				
Site	IN67 - Bogbain (East)	Area (ha)	18.2	Use	Business
Requirements	Developer-led masterplan to address / incorporate: impacts on landscape character and how a defensible and attractive City edge can be created; protected species/habitat surveys and resultant mitigation; flood risk; waterbodies retention and setback; protection and enhancement of existing core paths; protection of existing woodland and additional tree planting including set-back from A9; transport assessment including possible lengthening of A9 slip lanes. Flood Risk Assessment to support any planning application, this may affect the developable area.				

Retail

Site	IN68 - Culduthel Avenue	Area (ha)	0.2	Use	Retail
Requirements	Development in accordance with planning permission 09/00074/FULIN notably: landscaping; pedestrian crossings of Culduthel Avenue and the B8020; compensatory flood storage as set out in the Flood Risk Assessment.				

Site	IN69 - Land at Asda supermarket	Area (ha)	3.8	Use	Retail
Requirements	Development in accordance with planning permission 06/00686/OUTIN and related permissions.				
Site	IN70 - Wester Inshes	Area (ha)	0.4	Use	Retail/Business
Requirements	Development in accordance with planning permission 11/01136/FUL notably: restricted to Class 1 (Retail), Class 2 and Class 4; improved pedestrian crossing.				
Site	IN71 - Old Edinburgh Road	Area (ha)	0.3	Use	Retail
Requirements	Only suitable for neighbourhood catchment scale facility; improved access off Old Edinburgh Road South.				
Site	IN72 - South of Milton of Leys Primary School	Area (ha)	2	Use	Retail
Requirements	Development in accordance with planning permission 09/00249/FULIN.				

East Inverness

4.15

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

4.16

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

frequent bus services become more commercial and therefore more likely with concentrated demand.

4.17

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

Housing

Site	IN73 - Easterfield Farm	Area (ha)	1	Housing Capacity	21
Requirements	Junction improvement to secure adequate visibility.				
Site	IN74 - Caulfield Road	Area (ha)	0.4	Housing Capacity	8
Requirements	Subject to suitable road access, retention of existing footpath routes and connections, and appropriate set back from adjoining mature woodland.				
Site	IN75 - Resaurie	Area (ha)	1.8	Housing Capacity	64
Requirements	Development in accordance with planning permission 09/00231/FULIN.				
Site	IN76 - Stratton Lodge	Area (ha)	2.5	Housing Capacity	25
Requirements	Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan, which brings together components relating to open space, paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail). Respect for fabric and setting of Category B Listed building; retention and management of mature policy woodland. Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	IN77 – Former Forestry Commission Depot, Smithton	Area (ha)	1.5	Housing Capacity	23

Requirements	Improvements required to junction of Tower Road and Barn Church Road. Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	IN78 - Land east of Smithton Free Church	Area (ha)	0.7	Housing Capacity	15
Requirements	Improvements required to junction of Tower Road and Barn Church Road. Wind stable tree line on Tower Road. Agreement with TECs regarding adequate junction design. Off-site pedestrian works required.				
Site	IN79 - Upper Cullernie Farm	Area (ha)	0.4	Housing Capacity	12
Requirements	Development in accordance with planning permissions 12/03711/FUL and 13/02472/FUL notably: Flood Risk Assessment required; and junction improvements at Cullernie Road.				

Mixed Use

Site	IN80 - Inverness Campus, Beechwood	Area (ha)	62.4
Uses	Business, Student Accommodation, Community		
Requirements	Development in accordance with planning permission 09/00887/PIPIN and related permissions notably: active travel connections including pedestrian/cycle bridge over the A9; local road network improvements; reservation of land for potential A9/A96 Trunk Road; additional Flood Risk Assessments may be required; linkage to the green network.		
Site	IN81 - West of Castlehill Road	Area (ha)	3.3
Uses	17 homes, Community, Business, Leisure		
Requirements	Layout to take account of possible strategic road routing to north west of site; active travel connections to existing and planned future foot/cycle ways and to adjoining open space; high standard of architectural design quality commensurate with tourist route prominence; badger survey and protection plan if necessary.		
Site	IN82 - Ashton Farm and Adjoining Land	Area (ha)	105.2
Uses	1,300 homes, Community, Business, Industrial, Non-residential Institution		
Requirements	The Council intends to prepare and subsequently adopt as Supplementary Guidance a development brief / framework plan for the site. This will be guided by the following principles and incorporate the following requirements: green parkland corridors following the principal		

	<p>watercourses embodying a development set-back and passage for people and wildlife; assessment and if necessary mitigation for any adverse impact on the scheduled monuments within the site; assessment of and safeguards for existing and likely future transport corridors (this will include a distributor road connection between the rear of the Inverness Retail Park and Barn Church Road); avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan, which brings together components relating to open space, foot/cycle paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail); badger survey and protection plan if necessary. Flood Risk Assessment to support any planning application, this may affect the developable area. Acceptable Use Classes 4, 5, 6, 8, 9, 10.</p>		
Site	IN83 - Stratton	Area (ha)	73.7
Uses	2,475 homes, Retail, Business, Community, Leisure		
Requirements	<p>Development in accordance with planning permission 09/00141/OUTIN notably: masterplanning of each phase of development; Flood Risk Assessment and any resultant mitigation; scheduled monument protection and setting impact assessment and any resultant mitigation; transport networks safeguards and improvements; pipeline corridor safeguards; provision of park and ride facility. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan, which brings together components relating to open space, paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail).</p>		
Site	IN84 - Milton of Culloden	Area (ha)	24.9
Uses	375 homes, Business, Community		
Requirements	<p>Flood Risk Assessment; need to assess and if necessary mitigate for any adverse impact on the scheduled monument within the site; avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan, which brings together components relating to open space, paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail); foot/cycle way connections especially to adjoining neighbourhood and improvement of foot/cycle way on south east boundary; badger survey and protection plan if necessary. Possible trunk road improvement land safeguard. Flood Risk Assessment to support any planning application, this may affect the developable area.</p>		

Site	IN85 - West of Eastfield Way	Area (ha)	2
Uses	Retail, Business		
Requirements	High architectural and landscape design quality that addresses or at least does not compromise the site's frontage. A business use component will be required. Active travel connectivity improvements to adjoining developments. Flood Risk Assessment to support any planning application, this may affect the developable area.		

Community

Site	IN86 - Land North East of Culloden Academy	Area (ha)	10.1	Use	Relocated and expanded school playing fields
Requirements					
Site	IN87 - Land North East of Culloden Academy	Area (ha)	4.3	Use	Community
Requirements	Safeguarded for community facilities including allotments, meeting space and neighbourhood shop.				

Business

Site	IN88 - Easter Muckovie	Area (ha)	1.9	Use	Business
Requirements	Development in accordance with planning permission 10/00046/FULIN notably: requirement for site access visibility improvements				
Site	IN89 - Land south east of Drumossie Hotel	Area (ha)	2.4	Use	Business /Tourism
Requirements	Badger survey and transport assessment will be required together with any consequential mitigation. High standard of architectural design quality commensurate with tourist route prominence and to respect setting of Category B Listed hotel building adjacent.				

Retail

Site	IN90 - South of Inverness Retail and Business Park	Area (ha)	7.2	Use	Bulky goods retail only.
Requirements	Badger survey and protection plan if necessary.				

Strategic Employment Sites

Large Employment Allocations in the Inverness-Nairn Corridor

4.18

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

4.19

A masterplan for land adjoining Inverness Airport and between the airport, railway and the A96 has been prepared and approved identifying the area as suitable for development of a business park, freight village and ancillary activities. Already served by an improved access road this site is “shovel ready”. There is potential for the delivery of a transport interchange located on the main Inverness-Aberdeen line comprising a passenger rail station and park-n’-ride facilities together with 5.0 ha. for a road/rail/air cargo distribution centre north west of the railway.

4.20

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

4.21

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

Inverness Airport Business Park

Site	IA1 – Inverness Airport Business Park	Area (ha)	200	Use	Business/research and development park/hotel/conference centre
Requirements	<p>Developer requirement as per the existing planning permission where development proposals are led by a developer prepared masterplan, considering the mix of uses and elaborating on land allocations within the site and provision of new employment opportunities, and phasing of delivery.</p> <p>Various factors considered in the masterplan, notably access to the wider site; transport assessment and necessary mitigation of impacts on local and trunk road networks; delivery of wider access and connections to wider path and green network; provision of appropriate SuDS and drainage impact assessment, consideration of potential impacts on the natural, built and cultural heritage and related species and habitat surveys; Assessment of the landscape setting and incorporation of safeguards for semi-natural and ancient woodlands in the area.</p>				

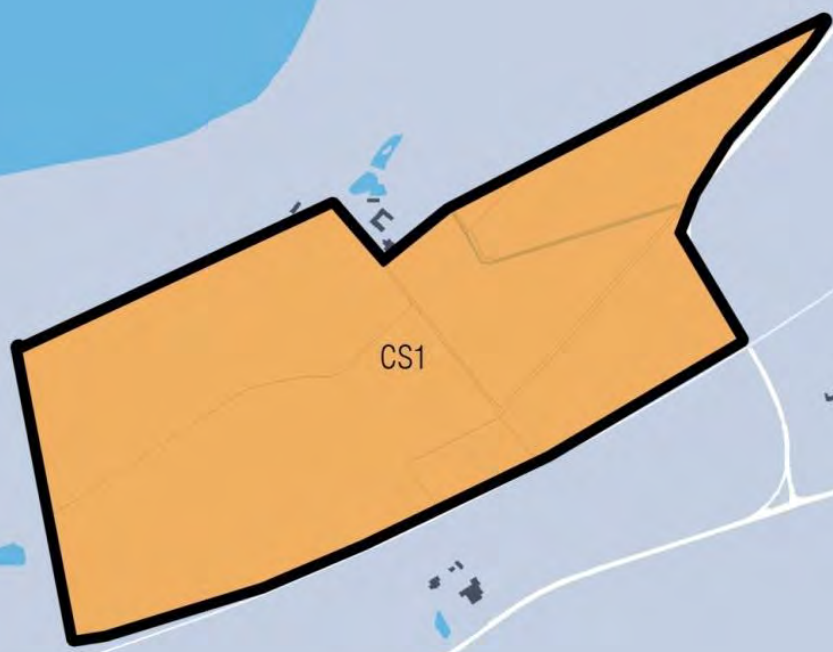
Castle Stuart

Site	CS1	Area (ha)	36.5	Use	Business, tourism and leisure
Requirements	<p>Requirements to consider in bringing forward a development proposal relate notably to the need for a transport assessment; general transport improvements to visibility at the A96(T) /B9039 junction, traffic management measures for the rail bridge / B9039 intersection pinch point, potential access point to site and visibility; early discussion re treatment of the Scheduled Ancient Monument Newton of Petty; delivery of connections to green network and footpath/cycleways. A Flood Risk Assessment will be required to support any planning application. Holiday accommodation provision is not to be considered for progression in advance of the completion of the existing consented holiday accommodation at Castle Stuart development. Species survey(s) including badgers.</p> <p>Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through preparation of a recreation access management plan including satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.</p>				



See Tornagrain Map

Inverness Airport Business Park



Castle Stuart

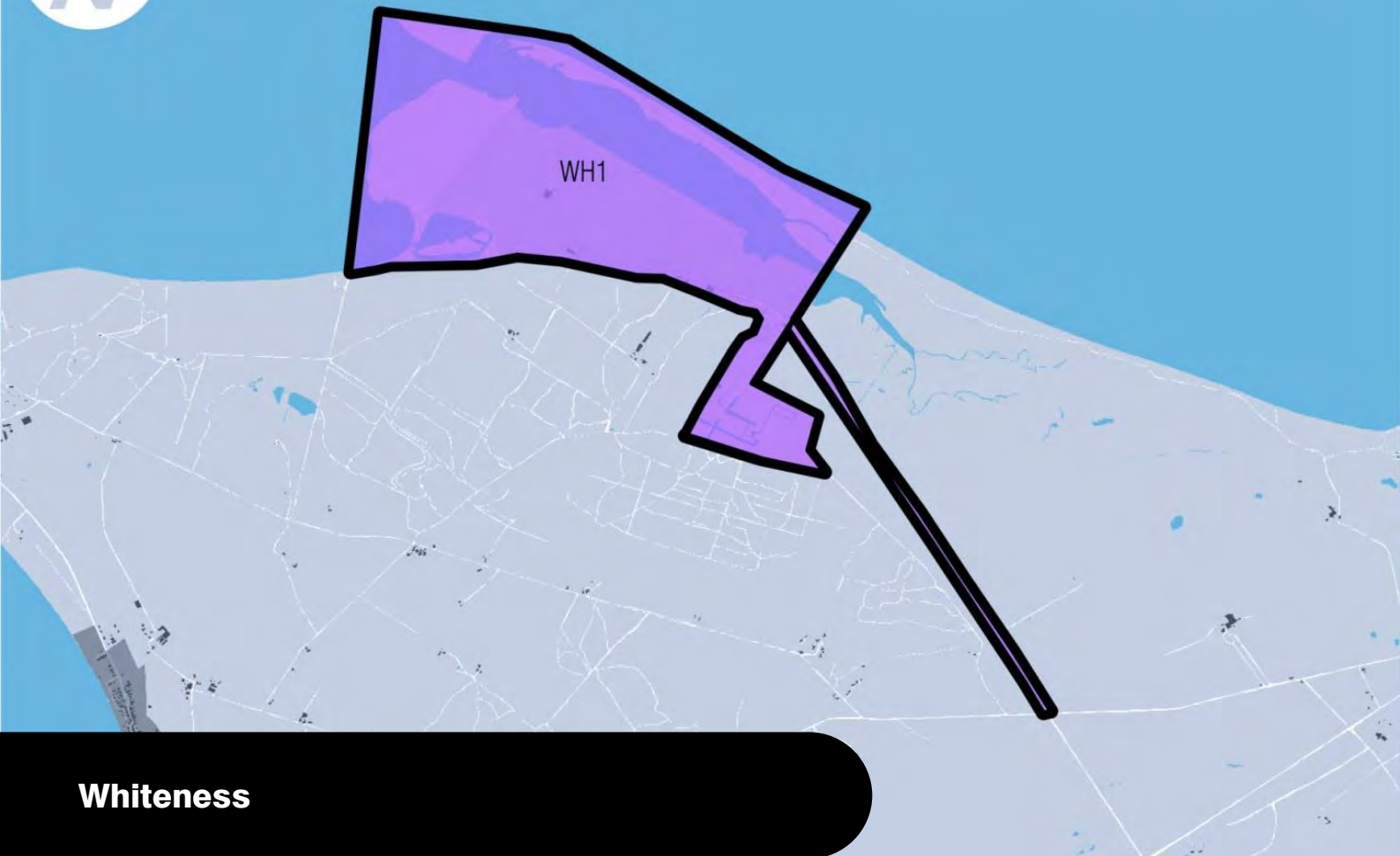
Morayhill

Site	MH1 – Morayhill	Area (ha)	10.6	Use	Industry
Developer Requirements	Development to consider any issues relating to; utilising the existing access to the A96(T) and also the provision of internal access arrangements; surface water drainage and provision of appropriate SUDS solution; potential noise, dust and fumes nuisance of any industrial activity; species survey including badgers.				



Whiteness

Site	WH1 – Whiteness	Area (ha)	307	Use	Industry (renewables innovation, manufacturing and maintenance hub)
Developer Requirements	<p>Proposals to be guided by a developer led masterplan covering potential phasing and scale of development. Issues to be addressed will notably include: access and transport infrastructure including consideration of pedestrian and cycle access; previously used land; natural, built and cultural heritage; protected species; other important species and habitats; water environment; flood risk; waste water treatment; surface water drainage pollution; air quality; geomorphology.</p> <p>Renewables-related developments will be subject to the production of a masterplan which should ensure that there are no adverse effects on the integrity of the Moray Firth SAC, alone or in combination.</p> <ul style="list-style-type: none"> • The developer needs to comply with JNCC piling guidance, Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil), vessel movements as assessed through the “Dolphin and Development” model; • Construction Environment Management Plan (including pollution prevention); • Operational Environment Management Plan (including pollution prevention); • Boat Traffic Management Plan; • Noise and Vibration Mitigation Plan; • Oil Spill Contingency Plan. <p>Development should also have no adverse effect on the integrity of the Inner Moray Firth SPA and Ramsar alone or in combination, including any modification to the natural processes of the spit and associated capital and maintenance dredging and disposal operations.</p>				



Whiteness

Large Employment Allocations in Ross-shire

4.22

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

4.23

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

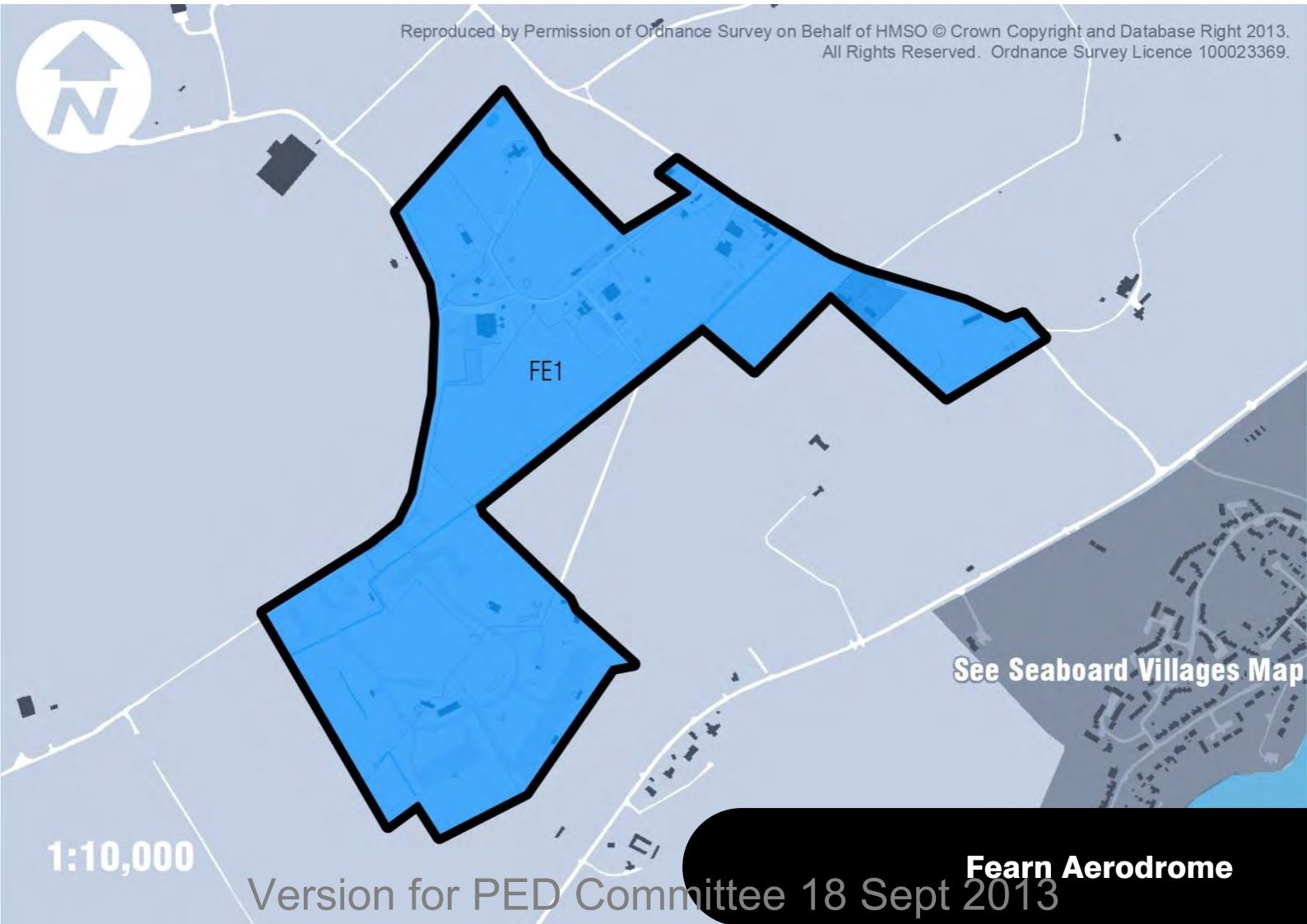
4.24

Nigg was also chosen to be an Enterprise Area due to its potential to create new employment opportunities, stimulate private investment and boost economic growth. Capacity also exists at these locations for the manufacture of sub-sea renewables structures. More broadly, activities at these sites are underpinned by the existing and future development of activities at Invergordon, Highland Deephaven and Inverness. The oil industry will continue to utilise existing dock facilities in the Inner Moray Firth at Invergordon and Nigg for inspection, repair and

maintenance work on oil rigs. As a package these ports represent a significant asset to the existing economy and for local and national economic growth and in supporting the growth of the renewables sector in Scotland. The recent acquisition of the Nigg Yard by Global Energy Group has seen the growth of development opportunities proposed for the site with increased activity already taking place on the base. The development of a training school has seen opportunities for many modern and adult apprentices being made available to individuals to gain the necessary skills to fulfil the requirements on a burgeoning renewables sector. The training school intends to provide training for 3000 people by 2015.

4.25

These sites and others across the Plan area have the potential to provide a nationally important hub for the development of renewable technologies.



Fearn Aerodrome

Site	FE1 – Fearn Drome Industrial Estate	Area (ha)	44.7	Use	Business and Industry
Developer Requirements	Flood Risk Assessment may be required; A Contaminated Land Report may be required; Due consideration of the built and cultural heritage of the wider area.				

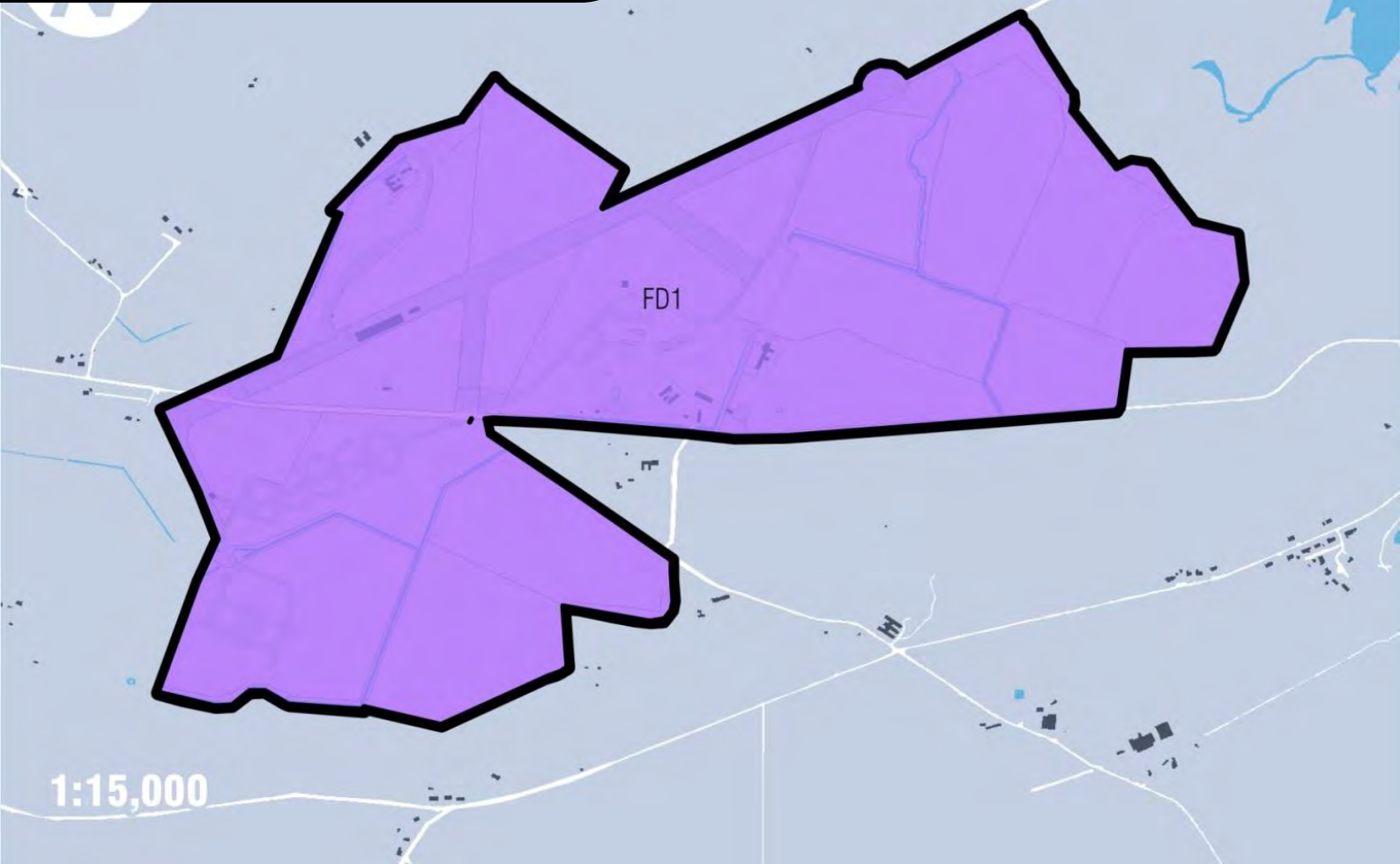
Fendom

Site	FD1 - Fendom	Area (ha)	194.5	Use	Business/Industry
Developer Requirements	Flood Risk Assessment may be required; a Contaminated Land Report may be required; any redevelopment at this site (including redevelopment of the site for its former use) will be required to ensure that there would be no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC or the Dornoch Firth and Loch Fleet SPA/Ramsar, alone or in combination, including the saltmarsh and sand dune habitats.				

