

# MUIRTOWN & SOUTH KESSOCK DRAFT DEVELOPMENT BRIEF

DRAFT



# BRIEF BOUNDARY



# INTRODUCTION

This draft development brief for the Muirtown and South Kessock area of Inverness has been produced from the outcomes of the charrette workshops with the community and stakeholders that took place in February and April, 2014. Scottish Canals and The Highland Council sponsored the charrette jointly with support from the Scottish Government as part of its Charrette Mainstreaming Programme 2014.

A charrette is an intensive planning session where members of the public, planners and designers and others collaborate on a vision for development.

A series of charrette events provided opportunity for local people to shape the future of the area and aimed to reach consensus over preferred and alternative approaches to how these areas develop and change in the future. The charrette outcomes have been core to the formation of this development brief.

The spatial focus of the charrette was an area in the north of Inverness and included the Muirtown Basin eastwards to the mouth of the River Ness. Scottish Canals have interest in developing the Muirtown Basin area with the Highland Council having an ongoing interest in the regeneration of the South Kessock area. A holistic approach was taken to the future development of the area considering how to strengthen connections within the area and more widely to other parts of the city and in particular the City centre.

In preparing this draft Development Brief the Council has had significant input from members of the public through intensive and

collaborative workshop events. These events were held over 4 days in February and April 2014 and empowered local communities to help design the future of the Muirtown Basin and Merkinch areas. This draft Development Brief builds on the outcomes of the design workshops and sets out the land use planning framework which will assist in guiding the development opportunities and improving the area.

This draft development brief is subject to public consultation and after considering (and making appropriate changes based on the public consultation responses) will be amended to a final version of the Development Brief.

The final version of this Development Brief will be a material planning consideration for development management and investment purposes after its approval by City of Inverness and Area Committee, ensuring the proposals for the area are taken forward in a coordinated manner. The Brief will become statutory Supplementary Guidance to the Development Plan following adoption by Planning, Development & Infrastructure Committee.

This guidance will not be applied retrospectively to applications which have already received planning permission (unless a new applications is brought forward for the site in whole, or part, in the future) or those which are currently approved subject to the conclusion of a legal agreement.

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# INTRODUCTION BACKGROUND

The Muirtown - South Kessock area has the ability to strengthen its role in the city and the Highlands and develop its role in the provision of recreational opportunities and activities (including water based), as well as providing new homes for people to live. The South Kessock area is a unique location being the only part of the City that has a close relationship with the coast. This provides significant opportunities to develop a stronger link with the Firth and the River Ness through the enhancement of existing infrastructure. In the Carse the main emphasis is in employment based activities, whilst the Muirtown Basin area is an important marine gateway with potential to develop as a tourism hub providing leisure and recreational space alongside providing commercial, community and housing opportunities.

Scottish Canals and Highland Council recently established a joint venture relationship which aims to maximise the tourism, leisure and regeneration potential of the Caledonian Canal and to pull resources and land together to facilitate this. Scottish Canals has highlighted Muirtown Basin as a key tourism, leisure and development opportunity and Highland Council have also long recognised the need for regeneration of the South Kessock area. Funding was secured from the Scottish Government's Charrette Mainstreaming programme to facilitate delivery of a masterplan charrette for the Muirtown and South Kessock area.

The charrette resulted in a series of plans and proposals for the area which have now been pulled into this Development Framework document. The Highland Council will assess and use the Development Framework to inform a Development Brief for the area will be adopted as statutory Supplementary Guidance to the Highland-wide Local Development Plan and/or the Inner Moray Firth Local Development Plan. This will involve a further period of public consultation and due consideration by Inverness City Area Committee, clearance from Scottish Ministers and final adoption at the Highland Council's Planning, Environment and Development Committee.

PLAN OF BRIEF BOUNDARY



# INTRODUCTION POLICY CONTEXT

## Reinforcing Inverness' Regeneration Strategy

The City of Inverness has a major role to play in delivering the vision as set out in the Highland-wide Local Development Plan for the Inner Moray Firth area. While consolidation of the City continues through development around the southern edge of the City there is a need to look to the regeneration and renewal of specific areas of the City. The Highland-wide Local Development Plan sets out four regeneration priorities in the City. Muirtown and South Kessock is identified as one of these strategic regeneration areas. The boundary for the proposed project has been discussed with local members and amended following their comments. The final boundary of the charrette project was consistent with the Muirtown South Kessock regeneration area identified in the Spatial Strategy for Inverness.