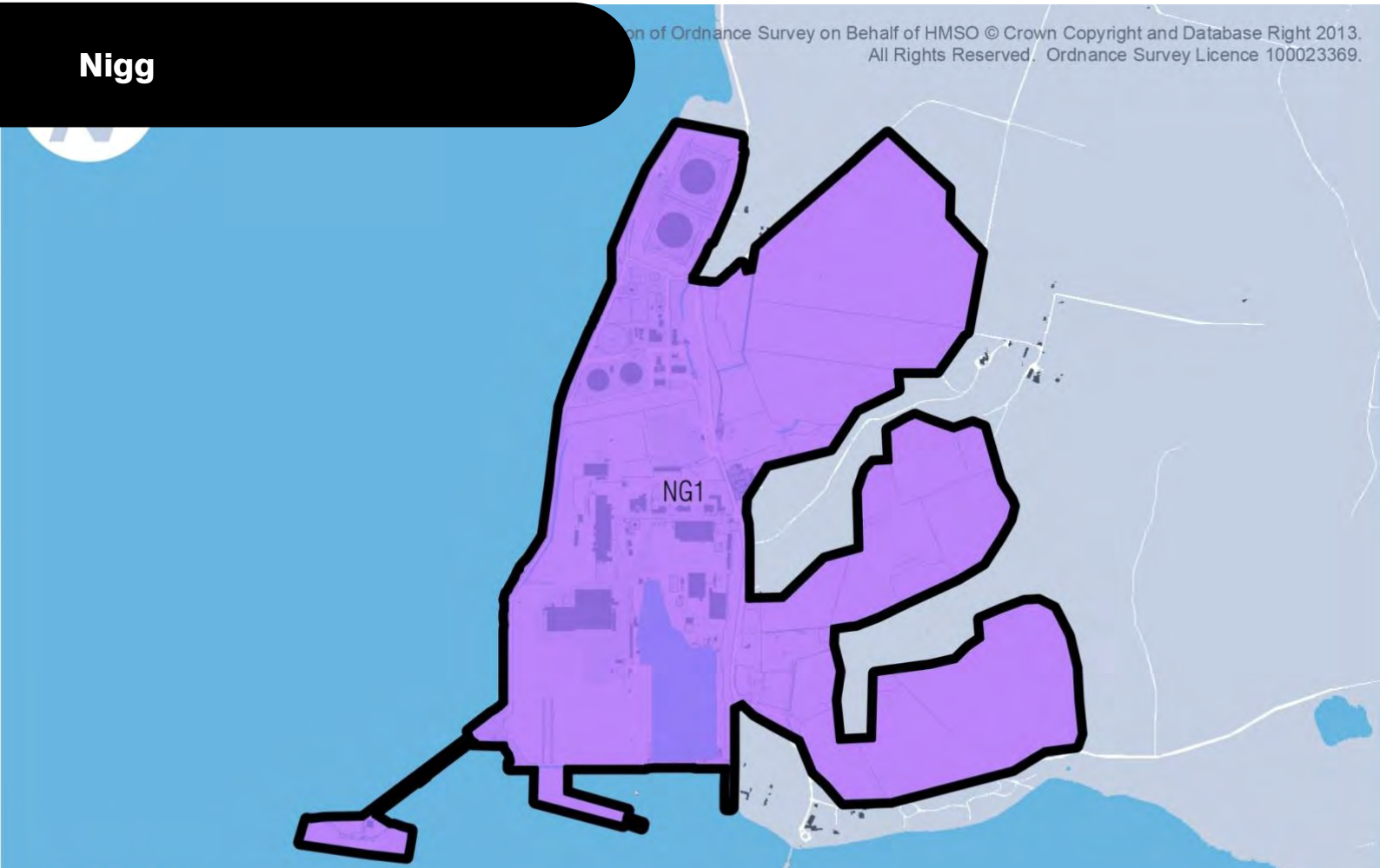
Nigg

Site	NG1 – Nigg Yard	Area (ha)	219.4	Use	Industry
Developer Requirements	Development in accordance with the adopted Nigg Masterplan. The recommendations of the Nigg Masterplan Habitats Regulations Appraisal must be followed. A Contaminated Land Report may be required; A Flood Risk Assessment may be required; A Coastline Management Plan may be required; Due consideration of the built and cultural heritage of the wider area; Landscape and Visual Impact Assessment may be required;				

Fendom



Nigg



1:20,000

Towns and Local Centres

Beauly

4.26

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

4.27

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

4.28

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

4.29

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

4.30

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

4.31

The expansion of Beauly will require upgrades to its road network, in particular the aforementioned loop road between the High Street and Croyard Road. Traffic calming measures are also required within the town. As part of the Council's Sustainable School Estate Review options are being examined for redevelopment of

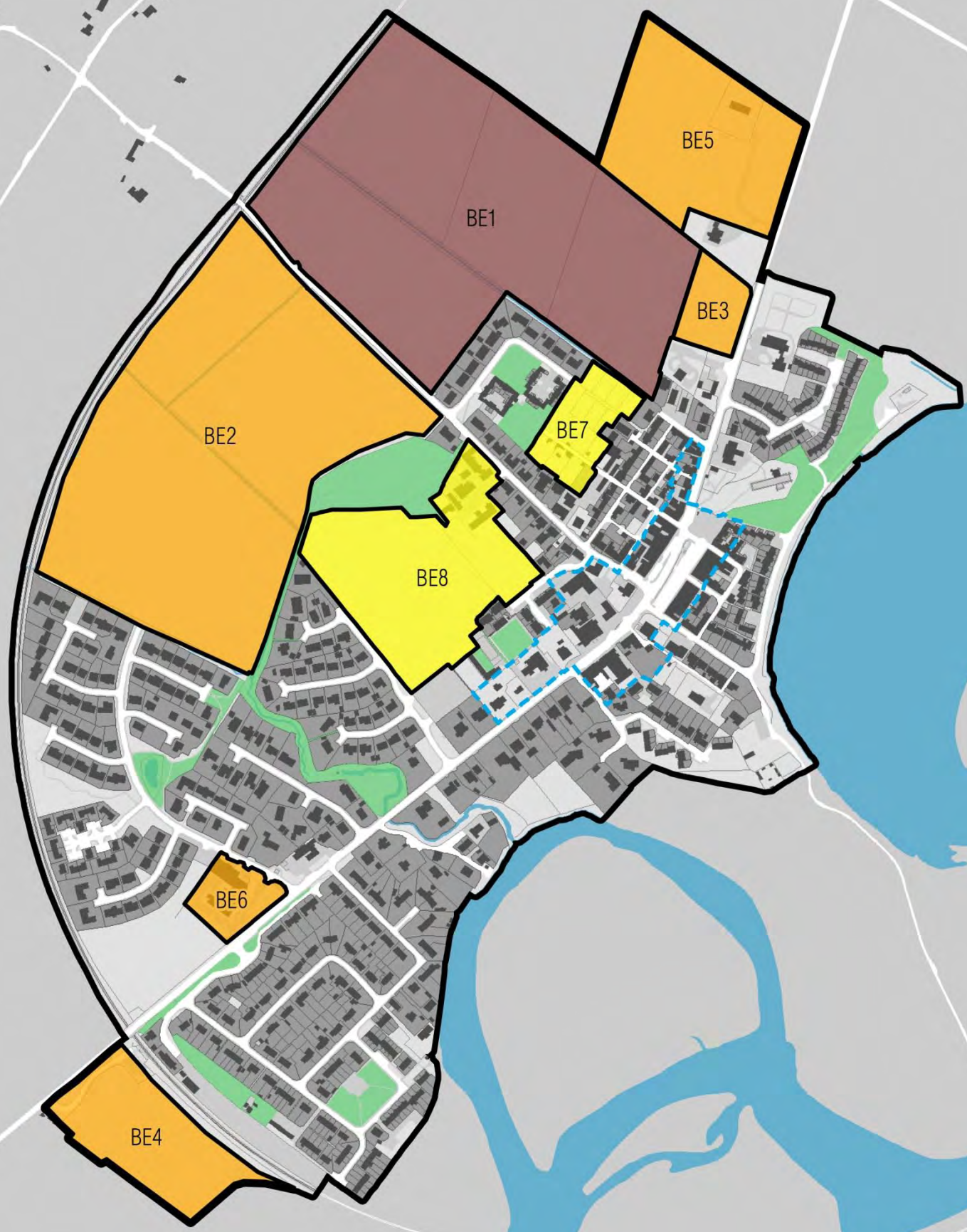
Beauly Primary School. Potential sites may include the existing school site; within the existing school playing fields adjacent to Brae View Park or land to the north of the existing school. There is also potential for the development of new community and leisure facilities to support expansion of the town. Species surveys, including reptiles and great crested newts may be required to support development proposals. Beauly has a history of flooding and drainage issues, as such many development proposals will required to be accompanied by a flood risk assessment and/or drainage impact assessment the outcome of which may affect the development options of sites and complex mitigation measures. Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works and Muir of Ord Waste Water Treatment Works.

Housing

Site	BE1 Beauly East	Area (ha)	13.4	Housing Capacity	238
Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles: integration and phasing of built form, circulation, green space and landscaping. In particular a link road connecting with Croyard road must be incorporated in the development site. Path connections must be provided to the A862, Croyard Road, the village centre and the Cnoc Path. The site is suitable for the provision of accommodation that is suitable for an aging population. The following supporting studies are also required to support any planning application: Flood Risk Assessment, Archaeological Assessment, Landscape Plan and Transport Assessment.</p> <p>The Council are minded to grant planning permission for 37 units on the south western part (ref:08/00430/FULIN) of the site subject to the conclusion of a section 75 agreement. The masterplan for this part of the site must be incorporated within a masterplan for the wider site.</p>				



Beaulieu



1:6,500

Version for PED Committee 18 Sept 2013

Mixed Use

Site	BE2 Curling Pond/Cnoc na Rath Field	Area (ha)	13.3
Uses	185 Homes, Business and Community (school)		
Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles: integration of built form, circulation, green space and landscaping. In particular a link road connecting with Croyard road must be incorporated in the development site. The potential for relocation of the primary school to this site must be discussed with the Council. A proportion of site must be utilised for business use. The site is suitable for the provision of accommodation that is suitable for an aging population. Path links should be provided to Cnoc path, primary school and playing fields and a roadside path to Croyard Road. The following supporting studies are also required to support any planning application: Flood Risk Assessment, Archaeological Assessment, Landscape Plan and Transport Assessment.</p>		
Site	BE3 North East of Police Station	Area (ha)	0.7
Uses	Retail and Business/Tourism		
Requirements	<p>Access to be taken from existing Fire Station access. Set back from trees protected by Tree Preservation Order. A Flood Risk Assessment will be required to accompany any planning application.</p>		
Site	BE4 South of Rail Line	Area (ha)	2.4
Uses	Business/Station Car Park Extension		
Requirements	<p>Landscape plan including screen planting to the south. A Flood Risk Assessment may be required to support any planning application. Land adjacent to existing car park to be safeguarded for car park extension.</p>		
Site	BE5 Wellhouse	Area (ha)	4
Uses	Business, Residential Institution/Non-Residential Institution		
Requirements	<p>Link Road connecting to adjacent housing site and A862. Only specialist housing suitable for an aging population will be permitted including close care housing, assisted living, car home and/or day centre. Mainstream housing will not be supported. Setback from mature trees protected by Tree Preservation Order. High quality design and materials to be reflective of a gateway development to the settlement. An extension of the 30mph speed limit will also be required north of the site access. The following supporting studies may be required to support any planning application: Transport Appraisal/Statement, Flood Risk Assessment and Drainage Impact</p>		

	Assessment, the outcome of which could affect the developable area of the site or highlight a requirement for complex mitigation measures.		
Site	BE6 Former House of Beaulieu	Area (ha)	0.7
Uses	Retail, Tourism, Business, Community and Food and Drink		
Requirements	Safeguard existing building/site for the above listed commercial uses. Retention of existing trees. Flood Risk Assessment may be required to accompany any future planning application.		

Community

Site	BE7 Fraser Street	Area (ha)	1.1	Use	Allotments
Requirements	Safeguard for continued allotment use.				
Site	BE8 Primary School and Playing Fields	Area (ha)	4.3	Use	Primary School and Playing Fields
Requirements	Potential to accommodate new or redeveloped primary school and playing fields. Flood Risk Assessment required to accompany any planning application.				

Nairn

4.32

- Development of Nairn viewed as integral to the A96 corridor expansion and growth strategy
- Land allocations to meet the housing land requirement with capacity for around 1900 new homes
- Develop the role of Nairn as a tourism and employment centre.
- Improvements to transport provision with linkages to the A96(T) and forthcoming bypass
- Reinforcement of existing rail and road linkages to Inverness and east towards Moray and Aberdeen.
- Medium to long term requirement for improvements to waste water treatment provision
- Strengthen the historic Town Centre of Nairn

4.33

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

4.34

The town centre lies to the west of the river and there is a need to reverse the town centres declining fortunes through a specific focus on its regeneration.

4.35

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

4.36

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

4.37

The delivery of the A96(T) bypass will address many of the current concerns regarding the capacity of the road network to accommodate all the development opportunities identified in the Plan. Delivery of improvements to the A96(T) may

require developer contribution. All major development sites will need to provide evidence that transport issues can be addressed in order to accommodate increased traffic levels. Longer term development options at Nairn South are largely dependant on the provision of a vehicular access to the proposed A96(T) bypass.

4.38

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

4.39

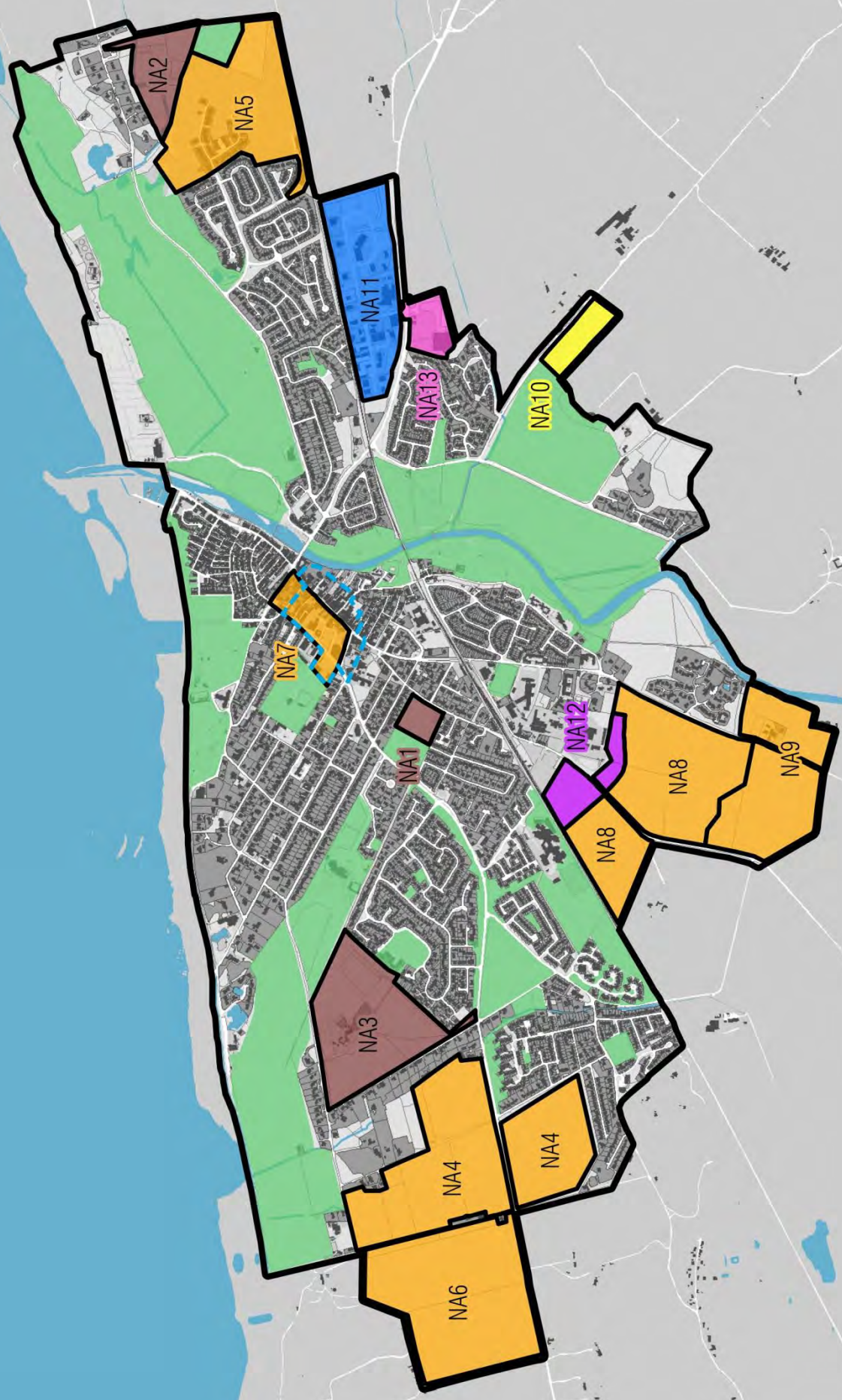
Development should contribute towards the delivery of the priority actions identified in the Council's Nairn Active Travel Audit. The provision of upgrades to water supply and wastewater treatment will need to be delivered to support the medium to long term development of the settlement and early engagement by developers with Scottish Water is encouraged.

4.40

There is potential for a number of development sites in Nairn to have an adverse effect on the Inner Moray Firth SPA/Ramsar alone and/or in-combination. The following sites, NA4, NA6 NA8 and NA9 may have an effect alone and therefore avoid any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan, which brings together components relating to open space, paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail).

4.41

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



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Version for PED Committee 18 Sept 2013

Housing

Site	NA1 East Showfield	Area (ha)	1.8	Housing Capacity	30
Requirements	Development potential of this site is tied to the retention of the remainder of the traditional Nairn Showfield lands, with the provision of a new football pitch. Consideration should be given to a potential excambion of land ownership for land at Sandown with potential creation of a new showfield. Access to be delivered to Lodgehill Road, provision of footpath improvements and assessment of cumulative impact of development on local road network. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)				
Site	NA2 South Kingsteps	Area (ha)	6.3	Housing Capacity	90
Requirements	Potential delivery of medium to longer term housing provision subject to consideration of issues, these notably include transport assessment, open space, footpath/cycleway connections and linkages to wider area, and landscaping. A Flood Risk Assessment will be required to support any planning application Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)				
Site	NA3 Achareidh	Area (ha)	17.9	Housing Capacity	6
Requirements	Limited capacity for development; subject to the preparation of a developer masterplan identifying the potential for development on the site and demonstrating how this can be delivered in the setting of this listed building. A transport statement will be required to support the any planning application assessing the adequacy of the access and any improvements required. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text). Retention of woodland.				

Mixed Use

Site	NA4 Sandown	Area (ha)	34.47
Uses	350 homes, business and community		
Requirements	<p>The Council has prepared and adopted Supplementary Guidance, the Sandown Development Brief, which provides guidance on the broad arrangement of land use across the site. More detailed development proposals should be supported by the preparation of a developer led masterplan to address various issues, notably site layout; design of buildings and open areas; housing density; provision of affordable housing; community and education uses; provision of employment-generating uses; phasing; flood risk; infrastructure provision; delivery of the development; provision of an access solution that provides unfettered links to the Delnies development area to the west and shared arrangements wherever possible.</p> <p>Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)</p>		
Site	NA5 Lochloy	Area (ha)	21.0
Uses	200 homes, education and community		
Requirements	<p>Existing mixed use development, residual area of site subject to further planning application(s). Issues to be considered, notably, include transport assessment, open space, education provision, footpath/cycleway connections and linkages to wider area, landscaping and woodland replacement. A Flood Risk Assessment will be required to support any planning application. Avoidance of any adverse effect on the integrity of the inner Moray Firth SPA/Ramsar.</p>		
Site	NA6 Delnies	Area (ha)	27.27
Uses	300 homes, Business, Industrial and Community		
Requirements	<p>Developer in accordance with the conditions and requirements of planning permission (08/00080/OUTNA) (minded to approve). Issues to be considered, notably, include transport assessment, open space, education provision, footpath/cycleway connections and linkages to wider area, landscaping and woodland replacement.</p> <p>Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)</p>		
Site	NA7 Town centre	Area (ha)	4.79
Uses	Tourism, housing, retail, business and community		

Requirements	Development in accordance with the Nairn Town Centre Development Brief. Regeneration of the centre is a key aim and proposals should add to commercial vitality and viability, improve physical appearance of area and increase pedestrian links and footfall to the High Street. Consideration of a mix of uses in this area should be considered.		
Site	NA8 Nairn South	Area (ha)	25.9
Uses	520 homes, business and community		
Requirements	Development in accordance with the Nairn South Strategic Masterplan with the pending planning permission (09/00141/OUTIN) requirements notably include the delivery of a development phasing framework; provision of a transport assessment to support development and identification of any necessary traffic and transport improvements; identification of green network and appropriate footpath/cycleway connections, open space provision, education requirements, landscaping and planting. Consideration of potential impacts on natural, built and cultural heritage issues and provision of a recreational access management plan. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)		
Site	NA9 Nairn South (long term)	Area (ha)	6.18
Uses	410 homes, business and community		
Requirements	This allocation represents the later phases of development for Nairn South. Development requirements and issues to be addressed notably include delivery of a masterplan setting out the development framework and strategic requirements for this phase of development; provision of a transport identifying requirement for linkages to the proposed A96 (T) bypass, open space provision, education provision, footpath/cycleway connections and linkages to wider area, landscaping and planting. Consideration of potential impacts on natural, built and cultural heritage issues and provision of a recreational access management plan. A Flood Risk Assessment will be required to support any planning application. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)		

Community

Site	NA10 Grigorhill	Area (ha)	3.1	Use	New Cemetery
Requirements	Improvements required to service the site will provision of footpath/cycleway and any identified road improvements and provision of adequate parking.				

Business

Site	NA11 Balmakeith	Area (ha)	3.2	Use	Business
Developer Requirements	Development of remainder of business site. Consider potential for pedestrian/cycle bridge from nearby housing development.				

Industry

Site	NA12 Sawmill expansion	Area (ha)	5.1	Use	Sawmill Expansion
Developer Requirements	Potential for sawmill expansion to consider requirements as set out in the Nairn South Strategic Masterplan.				

Retail

Site	NA13 South of Balmakeith	Area (ha)	4.4	Use	Non-food Retail
Requirements	This allocation encompasses the supermarket completed in 2011, the remainder of the site contains potential for the development for further retail (non-food) development.				

Tornagrain

4.42

- Identified in the Scottish Government's Scottish Sustainable Communities Initiative as having potential to deliver , green spaces, deliver homes, employment, services and facilities within a compact sustainable new town
- Tornagrain new town has potential to meet the medium to longer term housing requirements for the area stretching from Inverness to Nairn.
- Underpins the wider spatial strategy for the area.
- Development to deliver a wide range of facilities and services integral to the development of a new settlement.
- Delivery of development in phases as supported by a masterplanned approach.
- Capacity to accommodate around 2500 new homes till 2031
- Employment land to support the development of the community
- Transport, traffic management and access improvements to wider area and key linkages
- Proximity to Inverness Airport Business Park providing employment opportunity
- Design code to guide all phases of development

4.43

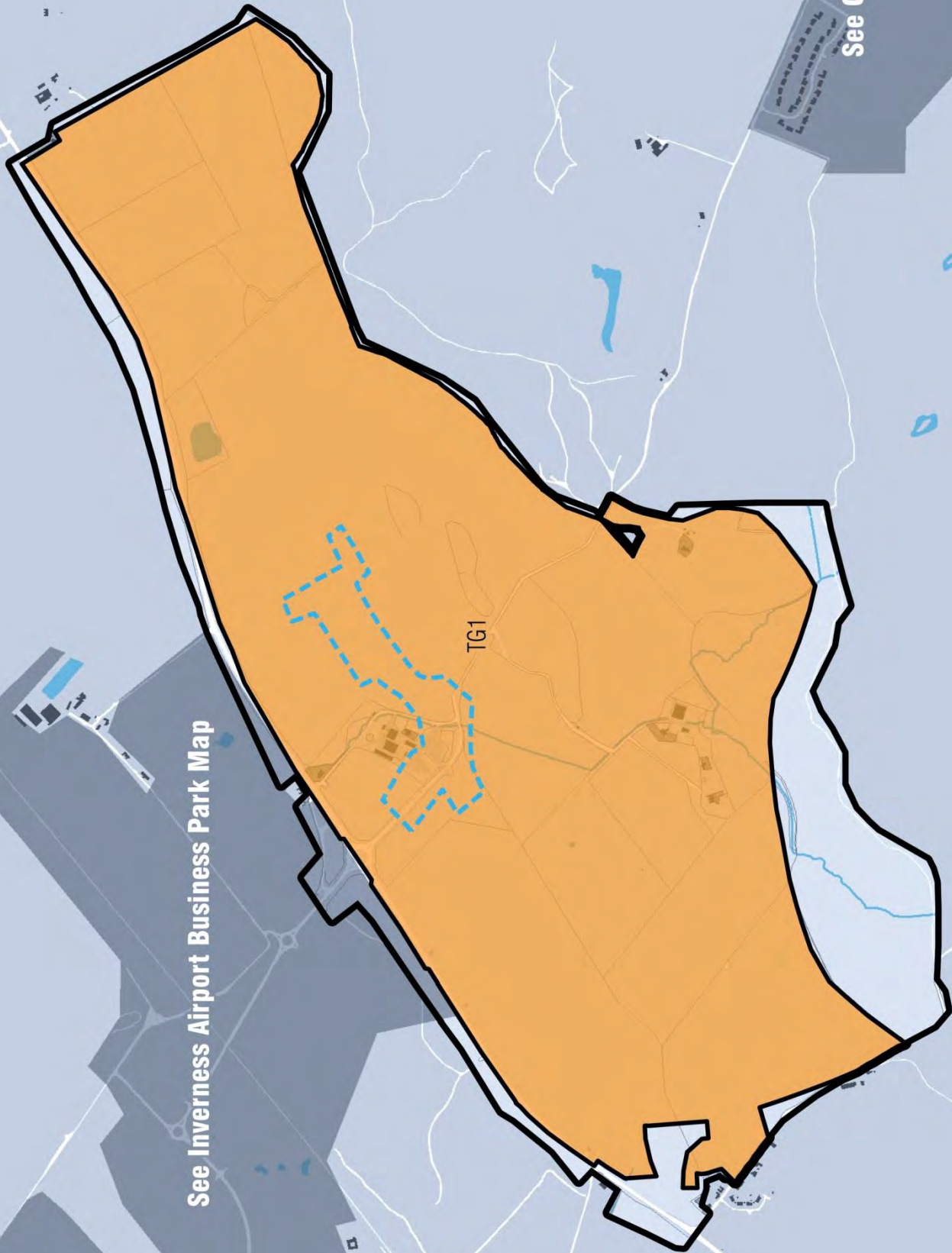
The delivery of a new town at Tornagrain forms an essential part of the development strategy for the Inverness to Nairn growth area. The Tornagrain site is located on 259 hectares of land on the A96(T) just south of Inverness Airport and immediately east of the existing hamlet of Tornagrain. The new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

4.44

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

4.45

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



See Inverness Airport Business Park Map

See Croy Map

TG1

1:13,500

Version for PED Committee 18 Sept 2013

Mixed Use

Site	TG1 Tornagrain	Area (ha)	226
Uses	4960 homes, supporting community facilities including education and healthcare, retail, business, general industry, storage and distribution, hotels, residential institutions, leisure, petrol stations, associated landscaping, open space, infrastructure and associated services		
Requirements	<p>Development in accordance with pending planning permission and associated masterplan(09/00038/OUTIN, minded to grant)</p> <p>Development to be guided by masterplan, both at overall, detailed land phasing level to consider all relevant policy issues for the delivery of a new settlement. The overall masterplan to present a design framework to consider the fit of development with the landscape character of the area. Notable requirements include; transport improvements to trunk and minor roads; active travel provision and contribution to green networks; education provision consideration and treatment of natural, built and cultural heritage issues. Provision of necessary facilities and services to support a new settlement. Development of the new town is expected to be delivered in a series of phases over the next 30-50 years. During the plan period to 2031 development should progress at a prescribed rate, with no more than 344 homes delivered in the period to 2016; 507 homes in 2016-21; 780 homes delivered in the period 2021-26 and 885 during the 5 year period 2026-31. Flood risk forms a consideration on the site and a flood risk Assessment will be required in support of any planning application. Avoidance of any adverse effects on the integrity of the Inner Moray Firth SPA/Ramsar or Loch Flemington SPA, alone or in combination.</p>		

Alness

4.46

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

4.47

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

4.48

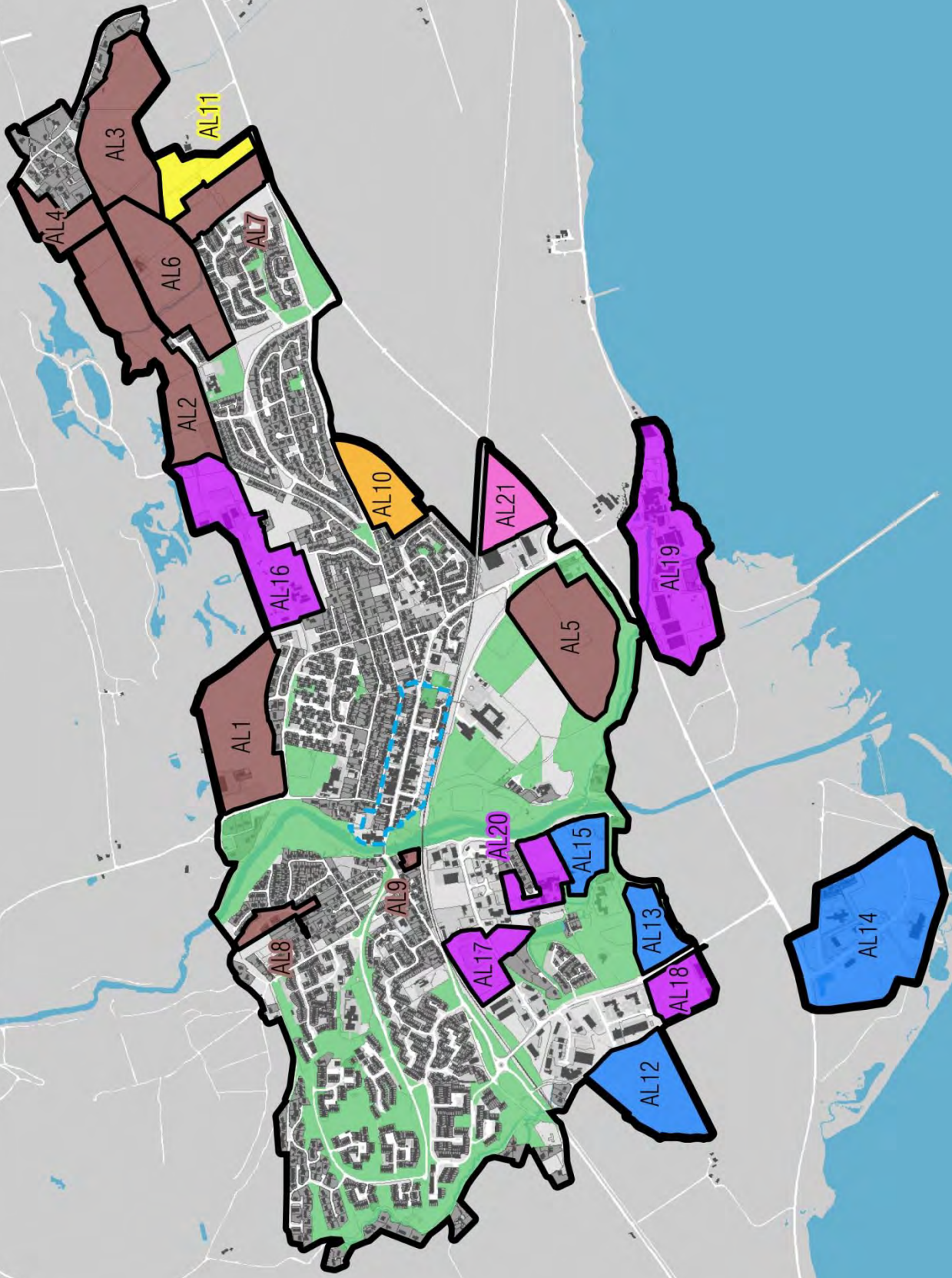
Alness is situated on the banks of the Averon River and is bordered by the Caplich Quarry and forestry to the north. The flood plains of the River Averon pose a constraint to development, particularly south of railway. A green wedge between the town and A9 Trunk Road comprising high quality agricultural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

4.49

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

4.50

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



1:19,500

Version for PED Committee 18 Sept 2013

Housing

Site	AL1 Crosshills	Area (ha)	10.8	Housing Capacity	215
Requirements	The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles: landscaped buffer with Caplich Quarry and retention of mature trees; new/improved path links to schools and services. A Transport Assessment will be required to support any planning application.				
Site	AL2 Whitehills	Area (ha)	10.3	Housing Capacity	248
Requirements	The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles: integration of built form, circulation, green space and landscaping. There will be a requirement for Old Milnafua Road to be upgraded and footways provided. A Transport Assessment and a Flood Risk Assessment will be required to support any planning application.				
Site	AL3 Achnagarron South	Area (ha)	11.1	Housing Capacity	111
Requirements	Development must be set back from pylons and associated power lines. Contributions towards an upgrade of Old Milnafua Road and provision of footways will be required. The following supporting studies will be required to support any planning application: Flood Risk Assessment and Transport assessment, in particular to determine appropriate mitigation measures on the road between Mossfield and the A9 trunk road.				
Site	AL4 Achnagarron North	Area (ha)	3.4	Housing Capacity	48
Requirements	Contributions towards an upgrade of Old Milnafua Road and provision of footways will be required. A Transport Assessment will be required to support any planning application, in particular to determine appropriate mitigation measures on the road between Mossfield and the A9 trunk road.				
Site	AL5 Dalmore	Area (ha)	11.5	Housing Capacity	200
Requirements	Development in accordance with the 11/03018/PIP planning permission, and notably: phased development, pedestrian/cycle path linking to the Alness – Invergordon Cycle Route and improvements to the mini-roundabout on the B817. The following supporting studies are required: Design Statement, Drainage Impact Assessment, Landscape and Visual Impact Assessment, Protected Species Survey, Transport Assessment, Tree Condition				

	Survey and Landscape Plan, Archaeological Assessment and scheme to deal with potentially contaminated land.				
Site	AL6 Milnafua Farm	Area (ha)	10.3	Housing Capacity	209
Requirements	The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles: integration of built form, circulation, green space and landscaping. Contributions towards an upgrade of Old Milnafua Road and provision of footways will be required. The following supporting studies will be required to support any planning application: Transport Assessment and Flood Risk Assessment.				
Site	AL7 Blackmuir	Area (ha)	3.9	Housing Capacity	77
Requirements	Access must be taken from the old A9; screen planting. A Flood Risk Assessment is required to support any planning application.				
Site	AL8 River Lane	Area (ha)	0.3	Housing Capacity	18
Requirements	Development in accordance with the 08/00333/FULRC partially implemented planning permission.				
Site	AL9 Willowbank Park	Area (ha)	1.6	Housing Capacity	16
Requirements	Development in accordance with the 04/00223/FULRC partially implemented planning permission.				

Mixed Use

Site	AL10 Obsdale Road	Area (ha)	4.9	
Uses	67 Homes, Business and Community			
Requirements	Suitable for mixed use development. Archaeological Assessment and Landscape Plan including tree screen to south required to support any planning application. Consideration must be given to any impact on the nearby Carn Liath cairn, Obsdale Scheduled Monument.			

Community

Site	AL11 Achmagarron Farm	Area (ha)	3.8	Use	Recreation area
Requirements	Expansion and improvement of recreation and amenity area.				

Business

Site	AL12 West of Teaninich Wood	Area (ha)	7.9	Use	Business
Requirements	Landscape plan required that includes boundary planting, particularly to the south. Flood Risk Assessment to support any planning application where development is proposed close to the water course.				
Site	AL13 South of Teaninich Wood	Area (ha)	3.5	Use	Business /Tourism
Requirements	Suitable for high quality tourism or business gateway development. Development of the site is subject to a satisfactory Flood Risk Assessment that may affect the developable area of the site. The following support studies will be required to support any planning application: Landscape Plan including screen planting on site boundaries, Transport Assessment, Archaeological Assessment, Design Statement, in particular demonstrating relation to nearby B Listed Teaninich House.				
Site	AL14 Alness Point Business Park	Area (ha)	19.2	Use	Business /Hotel
Requirements	A Flood Risk Assessment may be required to support any application for further development, this assessment may affect the developable area of the site. High quality design, materials and landscaping must be provided consistent with the existing business park. Transport Assessment required.				
Site	AL15 Averon Way	Area (ha)	3.5	Use	Business
Requirements	Completion of existing business park. Flood Risk Assessment required to support any planning application, the assessment may affect the developable area of the site.				

Industry

Site	AL16 Caplich Quarry	Area (ha)	10.3	Use	Industry
Requirements	Continuation of existing quarry operation				
Site	AL17 Alness Industrial Estate	Area (ha)	4.3	Use	Industry/Business
Requirements	Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site.				

Site	AL18 South of Dalnan Rocas	Area (ha)	3.3	Use	Industry/Business
Requirements	High quality design to reflect gateway location. Landscape plan including screen planting on south west boundary.				
Site	AL19 Dalmore Distillery	Area (ha)	14.1	Use	Expansion and/or intensification of distillery
Requirements	The following supporting studies will be required to support any planning application: Archaeological Assessment, Tree Survey, Design Statement, Transport Assessment and Flood Risk Assessment.				
Site	AL20 Teaninich Distillery	Area (ha)	3.5	Use	New distillery and/or expansion of existing distillery
Requirements	The following supporting studies may be required: Flood Risk Assessment, Tree survey, Archaeological Evaluation, Noise Impact Assessment, Transport Assessment, Design Statement and Protected Species Surveys. Any development must limit any impact on the amenity of the nearby Distillery Cottages.				

Retail

Site	AL21 Invergordon Road East	Area (ha)	4.4	Use	Retail
Requirements	Access must be taken through existing retail site to west. Early structural planting to northern and south eastern boundary. High quality design reflective of prominent position, particularly from A9 Trunk Road.				

Dingwall

4.51

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

4.52

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

4.53

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

4.54

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

4.55

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

4.56

In recent times, and through the initial part of this plan period, growth in Dingwall is likely to be constrained by the need to deliver improved transport infrastructure in the form of the Kinnairdie Link Road. These improvements will be delivered over two phases with Phase 1 comprising of improvements to the County Building Junction and the link from Dingwall Academy to Back Road and Phase 2 comprising the link

from Back Road to Strathpeffer Road. delivery of the Kinnairdie Link Road. This will unlock the development potential of sites at Dingwall North which are currently limited to 90-100 houses prior to completion of phase 1 of the Kinnairdie Link Road. Completion of Phase 1 will facilitate the release of an additional 100 houses. To facilitate the delivery of the Kinnairdie Link Road and to address deficiencies in other strategic infrastructure and services as a result of new development, an updated Dingwall Developer Contributions Protocol will be prepared and adopted as statutory Supplementary Guidance. Until the Kinnairdie Link Road is delivered it is expected that the surrounding settlements of Conon Bridge, Evanton, Maryburgh and Strathpeffer will be under additional development pressure.

4.57

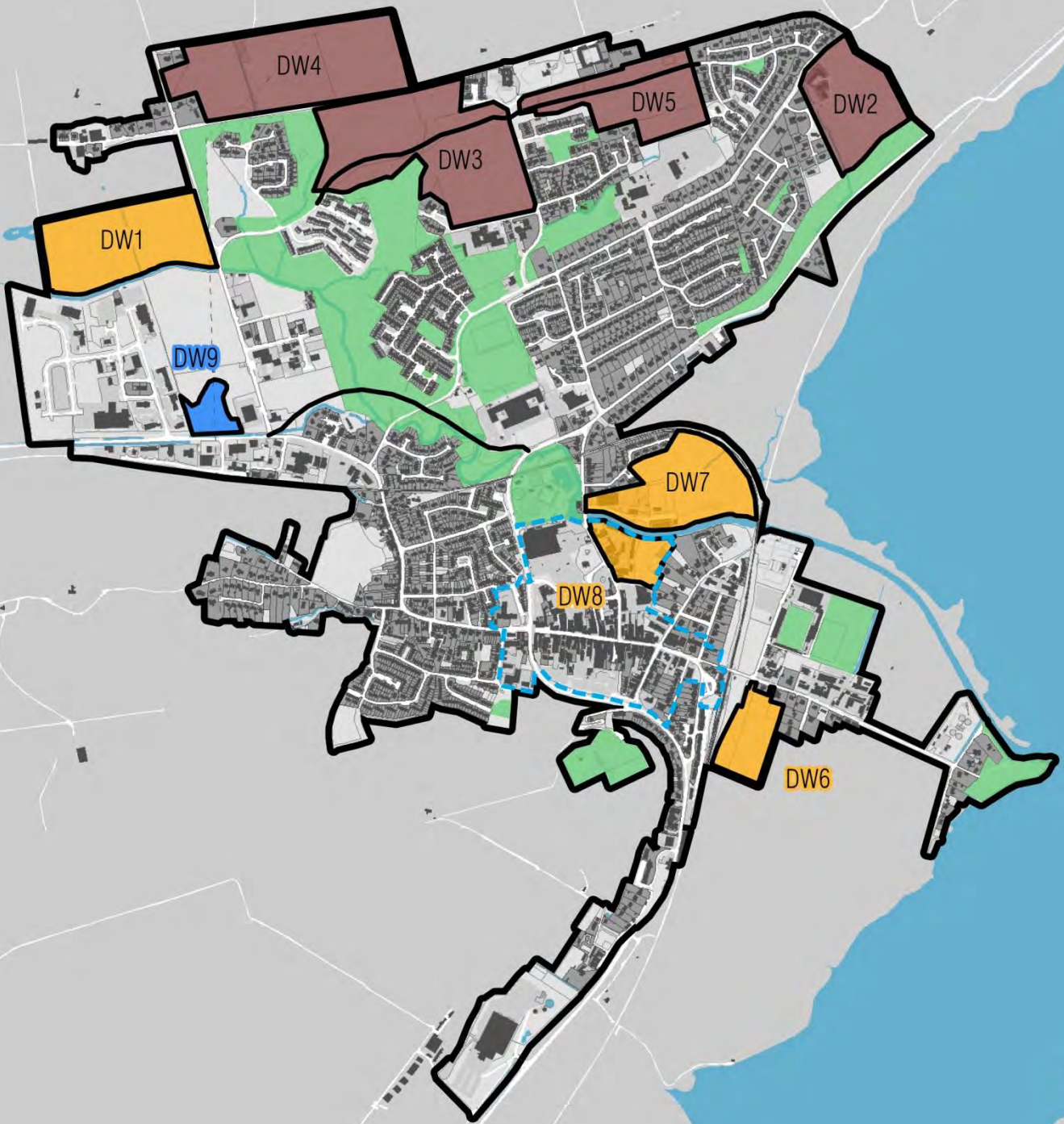
At the edge of the town centre there are significant redevelopment opportunities around the former Four Seasons building and in the area surrounding the Highland Council Roads Depot on Tulloch Street. The land use options for these areas are set out in the Dingwall Riverside Development Brief which the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

4.58

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

Business

Site	DW9 – Land to East of Dingwall Business Park	Area (ha)	1.76	Use	Business
Developer Requirements	Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site. Land around the watercourses should be safeguarded to allow for natural processes of the burns to take place. This area should be determined by a morphological assessment; Contributions will be required to provision of the Kinnairdie Link Road; Protection and enhancement of landscaping along the southern boundary of the site.				



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See Maryburgh Map

Version for PED Committee 18 Sept 2013

Housing

Site	DW1 – Dingwall North	Area (ha)	6.78	Housing Capacity	100
Developer Requirements	<p>Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site. Land around the watercourses should be safeguarded to allow for natural processes of the burns to take place. This area should be determined by a morphological assessment.</p> <p>Contributions will be required to provision of the Kinnairdie Link Road. Form access from Docharty Brae. Provide structural landscaping to the North, South and West of the Site. Provision of footpath/cycleway links to Dingwall Business Park.</p>				
Site	DW2 – Dingwall North	Area (ha)	6.46	Housing Capacity	48
Developer Requirements	<p>Development in accordance with the 09/00305/REMRC planning permission, and notably:</p> <p>Only 21 units may proceed on this site before the Kinnairdie Link Road is completed and available for use; Contributions will be required to provision of the Kinnairdie Link Road; Contribution to a Multi-Use Games Area will be required; A Safer Routes to School Audit must be undertaken for each phase of development and the recommendation be implemented; a landscaping plan is required; a tree protection plan is required (which includes a 20m setback of all mature trees); woodland management plan and habitat survey to be submitted for the woodland areas on the site;</p>				
Site	DW3 – Dingwall North	Area (ha)	15.49	Housing Capacity	141
Developer Requirements	<p>Development in accordance with the 09/00476/FULRC minded to grant planning permissions, and notably: No construction can take place of any individual houses until Phase 1 of the Kinnairdie Link Road is complete and ready for use; Contributions will be required to provision of the Kinnairdie Link Road; Delivery of the Dingwall North Distributor Road through the site; A Safer Routes to School Audit must be undertaken for each phase of development and the recommendation be implemented; Tree Protection Plan required; Landscape Plan required; Tree Belt of at least 25m width to be provided along the northern boundary of the site; Contribution to a Multi-Use Games Area will be required; a maximum of 50 residential units can take direct access from Neil Gunn Road.</p> <p>In the remainder of the site not covered by the above minded to grant planning permission to the west of Tulloch Square</p>				

	developer requirements similar to the conditions applied to the minded to grant 09/00476/FULRC planning permission will apply with the exception of delivery of the Dingwall North Distributor Road.				
Site	DW4 – Dingwall North	Area (ha)	13.47	Housing Capacity	155
Developer Requirements	<p>Development in accordance with the 09/00305/REMRC minded to grant planning permission, and notably:</p> <p>No houses can be built prior to the Kinnairdie Link Road being complete and available for use; Submission of a tree protection plan; Contributions will be required to provision of the Kinnairdie Link Road; Delivery of the Dingwall North Distributor Road through the site; Contribution to a Multi-Use Games Area will be required; A Safer Routes to School Audit must be undertaken for each phase of development and the recommendation be implemented; Access Management Procedure Plan required; Stone dykes to the north and east of the site shall be retained and repaired; implementation of the findings of the Flood Risk Assessment carried out for the proposed development, including but not limited to: Submission and agreement of finished floor levels, submission and agreement of method of flood water containment within the site; no ground raising and water course buffer zones to be maintained.</p>				
Site	DW5 – Dingwall North	Area (ha)	7.14	Housing Capacity	71
Developer Requirements	<p>The site is covered by the following planning permissions: 09/00608/FULRC, 09/00607/FULRC AND 10/01281/FUL. Development on this site should accord with the above planning permissions, and notably:</p> <p>Contributions will be required to provision of the Kinnairdie Link Road; Delivery of the Dingwall North Distributor Road through the site; Contribution to a Multi-Use Games Area will be required; A Safer Routes to School Audit must be undertaken for each phase of development and the recommendation be implemented; a landscaping plan will be required; a tree protection plan will be required (which includes a 20m setback of all mature trees); For the land covered by consent 10/01281/FUL there only 35 homes can take access from Tulloch Castle Drive. For the land covered by consents 09/00607/FUL and 09/00608/FUL upgrade of the junction at Old Evanton Road and St Andrews Road will be required and the stone dyke to the north of the site must be retained and repaired.</p>				

Mixed Use

Site	DW6 – Land opposite Sherriff Court	Area (ha)	3.08
Uses	2ha Business/Tourism, 10 Homes		
Developer Requirements	A suitable access should be made from Ferry Road; Flood Risk Assessment (showing topographical levels) will be required to support any planning application, the assessment may affect the developable area of the site.		
Site	DW7 – Dingwall Riverside (North)	Area (ha)	7.84
Uses	Business, Industrial, Community		
Developer Requirements	<p>Development should accord with the Dingwall Riverside Development Brief.</p> <p>Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site. The potential for improvements to the channel morphology of the River Peffery should be investigated to allow future natural processes of the river to take place; The potential ground contamination, particularly in site DW7 need to be investigated; a Recreational Access Management Plan to be prepared in order that any adverse effects on the integrity of the Cromarty Firth SPA/Ramsar as a result of recreational disturbance are avoided.</p> <p>The intention is that sites DW7 and DW8 are mixed use sites, however intensification of one or more of the uses on the site(s) would be considered acceptable if the developments viability depends on this.</p>		
Site	DW8 – Dingwall Riverside (South)	Area (ha)	2.47
Uses	Business, Retail, Community		
Developer Requirements	See site DW7		

Fortrose and Rosemarkie

4.59

- Land is identified which could accommodate over 170 new homes
- Commercial opportunity might become available on the Ness Gap site currently earmarked for primary school provision (depending on outcome of Sustainable School Estates Review)
- The housing expansion planned is in-keeping with Fortrose's status as the primary service centre for the Black Isle, and will help sustain its role as such
- Depending on the outcomes of Council's Sustainable Schools Estates Review a new primary school may be provided in Fortrose, this and possible enhancements to the Black Isle Leisure centre could further strengthen Fortrose's role as the primary service centre for the Black Isle
- All development must be in keeping with the scale and character of the Conservation Area

4.60

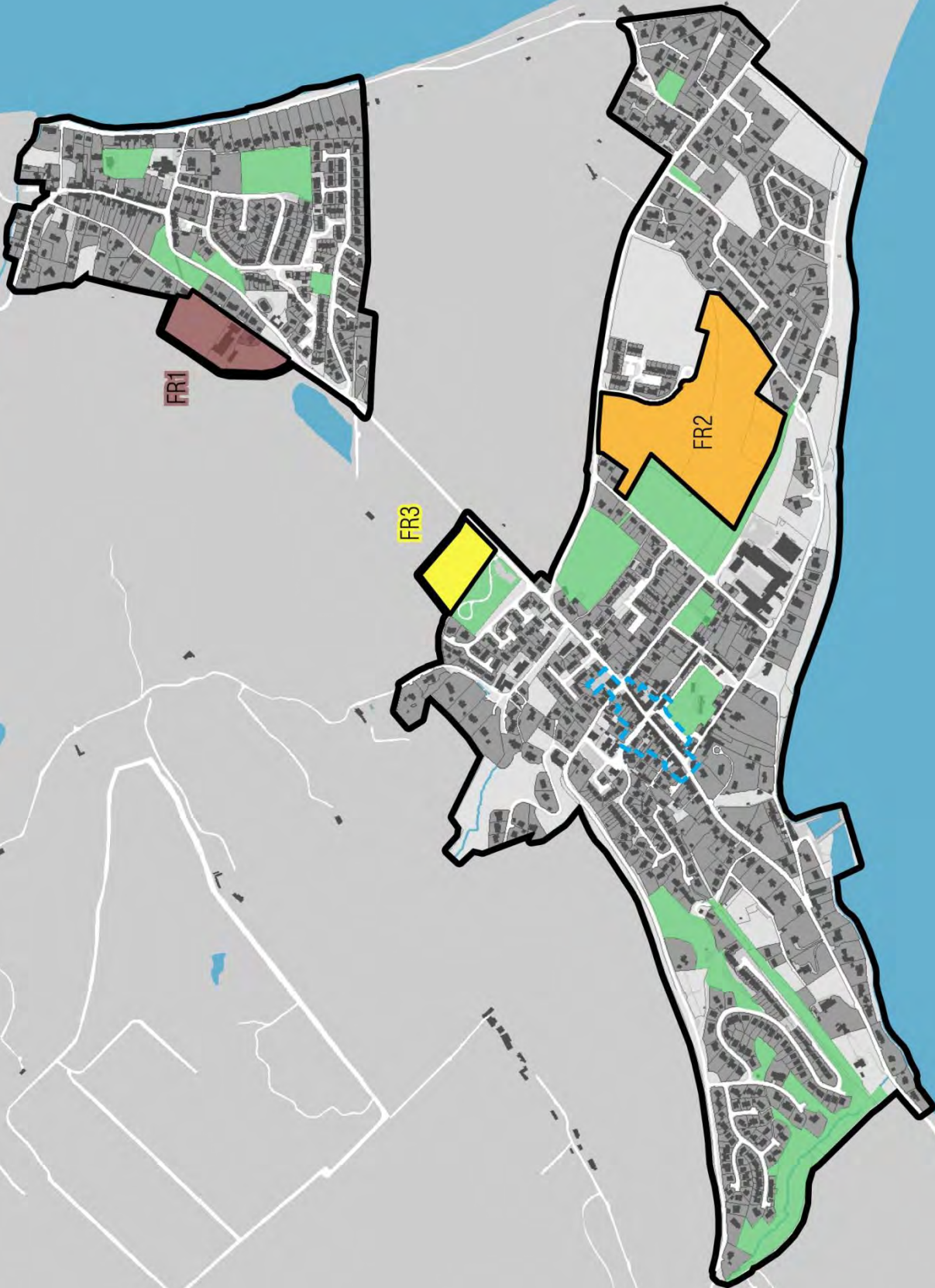
Fortrose and Rosemarkie both benefit from significant natural, heritage, and leisure assets making them very attractive and popular with residents and visitors alike. However opportunities for the growth of Fortrose and Rosemarkie are influenced by the desire to maintain a clear visual and physical break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

4.61

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

4.62

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



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Version for PED Committee 18 Sept 2013

Housing

Site	FR1 Greenside Farm	Area (ha)	1.9	Housing Capacity	50 homes
Requirements	<p>The Council will participate in the preparation of a developer prepared masterplan for the site. Preparation of an overall masterplan in consultation with the community will guide: servicing, layout and design and provide visualisations, confirm advance structure planting to the south and west, and confirm phasing and basic infrastructure requirements (this should include: transport information and provision of any necessary mitigation, a revised access arrangement and traffic calming, pedestrian priority or road closure for Courthill road, and a solution for water pressure issues – possibly installation of a new link water main to service).</p>				

Mixed Use

Site	FR2 Ness Gap	Area (ha)	7.5		
Uses	80 homes with 1.6ha for Community, Business, Tourism or Retail.				
Requirements	<p>Development in accordance with the 09/00471/OUTRC outline planning permission, and notably: phasing in accordance with the masterplan areas B-G, provide traffic management measures for the High St, have full regard to the Masterplan Design and Sustainability Statement and the design specifications, and provide open space, footway and cycleway access and layout in accordance with the masterplan and conditions.</p> <p>And additionally: to support homes in excess of 132 on the wider Ness Gap site there is a requirement for revised Transport Assessment and possibly provision of additional mitigation.</p> <p>On the masterplan identified primary school site no development should happen prior to the Sustainable Schools Estates Review concluding whether the site is required for primary school provision. If not required for primary school provision it will become available for commercial development although any retail use is dependent on following a sequential approach, and to ensuring no detrimental impact on the vitality and viability of the town centre (to be proven through provision of appropriate retail information), and will require developer preparation of a revised transport information and a Design Statement.</p>				

Community Use

Site	FR3 Cemetery extension	Area (ha)	1.3	Use	Cemetery
Requirements	Subject to an environmental assessment to consider the risk to ground water, also requires substantial screen planting and landscaping to a depth of at least 10 metres along the boundaries.				

Invergordon

4.63

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

4.64

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

4.65

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

4.66

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

4.67

The town has an important historic legacy whereby it was formally a major naval base. This legacy is evident by the remaining presence of the Seabank Tank Farm and potentially contaminated land in other parts of the town. The former Tank Farm represents a key regeneration opportunity in the town and is suitable for a range of uses including housing, community, tourism and business. The historic core of Invergordon is key to its character and the Council is assessing the potential for it to become a Conservation Area. The town centre would benefit from the regeneration of a number of other key sites. The former railway sidings at the west end of the High Street is a prominent site suitable for a high quality gateway

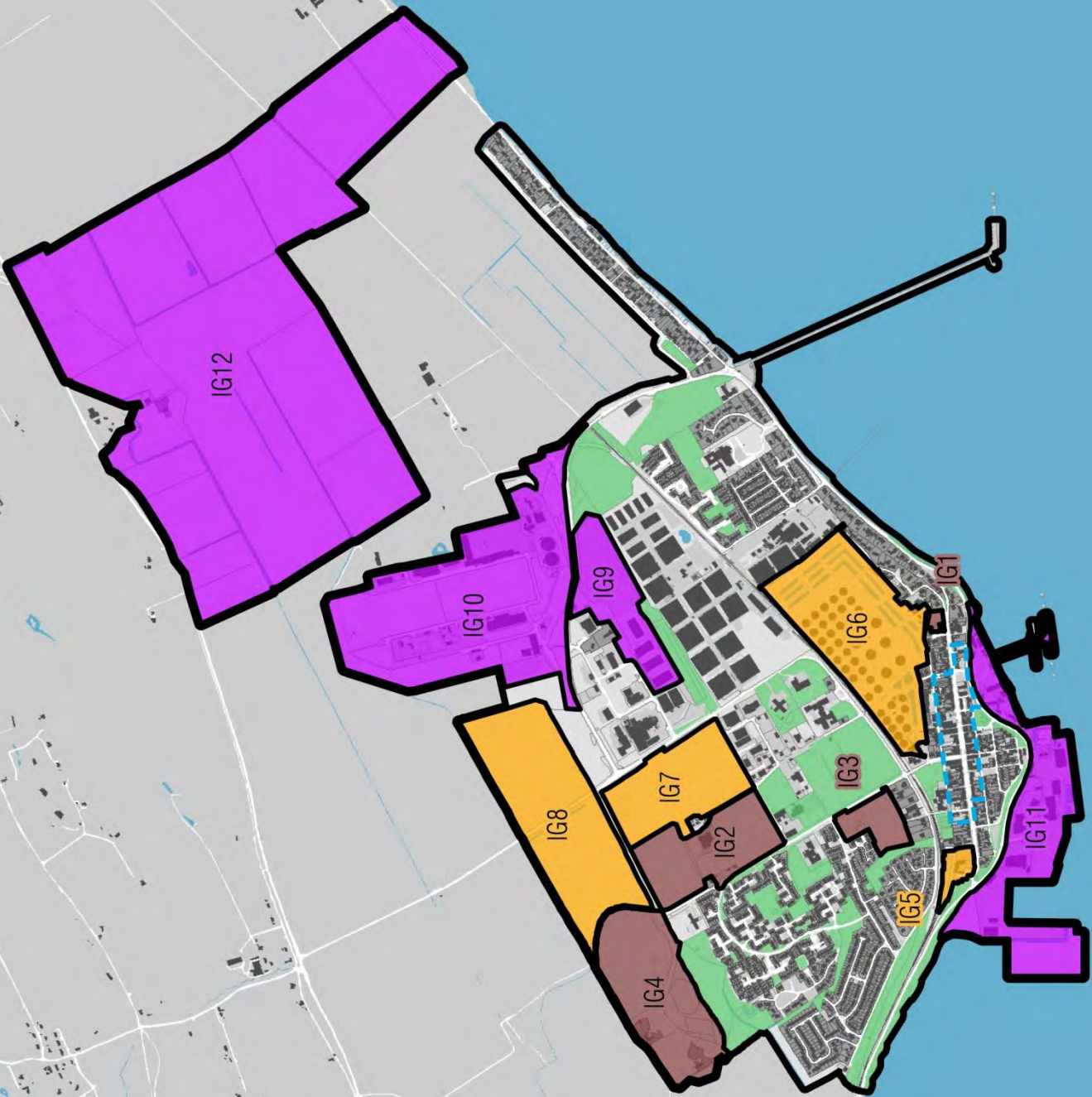
development to the town, uses including a hotel or housing are supported. The former bone mill and garage site both towards the east end of the High Street are suitable for mixed use redevelopment. There is also an opportunity to improve the tourist offering in the town, particularly given the raising number of visiting cruise ships.

4.68

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

4.69

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



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See A1ness Map

Version for PFD Committee 18 Sept 2013

Housing

Site	IG1 Former Victoria Garage	Area (ha)	0.36	Housing Capacity	16
Requirements	Suitable for affordable or sheltered housing. Traditional materials must be used to complement surroundings. Potential contaminated land issues must be addressed and landscape plan should be provided.				
Site	IG2 Invergordon Mains West	Area (ha)	11.1	Housing Capacity	95
Requirements	The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site and adjacent site at Invergordon Mains East and North. This should be guided by the following principles: integration of built form, circulation, green space and landscaping. In particular consideration must be given to the protection of setting of the nearby listed steading; a footway must be provided on Castle Road/Avenue; existing boundary trees must be protected and development set back from them and early structural tree planting must be provided. The following supporting studies will be required to accompany any planning application: Transport Assessment and Flood Risk Assessment if development is proposed close to the watercourse.				
Site	IG3 Cromlet	Area (ha)	3.2	Housing Capacity	100
Requirements	This site is suitable for higher density mix of house types, including flats. Potential contaminated land issues must be addressed.				
Site	IG4 House of Rosskeen	Area (ha)	16	Housing Capacity	30
Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles:</p> <ul style="list-style-type: none"> • Housing – low/medium density housing within open ground; potential for conversion, redevelopment and infill development at the Castle Cottages and Rosskeen House • Circulation – retention of and connections to Polish War Memorial Circular Core Path and improved path links to town centre; suitable vehicular access must be provided • Natural heritage – retention and protection of ancient woodland within the site; consideration of restoration of Rosskeen Burn and other nearby minor watercourses allowing appropriate space for restoration works and space for future development of natural processes • Built heritage – retention of historic buildings and archaeological assessment, in particular site of the former Invergordon Castle <p>The following supporting studies will be required to accompany any planning application: Transport Assessment, Flood Risk Assessment and Morphological Assessment.</p>				

Mixed Use

Site	IG5 Former Railway Sidings	Area (ha)	1.5
Uses	32 Homes, Business and Tourism		
Requirements	Prominent site on Invergordon High Street that is suitable for a high quality gateway development. A Design Statement and Landscape Plan and public realm improvements will be required. Subject to the nature and intensity of uses proposed Transport Assessment and other supporting studies may be required.		
Site	IG6 Seabank Tank Farm	Area (ha)	22.5
Uses	225 Homes, Retail, Business, Tourism and Community		
Requirements	The Council intends to adopt as supplementary guidance development brief for the site. This will be prepared in conjunction with the community, landowner and relevant public agencies. It will be guided by the following principles: Decontamination and removal of tanks; provision of links between Inverbreakie, the town and Tomich Road; use of the site for the following potential uses: new town park, tourist accommodation, car park, tourist interpretation centre, housing and other business uses. The following supporting studies may be required to support any planning application: Transport Assessment, Contaminated Land Study, Landscape and Visual Impact Assessment; Landscape Plan and Historic Building Recording.		
Site	IG7 Invergordon Mains East	Area (ha)	12.4
Uses	174 Homes, Retail and Community		
Requirements	The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site and adjacent sites at Invergordon Mains West and North. This should be guided by the following principles: integration of built form, circulation, green space and landscaping. In particular consideration must be given to the protection of setting of the nearby listed steading; a footway must be provided on Castle Road/Avenue; existing boundary trees must be protected and development set back from them and the water course early structural tree planting must be provided. The following supporting studies may be required to accompany any planning application: Transport Assessment and Flood Risk Assessment if development is proposed close to the watercourse.		