## Policy Context

The area covered by this Development Brief has been identified as an area for change in the City for a number of years. The Highland-wide Local Development Plan which was adopted in April 2012 supports development of the area to meet the aspirations of the Inverness City Vision and to consolidate the City. For this brief area the Development Plan comprises the Highland-wide Local Development Plan, the Inverness Local Plan and the emerging Inner Moray Firth Local Development Plan.

The Highland-wide Local Development Plan 2012 allocates an area at Muirtown - South Kessock to have the delivery of development and regeneration opportunities identified and coordinated through a masterplan led approach.

## **POLICY 6 Muirtown and South Kessock**

*The Council will support masterplan led development proposals for the Muirtown/South Kessock area (as indicated on Map 3) in the short term which fit with the provisions of the existing Inverness Local Plan for the development of the area, whilst seeking to ensure that they deliver improvements to the transport network, including improvements at the Telford Street Retail Park roundabout, and do not result in adverse effects on the integrity of the Moray Firth SAC.*

*The Council intends to adopt as supplementary guidance a future developer led masterplan or produce its own development brief for part or all of the area. This masterplan or brief will be guided by the following principles and objectives:*

- *net improvement of the local transport network including the junction at Telford Street Retail Park;*
- *maximum employment potential from commercial use of the waterfront frontage at the Muirtown Basin;*
- *safeguarding and if possible enhancement of navigation, water based recreation facilities, heritage features, and public pedestrian access, including the avoidance of any adverse effect on the integrity of the Moray Firth SAC; and*
- *greater diversification of housing tenure and renewal of housing stock within the area.*



# INTRODUCTION PLANNING

The allocations of the Inverness Local Plan (As Continued in Force) (2012) at Muirtown, Carse and South Kessock have been superseded by Highland-wide Local Development Plan (HwLDP) allocation. The Inverness Local Plan (as continued in force) 2012 and the emerging Inner Moray Firth Local Development Plan identify for development, two infill housing sites in Merkinch and the potential for housing development at the former quarry site in Clachnaharry. These sites form an integral part of the setting for the wider development area and have as such been included in the core of the development brief.

The emerging Inner Moray Firth Local Development Plan (IMFLDP) (currently subject of Local Development Plan Examination) will confirm (subject to the outcomes of Examination) the key built development sites within the area, at Muirtown Basin, Carse Industrial Estate, Carse Road and Glendoe Terrace.

The Plan also includes the potential for the improvement of sporting and recreational facilities on land adjacent to Merkinch Primary School and the protection of the valuable amenity areas within the area. The approach taken by the IMFLDP does also allow for the potential for the delivery of infill development within the defined settlement development area where proposals are compatible with existing adjacent land uses.



## Housing

### Site: IN17 Carse Road

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

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

### Site: IN18 Glendoe Terrace

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

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

### Site: IN19 Clachnaharry Quarry

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

**Requirements:** Adequate visibility for access onto A862; consideration of underground services in the site's frontage; setback from the quarry face and its woodland cover for safety and shading reasons; improved footpath provision.

## Mixed Use

### Site: IN21 Muirtown Basin

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

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

## Community

### Site: IN27 West of Merkinch Primary School

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

**Requirements:** Safeguarding and improvement of existing uses.

## Industry

### Site: IN30 Carse Industrial Estate

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

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



# 2

AREA ANALYSIS  
DESTINATIONS  
OPPORTUNITIES  
PUBLIC USE & CONNECTIONS

# AREA ANALYSIS DESTINATIONS

This Development Brief covers the part of the City of Inverness. Development in this area needs to consider impacts on some very important natural and built heritage features including:

- Caledonian Canal Scheduled Monument
- Moray Firth Special Area of Conservation
- Clachnaharry Conservation Area

Of equal importance to the City are the recreation areas in and around the development brief area which include the Local Nature Reserve and football pitches.