Site	IG8 Invergordon Mains North	Area (ha)	24.3
Uses	243 Homes, Retail and Community		
Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site and adjacent sites at Invergordon Mains North and West. This should be guided by the following principles: integration of built form, circulation, green space and landscaping. In particular consideration must be given to the protection of setting of the nearby listed steading; a footway must be provided on Castle Road/Avenue; existing boundary trees must be protected and development set back from them and early structural tree planting must be provided. The following supporting studies may be required to accompany any planning application: Transport Assessment and Flood Risk Assessment, the outcome of the flood risk assessment may affect the developable area of the site. Consideration must be given to the restoration of watercourses by allowing appropriate space for restoration works and space for future development of natural processes. Morphological assessment may therefore be required.</p>		

Industry

Site	IG9 Inverbreakie Industrial Estate	Area (ha)	9.7	Use	Industry and Business
Requirements	Development in accordance with the 08/00498/FULRC partially implemented planning permission.				
Site	IG10 Cromarty Firth Industrial Park	Area (ha)	41.5	Use	Industry and Business
Requirements	Flood Risk Assessment may be required for additional development in the vicinity of the water course.				
Site	IG11 Cromarty Firth Port Authority	Area (ha)	21.3	Use	Industry and Business
Requirements	<p>Dependant on the nature of the development the following may be required to ensure there is no adverse effect on the Cromarty Firth Special Protection Area/Ramsar and/or Moray Firth Special Area of Conservation:</p> <ul style="list-style-type: none"> • Construction Environment Management Plan (including pollution prevention) • Operational Environment Management Plan (including pollution prevention) • Noise Mitigation Plan • Full compliance with appropriate regulatory frameworks for ballast water discharge, ship-to-ship transfers, and dredging and disposal (in accordance with Marine Scotland guidance) • Oil Spill Contingency Plan • Piling Method Statement (in accordance with JNCC guidance) • Demonstration of no adverse effects on the integrity of the Moray Firth 				

	<p>Special Protection Area through disturbance effects of increased marine traffic in combination with other proposals. See model in ‘Dolphins and Development’</p> <ul style="list-style-type: none"> • Demonstration of account being taken of the Moray Firth Special Area of Conservation Management Scheme <p>A Flood Risk Assessment may be required to ensure site will remain operational during flood conditions or if non-port related development is proposed. A Transport Assessment may also be required; this must demonstrate that adequate parking can be provided.</p>				
Site	IG12 Delny	Area (ha)	150.8	Use	Industry and Business
Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This will include details of access, layout, design, servicing and landscaping.</p> <p>Dependant on the nature of the development the following may be required to ensure there is no adverse effect on the Cromarty Firth Special Protection Area:</p> <p>Dependant on the nature of the development the following may be required to ensure there is no adverse effect on the Cromarty Firth Special Protection Area/Ramsar and/or Moray Firth Special Area of Conservation:</p> <ul style="list-style-type: none"> • Construction Environment Management Plan (including pollution prevention) • Operational Environment Management Plan (including pollution prevention) • Noise Mitigation Plan • Full compliance with appropriate regulatory frameworks for ballast water discharge, ship-to-ship transfers, and dredging and disposal (in accordance with Marine Scotland guidance) • Oil Spill Contingency Plan • Piling Method Statement (in accordance with JNCC guidance) • Demonstration of no adverse effects on the integrity of the Moray Firth Special Protection Area through disturbance effects of increased marine traffic in combination with other proposals. See model in ‘Dolphins and Development’ • Demonstration of account being taken of the Moray Firth Special Area of Conservation Management Scheme <p>The following supporting studies will also be required: Transport Assessment, Landscape and Visual Impact Assessment, Landscape Plan and Flood Risk Assessment. The outcome of any flood risk assessment may affect the developable area of the site; built development will not be permitted on areas of medium to high flood risk. Consideration must be given to restoration of Rosskeen Burn and other nearby minor watercourses allowing appropriate space for restoration works and space for future development of natural processes. Morphological assessment may therefore be required.</p>				

Muir of Ord

4.70

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

4.71

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

4.72

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

4.73

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

4.74

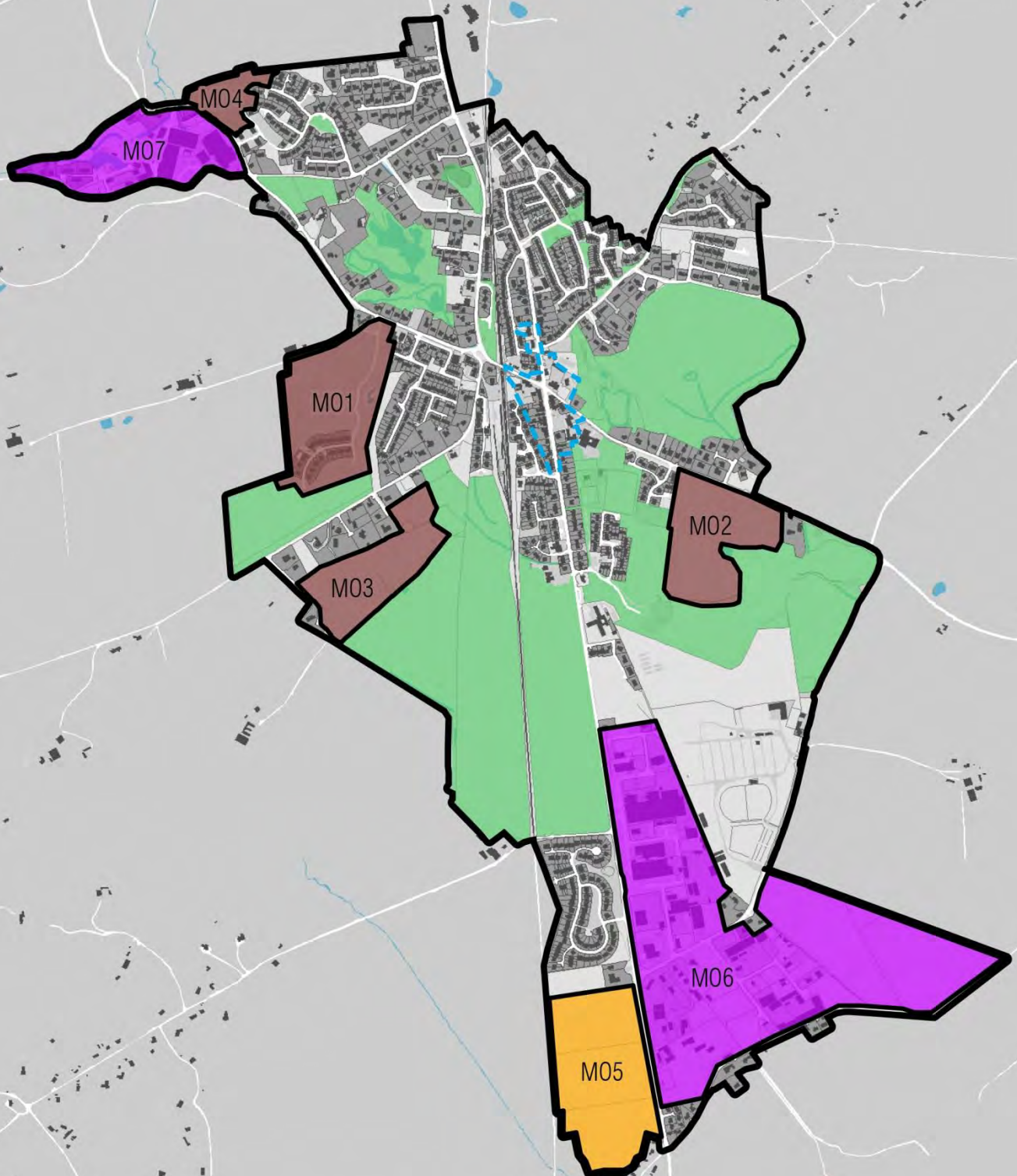
While focus will primarily be finishing off the existing allocations of land close to the centre of Muir of Ord there will also be potential for expansion to the south of the village with a mix of uses commensurate with the edge of settlement location and proximity to the industrial estate. Beyond this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

4.75

Across the village, a Great Crested Newt Survey is required for all developments on sites where a water body is present; and early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works and Muir of Ord Waste Water Treatment works through investment.

Housing

Site	MO1 – Broomhill	Area (ha)	8.47	Housing Capacity	90
Developer Requirements	<p>Development in accordance with planning permission 08/00140/FULRC, and notably:</p> <p>Layout of development must make provision for access to adjacent land; Submission and implementation of a landscape management plan; No development should take place within 250m of the former rubbish tip located on West Road; the development shall be developed in separate phases not exceeding 25 units in any one calendar year. If the 25 units are not built in any calendar year, the balance may be carried over to the subsequent year.</p>				
Site	MO2 - Tore Road	Area (ha)	6.67	Housing Capacity	104
Developer Requirements	<p>Deliver a safe walking and cycling connection to the village centre; Improvements to the junction of Black Isle Road/Seaforth Road; Contribution towards the provision of the new bridge over the railway; Provide footpath/cycleways to the recreation ground to the south and onward connections to village services; submission and implementation of Landscaping Plan. The development shall be developed in separate phases not exceeding 20 units in any one calendar year. If the 20 units are not built in any calendar year, the balance may be carried over to the subsequent year.</p>				
Site	MO3 – Ardnagrask, Corrie Road	Area (ha)	5.08	Housing Capacity	51
Developer Requirements	<p>Development will be subject to the formation of a suitable access from Corrie Road; A landscape management plan will require to be submitted and implemented; a path link will need to be provided from the site to the centre of the village.</p>				
Site	MO4 – Ord Hill	Area (ha)	2.38	Housing Capacity	37
Developer Requirements	<p>Development in accordance with planning permission 05/00612/FULRC, and notably: submission and implementation of a landscaping plan for the site; 30mph zone be extended beyond the access to the site; provision of a footpath on the A832</p>				



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Mixed Use

Site	MO5 – Land to South of The Cairns	Area (ha)	9.82
Uses	60 homes, 2.7ha Business, 1.2ha Commercial		
Developer Requirements	<p>Identification and implementation of a safer routes to school programme; Identification of a suitable safeguard around the Windhill Standing Stone at the South of the site; Extension of the 30mph speed limit; Formation of a suitable access from the A832; The development should be developed in separate phases not exceeding 20 units in any one calendar year. If the 20 units are not built in any calendar year, the balance may be carried over to the subsequent phase.</p>		

Industry

Site	MO6 – Muir of Ord Industrial Estate Expansion	Area (ha)	36.92	Use	Industrial
Developer Requirements	<p>Safeguard for existing uses and intensification of uses. Area for expansion to the east is allocated to meet future expansion needs. A 25m tree belt should be retained/developed around the site to reduce the landscape impact of new development; path linkages towards the village centre</p>				
Site	MO7 – Glen Ord Distillery	Area (ha)	7.33	Use	Expansion and/or intensification of uses at distillery
Developer Requirements	<p>The site is identified for safeguarding and intensification of it's existing use. Development on the site should be inline with conditions attached to Planning Permission 12/03998/FUL, most notably: Submission of a Transport Assessment; Provision of pedestrian friendly enhancements at the junction of the A862 and the distillery entrance.</p> <p>If further development is proposed a flood risk assessment and a great crested newt survey may be required.</p>				

Tain

4.76

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

4.77

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

4.78

In recent times new housing development has been focussed on the edge of the Royal Burgh rather than focussing on the areas closer to the community and commercial facilities at the heart of the town. The historic core of Tain is key to its character and is designated as a Conservation Area. The Council intend to undertake a Conservation Area Appraisal and draft a Conservation Area Management Plan. To aid in the implementation of the Management Plan, the Council intend to prepare Supplementary Guidance which identifies the appropriate scale, massing and location for new development as well as appropriate types of materials to be used for such development and in the alteration, extension and refurbishment of traditional buildings throughout Tain Conservation Area. It is the intention that this would be adopted as statutory Supplementary Guidance. This growth has been accompanied by increased large scale development with both ASDA and Tesco opening new stores in the town within the past 5 years complimenting the existing larger stores and most crucially the town centre shops.

4.79

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

4.80

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

4.81

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

4.82

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

4.83

Across the town, early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt and Newmore Water Treatment Works and Tain Waste Water Treatment Works through investment. In addition development should contribute towards the delivery of the priority actions identified in the Council's Tain Active Travel Audit.



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Housing

Site	TN1 – Morangie Road	Area (ha)	4.5	Housing Capacity	66
Requirements	Development in line with conditions attached to Planning Permission 07/01267/FULRC, most notably: Submission and implementation of a detailed landscaping plan; Development to be served by a new roundabout off Morangie Road; Submission and implementation of a Travel Plan;				
Site	TN2 – Land to rear of Craighill Primary School	Area (ha)	7.9	Housing Capacity	170
Requirements	Development in line with conditions attached to Planning Permission 07/00797/OUTRC/FULRC, most notably: Formation of access from Craighill Terrace; Programme of archaeological work to be undertaken; Undertaking of minimal earthworks; Submission and implementation of a Travel Plan; No culverting of watercourses on the site. A Flood Risk Assessment will be required in support of any planning application on the site.				
Site	TN3 – Kirksheaf Road	Area (ha)	4.2	Housing Capacity	43
Requirements	Development subject to formation of suitable access and enhancements to local road network; Programme of archaeological work to be undertaken; Submission and implementation of landscaping plan; A Flood Risk Assessment will be required in support of any planning application on the site.				
Site	TN4 – Rowan Drive	Area (ha)	7.9	Housing Capacity	23
Requirements	Completion of development in line with conditions attached to Planning Permissions 08/00105/REMSU and 08/00222/FULRC, most notably: Programme of archaeological work to be undertaken; Submission and implementation of landscaping plan. If further development is proposed a Flood Risk Assessment will be required in support of any planning application on the site.				

Mixed Use

Site	TN5 – Knockbreck Road	Area (ha)	18.4		
Uses	250 Homes, Business, Commercial, Community				
Requirements	Permission in Principle 10/02217/PIP, most notably: Delivery of suitable access into, through and across the site; Provision of new/extended bus service(s); Programme of archaeological work to be undertaken; Tree Protection Plan; Bat Surveys (if trees are removed). Avoidance of any adverse effect on the integrity of Dornoch Firth and Loch Fleet SPA/Ramsar through preparation of a recreation access management plan.				

Community

Site	TN6 – Cemetery	Area (ha)	2.1	Use	Cemetery Expansion
Requirements	Development in line with Planning Permission 09/00419/FULSU				

Business

Site	TN7 – Blarliath	Area (ha)	10.3	Use	Business
Requirements	Early Structural Planning will be required; Suitable access to be formed from Shore Road; Footpath provision to connect to existing footpath network;				

Industrial

Site	TN8 – Glenmorangie	Area (ha)	18.2	Use	Expansion and/or intensification of uses at distillery
Requirements	Safeguard for existing use including intensification and expansion. Sensitive siting of development will be required to avoid loss of view over Dornoch Firth from A9 and to respect the adjacent National Scenic Area. Transport Assessment required.				

Ardersier

4.84

- Development opportunities in Ardersier identified to deliver opportunity to meet housing need and also potential for establishment and growth of business/tourism opportunities;
- Capacity to accommodate over 100 new homes and opportunities to develop the role of Ardersier for tourism and business related development.
- Improvements to transport provision to strengthen linkages to the A96(T)
- Reinforcement and upgrading of water and waste water infrastructure.

4.85

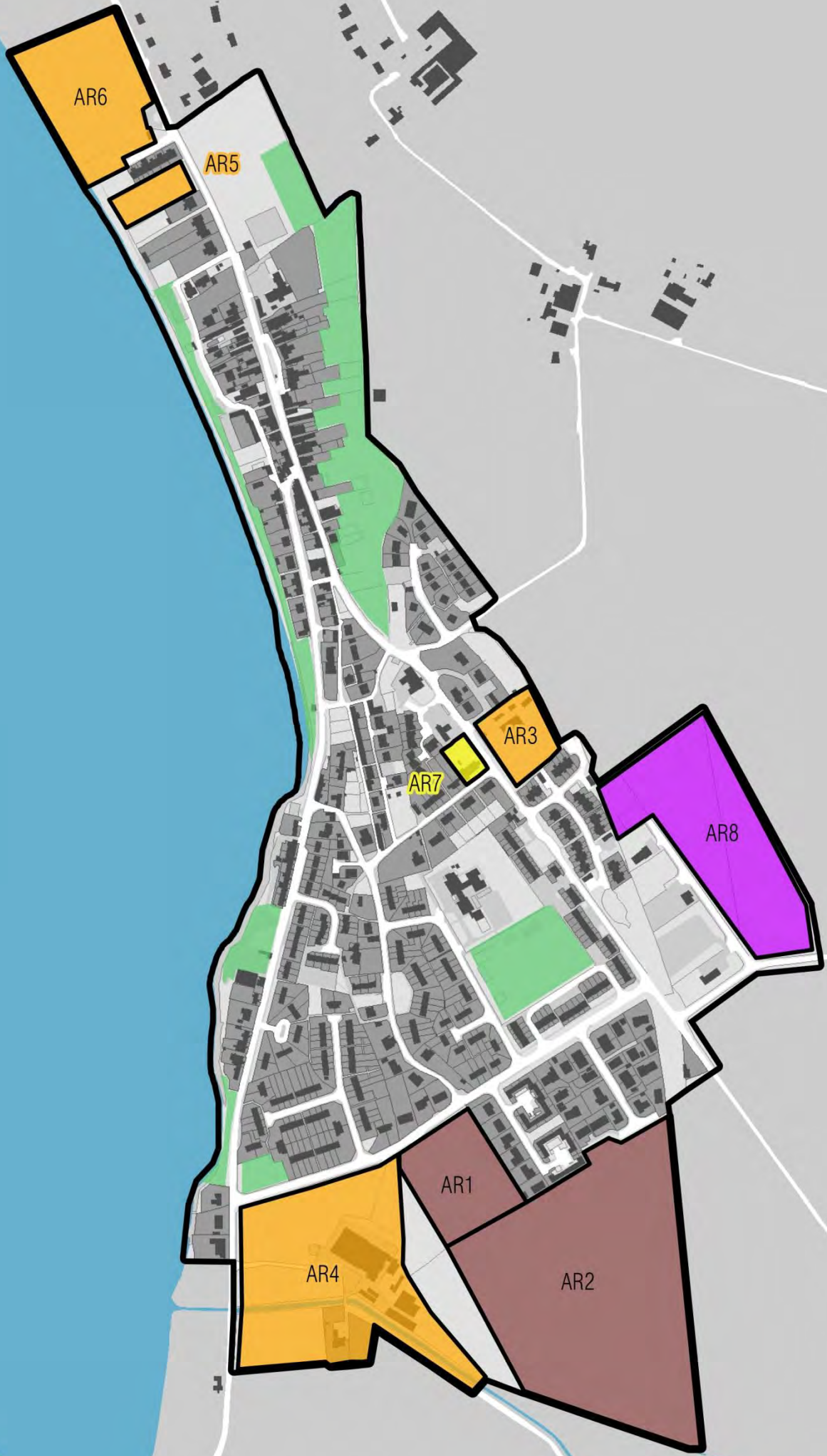
Ardersier is located on the southern coast of the inner Moray Firth and is situated between the shoreline and a steep raised beach. Much of the available development land within the settlement is impacted by flood risk and/or a high water table in the area. Economic prospects for local employment lie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

4.86

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

4.87

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



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Housing

Site	AR1 Nairn Road	Area (ha)	1.2	Housing Capacity	31
Requirements	As per planning permission (10/00059/FULIN) for 31 dh due for commencement 2013. Requirements relate notably to provision of footway, traffic calming measures and provision of a bus stop. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)				
Site	AR2 South of Nairn Road	Area (ha)	6.2	Housing Capacity	55
Requirements	Site has potential to deliver the medium to longer term housing requirements for Ardersier. Issues to be addressed notably are provision of footpath/ cycleway connections further traffic calming to wider road network. Potential exists for access from both Fettes Road and site AR3. A Flood Risk Assessment will be required in support of any planning application. The Ardersier burn running through the site has been historically realigned. Development of the site should therefore consider the requirement for restoration of the watercourse allowing appropriate space for restoration works and space for future development of natural processes. This will require a morphological assessment to be submitted with any planning application. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)				

Mixed Use

Site	AR3 Station Road	Area (ha)	0.56		
Uses	10 homes, business and community				
Requirements	Potential for redevelopment of site for primarily business and housing use. Consideration should be given to retention of important trees. The former and existing site uses may lead to a requirement for site investigation into ground conditions. Potential for intensification of housing potential dependant of demand for business usage. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)				
Site	AR4 Milton of Connage Farm	Area (ha)	3.95		
Uses	20 Homes and business development.				

Requirements	<p>Site proposed for mixed use development, redevelopment opportunity for existing cheese production and sales. Potential relocation of dairy facility to alternative site within wider farm ownership. Residential component located to Nairn Road side of allocation. Improved access and consideration of junction design will be required including consideration of access location. Footpath/cycleway provision to road frontages and provision for incorporation of coastal trail. A Flood Risk Assessment will be required to support any planning application; the assessment may affect the developable area of the site. The Ardersier burn running through the site has been historically realigned. Development of the site should therefore consider the requirement for restoration of the watercourse allowing appropriate space for restoration works and space for future development of natural processes. This will require a morphological assessment to be submitted with any planning application. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)</p>		
Site	AR5 South of Cromal Terrace	Area (ha)	0.32
Uses	Single house opportunity and community use		
Requirements	<p>Opportunity exists for the development on eastern portion of site, potential exists for a single house site located immediately adjacent High Street.</p> <p>High standard of house design to reflect adjacent Victorian houses and take account of location within conservation area.</p> <p>Flood risk forms a major consideration for this site, development of the site would have to be supported by a Flood Risk Assessment and the outcomes will affect the area available or development options for the site. All built development will avoid the functional floodplain. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)</p>		
Site	AR6 North of village	Area (ha)	1.79
Uses	Tourism and business		
Requirements	<p>Potential exists on this site for the delivery potential for marine based activities (e.g. surfing, wind surfing) and supporting facilities - caravan accommodation and changing block. Flood risk forms a major consideration for this site, development of the site would have to be supported by a Flood Risk Assessment and the outcomes may affect the area available or development options for the site. All built development will avoid the functional floodplain. Further issues to address relate notably to requirement</p>		

for a tree survey with identification of retained individual trees and groups; habitat assessment, preferred access to be located to south of site. Avoidance of any adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar (see supporting text)

Community

Site	AR7 – Memorial Hall	Area (ha)	0.1	Use	Community
Requirements	Allocation to support the community aspirations to renovate the Memorial Hall and for its maintenance for community use.				

Industry

Site	AR8 Nairn Road Industrial Estate Expansion	Area (ha)	2.7	Use	Industry
Requirements	Potential exists for the expansion of the industrial estate for future and further activities. Requirements will include consideration of existing vehicular access and landscaping planting to boundary to mitigate visual impact.				

Auldearn

4.88

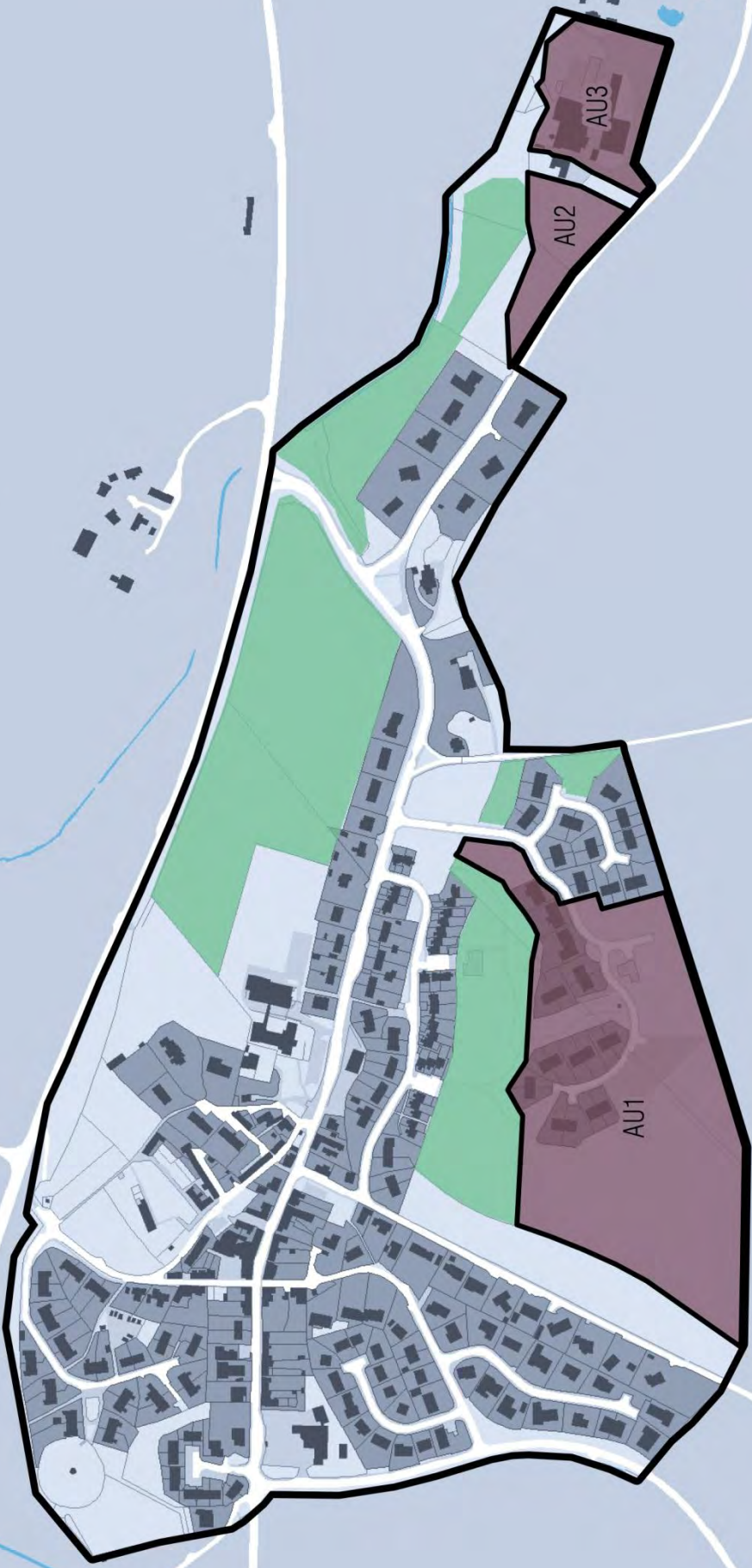
- Development in opportunities in Auldearn to meet housing need and consolidate settlement role.
- Capacity to accommodate around 60 new homes
- Potential to augment interpretation of historical battlefield – Battle of Auldearn and village centre conservation interests

4.89

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

Housing

Site	AU1 Montrose Hollow	Area (ha)	5.42	Housing Capacity	39
Requirements	Requirements as per existing permissions.				
Site	AU2 Meadowfield	Area (ha)	0.65	Housing Capacity	10
Requirements	Requirements to include off site access improvements to Moyness Road (C61) and extension of 30mph limit. High quality of design will be expected. A Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site.				
Site	AU3 Meadowfield Steadings	Area (ha)	1.1	Housing Capacity	12
Requirements	Proposals should accommodate existing traditional steading buildings and design of any new build component should reflect the former site use. High quality of design will be expected Requirements housing development; requirements to include off site access improvements to Moyness Road (C61) and extension of 30mph limit.				



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Cawdor

4.90

- Cawdor is a designated a Conservation Area covering most of the existing built development including Cawdor Castle
- Capacity for over 180 new homes
- Expansion of settlement forms part of the wider growth strategy for the A96 corridor
- Improvements to transport linkages from settlement to wider network.
- Capacity exists in the primary school to support settlement growth.
- Development in settlement will underpin local services and facilities
- Large scale development of the village to be guided through a master planned approach

4.91

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

4.92

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

4.93

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

4.94

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

4.95

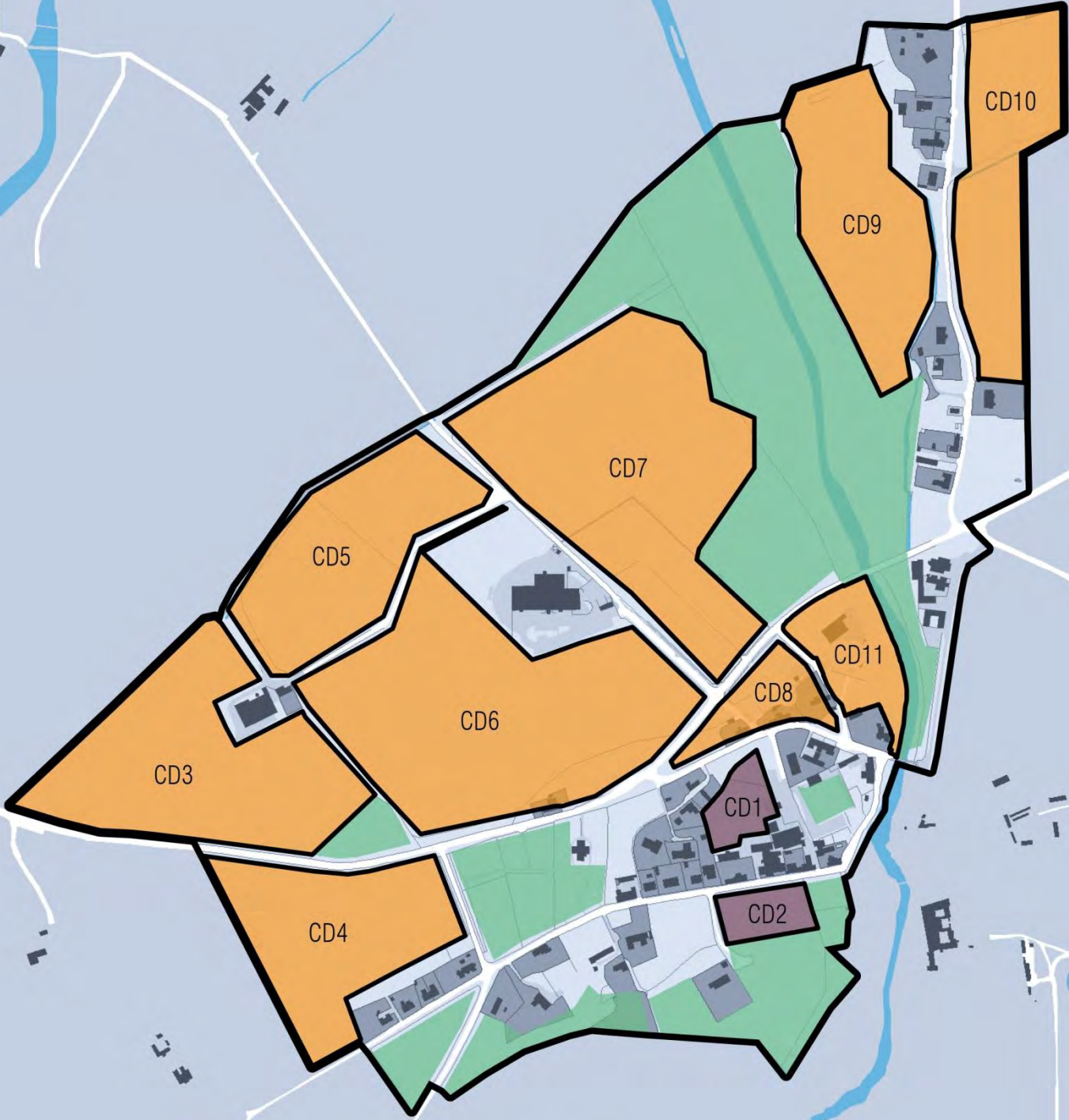
The provision of upgrades to water supply and wastewater treatment will need to be delivered to support the medium to long term development of the settlement and early engagement by developers with Scottish Water is encouraged.

4.96

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

Housing

Site	CD1 Old School Playground	Area (ha)	0.44	Housing Capacity	10
Requirements	Infill site utilising the old school playground, delivery of high quality design will be expected given location within heart of conservation area. Access and road network improvements may be required.				
Site	CD2 Opposite Old School	Area (ha)	0.44	Housing Capacity	10
Requirements	Greenfield site within residential core of village, delivery of high quality design will be expected to reduce impact on conservation area. Access and road network improvements may be required.				



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Mixed Use

Site	CD3-10 Cawdor expansion	Area (ha)	28.5
Uses	Residential, Retail, Business, Community		
Requirements	<p>The preparation of a developer led masterplan is required to support proposals and to be prepared in consultation with the local community. The masterplan needs to address requirements for and phasing of this village expansion and to notably consider the following issues; the balance and mix of uses, provision of new employment opportunities, the phasing of delivery of housing and other uses to reduce impact of development and the requirement of the development to meet the longer term needs of the settlement.</p> <p>Other issues to be addressed include determining the scope of a transport assessment, likely to include measures such as; improvements to the B9090 ; necessary mitigation of impacts on local and trunk road networks; delivery of internal footpath/cycle network and connections to wider path and green network; provision of appropriate SUDS and drainage impact assessment, improvements to water and wastewater infrastructure; consideration of potential impacts on the natural, built and cultural heritage.</p> <p>A Flood Risk Assessment will be required in support of any planning application and may restrict the developable area of the site. Design of new development must embody consideration of the historic character and appearance of the village as a whole. Development of the site should be phased over the period 2011 to 2031 with development progressing at a prescribed rate of no more than 85 homes delivered in the period 2011-16; 70 homes in 2016-21; 65 homes delivered in each 5 year period 2021-26 and 2026-31.</p> <p>Avoidance of any adverse effect on the integrity of Cawdor Wood SAC alone or in combination.</p>		
Site	CD11 Old Smithy	Area (ha)	1.1
Uses	Business and/or Residential		
Requirements	<p>Existing woodland to be retained where possible forms part of the village setting. Retention of mature trees and setback.</p> <p>Consideration of potential contamination from previous uses. A Flood Risk Assessment will be required to support any planning application and may restrict the developable area of the site.</p>		

Croy

4.97

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

4.98

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

4.99

The proximity of Croy and any other development proposals within the catchment of Loch Flemington Special Protection Area and the potential effect on the water quality of the loch is a specific risk that requires area local development plan coverage. The Council will produce supplementary guidance to require that all development proposals within the water catchment of Loch Flemington use appropriate foul drainage arrangements.

4.100

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



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Housing

Site	CR1 East of B9006	Area (ha)	2.5	Housing Capacity	35
Requirements	Setback of development from B9006 maintain as green space/village green , delivery of comprehensive layout for site including landscape planting, provision of appropriate SUDS to mitigate run off to local drainage. Capacity of site to be determined through delivery of appropriate layout, with consideration given to the improving existing drainage running through site. Improvements required to existing access to site.				

Mixed Use

Site	CR2 West of primary school	Area (ha)	15.0		
Uses	150 homes, retail and community				
Requirements	Development proposals for the site should be supported by a developer led masterplan addressing requirements for and phasing of the site and to notably consider the following issues; potential for the delivery of housing and other uses for the longer term requirements of the settlement; development proposals will be required to consider various factors; improvements to linkages to the A96 and Mid- Coul roundabout and the B9006; transport assessment and necessary mitigation of impacts on local and trunk road networks; provision of appropriate SUDS. Provision of footpath/cycleway connection to wider village network. Development of the site should be phased over the period 2011 to 2031 with development progressing at a prescribed rate of no more than 50 homes delivered in each 5 year period commencing 2011 with a further 25 homes for each 5 year period to 2031.				

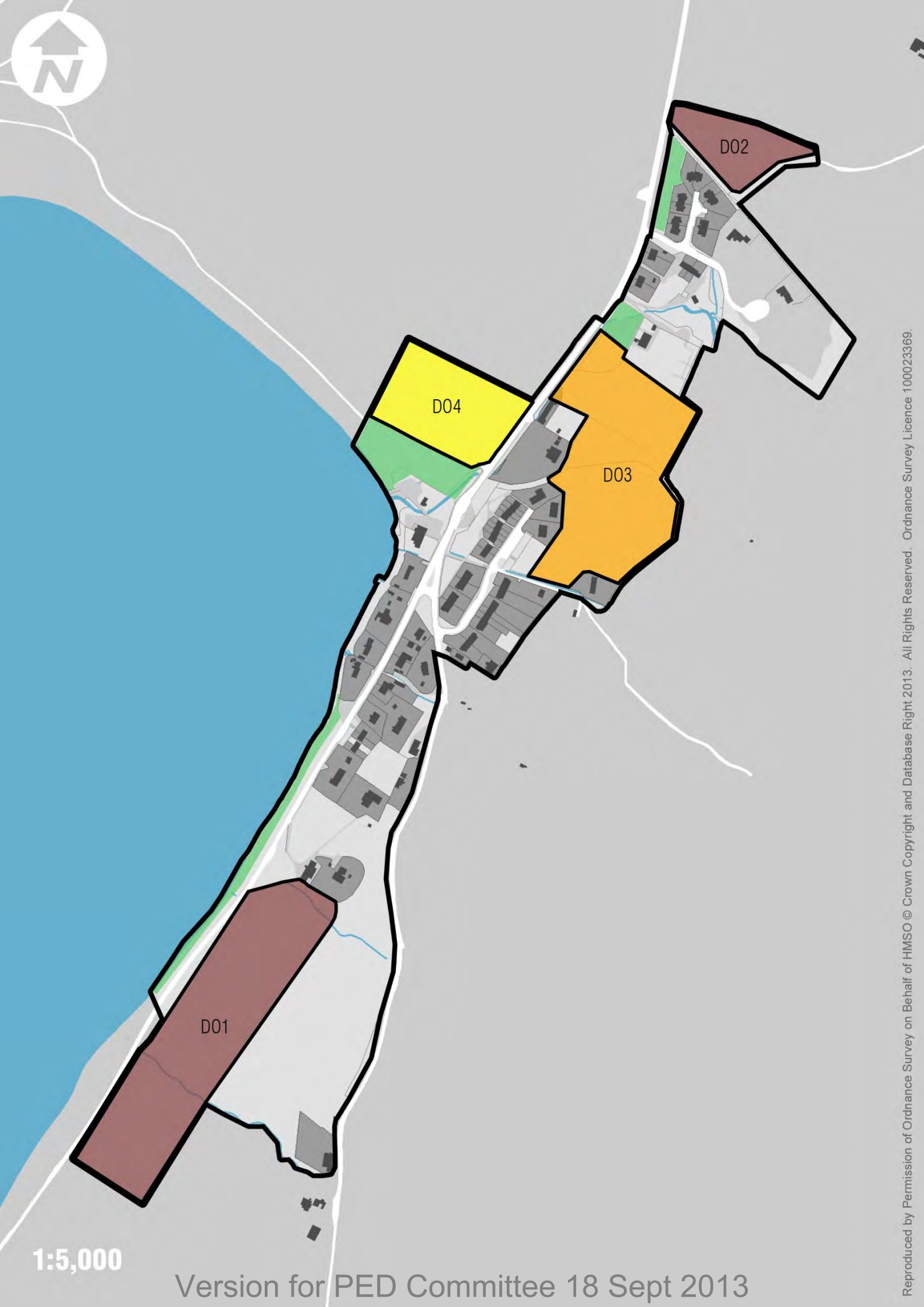
Dores

4.101

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

4.102

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



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Housing

Site	DO1 - Land South of Dores Hall	Area (ha)	3.7	Housing Capacity	26
Requirements	Development set-back and sufficient wind stable tree screen to B852; new road connection to hall car park and use of existing hall access as pedestrian connection; pre-determination species survey and if necessary protection plan; compensatory tree planting; public sewer connection; high standard of architectural design quality; Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	DO2 - Land north of Mill Croft	Area (ha)	0.8	Housing Capacity	8
Requirements	High quality of architectural design and layout respecting site's prominence and slope; planting on northern boundary; discussion with community over the release of C1 for sports use.				

Mixed Use

Site	DO3 - Land south of Parish Church	Area (ha)	3.1		
Uses	16 homes, Business, Community, Tourism				
Requirements	Land safeguard for cemetery extension; high quality of architectural design and layout respecting site's prominence and slope.				

Community

Site	DO4 - North of Playing Field	Area (ha)	1.5	Use	Sports Pirch
Requirements	Any built development limited to non permanent changing facilities; Flood Risk Assessment required in support of any planning application.				

Drumnadrochit

4.103

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

4.104

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

4.105

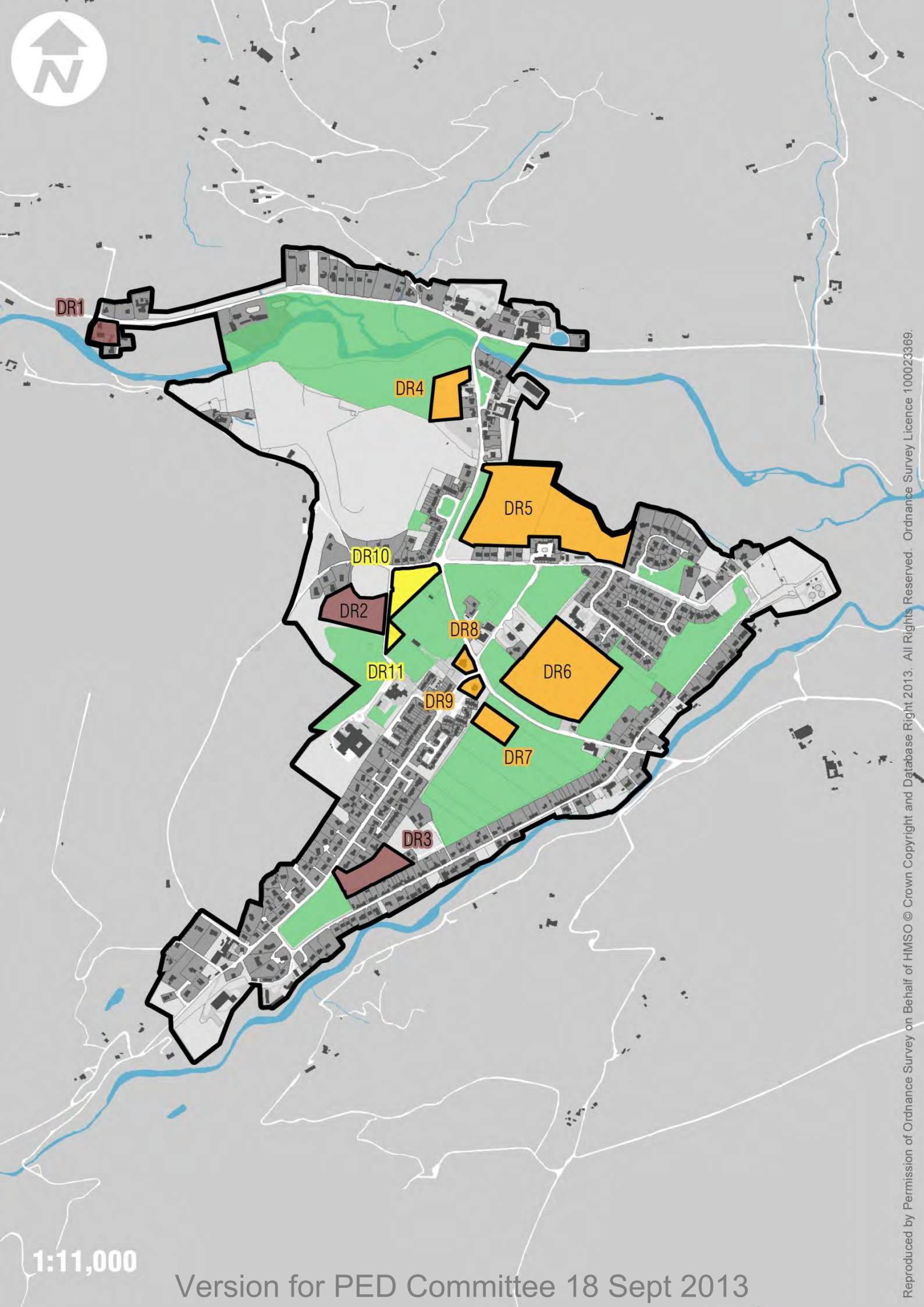
Application of these principles has led us to allocate development land at the heart of the community, where longer road improvements are not required and where more people can walk or cycle to facilities. Developer requirements are required to ensure the village is not "swamped" by a surge in building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

4.106

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

Community

Site	DR10 - North of Shinty Pitch	Area (ha)	0.8	Use	Community
Requirements					
Site	DR11 - West of Shinty Pitch	Area (ha)	0.2	Use	Sports and recreational facilities
Requirements					



DR1

DR4

DR5

DR10

DR2

DR8

DR6

DR11

DR9

DR7

DR3

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Housing

Site	DR1 - Easter Milton	Area (ha)	0.4	Housing Capacity	4
Requirements	Pedestrian connection improvements including land safeguarded through the site for access to the river to allow for pedestrian bridge opportunity; Flood Risk Assessment to support any planning application and address any potential erosion issues.				
Site	DR2 - North of Cnocan Burra Burial Ground	Area (ha)	1.3	Housing Capacity	5
Requirements	Setback from school access road; safeguarding of pedestrian access and improved footpath to the Mausoleum; minimisation of any woodland loss.				
Site	DR3 - Land at West Lewiston	Area (ha)	1.1	Housing Capacity	2
Requirements	Maximum capacity of 2 houses; provision of visually continuous and permanent green corridor through the site and adjoining land.				

Mixed Use

Site	DR4 - Land west of Post Office	Area (ha)	0.9
Uses	Tourism, Business, Retail, Community		
Requirements	Any development wholly dependent on completion of the adjoining Enrick flood defence scheme and Flood Risk Assessment required to support any planning application; high quality of architectural design respecting the site's prominent tourist route location; trunk road junction improvement.		
Site	DR5 - Drum Farm	Area (ha)	5.7
Uses	55 homes, Business, Retail, Community		
Requirements	Developer masterplan to include/address: phasing of a maximum of 10 housing units per annum; any application must include a non-housing element which must be provided within an initial phase of development; high quality of architectural design respecting the site's prominent tourist route location; landscaped set back from A82 including stone dyke feature and remote foot / cycle way; publicly accessible green corridor retention to retain and frame public vistas and to maintain a degree of visual separation between settlements; connection to wider village path network; Flood Risk Assessment to support any planning application, this may affect the developable area.		

Site	DR6 - Land south west of Coiltie Crescent	Area (ha)	4.2
Uses	75 homes, Business, Community, Retail		
Requirements	Developer masterplan to include/address: phasing of a maximum of 10 housing units per annum; any application must include a non housing element which must be provided within an initial phase of development; high quality of architectural design respecting the site's prominent tourist route location; landscaped set back from A82 including stone dyke feature and remote foot / cycle way; publicly accessible green corridor retention to retain and frame public vistas and to maintain a degree of visual separation between settlements; path links to Benleva through the wood and to wider village network; speed limit reduction and signage relocation; A82 junction to be compatible with access to site DR9 opposite.		
Site	DR7 - Land south of Medical Practice	Area (ha)	0.6
Uses	Community, Business		
Requirements	Safeguarded for development of an expanded health centre and pharmacy only; high quality of architectural design respecting the site's prominent tourist route location; landscaped set back from A82 including stone dyke feature and remote foot / cycle way; speed limit reduction and signage relocation; A82 junction to be compatible with access to site DR8 opposite.		
Site	DR8 - Retail Units on A82 / Balmacaan Road	Area (ha)	0.2
Uses	Retail, Business, Community		
Requirements	Redevelopment of current building; high quality of architectural design respecting the site's prominent tourist route location; rationalisation of current access and parking arrangements.		
Site	DR9 - Medical Practice	Area (ha)	0.2
Uses	Retail, Business, Community		
Requirements	Redevelopment of current building; high quality of architectural design respecting the site's prominent tourist route location; rationalisation of current access and parking arrangements; woodland retention.		

Fort Augustus

4.107

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

4.108

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

4.109

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

Housing

Site	FA1 - Markethill	Area (ha)	7.8	Housing Capacity	58
Requirements	As per the Council's already approved detailed planning guidance: Markethill Development Brief				
Site	FA2 - Fort Augustus Caravan Park	Area (ha)	1.7	Housing Capacity	18
Requirements	Development in accordance with planning permissions already granted 09/00072/OUTIN and notably: retained public access between golf course and the A82 (T); archaeological survey; access visibility improvements; footway and public sewer connections.				

Mixed Use

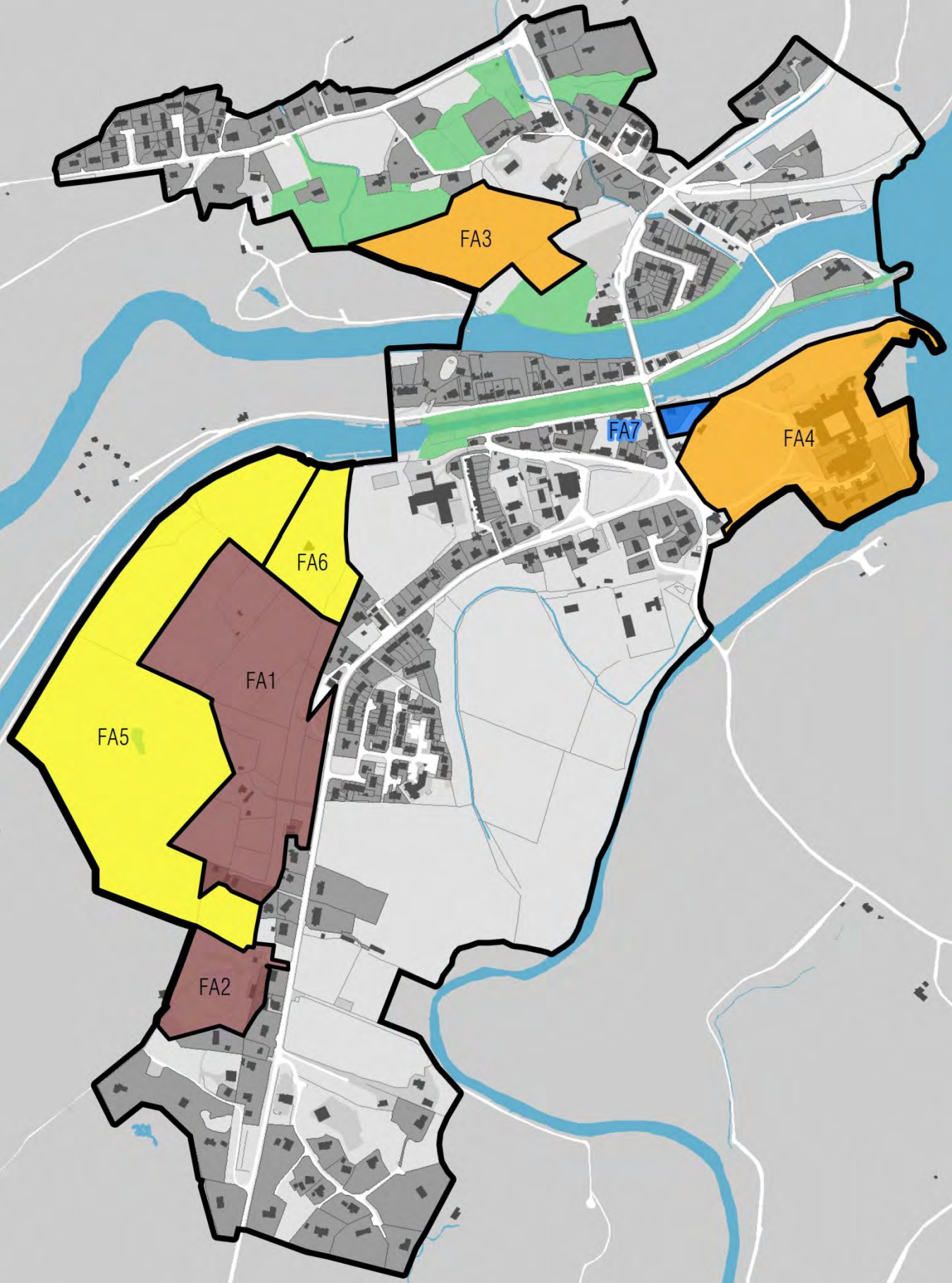
Site	FA3 - South of Church Road	Area (ha)	2.8
Uses	Community, Tourism, Business, 8 homes, Retail		
Requirements	Dependent on access through village car park which should be reconfigured and expanded as part of any proposal. Flood Risk Assessment to support any planning application, this may affect the developable area. Minimisation of tree loss.		
Site	FA4 - St Benedict's Abbey	Area (ha)	6.1
Uses	Tourism, Business, Retail		
Requirements	Woodland impact assessment and appropriate set back; assessment of impact on fabric and setting of the Category A Listed Abbey; public open space safeguard including cricket pitch; bat survey; Flood Risk Assessment to support any planning application, this may affect the developable area.		

Community

Site	FA5 - Fort Augustus Golf Course	Area (ha)	11.5	Use	Golf Course Extension
Requirements	Mitigation for any adverse impact upon setting of Caledonian Canal Scheduled Monument; consideration of use of canal for surface water drainage opportunities.				
Site	FA6 - West of Academy School	Area (ha)	1.7	Use	Education and related community facilities
Requirements	Mitigation for any adverse impact upon setting of Caledonian Canal Scheduled Monument; consideration of use of canal for surface water drainage opportunities.				

Business

Site	FA7 - South East of Swing Bridge	Area (ha)	0.2	Use	Canal related tourism uses
Requirements	Mitigation for any adverse impact upon setting of Caledonian Canal Scheduled Monument; consideration of use of canal for surface water drainage opportunities; high quality of architectural design commensurate with tourist route location; Flood Risk Assessment to support any planning application.				



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Inchmore

4.110

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

4.111

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

4.112

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

4.113

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

Housing

Site	IC1 West of Former Primary School	Area (ha)	1	Housing Capacity	8
Requirements	Access should be taken from the boundary with the former primary school. Archaeological assessment and landscape plan required to support any planning application. Landscape plan must include clump planting of trees around boundaries of house plots. A Flood Risk Assessment will be required in support of any planning application.				

Mixed Use

Site	IC2 East of Inchmore Gallery	Area (ha)	3.2
Uses	16 Homes, retail and business		
Requirements	Developer led masterplan including the following: housing on lower part of site, higher parts for open space; low density housing; retention of mature trees; set back from high voltage power lines and pylons; footway on south side of A862. Small scale retail and/or business use on frontage of A862.		

Business

Site	IC3 Former Inchmore Hall	Area (ha)	0.1	Use	Business
Requirements	Safeguard building/site for business use				



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Version for PED Committee 18 Sept 2013

Kiltarlity

4.114

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

4.115

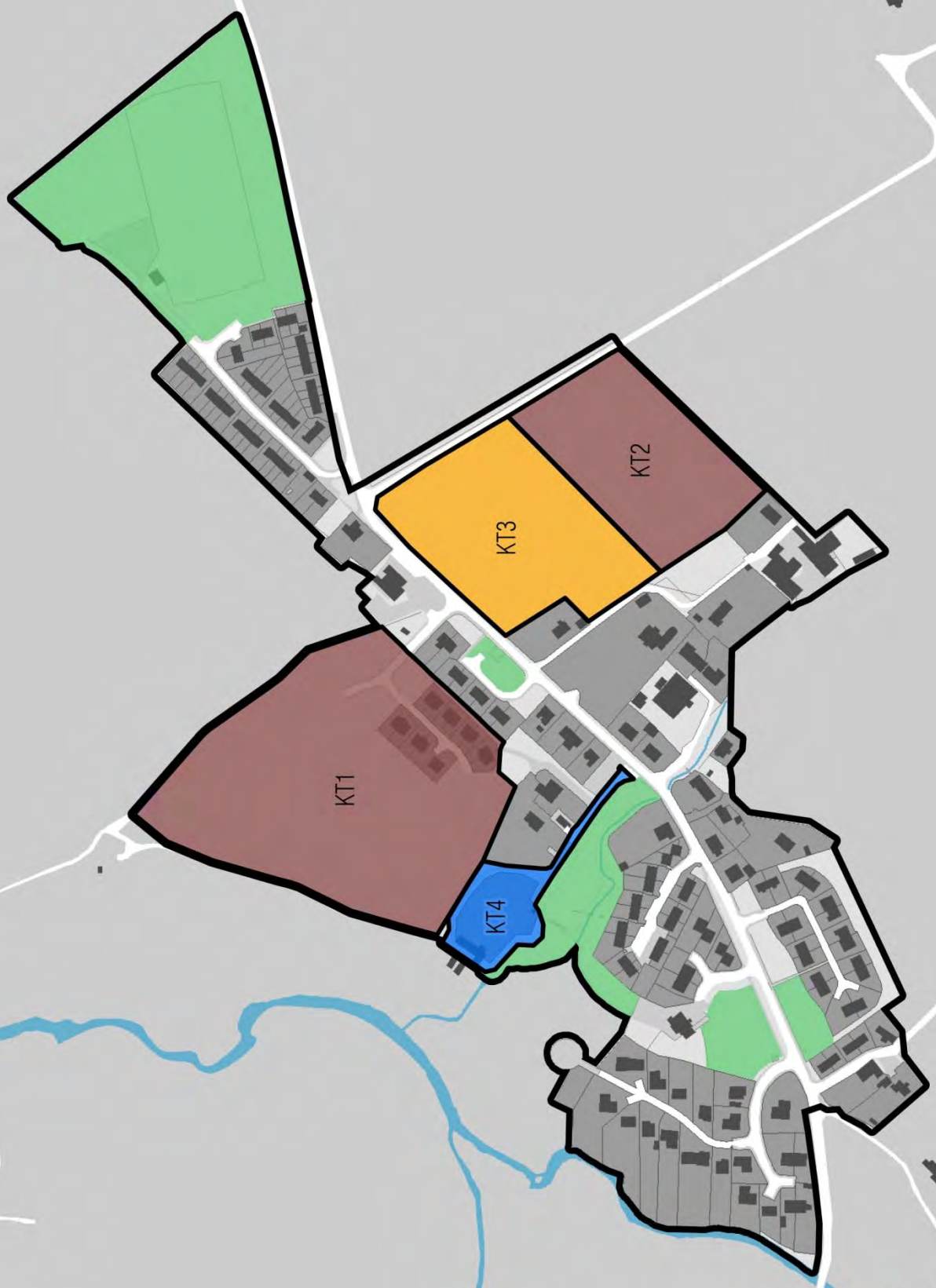
Kiltarlity is a small village located approximately 12 miles west of Inverness. The combination of open farmland and adjoining pockets of mature woodland create an open, attractive setting. It has a number of services and facilities including a village shop, primary school and village hall.

4.116

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

4.117

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



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Housing

Site	KT1 Former Balgate Sawmill	Area (ha)	4	Housing Capacity	70
Requirements	As per existing and partially implemented planning permission, notably: landscape planting including peripheral and boundary planting, archaeological assessment and pedestrian crossing at Allarburn Drive.				
Site	KT2 Glebe Farm South	Area (ha)	1.6	Housing Capacity	29
Requirements	Connection to adjoining northern site. Landscape plan including screen planting to south. Footpath to key destinations including primary school, village centre and community hall.				

Mixed Use

Site	KT3 Glebe Farm North	Area (ha)	1.9		
Uses	14 Homes and Community				
Requirements	As per existing and partially implemented planning permission 09/0007/FULIN, notably: Junction improvement, erection of stone wall on northern boundary of the site, uniform fence along southern boundary, landscape plan, archaeological assessment and open space in northern part of the site.				

Business

Site	KT4 Old Mill	Area (ha)	0.5	Use	Business
Requirements	Upgrade junction surface and improve visibility.				