Understanding the area's current facilities is an important first step in developing a framework for change in this part of the City. By doing this it will help new development to complement and integrate with existing local areas.

The development brief area is within the catchment area of Inverness High School (secondary school) and the primary school catchment area for Muirtown Primary. . New development in the development brief area is likely to push the Merkinch Primary School over capacity. It is therefore important to consider the need for school expansion, options include provision of a new school with resultant sale of the existing primary or the extension of the existing school.

Utilities and public transport

The bulk of development opportunities within the Brief area have been the subject of development and it is considered that current capacity already exists to service the development and redevelopment opportunities identified. There may be a need for upgrades to all services to build in capacity of new development and the intensification of existing uses. The costs of network improvements will fall to developers.

The provision of public transport (bus) connections to the wider area is also largely in place to serve the existing communities within the brief area , given the range of uses identified to be developed it may be necessary to extend the frequency of services and provide new bus stops to serve new developments.

Constraints and sensitivities

There are very few sites which come forward for development which are completely constraint or sensitivity free. Constraints

and sensitivities do not always hinder development on a site, they just mean you have to work with them rather than against them to produce a high quality development.

The brief has identified several areas within the brief area where transport and active travel connections are viewed as a constraint to regeneration and growth, these are highlighted within the individual sections of the document with a consideration of actions required to address them. The Council is to undertake a Transport Study to identify necessary measures to address any transport, active travel or road safety issues. Developer contributions may be required towards improvements.

Flood Risk is an issue for extensive areas within the brief area. Proposals for built development will have to consider this issue in moving forward. A flood risk assessment is being prepared which is seeking to demonstrate that the majority of the South Kessock and Muirtown area currently lie within an area of Low to Medium Risk and being suitable for most forms of development, excluding essential civil infrastructure (e.g. schools) where a higher level of protection is generally required. Protection to the area from flood risk is to be provided from the Firth (coastal) by the existing Coastal Flood embankment and from the River Ness (fluvial) by the River Ness flood protection works that are currently underway.

## Destinations

The project area covers a large swathe of Inverness including several destinations (see map opposite) which each have their own identity and character. The area includes:

Muirtown Basin which is already recognised as an international gateway for European boating visitors. It presents a fantastic opportunity for both land and water based development which could lead to a new waterfront city quarter with a cultural and civic extension of Inverness City Centre. It is already used for berthing leisure craft and as a place of residence for boaters and it is a safe haven for many large commercial craft including the Floating Hotel - the Lord of the Glens.

At Clachnaharry, many proposals relate directly to the Muirtown Basin and providing further connections through pedestrian, canal and road crossings to the west of the city.

The South Kessock residential area, which sits to the north of

Merkinch, has been traditionally viewed as a working class area. It is also known as the Ferry since prior to the construction of the Kessock Bridge the Kessock Ferry sailed to North Kessock from the end of Kessock Road. This area is quite cut-off from the Merkinch and City Centre areas due to the railway line passing through the area.

At Muirtown, the Telford Retail Park and the Carse Industrial Estate are nestled between South Kessock / Merkinch and Muirtown Basin. The area lies several metres below the level of Muirtown Basin which presents a challenge in terms of connectivity. In recent years, several retail outlet operations have ceased in the retail side of the estate. These sites represent key opportunities for change.

The Merkinch Local Nature Reserve (LNR) sits between South Kessock and the Beaully Firth. The area has a diverse set of wildlife habitats with a wide variety of plants and animals and as such was designated as a LNR in 2007. The LNR is the 50th local nature reserve in Scotland and is the only one in the Highlands.

The Merkinch area skirts the edge of the study area to the south. Recent regeneration efforts have seen vacant sites being promoted for affordable and social housing. It is essential that these regeneration efforts are reinforced by the development brief or the Muirtown / South Kessock area.