Kirkhill

4.118

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

4.119

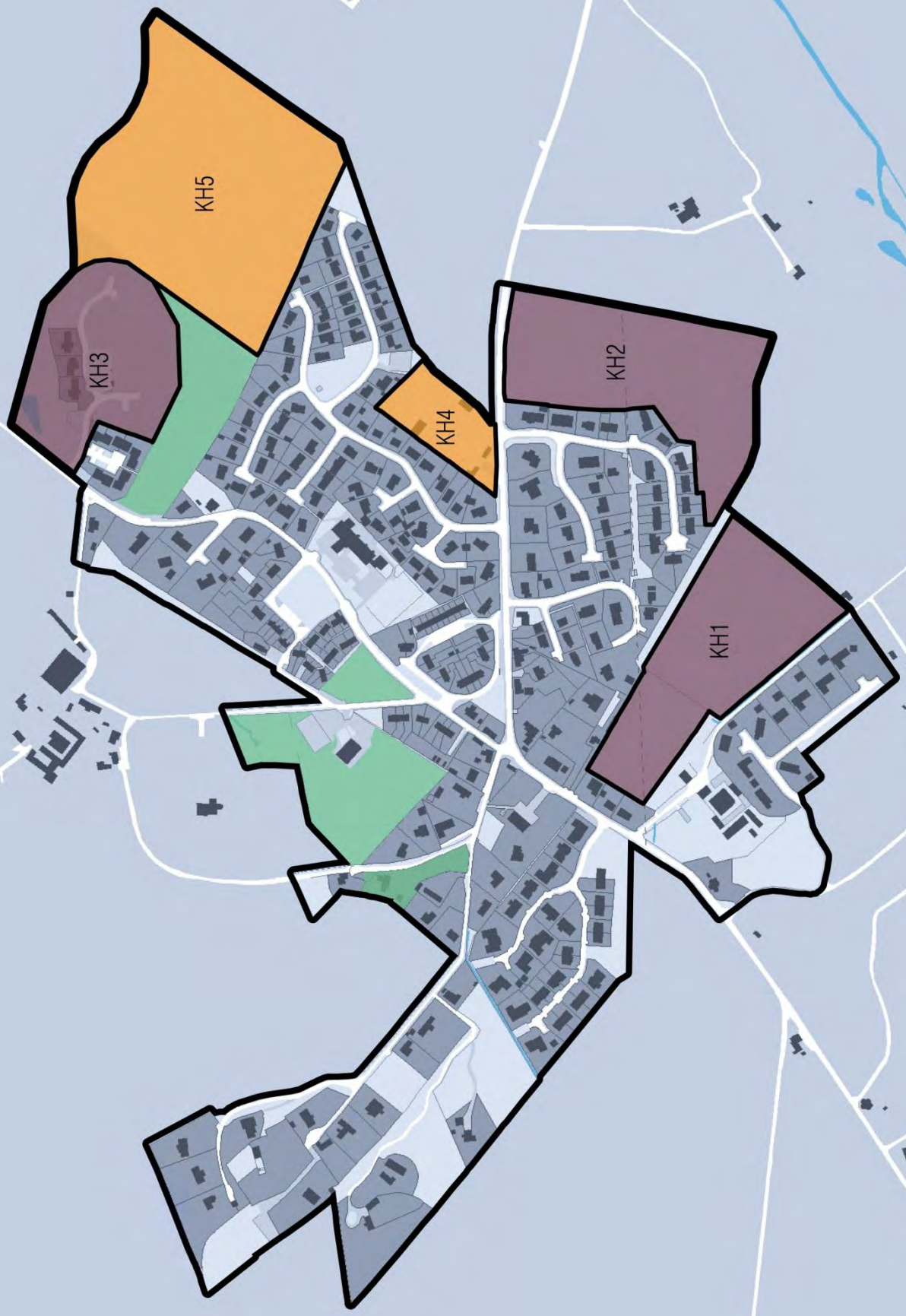
Kirkhill is an important dormitory settlement to Inverness that supports a number of facilities. Its fine heritage of historic buildings, parkland together with mixed farming and woodland creates an attractive setting. The village has a number of facilities including a primary school and community centre.

4.120

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

4.121

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



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Housing

Site	KH1 Achnagairn	Area (ha)	3.1	Housing Capacity	25
Requirements	A Tree Survey will be require to accompany any planning application. Development must be to set back from trees and a landscape buffer adjacent to Gardner's Cottage will be required.				
Site	KH2 East of Birch Brae Drive	Area (ha)	3.3	Housing Capacity	40
Requirements	Access taken from Birch Brae Drive. Set back from pylon. Tree survey and associated species may be required to accompany any planning application.				
Site	KH3 Groam Farm West	Area (ha)	3	Housing Capacity	25
Requirements	Development in accordance with the partially implemented planning permission				

Mixed Use

Site	KH4 MacMillan's Yard	Area (ha)	0.8
Uses	11 Homes, Retail, Community and Business		
Requirements	Provision of small scale retail and/or business use. Junction improvement.		
Site	KH5 Groam Farm East	Area (ha)	5.6
Uses	90 Homes, Business and Community		
Requirements	The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles: integration of built form, circulation, green space and landscaping. A Transport Assessment must accompany any planning application and include provision of loop road connecting to Newton Park. Active travel routes to the primary school, community facilities and village centre must also be provided.		

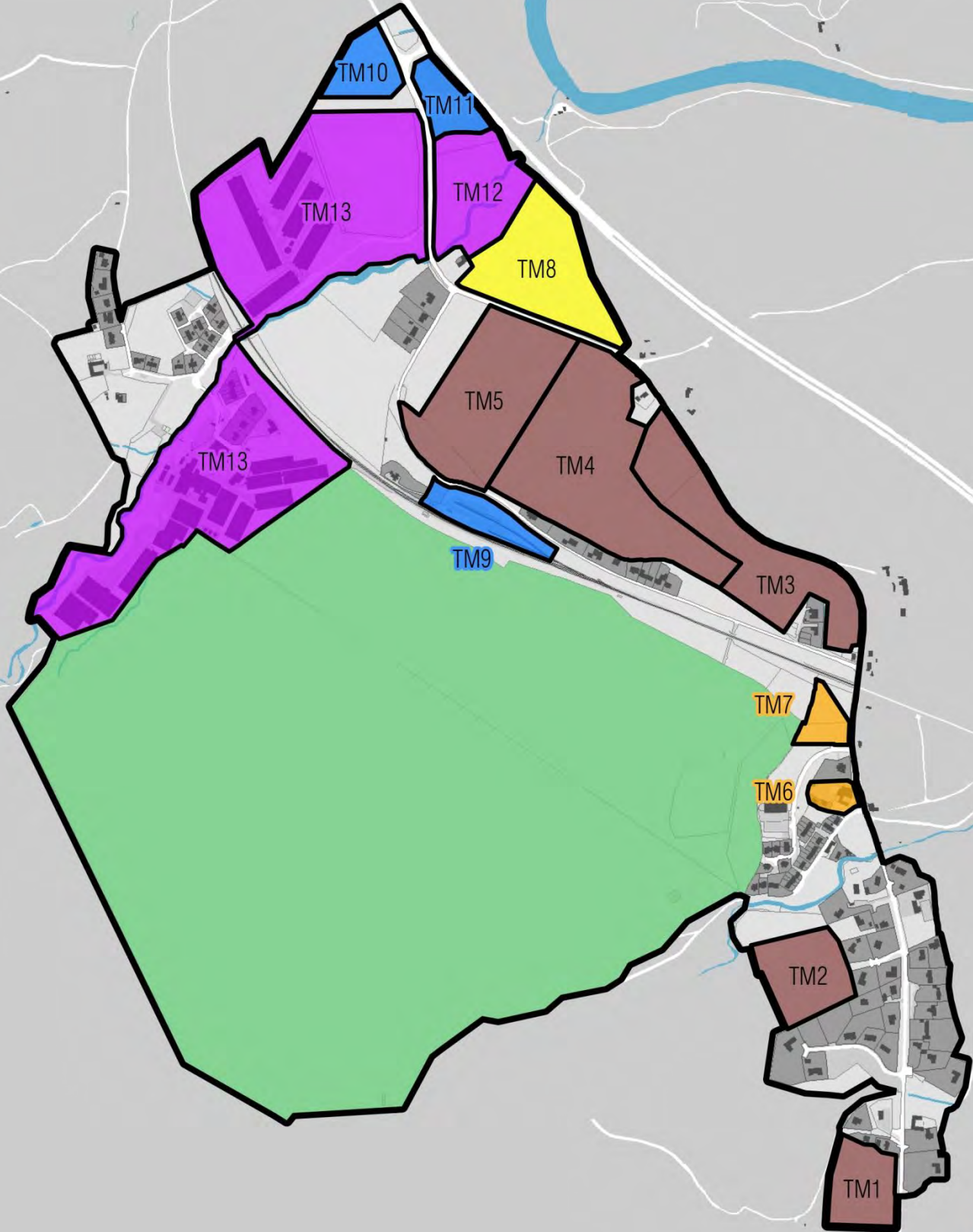
Tomatin

4.122

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

4.123

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



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Housing

Site	TM1 - West of War Memorial	Area (ha)	1.6	Housing Capacity	10
Requirements	Public sewer connection; footpath connections; design and layout that safeguards and enhances village gateway location.				
Site	TM2 - Land at Hazelbank	Area (ha)	2	Housing Capacity	4
Requirements	Development in accordance with planning permission 07/00355/OUTIN, notably allowance for future public sewer connection; footpath and adopted road connections.				
Site	TM3 - Land north west of Old Post Office	Area (ha)	4.7	Housing Capacity	47
Requirements	Developer masterplan to include/address: public sewer connection; relationship to other sites north of railway line including phasing; improved active travel and public transport connections including those to village centre.				
Site	TM4 - Land north of Station Cottages	Area (ha)	7.6	Housing Capacity	76
Requirements	Developer masterplan to include/address: public sewer connection; relationship to other sites north of railway line including phasing; improved active travel and public transport connections including those to village centre; retention of woodland framework and mitigation in terms of compensatory native planting and better woodland management; protected species survey; improved recreational access to woodland.				
Site	TM5 - East of Distillery	Area (ha)	5.1	Housing Capacity	51
Requirements	Developer masterplan to include/address: public sewer connection; relationship to other sites north of railway line including phasing; improved active travel and public transport connections including those to village centre; retention of woodland framework and mitigation in terms of compensatory native planting and better woodland management; protected species survey; improved recreational access to woodland; availability of TM8 for the provision of a community sports pitch and related facilities.				

Mixed use

Site	TM6 - Former Inn site	Area (ha)	0.4		
Uses	8 Homes, Retail, Business, Community				
Requirements	Development in accordance with 11/02645/MSC planning permission and notably: dwellings cannot be occupied until completion of Inn and village store; validation report on contaminated land; relocation of bus stop; pedestrian access through the site.				
Site	TM7 - Land west of Church of Scotland	Area (ha)	0.7		
Uses	7 Homes, Business, Community				
Requirements	Accommodation suitable for the elderly; drainage and pluvial Flood Risk Assessment to support any planning application.				

Community

Site	TM8 - Land north west of Porters Lodge	Area (ha)	3.8	Use	Sports pitches and associated facilities
Requirements	Flood Risk Assessment to support any planning application; public sewer connection; connections to footpath network.				

Business

Site	TM9 - Land at former railway station	Area (ha)	1.2	Use	Rail halt
Requirements	Upgrading of road to adoptive standards; land safeguard to leave open the future possibility of rail halt.				
Site	TM10 - Land west of former Little Chef	Area (ha)	1.2	Use	Business
Requirements	High quality architectural design commensurate with village gateway and tourist route location; employment use that gains a competitive advantage from trunk road visibility; retention of woodland framework and compensatory native planting; public sewer connection.				

Site	TM11 - Former Little Chef site	Area (ha)	1	Use	Business
Requirements	Development in accordance with planning permission 12/02590/FUL notably: access from local road network; safety barrier alongside the A9(T); land contamination validation report. Also: high quality architectural design commensurate with village gateway and tourist route location; employment use that gains a competitive advantage from trunk road visibility; public sewer connection.				

Industry

Site	TM12 - Land south of former Little Chef	Area (ha)	2.9	Use	Waste Water Treatment Facility
Requirements	Safeguarded for new waste water treatment facilities only; minimisation of above ground structures. Flood Risk Assessment to support any planning application, this may affect the developable area.				
Site	TM13 - Tomatin Distillery	Area (ha)	19.9	Use	Expansion and/or intensification of uses at distillery
Requirements	Only for expansion / reconfiguration of distillery or related operations; Flood Risk Assessment to support any planning application, this may affect the developable area.				

Avoch

4.124

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

4.125

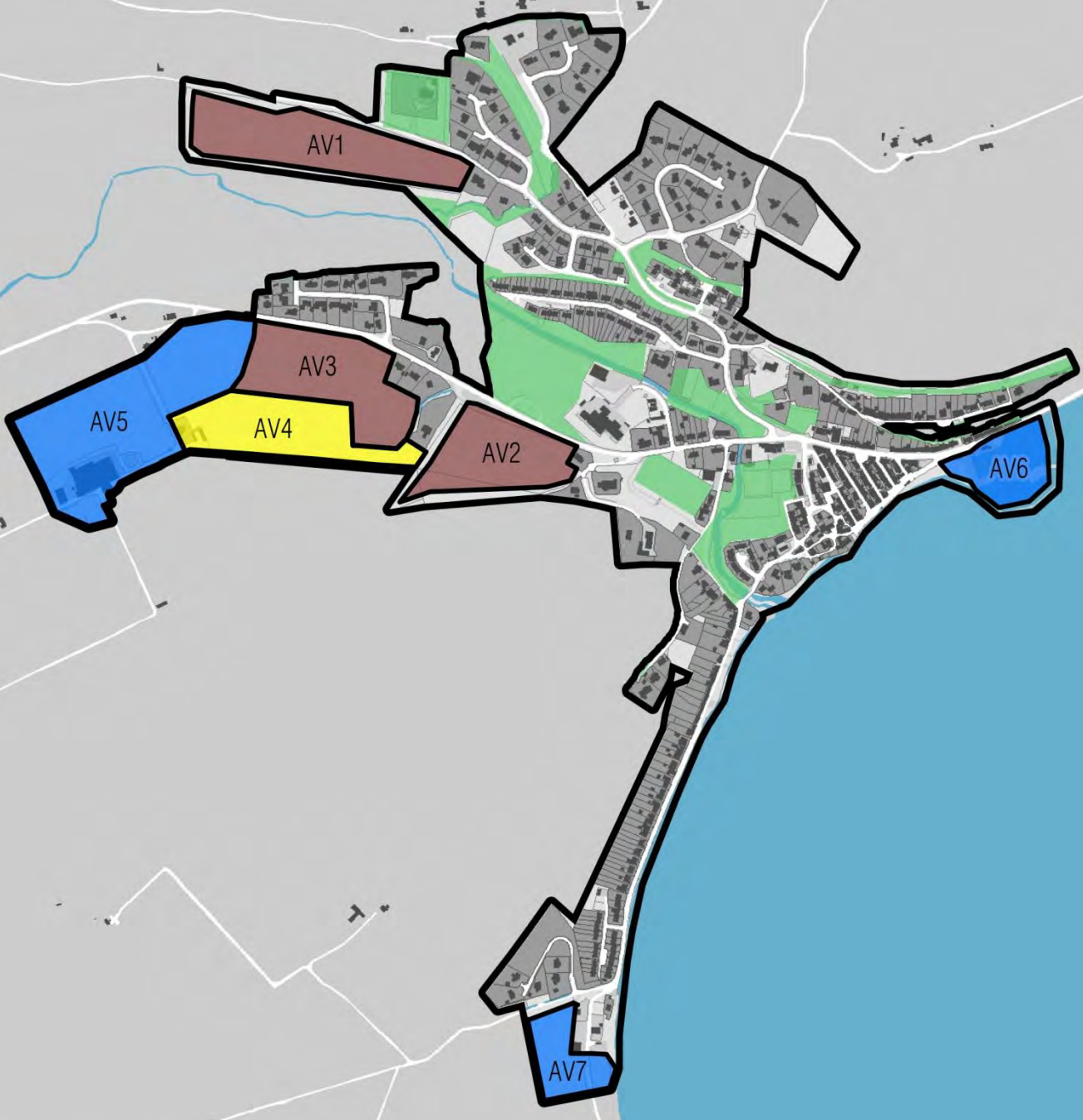
Avoch is an attractive coastal village overlooking the Moray Firth with a beautiful landscape setting. It also benefits from a high quality built environment much of which is within a designated conservation area. The opportunities for growth are affected by the rising ground to the north and south which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

4.126

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

4.127

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



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Housing

Site	AV1 Rosehaugh East Drive	Area (ha)	3.4	Housing Capacity	30
Requirements	In accordance with 08/00809/FULRC pending planning permission subject to agreement on affordable housing provision and notably: in accordance with specifications outlined in the approved Design Brief, install a new gate in the fence along 'School Brae' to provide access to the existing play park, install a combined 'give-and-take' traffic calming and crossing measure on 'School Brae', a detailed plan of public access across the application site, provide connection with the core path, and a Tree Protection Plan.				
Site	AV2 Memorial Field	Area (ha)	2.4	Housing Capacity	30
Requirements	In accordance with 09/00090/FULRC pending planning permission subject to agreement on affordable housing provision and notably: siting, in accordance with the approved design brief, provide pedestrian crossing of the A832 and footpath which will link into the existing footpath within the bus layby, and provide tree planting on the southern part of the site.				
Site	AV3 West of the old Manse	Area (ha)	3.2	Housing Capacity	63
Requirements	The Council will participate in the preparation of a developer prepared masterplan for the site. The developer masterplan will be prepared in consultation with the community in combination with AV4 and AV3 and will address: layout, siting and design (with provision of visualisations from key viewpoints), landscaping and structural planting framework (including expansion of beech hedge feature along road side, and areas of structural planting), determine the appropriate form of community/open space provision, establish basic infrastructure and phasing (including significant extension to water and waste water network), and provide transport information (which may show a requirement for a right hand turning lane).				

Community

Site	AV4 Muiralehouse Farm	Area (ha)	2.8	Use	Community
Requirements	As per AV7				

Business

Site	AV5 Muiralehouse Farm	Area (ha)	3.7	Use	Business
Requirements	As per AV7				
Site	AV6 Harbour	Area (ha)	n/a	Use	Marine uses
Requirements	Suitable for marine related development, compensatory parking may be required if affecting existing provision, if the development involves access to the water then it should be done in accordance with the Scottish Marine Wildlife Watching Code and the Dolphin Space Programme as well as avoidance of any cumulative impact of boat traffic on the Moray Firth SAC as assessed according to 'Dolphins and Development'.				
Site	AV7 South of Ormonde Terrace	Area (ha)	0.8	Use	Business
Requirements	Access from existing industrial estate, provide landscaping and planting, and physical traffic calming.				

Conon Bridge

4.128

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

4.129

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

4.130

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

4.131

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

4.132

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

4.133

Across the village, all new residential development in the catchment of Ben Wyvis Primary School will be required to make a contribution to the provision of community facilities and any future required expansions of Ben Wyvis Primary School, all developments must contribute to upgrade of the A835/ Corntown junction and early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works and Conon Bridge Waste Water Treatment Works through investment. A great crested newt survey is required for all development sites containing a water body.

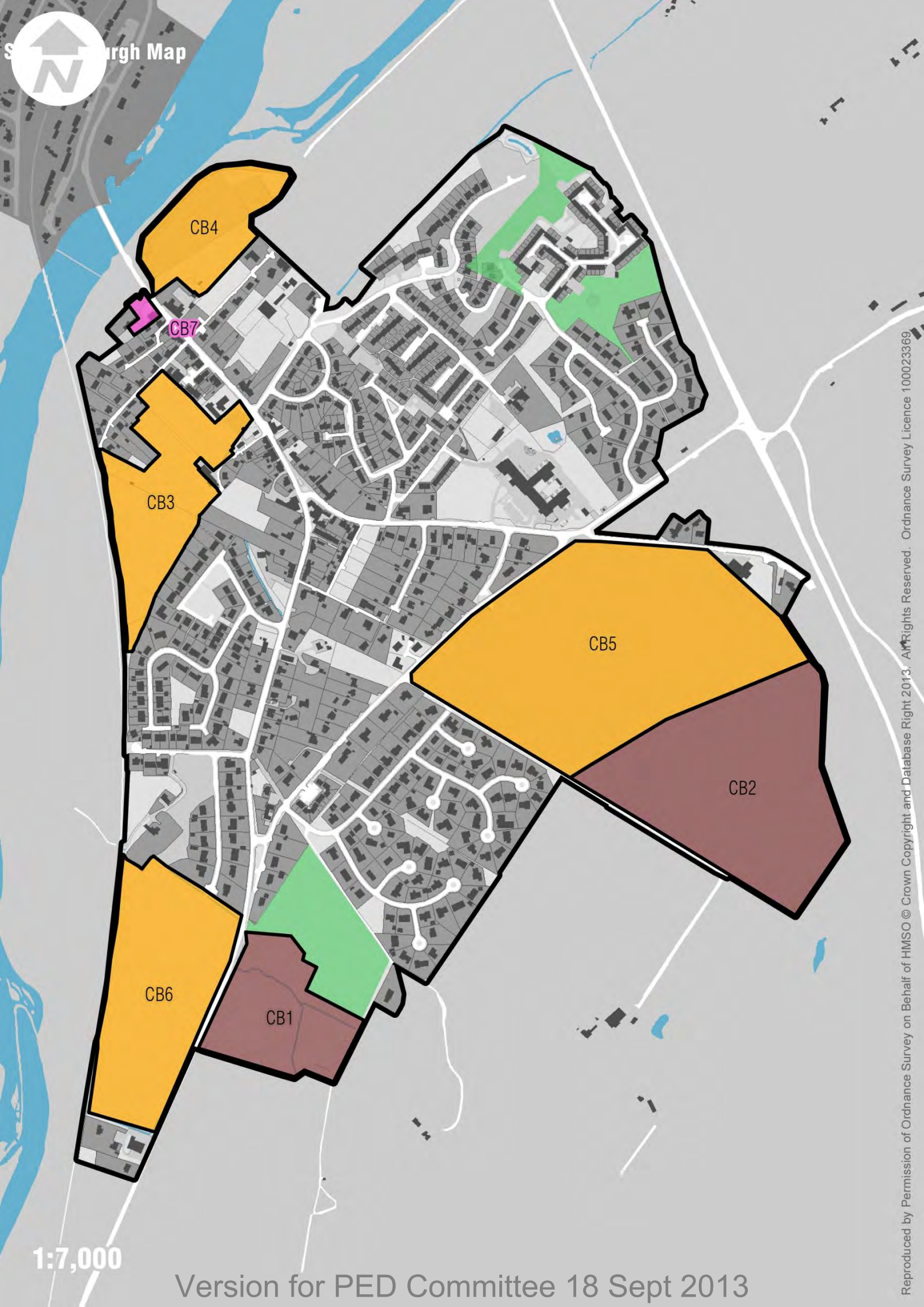
4.134

There is potential for a number of developments in Conon Bridge and Maryburgh to have an adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar alone or in combination as a result of recreation disturbance and/or change in water quality. The following sites in Conon Bridge have been identified as potentially having a likely significant effect in combination: CB2, CB3, CB4, CB5, CB6. These sites will be required to ensure avoidance of any adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan

which brings together components relating to open space, paths provision and the wider green network, and possible off-site management initiatives. In addition, to ensure no adverse effect on the integrity of Conon Islands SAC alone or in combination, these sites should include a comprehensive sustainable urban drainage system to deal with surface water run-off.

Housing

Site	CB1- Schoolhouse Belt	Area (ha)	3.6	Housing Capacity	28
Developer Requirements	<p>Development in accordance with the 08/00140/FULRC planning permission, and notably:</p> <p>Submission and implementation of a Safer Routes to School Plan; extension of the 40mph speed limit to the southern boundary of the site; provision of a new roadside footpath from the development to the existing roadside footpath network; delivery of a play area; completion of the landscaping of the tree belts around the site within one year of the commencement of development; provision of a remote footpath connecting to existing footpath networks to the north and south of the site; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.</p>				
Site	CB2 – Braes of Conon	Area (ha)	9.2	Housing Capacity	115
Developer Requirements	<p>Provision of a landscaping plan to include planting to the eastern and southern boundary to form a boundary to the development; access should be taken through site CB5; development should not commence until 80% of the Braes of Conon (Site CB5) is completed; a comprehensive sustainable urban drainage system; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination. A Flood Risk Assessment will be required in support of any planning application on the site.</p>				



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Mixed Use

Site	CB3 – Land to South West of High Street	Area (ha)	4.5
Uses	39 homes and Community		
Developer Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles:</p> <p>Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site; relocation of the playing field and play area within the site; provision of additional car parking within the site; improved access to the High Street; a comprehensive sustainable urban drainage system; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.</p>		
Site	CB4 – Former Fish Processing Site	Area (ha)	2.8
Uses	70 homes, Business and Retail		
Developer Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles:</p> <p>Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site; consider the risk of contamination on the site; provision of path links to the village centre and Ben Wyvis Primary School; a comprehensive sustainable urban drainage system to deal with surface water run-off; minimum 6m buffer strip planted with native species between River Conon and development site; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination..</p> <p>The intention is that site CB4 provides a mix of uses, however intensification of one or more of the uses on the site(s) would be considered acceptable if the developments viability depends on this.</p>		
Site	CB5 – Braes of Conon	Area (ha)	15.0
Uses	179 homes and 5 retail units		
Developer Requirements	Development in accordance with the 08/00994/FULRC planning permission, and notably:		

	Provision of a roundabout at School Road prior to commencement of Phase 3 of the development; formation of a stone wall/beechn hedge boundary at School Road; development should not exceed more than 20 houses per year unless less than 20 houses were completed the year before, if this is the case the balance may be carried forward to the following year; retention of the trees adjacent to Teanahurn Croft Road and Conon Brae Farm accesses shall be retained; development must be carried out in accordance with the recommendations of the flood risk assessment carried out for the development; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.		
Site	CB6 - Riverford	Area (ha)	6.4
Uses	45 Homes and 1.3ha Business		
Developer Requirements	Provision of a footpath connection to Conon Bridge Rail Halt; landscaped buffer between existing Riverford Garage and any new development; provision of a landscaped buffer along the A862; Submission and implementation of a Safer Routes to School Plan; extension of the 40mph speed limit to the southern boundary of the site; a comprehensive sustainable urban drainage system; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.		

Retail

Site	CB7 – Drouthy Duck	Area (ha)	0.2	Use	
Developer Requirements	Safeguard for existing use. Any redevelopment of the site for the same or similar uses would need to be no more vulnerable to flood risk than the existing use. In any case a Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site.				

Contin

4.135

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

4.136

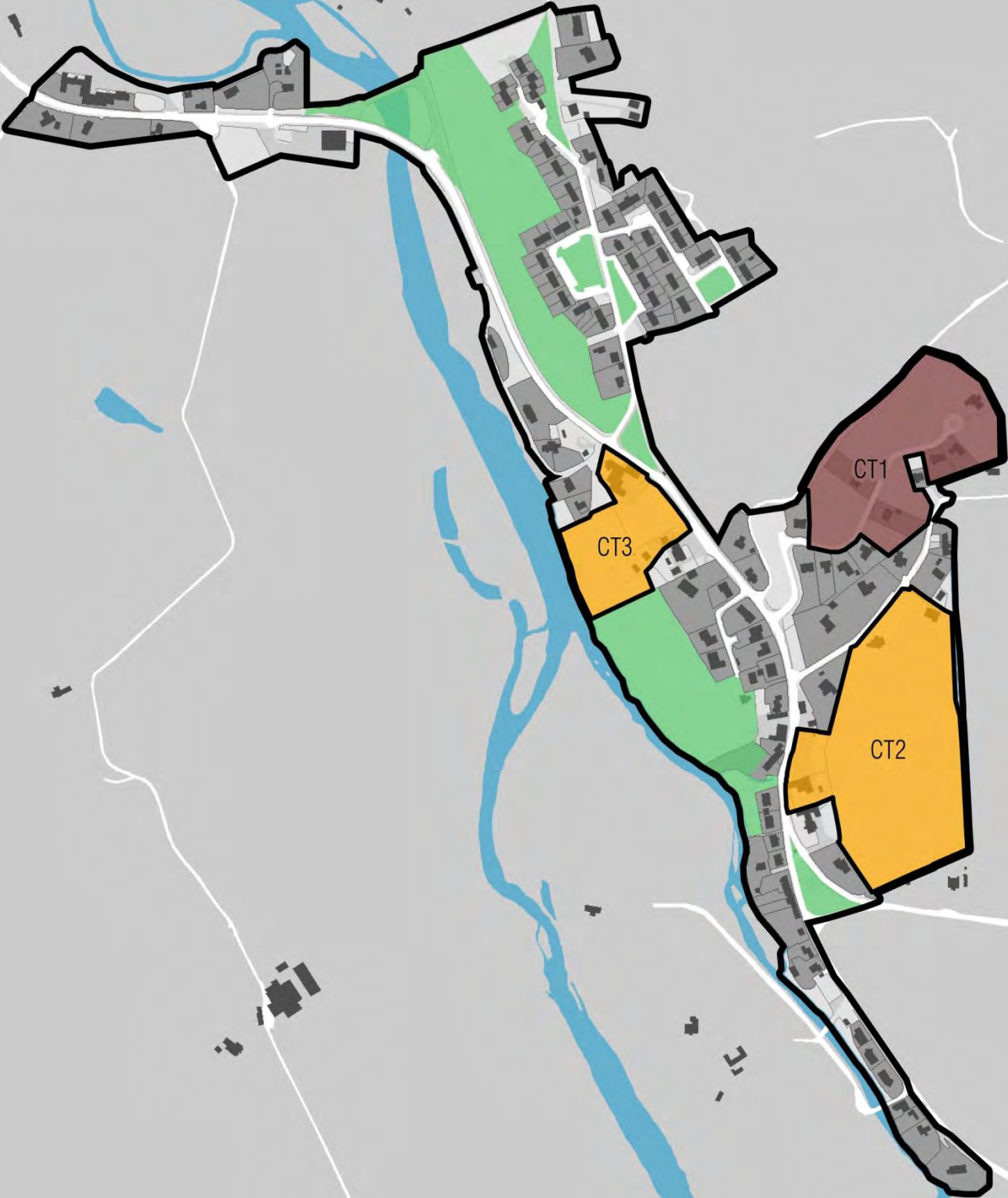
Contin is a gateway settlement to the North West Highlands consequent its location straddling the A835 trunk road. Lying outwith the Ross-shire Growth Corridor, constrained by the presence of ancient woodland, floods plains of the Black Water and with few services and facilities, only modest growth of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

4.137

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

4.138

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



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Housing

Site	CT1 Woodland Park	Area (ha)	2.7	Housing Capacity	18
Requirements	Continuation of development of self build plots. Suitable set back from mature woodland. Design should be of a high quality that complements completed plots.				

Mixed Use

Site	CT2 Contin Mains	Area (ha)	4.2		
Uses	53 Homes, Business/Tourism and Retail				
Requirements	The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles: provision of business/tourism or retail use on frontage to A835 adjacent to the filling station; housing provided to rear of site, access must be taken from A835 and shared with frontage development access; conversion/redevelopment of Contin Mains Steading; consideration to any impact on the nearby Preas Mairi, chambered cairn Scheduled Monument; setback from mature trees and provision of active travel links to existing paths.				
Site	CT3 Central Contin	Area (ha)	1.4		
Uses	12 Homes, Business/Tourism, Retail and Community				
Requirements	Potential for development of new central 'core' of the village including new community hall, main stream and affordable housing, civic square/open space, retail/small scale businesses and/or tourism development. Flood Risk Assessment required in support of any planning application for lower part of the site if any development or land raising is proposed below 22m.				

Cromarty

4.139

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

4.140

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

4.141

Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works.

Community

Site	CM2 Townlands Park	Area (ha)	0.3	Use	Allotments
Requirements					
Site	CM3 Daffodils Field	Area (ha)	0.3	Use	Community
Requirements	Identified for community allotments, to be subject to prior archaeological assessment.				

Mixed Uses

Site	CM1 Sandilands	Area (ha)	1.3
Uses	33 homes and suitable for Commerce and Community Uses (built uses)		
Requirements	<p>Refer to Sandilands Cromarty Development/Design Brief. Any planning application will be subject to a prior archaeological assessment. Also a Design Statement and a Development Framework Plan should be prepared and submitted alongside any planning application. The Design Statement and Development Framework Plan will together guide comprehensive development and ensure a development sympathetic to the townscape character, scale, the tight-knit grid of street layout, materials and features of the historic core of Cromarty. Sketch elevations and visualisations should be provided to illustrate proposals. The development framework plan should also indicate phasing and basic infrastructure requirements, account for safeguarding of wider public amenity in terms of footpaths, achieve setback of buildings from existing open space at Chapel Brae and planting, indicate new paths linking development with visitor attractions in Church Street, and co-ordinate with the restoration of The Townlands Barn and the Victoria Hall.</p> <p>There is no longer a requirement for provision of a health centre as the existing health care centre has been extended. It is a mixed use site where the desire is for a mix of uses. There can however be intensification of housing use if the developments viability depends on this/and depending on establishing the need for public parking, and the demand for business, community (built uses), office, or retail uses.</p>		

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Culbokie

4.142

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

4.143

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

4.144

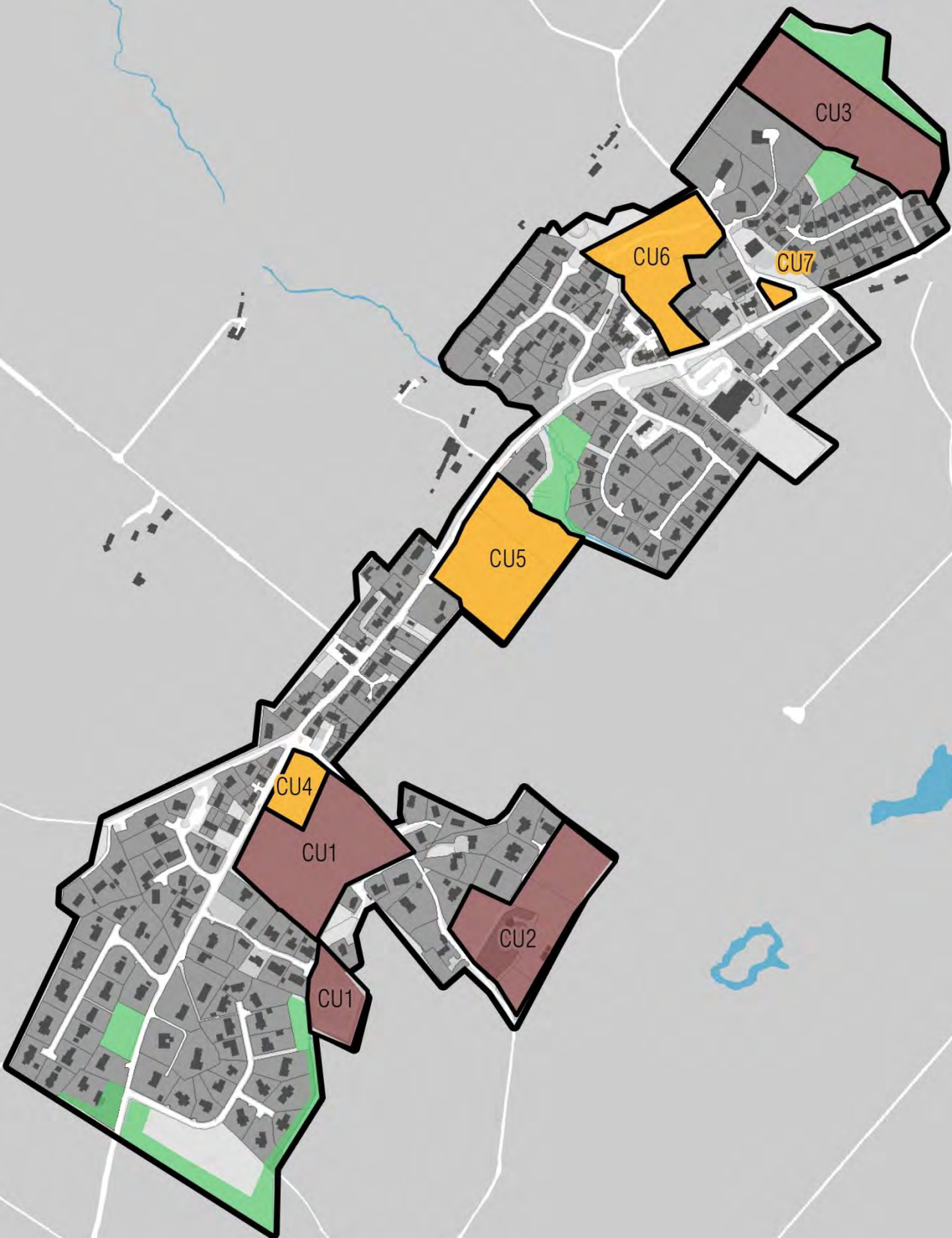
Culbokie has developed into a commuter settlement, and has been the focus of significant housing expansion in the recent past, alongside the building of a new primary school. Culbokie's future development will assist in consolidating the form of the village, and help define village edge on its northern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

4.145

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

4.146

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



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Housing

Site	CU1 South of Village Store	Area (ha)	3.2	Housing Capacity	40
Requirements	<p>Development in accordance with planning permission 11/00972/FUL for northern part of the site and notably: junction improvement with B9169, widen Glascairn Road along frontage and provide footpaths, and provide a joint access with CU6, should not exceed 30 houses, follow the requirements for the designed layout, and the reserved matters planning application should come forward alongside proposals for CU6. Also further to the previously undefined condition requiring phasing: development should not exceed 10 houses per year unless less than 10 houses were completed the year before, if this is the case the balance may be carried forward to the following year.</p> <p>Requirements for southern part of this site: consideration to be given to the setting of the scheduled monument, and needs to secure appropriate setback from forest.</p>				
Site	CU2 North of Carn Mor Dun	Area (ha)	2.3	Housing Capacity	4
Requirements	<p>Requirement for a new access, secure appropriate setback from the forest, and depending on proximity to watercourse a developer Flood Risk Assessment may be required.</p>				
Site	CU3 North of Solus Or	Area (ha)	2.5	Housing Capacity	50
Requirements	<p>Significant advance tree planting beyond north and eastern boundaries of the allocation and within the south eastern corner shown within the SDA, the developer of southern part of this site must construct access road to adoption standards up to north west boundary of their ownership, and a design statement should accompany any planning application. Also development should not exceed 10 houses per year unless less than 10 houses were completed the year before, if this is the case the balance may be carried forward to the following year.</p>				

Mixed Uses

Site	CU4 South of Village Store	Area (ha)	0.5
Uses	Community and Commerce		
Requirements	<p>Development in accordance with 10/03426/FUL planning permission and notably: same requirements as for CU1, and should be designed as an integral part of the CU1 site.</p>		

Site	CU5 South of Tir Aulinn	Area (ha)	2.3
Uses	15 homes and suitable for Community and Commerce		
Requirements	Allow for potential future access to the east for longer term development, and prepare a design statement which must deliver sensitive siting and design with development sufficiently set back from the high spot and form a village square with central shared greenspace. Flood Risk Assessment required to consider possibility that watercourse could come out of bank and affect the development site, due to topography, also development should not encroach on the watercourse.		
Site	CU6 North of Schoolcroft	Area (ha)	1.7
Uses	22 Homes and suitable for Commerce and Community uses		
Requirements	<p>Development in accordance with planning permission 07/00812/FULRC and notably: in accordance with the Design Brief in respect of the serviced plots, minimise any detrimental impact on neighbouring properties by compatibility of design, scale and siting, provide detailed landscape plan including planting/landscaping along the mutual boundaries with existing residential properties adjacent, footpath provision from the hall and to the affordable housing, road widening and change to traffic calming, also there is a requirement for management details for the amenity space to the west of the serviced plots.</p> <p>The remainder of the site is suitable for Housing, Business, Retail or Community uses, and a Design statement should be prepared to support its development.</p>		
Site	CU7 East of Old Primary School	Area (ha)	0.1
Uses	6 homes and suitable for Community and Commerce		
Requirements	Business/retail should be delivered as part of any scheme however if the business and retail uses cannot be delivered (evidenced by at least 6 months of marketing) then this site can be developed solely for housing. Also any proposal should address reasons for appeal dismissal in terms of design and massing and prepare a design statement.		

Evanton

4.147

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

4.148

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

4.149

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

4.150

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

4.151

Kiltearn Primary School is currently nearing capacity and therefore may require to be expanded to accommodate additional pupils. Additional parking at Evanton Sport Centre is also likely to be required. Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Assynt Water Treatment Works and Evanton Waste Water Treatment Works through investment. Species surveys, including reptiles, are likely to be required to support development proposals.



EV4

EV6

EV5

EV2

EV3

EV1

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Housing

Site	EV1 Teandallon East	Area (ha)	10.3	Housing Capacity	125
Requirements	<p>The Council intends to adopt as supplementary guidance a future comprehensive developer led masterplan or produce its own development brief for the site and nearby related site at Drummond Farm. This should be guided by the following principles:</p> <p>Access – new access road and bridge crossing linking to Drummond Road over the River Sgitheach; limited development may acceptable prior to a bridge crossing subject to the findings of a Transport Assessment and suitable mitigation; footpath/cycleway adjacent to River Sgitheach; traffic calming at Swordale Road, Hermitage Street and Chapel Street; formation of increased school parking and pedestrian underpass under new bridge crossing, with restriction of traffic on Drummond Road</p> <p>Green space and landscaping – amenity strip adjacent to River Sgitheach, set back and provision of tree planting</p> <p>Built form – medium/low density housing, carefully phased development</p> <p>Future expansion - allow for potential future long term development of Teandallon West</p> <p>The following supporting studies will also be required in support of any planning application: Flood Risk Assessment if development is proposed close to the watercourse; Landscape and Visual Impact Assessment; Design Statement; Landscape Plan and Transport Assessment.</p>				

Mixed Use

Site	EV2 Culcairn	Area (ha)	12.3
Uses	160 homes, Business and Community		
Requirements	<p>The Council intends to adopt as supplementary guidance a future comprehensive developer led masterplan or produce its own development brief for the site. This should be guided by the following principles: integration of built form, circulation, green space and landscaping. The following supporting studies will also be required in support of any planning application: Transport Assessment; Protected Species Survey; Flood Risk Assessment; Landscape Plan; Design Statement. In particular significant structural planting between the development and existing housing on the eastern boundary of the site will required. Additionally the development of footpaths and cycleways will require to be established and improvements undertaken to minimise the traffic</p>		

	flow to/from the village centre.		
Site	EV3 Drummond Farm	Area (ha)	5.4
Uses	15 Homes and Community		
Requirements	<p>The Council intends to adopt as supplementary guidance a future comprehensive developer led masterplan or produce its own development brief for the site and nearby related site at Teandallon East. This should be guided by the following principles:</p> <p>Access – new access road and bridge crossing linking to Drummond Road over the River Sgitheach; allow for connection to Balconie Street; formation of increased school parking and pedestrian underpass under new bridge crossing, with restriction of traffic on Drummond Road</p> <p>Greenspace and landscaping – no development on higher parts of the site, these should be retained as amenity areas</p> <p>Built form –low/medium density housing on lower parts of sites; safeguard land around school for possible future expansion</p>		

Business

Site	EV4 Airfield Road	Area (ha)	2.1	Use	Business
Requirements	Access should be taken from Airfield Road. Screen planting must be provided to the north and east. Consideration must be given the protection of the amenity of nearby residents.				

Industry

Site	EV5 Highland Deephaven	Area (ha)	147.1	Use	Industry, Business and Infrastructure
Requirements	<p>Phased development of the site including jetty extension and railing siding and link to the site as shown on inset map. The following supporting studies will be required in support of any planning application: Flood Risk Assessment, Species Surveys, Landscape and Visual Impact Assessment, Landscape plan. In particular the tree lined banks of the Allt Graad River must be protected.</p> <p>Dependent on the nature of the development the following may be required to ensure there is no adverse effect on the integrity of the Cromarty Firth Special Protection Area/Ramsar and/or Moray Firth Special Area of Conservation alone or in combination:</p> <p>Construction Environment Management Plan (including pollution prevention)</p> <p>Operational Environment Management Plan (including pollution prevention)</p>				

	<p>Noise Mitigation Plan</p> <p>Full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers</p> <p>Oil Spill Contingency Plan</p> <p>Demonstration of no adverse effects on the integrity of the Moray Firth Special Protection Area through disturbance effects of increased marine traffic in combination with other proposals. See model in ‘Dolphins and Development’</p> <p>Demonstration of account being taken of the Moray Firth Special Area of Conservation Management Scheme</p> <p>Transport Assessment</p> <p>Compliance with JNCC piling guidance</p> <p>The jetty extension must be developed in accordance with planning permission 12/04147/FUL, and notably: Protected Species Survey, Noise Impact Assessment and Landscape and Visual Impact Assessment. In particular planning conditions that ensure no adverse impacts on the Cromarty Firth Special Protection Area, Moray Firth Special Area of Conservation and Dornoch Firth and Morrich More Special Area Conservation.</p> <p>The rail siding must be developed in accordance with the now lapsed 02/00903/FULRC planning permission, and notably: submission of Flood Risk Assessment; Landscape and Visual Impact Assessment; Species Surveys; Archaeological Assessment and Landscape Plan. In particular measures must be put in place to protect the amenity of local residents and existing trees of value must be retained.</p>				
Site	EV6 Evanton Industrial Estate	Area (ha)	6.9	Use	Industry and Business
Requirements	<p>Flood Risk Assessment will be required, the outcome may have an effect on the developable area and site layout. Access should be taken from Airfield Road. The existing screen planting on the boundaries of the site must be retained.</p>				

Maryburgh

4.152

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

4.153

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

4.154

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

4.155

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

4.156

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

4.157

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

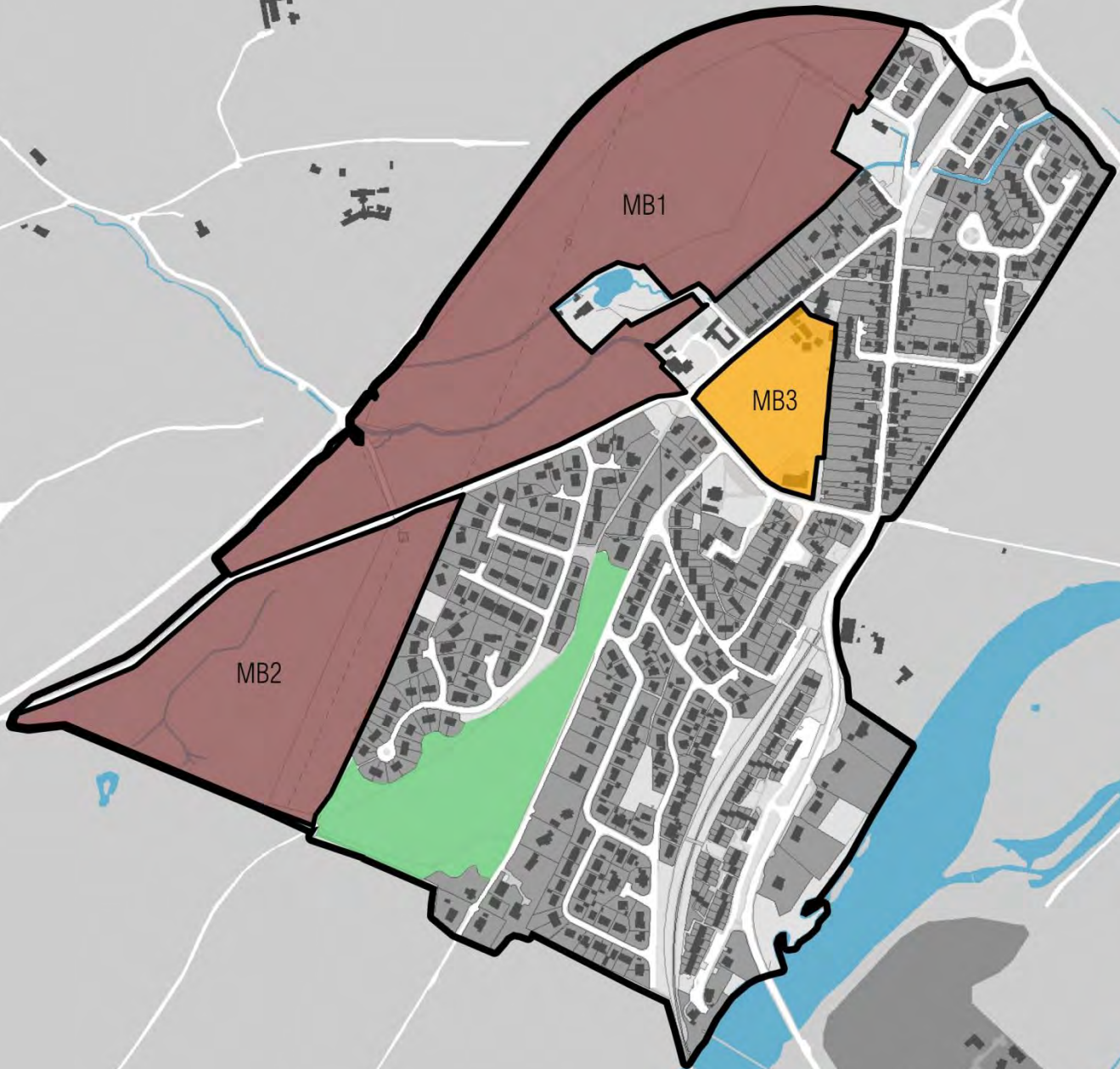
4.158

There is potential for a number of developments in Conon Bridge and Maryburgh to have an adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar alone or in combination as a result of recreation disturbance and/or change in water quality. The following sites in Maryburgh have been identified as potentially having a likely significant effect in combination: MB1, MB2, MB3. These sites will be required to ensure avoidance of any adverse effect on the integrity of

Conon Islands SAC and Cromarty Firth SPA/Ramsar alone or in combination through the preparation of a recreation access management plan which brings together components relating to open space, paths provision and the wider green network, and possible off-site management initiatives. In addition, to ensure no adverse effect on the integrity of Conon Islands SAC alone or in combination, these sites should include a comprehensive sustainable urban drainage system to deal with surface water run-off

Mixed Use

Site	MB3 – Former Maryburgh Primary School	Area (ha)	2.20
Uses	10 homes and community uses (playing field, car parking, enhanced community facility)		
Developer Requirements	On-site replacement of any playing field provision which may be lost on the site; all parking to be off-street; a comprehensive sustainable urban drainage system; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.		



MB1

MB3

MB2

See Conon Bridge Map

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Housing

Site	MB1 - Maryburgh Expansion site (North)	Area (ha)	17.01	Housing Capacity	200
Developer Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles:</p> <p>Flood Risk Assessment will be required to support any planning application, the assessment may affect the developable area of the site; Primary access taken from Proby Street (A862) but with a secondary access to serve development at the south of the site from Birch Drive; Development to be phased from North East to South West; Delivery of a ransom free distributor road through the development from the primary access at Proby Street to the secondary access at Birch Drive; Early delivery of a landscaping framework to screen the development from the A835; Undertake an archaeological assessment of the site; provision of linkages to the Birch Drive to Ussie Road and Tallysow Wood Core Paths; avoidance of any adverse effect on the integrity of Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination; Completion of an ARCADY Assessment to demonstrate the impact on the roundabout at the entrance to Maryburgh of the A835;</p> <p>There is potential to accommodate some limited housing development within site MB1 off Birch Drive in isolation so long as it does not prejudice the development of the wider site.</p>				
Site	MB2 - Maryburgh Expansion site (South)	Area (ha)	8.2	Housing Capacity	See MB1
Developer Requirements	See MB1				

Munlochy

4.159

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

4.160

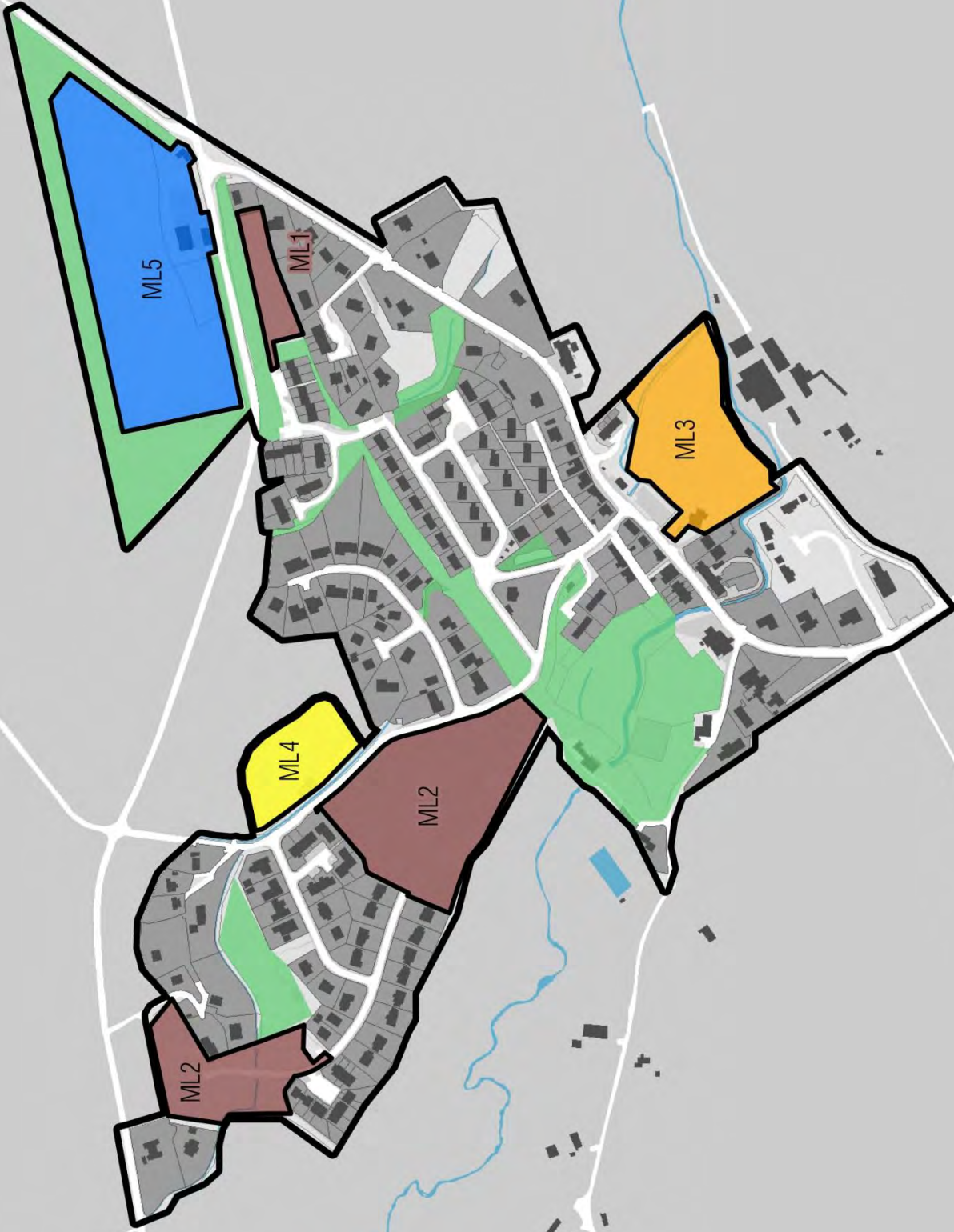
Munlochy is an attractive compact village which lies in a scenic spot at the head of Munlochy Bay and its proximity to Inverness enhances its popularity as a place to live. In accommodating development there is a need to maintain the landscape setting particularly open sloping land on the east that provides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

4.161

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

Housing

Site	ML1 East of Cameron Crescent	Area (ha)	0.3	Housing Capacity	7
Developer Requirements	Setback from the A832, retain existing woodland and provide buffer planting to the north.				
Site	ML2 Brae Farm	Area (ha)	3.4	Housing Capacity	41
Requirements	In accordance with 06/00201/FULRC planning permission and notably: provide setback from A832, houses to be designed to respect the scale and height of existing adjacent houses in particular the new housing to the north of the site shall reflect scale and character, privacy and amenity of existing houses, a landscape plan shall be concluded in respect of the northern paddock areas (including the landscape provisions for the area east of Brae road), and the small watercourse considered as part of drainage, site design and layout.				



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Mixed Use

Site	ML3 South of the Post Office	Area (ha)	1.5
Uses	16 homes, and land suitable for Commercial and Community Uses		
Requirements	Prepare Design Statement in consultation with the community covering: preparation of a landscape design framework, and siting and design guidance with visualisations, this should include layout and distribution of uses and provision of central amenity greenspace (and include consideration of utilising flood risk areas for overspill public car parking provision), should provide woodland safeguards and hold back areas from the adjacent burns and allow space for restoration of any watercourse within the site that has been historically realigned, there is also a developer Flood Risk Assessment requirement.		

Community

Site	ML4 North of Brae Park	Area (ha)	0.7	Use	Community
Requirements	Purely indicative boundary shown; extent likely to vary from allocation shown, potential new primary school site depending on the outcome of Sustainable Schools Estate Review, ground condition issues will need to be addressed.				

Business

Site	ML5 North of A832	Area (ha)	3.2	Use	Business
Requirements	Access should be taken through an improved A832/B9161 junction from the Culbokie leg, structural planting to north, east and western boundaries, and a Design Statement should be prepared.				