The key challenges and opportunities in the Development Framework area are:

- Delivery of leisure, tourism and housing led regeneration around Muirtown Basin;
- The need to address complex movement patterns in the area on both land and water;
- The need to improve walking and cycling connections to, from, and within the area;
- The protection and enhancement of the natural, built and cultural heritage of the area;
- the regeneration of the South Kessock area and the opportunity to improve connections between Muirtown and South Kessock;
- the opportunity to create an internationally recognised water-side destination at Muirtown Basin.





# AREA ANALYSIS OPPORTUNITIES

MUIRTOWN BASIN



MUIRTOWN



MERKINCH



The plan opposite highlights some of the key sites and opportunities across the study area which were highlighted and discussed at the charrette. This recognises that each of the key opportunity areas (Clachnaharry, South Kessock and Muirtown, Muirtown Basin, Merkinch and the Muirtown area) have a range of uses or driving themes emerging which will dictate their future. This plan also recognises a series of opportunity sites including residential infill opportunities in South Kessock, employment opportunity sites in Carse Industrial Estate and a concentration of potential sites to the south of Muirtown Basin which could be brought forward for a range of uses including residential and importantly, around the basin including other uses such as tourism, leisure and culture.

This plan also presents the opportunity to reinforce the physical connections between these locations and their attractiveness which will help increase use. Some of these routes or sections of them are not pleasant for pedestrian and cycling at present and improvements need to be provided to enhance this aspect. The plan also identifies some key 'pinch points; which act as gateways into areas which need to be improved.

There are several traffic bottlenecks within the Muirtown / Merkinch / South Kessock that are required to be assessed by a traffic study for the wider Inverness North area. Specific traffic studies will be carried out to assess current congestion and identify opportunities for improvements particularly at Clachnaharry Road, Telford Street / Muirtown Bridge Roundabout and the Academy Street / Blackbridge / Grant Street corridor. Any improvements will seek to integrate the adjacent traffic and pedestrian corridors to provide high quality environmental and amenity benefits. Highland Council also have aspirations to carry out a traffic assessment of the study area and hence other improvements may be identified through a co-ordinated approach.



# AREA ANALYSIS PUBLIC USE & CONNECTIONS

CLACHNAHARRY



MUIRTOWN SWING BRIDGE



KESOCK NATURE RESERVE



This plan shows an overview of the various areas of land within the study area where the public can access waterfront or parkland or where there are other public uses such as schools or leisure uses. This plan highlights the existing provision of waterfront amenity within this area. whilst there is already good coverage for people accessing open spaces and waterside areas, the framework highlights an opportunity to reinforce this further and create a joined up series of spaces along the waterfronts for local residents but also to appeal to the wider city residents and visitors. This appeal is enhanced by the fact that green routes connect the canal basin with the river with the local nature reserve and have the potential to connect into a wider, strategic network of walking and cycling routes. The plan opposite identifies a number of key routes which need to be enhanced for public enjoyment and particularly for pedestrian and cycle use which could further strengthen the city's position as a people friendly, healthy place.

One of the key issues which was discussed at the charrette was the disconnected nature of South Kessock which is largely cut off from the surrounding city by the River, Canal and the railway line. At present, the main access route that enters the South Kessock area under the railway line at Lower Kessock St / Wyvis Place. Whilst the charrette explored the idea of extending the route of Glendoe Terrace across the railway line to provide another access route, upon further investigation it was decided that this would be too expensive and unfeasible since it would need a lifting mechanism to get people over the railway line. In addition to the desire to maximise the routes between the different locations within the study area the map opposite also shows opportunities where these routes could be further enhanced.