North Kessock

4.162

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

4.163

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

4.164

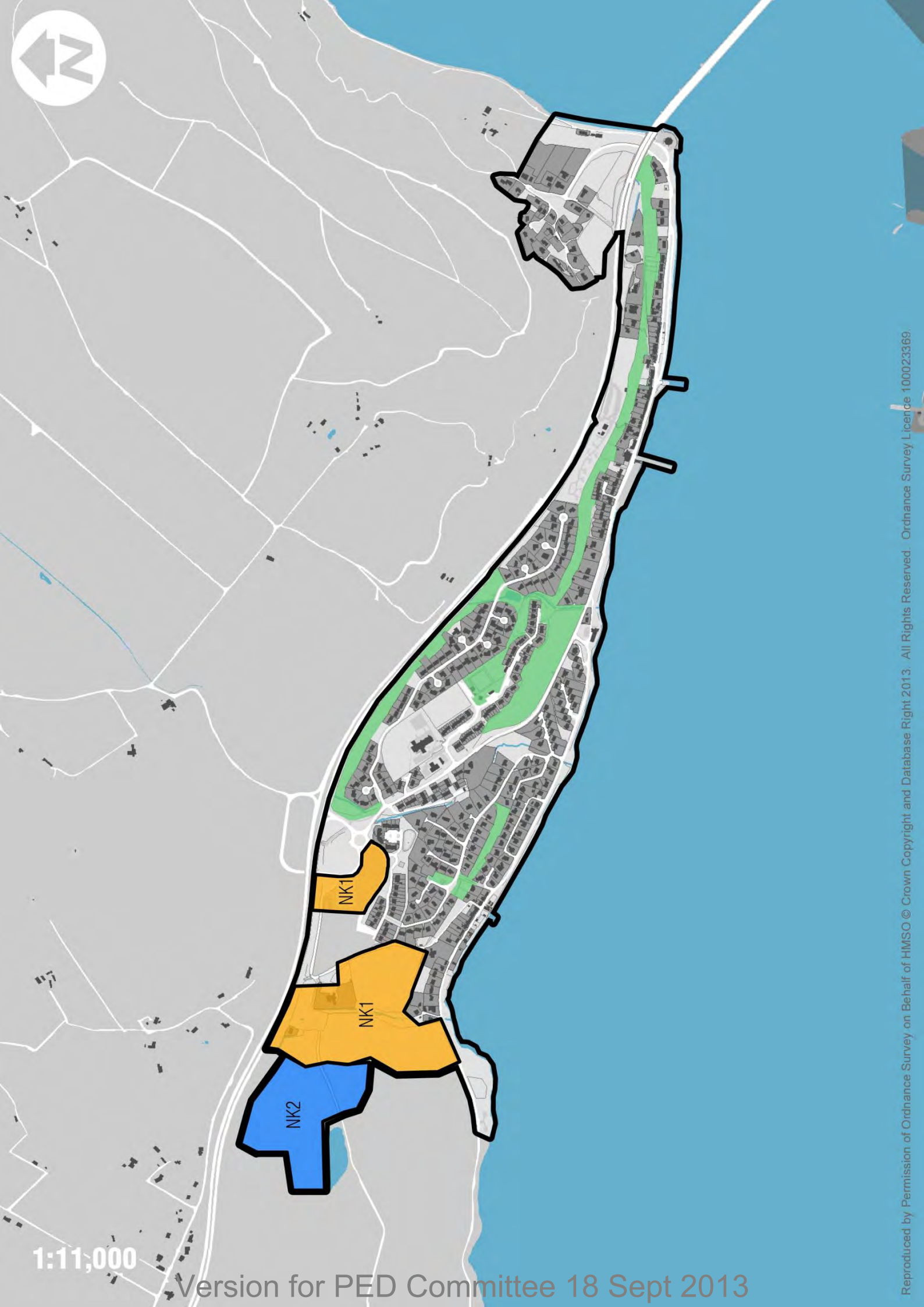
Early engagement is required between developers and Scottish Water to ensure sufficient capacity can be delivered in the Inverness Water Treatment Works. A trunk main water supply upgrade to supply existing North Kessock development sites is already in place, and waste water treatment capacity is generally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

Mixed Use

Site	NK1 Bellfield	Area (ha)	11.3
Uses	90 homes and land for Community, Tourism, Business and Filling Station		
Requirements	In accordance with extant planning permission 07/00876/REMRC and notably: commercial area to be designed to maximum height of two storeys and will not overlook the house sites, open space provision and maintenance, the existing network of paths retained as far as possible including adjacent walls, trees and vegetation, integrated provision of pedestrian and cycle links throughout, accordance with the landscape and building design brief, protection of existing woodland and provision of new structural planting, a requirement for great crested newt, bats and red squirrel species surveys, and respecting agreed Flood Risk Assessment outcomes.		

Business

Site	NK2 West of Bellfield Cottage	Area (ha)	7.7	Use	Business, Tourism, Leisure
Requirements	In accordance with extant planning permission 07/00876/REMRC (however the acceptable uses for this site are widened to include business uses) and notably: there should be no built development within the golf course area and no commencement of the construction of the other uses unless in association with the construction of the golf course, there should be provision of cycleway and pedestrian links through the golf course, there is also a requirement for great crested newt, bats and red squirrel species surveys, and in the event of no formal detailed application coming forward for the golf course the land should continue to be farmed, as per the Section 75 agreement on the planning permission.				



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Seaboard Villages

4.165

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

4.166

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

4.167

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

4.168

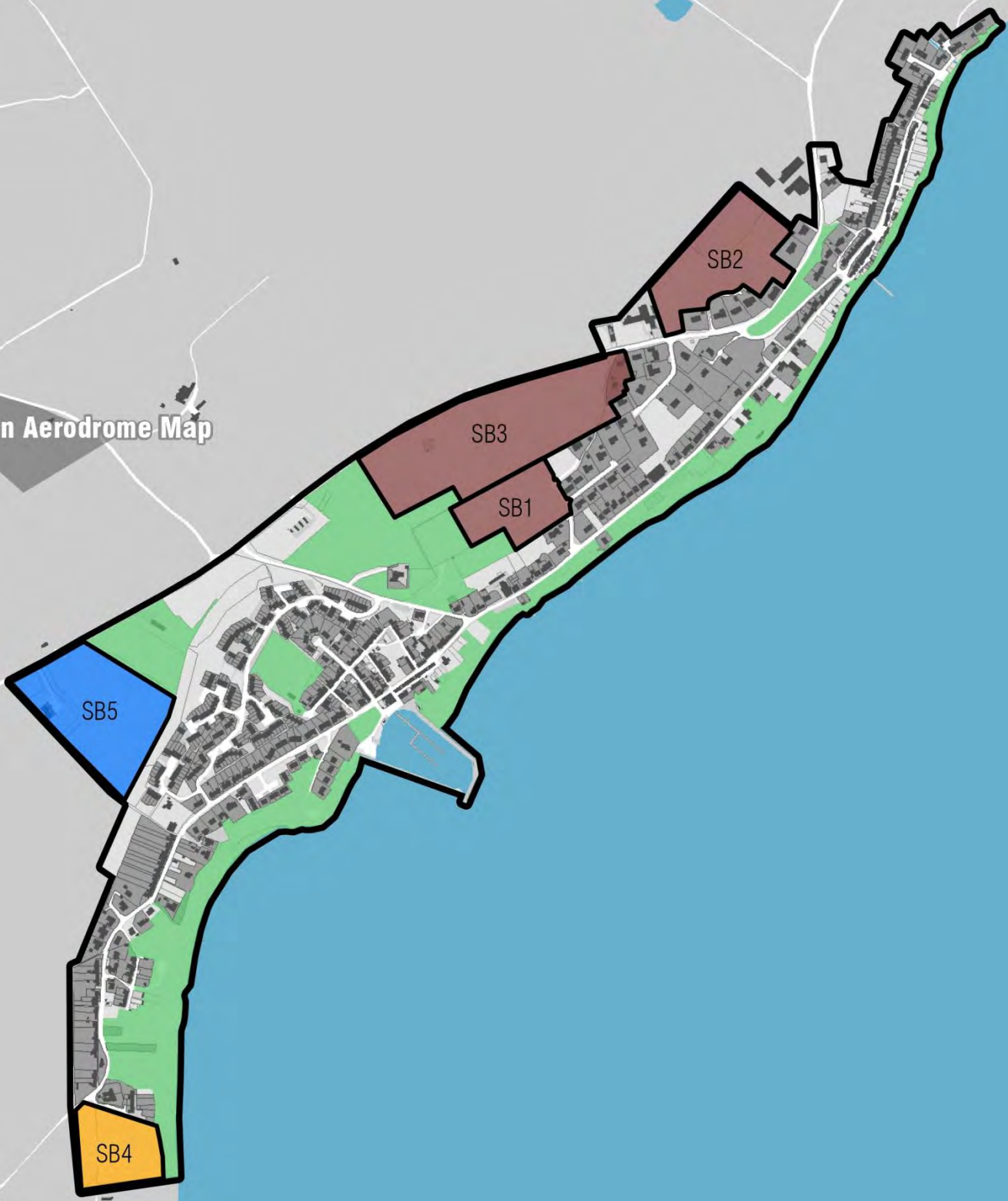
Development in the village has largely been in the form of infill development in recent times however, a number of planning permissions have been secured on larger sites prior to the economic down turn. These sites remain suitable for development and will met the existing and future needs and demands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

4.169

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



See Fearn Aerodrome Map



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Housing

Site	SB1 – Murray View	Area (ha)	1.98	Housing Capacity	13
Developer Requirements	Development in accordance with 07/00715/REMRC Planning Permission and notably: Submission and implementation of a detailed landscaping scheme; Provision of a play area prior to occupation of the first 7 plots; Include protection measures for housing on gas contaminated land;				
Site	SB2 – Land East of Primary School	Area (ha)	3.30	Housing Capacity	38
Developer Requirements	Development in accordance with 08/00170/FULRC Planning Permission and notably: A programme of archaeological work must be undertaken; Submission, approval and implementation of a landscaping scheme; Delivery of a larger school car park; Provision of a play area prior to occupation of the first 10 plots.				
Site	SB3 – Land to North East of cemetery	Area (ha)	6.71	Housing Capacity	101
Developer Requirements	Early structural planting to help integrate development in to the landscape; Provision of a suitable access preferably through site SB1; Provision of footpath links to the facilities in the village; Identification and implementation of safe routes to school.				

Mixed Use

Site	SB4 – Land south of Shore Street	Area (ha)	1.91		
Uses	23 homes and Business /Tourism				
Developer Requirements	Flood Risk Assessment required in support of any planning application; Suitable safeguard area left around the oil pipeline to the south of the site; Footpath connections to the existing footpath network in the village.				

Business

Site	SB5 – Balintore industrial Estate	Area (ha)	4.22	Use	Business/Light Industrial
Developer Requirements	Development of enhanced access off main road; Formation of remote footpath to villages.				

Strathpeffer

4.170

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

4.171

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

4.172

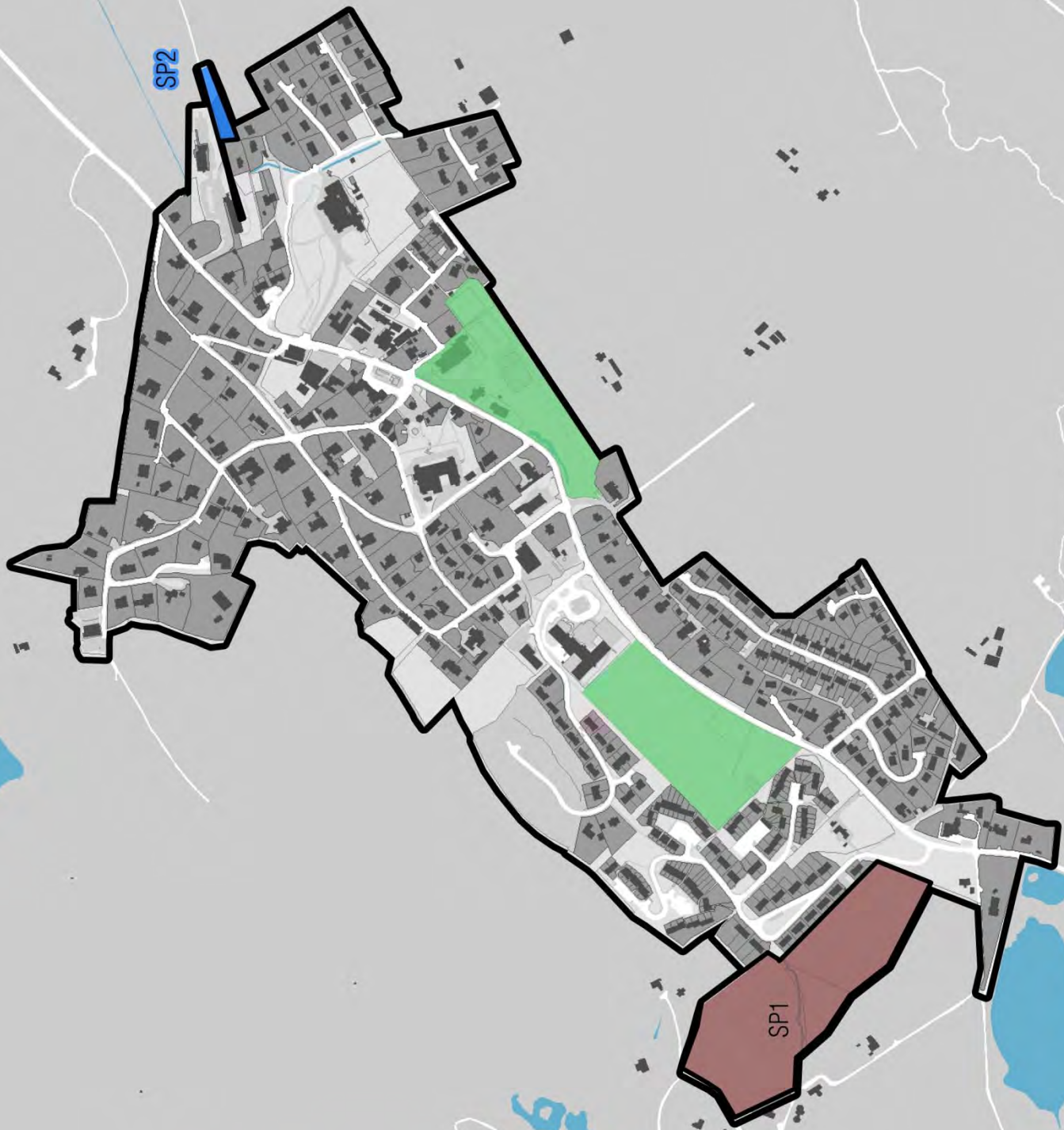
This, combined with high quality agricultural land, ancient and plantation woodland, historic Designed Landscapes, steep gradients and Strathpeffer's location outwith any growth corridor allows for only modest growth of the settlement.

4.173

Tourism plays an important role in Strathpeffer's economy. The village has several hotels and guest houses and the Strathpeffer Pavilion is now a popular events venue. The former railway station is an important facet of the local heritage, and is now occupied by a number of business and tourism uses. There are future plans to develop the former station further by building an engine shed and educational museum and reopening part of the railway as a visitor attraction. Housing growth is directed to the western fringes of the settlement.

4.174

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



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Housing

Site	SP1 Kinellan	Area (ha)	4.4	Housing Capacity	67
Requirements	<p>The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for the site. This should be guided by the following principles:</p> <p>Built form - development will be phased from south to north; the lower, flatter southern part of the site is suitable for medium/high density housing; higher parts of the site suitable to the north are suitable for medium/low density housing</p> <p>Access and circulation - vehicular access will be taken from the southern section of Kinellan Drive; pedestrian access should be provided from the northern corner of Kinellan Drive</p> <p>Green space and landscaping – early structural tree planting along the western boundary of the site; limited tree loss and replanting within area protected by a Tree Preservation Order; retention of trees and buildings set back from burn at Slugan nan Saigheadean</p> <p>The following supporting information will be required to support any planning application: Transport Appraisal, Landscape Plan, Drainage Impact Assessment and Great Crested Newt survey and protection plan if necessary. A Recreation Access Management Plan is also required to ensure no adverse effect on the Salvonian grebe breeding site at the nearby Loch Kinellan, to potentially include both on-site and off-site mitigation measures.</p>				

Business

Site	SP2 Railway Station	Area (ha)	0.2	Use	Business/Tourism Use
Requirements	<p>Potential for development of engine shed, educational museum and reopening part of the railway as a visitor attraction. Existing path along former rail line must be maintained or a suitable diversion provided. Exceptionally high quality to complement nearby Listed Buildings and Conservation Area.</p>				

Tore

4.175

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

4.176

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

4.177

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

4.178

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

4.179

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

4.180

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

Housing

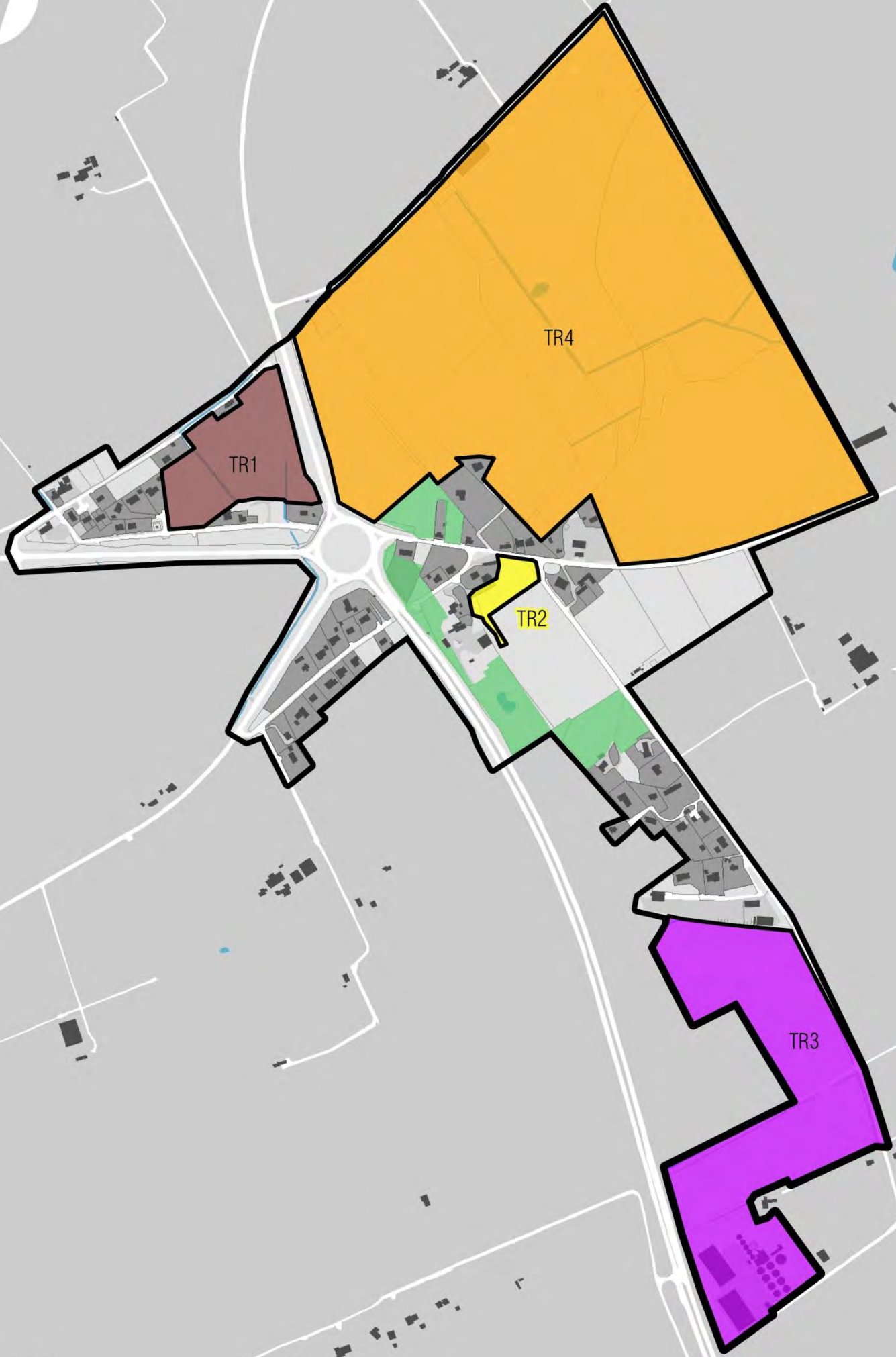
Site	TR1 By Woodneuk	Area (ha)	3.4	Housing Capacity	14
Requirements	In accordance with the deemed planning permission 08/00973/FULRC which is subject to affordable housing agreement and notably: respecting agreed Flood Risk Assessment outcomes, protection of trees, houses set down to reduce prominence, proposed houses to accord with the approved design brief, a landscaping programme for the tree planting buffer zone, provision of an additional passing place on the public road, and requires public sewer connection.				

Community

Site	TR3 West of Kilcoy House	Area (ha)	0.6 ha	Use	Community
Requirements	Identified for additional community facilities with a small amenity open space along the A832 frontage, public sewer connection is required.				

Industrial

Site	TR4 North of the Grain Mill	Area (ha)	11.4 ha	Use	Industry
Requirements	There is a need for traffic assessment, pre determination species surveys, compensatory tree planting required (although loss of trees should be minimised where possible particularly within the semi natural inventoried woodland), protect residential amenity and minimise impact on public views, ensure that at least 20 metre buffer of treed areas on the peripheries of the site are retained, access is from Artafalie road, there is a need to maintain/provide diversion of the track which runs through the site as a footpath, and public sewer connection is required.				



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Mixed Use

Site	TR2 Tore North	Area (ha)	43
Uses	460 Homes and land for Commercial, Industrial and Community Uses		
Requirements	<p>Identified for development post 2021: a developer prepared masterplan will be required to support the sites inclusion in the next Local Development Plan review.</p> <p>Development of this site must deliver: a genuine mix of community, business, industrial, and commercial uses, and a mix of housing densities and tenures, and deliver walkable neighbourhoods which integrate facilities and employment uses. Within this site there is a need to accommodate a park and ride facility, provide a footbridge over the A9, and a new primary school (or extension to the existing primary school). Consideration of additional community facility/open space requirements will be determined through the masterplan process.</p> <p>Additional site requirements include: setback from power lines, bus infrastructure provision, transport and traffic assessment and any necessary trunk road impact mitigation, restoration space for the watercourse and allowance for future natural processes, a developer Flood Risk Assessment may be required depending on proximity to the watercourse, and there is a requirement for public sewer connection. Development should not exceed 50 houses per year unless fewer than 50 houses were completed the year before, where the balance may be carried forward to the following year.</p> <p>A masterplan will need to be prepared by the developer for the site and agreed with the Council for adoption as supplementary guidance. The masterplan must establish basic servicing and infrastructure costs and agree the landowners respective developer contributions to infrastructure/servicing, open space, community development, establish road layout, a landscape design framework, identify land uses, agree the order of phasing, and should provide siting and design guidance complete with visualisations.</p> <p>Early engagement with Transport Scotland required to establish requirements for the trunk road network, particularly at Tore roundabout, with Scottish Water over the waste water treatment solution, and with the community. The developer led masterplan needs to be prepared in a partnership arrangement involving as its core: the consortium of landowners, the Council, Transport Scotland, and Scottish Water.</p>		

Glossary

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

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

Active Travel range:

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

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

Biodiversity: The variability in living organisms and the ecological complexes of which they are part. This includes diversity within species, between species and of ecosystems (UN Convention on Biological Diversity, 1992).

Commerce: For the purposes of this Plan the term 'commerce' encompasses retail, office and leisure development (Use Classes 1-3, 7, 10 & 11). Use Classes 4 and 8 may also be acceptable within commerce centres.

Developer contributions: Payments made to The Council or another agency, or work in kind, to help improve the infrastructure (for example, roads, open space, waste-water treatment, restoring worked-out mineral sites) so that the development can go ahead.

Hinterland: areas of land around settlements that fall under pressure from commuter driven housing development as defined under HwLDP and shown on Map 3 of this Plan.

Infill development: Building a limited number of buildings within a small gap in existing development.

Inventoried Woodland: woodland that is mapped on the Ancient Woodland Inventory, derived from woodland shown on maps dated 1750 and 1860, being currently wooded areas continually wooded since at least these dates. They are therefore likely to be of high biodiversity and cultural value.

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

Landscape Capacity Studies: Consider the extent to which a particular landscape type is able to accept a particular kind of change (such as mining, forestry, windfarms) without significant effects on its character.

Local Transport Strategy: sets the framework for transport in Highland and guides decision making on transport issues.

Main Issues Report: The initial draft of a local development plan that seeks comment on site and policy options.

Marine Renewable Energy: the generation of electricity from wave, tidal or (off-shore) wind resources, as appropriate to a location.

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

Material consideration: Matters we must consider when making a decision on a planning application. Scottish Government guidance states that there are two main tests in deciding whether a consideration is material and relevant and advises as follows:

"It should serve or be related to the purpose of planning. It should therefore relate to the development and use of land; and

It should fairly and reasonably relate to the particular application. It is for the decision maker to decide if a consideration is material and to assess both the weight to be attached to each material consideration and whether individually or together they are sufficient to outweigh the development plan. Where development plan policies are not directly relevant to the development proposal, material considerations will be of particular importance."

Whether a consideration is material is a matter that may ultimately be decided by the courts when required.

Mitigation: Works to reduce the effects of an adverse impact.

Mixed Use: This refers to the practice of allowing more than one type of compatible uses on a site. This can for example mean a combination of housing, business, and community uses, or that any of these uses are suitable on the site.

Modal Shift: The change in people's travelling habits towards use of more sustainable transport methods such as cycling, or public transport. An example would be when somebody stops travelling to and from work by car and starts using public transport.

Monitoring Statement: Supporting document to the plan which assesses changes the principal physical, economic, social and environmental characteristics of the plan area and the impact of the policies and proposals of the existing plans.

Proposed Plan: A Proposed Plan represents the planning authority's settled view as to what the final adopted content of the plan should be.

Protected Bird Species: All wild birds are protected under the Wildlife and Countryside Act 1981 as amended. These are any bird of a kind which is ordinarily resident in or is a visitor to Great Britain in a wild state, but does not include poultry or game birds. Certain wild bird species are given extra protection, and these are listed in Schedule 1 of the Act. Certain of these species are given even greater protection (currently only the white-tailed eagle) and these are listed in Schedules 1A and A1 of the Act.

Ramsar Site: Wetlands designated under the Ramsar Convention on Wetlands of International Importance.

Regeneration: To improve the physical and economic prospects of an area that has experienced decline.

Renewables: Technologies that utilise renewable sources for energy generation.

Special Areas of Conservation (SAC) site designated under the Habitats Directive. These sites, together with Special Protection Areas (or SPAs), are called Natura sites and they are internationally important for threatened habitats and species. SACs are selected for a number of habitats and species, both terrestrial and marine, which are listed in the EU Habitats Directive.

Settlement Development Areas (SDAs): Reflects the built up area and allocated expansion areas for mapped settlements. These areas are preferred areas for most types of development subject to consistency with HwLDP Policy 34: Settlement Development Areas

Strategic Environmental Assessment (SEA): SEA is a key component of sustainable development establishing important methods for protecting the environment and extending opportunities for participation in public policy decision making. SEA achieves this by:

Systematically assessing and monitoring the significant environmental effects of public sector strategies, plans and programmes

Ensuring that expertise and views are sought at various points in the process from SNH, SEPA, Historic Scotland and the public

Requiring a public statement as to how opinions have been taken into account

Scottish Environment Protection Agency (SEPA): is Scotland's environmental regulator. SEPA is a non-departmental public body, accountable through Scottish Ministers to the Scottish Parliament. Their main role is to protect and improve the environment.

Supplementary Guidance (**SG**): is a document which can give further detail on policies and proposals within the Local Development Plan. Common types of Supplementary Guidance include:

Development briefs or masterplans - which provide a detailed explanation of how the Council would like to see particular sites or small areas develop.

Strategies or frameworks on specific issues - for example, guidance on the location of large wind farms.

Detailed policies - for example on the design of new development.

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

Scottish Natural Heritage (**SNH**): Scottish Natural Heritage is an executive non-departmental public body funded by the Scottish Government. Their purpose is to:
promote care for and improvement of the natural heritage
help people enjoy it responsibly
enable greater understanding and awareness of it
promote its sustainable use, now and for future generations.

Special Protection Area (**SPA**): A site designated under the [Birds Directive](#). These sites, together with [Special Areas of Conservation](#) (or SACs), are called Natura sites and they are internationally important for threatened habitats and species.

Scottish Planning Policy (**SPP**): Is the statement of Scottish Government policy on nationally important land use planning matters.

Sustainable drainage systems (**SuDS**): Drainage techniques used to treat and return surface water run-off from developments (roof water, road run-off, hard standing areas) to the water environment (rivers, groundwater, lochs) without adverse impact upon people or the environment. Further guidance can be found in CIRIA's SuDS Manual C697 or Sewers for Scotland 2nd Edition.

Scottish Government: The devolved government for Scotland is responsible for most of the issues of day-to-day concern to the people of Scotland, including health, education, justice, rural affairs, planning and transport.

Scottish Water: Are a publicly owned company, answerable to the Scottish Parliament. Their role is to provide clean, fresh drinking water and treat waste water.

Section 75 Agreement: A legal agreement made between the landowner and the planning authority (often with other people) which restricts or regulates the development or use of land. It is normally used to agree and to secure developer contributions.

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

Settlement Hierarchy: The definition of settlements, for example as 'regional', 'sub regional' or 'local' centres, depending on the size of their population and the services they contain (for example, education, health, transport and retail).

Settlement Strategy: A justified overview of the distribution of development and roles of settlements.

Spatial Strategy: Encapsulate the headline changes that the Plan seeks to achieve and provide locational guidance for new development.

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

Housing: Class 9 Houses (but may also allow Class 8 Residential institutions)

Business: Class 4 Business (but may also allow ancillary storage or distribution uses)

Tourism: Various dependent upon site circumstances

Industry: Class 4 Business, Class 5 General Industrial, Class 6 Storage or Distribution

Community: Class 10 Non residential institutions (but may also including other public facilities such as sports pitches)

Retail: Class 1 Shops (but Plan text may restrict scale and type of retailing)

In addition to the allocations above, the Plan mapping shows areas of safeguarded greenspace. These are areas where the Council does not wish to encourage development because they represent greenspace from which the general public derive an amenity value. That value may derive from active recreation, e.g. a sports pitch or passive enjoyment, e.g. an area of woodland or a village green. The protection of these areas is underpinned by policies within the HwLDP (in particular policies 75 and 76).

Viability: A measure of the capacity to attract ongoing investment, for maintenance, improvement and adaptation to changing needs.

Vision Statement: a broad statement of how the development of an area could and should occur and matters that may affect that development.

Waste Management Facilities: Facilities for the sorting, recycling, treatment and disposal of municipal and commercial waste.

Water Bodies: Places where water is found such as rivers, burns, lochs, ponds, boggy wet land, water held under the ground and coastal waters.

Wildness: A quality that can be experienced where there is a high degree of naturalness and lack of modern structures or land use, where an area is remote and access to it is physically challenging, where there is a perceived sense of sanctuary or solitude, and where the landscape offers a sense of awe/ anxiety and arresting qualities.

Wild Area: A term used to describe an area of wildness qualities that may occur along a wide spectrum, from places fairly near to settlement but within which there are qualities of remoteness and naturalness, to more remote mountain and moorland interiors.

Wild Land: Those areas where wildness qualities are best expressed, defined by the Scottish Government as 'uninhabited and often relatively inaccessible countryside where the influence of human activity on the character and quality of the environment has been minimal.

Waste Water Treatment Works. (**WWTW**)



Appendix 1

Schedule of Council ownership