PUBLIC USE & CONNECTIONS



# AREA ANALYSIS

## PHYSICAL BARRIERS AND OPPORTUNITIES

### PHYSICAL BARRIERS



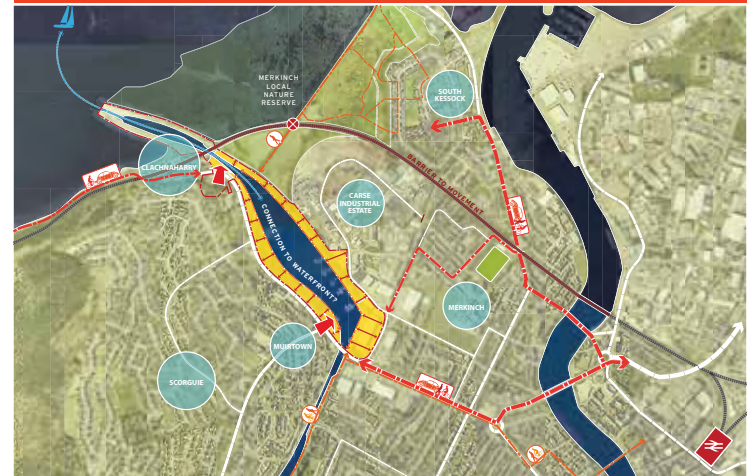
### ECOLOGY



### WATERSPACE



### CONNECTIONS





# 3

CHARENTE PROCESS  
SUMMARY

# CHARETTE PROCESS SUMMARY

The Muirtown Basin and South Kessock event was split between stage one on 26-27 February, with a stage two follow-up event on 1-2 April.

## STAGE 1: 26-27 FEBRUARY 2014

Stage one, which took place over two days, was built around a public working-session on day one, followed by technical sessions and drawing time on day two. In the evening of day one the public working-session was repeated in a compressed format to accommodate members of the community unavailable during working hours. At the end of the two days the design team had produced design approaches for the area and detailed studies on key sites that were displayed for a public event at which attendees had the opportunity to give feedback.

The following is a summary of the responses from attendees on the work completed by the end of stage 1:

- Muirtown Basin should be a high-quality destination for visitors, boaters and residents with support facilities
- Clachnaharry traffic calming needs a solution - design led to affect driver behaviour
- Improved connection to the Basin - including visual - is desirable
- B+Q site is a key opportunity for improving the area and reconnecting with the water
- Environmental improvements around the canal basin - tree management, lighting and de-clutter
- Connections that make South Kessock less isolated are important for this community
- Make the most of proximity to city centre - this area is the connection between city and sea

## STAGE ONE CHARETTE





STAGE ONE CHARETTE - EVENT



# CHARETTE PROCES SUMMARY

## STAGE 2: 1-2 APRIL 2014

The second stage presented material that had been developed in the interim period and provided an opportunity for the community and stakeholders to discuss the proposals and provide comments. The format was of 3 repeating sessions, Tuesday evening, Wednesday afternoon and Wednesday evening.

The sessions provided attendees with an opportunity to view the work that had been prepared for stage 2, followed by a presentation that summarised stage 1 and gave an explanation of the work that was being presented. Group discussions based on the work gave an opportunity for the public and agencies to respond to what had been presented and to make further suggestions. An evening session was held at Muirtown Primary School, followed by an afternoon and evening session at the Merkinch Community Centre. The following is a summary from the feedback and suggestions gathered across the three sessions.

### Muirtown Basin

- Strike a balance between the uses both on and off the water while retaining 'destination' factor.
- Water uses need to have a level of compatibility - for example, how would swimming work alongside the movement of large yachts?
- Work may need to be done on the impact increased boat traffic would have on dolphins and other wildlife in the Beaully Firth.
- Sea Scouts HQ would be an important aspect of improvements - provide options for their relocation.

### Circular Pedestrian and Cycle Route and other paths

- The proposed circular route was popular, especially the thought that it could connect distinct hubs with different attractions.
- Lighting on the towpaths should be improved to make them safer and more useable for longer periods.
- Improved signage and even coloured paving to guide people to the different attractions along the proposed circular route were suggested.
- Wheelchair access would be very important.

### Improved pedestrian 'pinch points'

- Key points to improve are Muirtown Swing Bridge, Black Bridge and Kessock Railway Bridge.
- A pinch point that can be exasperated by the operation of the bridge.
- Improved pedestrian environment and public art welcomed.
- Provide live information on operation for journey planning at the swing bridge

### Clachnaharry

- Improve perception of the place as a 'village'
- Enhance the connections for pedestrians and cyclists.
- Sensitive development in the quarry would be ok - it could be used to fund further improvements.
- Development of a destination by the canal would be good, provided the restaurant was not too 'posh'.

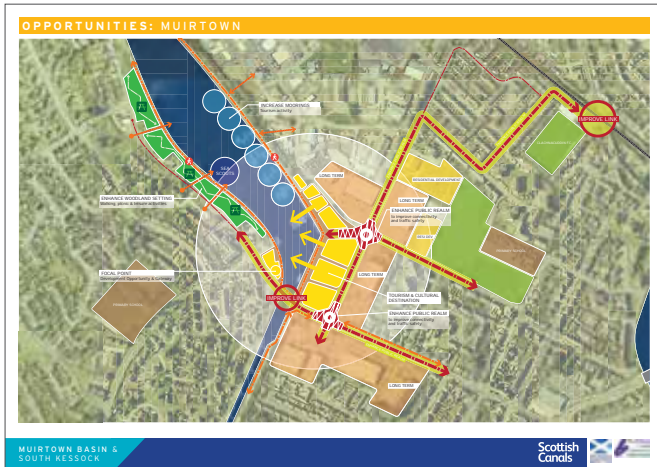
### Local Nature Reserve (LNR)

- A very important amenity for the local community.
- The wetlands are part of a soft flooding strategy, and if it were to dry out (due to a changed flood defence strategy) it would have a negative impact.
- Carnac Point is a very popular area and calls for the extension of the LNR to include this were made.
- South Kessock needs renewed play that is accessible for all ages and all abilities - this could be complementary to the Local Nature Reserve and the aspiration to increase user participation.
- Balance between light pollution on the LNR and improved lighting for safety needs to be found.

### B+Q site

- Proposals were considered attractive, particularly the visual and physical connections created to the canal.
- Preference for mixed use - residential plus cultural and tourism development.
- A negotiation with the owners is an early priority.
- Any development on this gateway site would need to be commercially viable.

EXTRACTS FROM STAGE TWO CHARETTE







# 4

DEVELOPMENT BRIEF  
PROPOSALS

# DEVELOPMENT BRIEF

## SUMMARY/EMERGING DEVELOPMENT BRIEF

The plan opposite shows an overall plan of all the project ideas and design concepts which were discussed at the charrette which should now form the basis of an Action Plan for the Caledonian Canal Partnership (Scottish Canals and Highland Council) to focus upon with other stakeholders and delivery groups.

This plan attempts to show the extensive list of development opportunities, access improvements, enhanced greenspaces, tourism and leisure opportunities which were in some way explored as part of the charrette process. It is worth noting that these projects now extend beyond the original boundary of the charrette project such is the importance of connecting back to areas of strength out-with the regeneration area. This plan and the supporting masterplan diagram which follows have helped to underpin a subsequent bid to enhance strategic access and greenspace improvements in the area.

The emerging masterplan encapsulates the main themes for each of the individual areas within the wider area. The proposals brought forward at the workshops are identified in the following pages for each individual area in more detail along with a consideration of the next steps that need to be delivered to assist in the proposals delivery.

The Consultation events have highlighted the main priorities for development and regeneration of the area as well as the potential for enhancing and developing existing facilities and employment generating areas. The sections below provide more context as the history of each of the areas.

The emerging masterplan map illustrates the main themes for each of the individual destinations within the brief area. The following sections highlight the various proposals identified at the workshop sessions in more detail along with a consideration of the next steps/ actions that need to be delivered to assist in the delivery of each proposal.

For each of the destinations a section has been prepared setting out the strategic projects identified at the charrette events, along with identified next steps for each.

Concept diagrams and illustrations have also been included within each section to highlight design concepts and solutions to issues identified for each of the areas.





MUIRTOWN & SOUTH KESSOCK



# CLACHNARRY

# CLACHNAHARRY - STRATEGIC PROJECTS

Clachnaharry village lies to the west of the Caledonian Canal at the mouth of the Muirtown Basin. The part of the village to the north of the Far North Rail line forms part of a designated conservation area which also includes the sea locks at the mouth of the Beaully Firth of the Caledonian Canal (Scheduled Monument).

There is an ongoing concern in Clachnaharry with high traffic speeds through this historic village which was also raised as a concern at the workshops. The workshops gave opportunity to consider how to slow traffic down, and at the same time utilise existing assets and vacant and derelict land in the area to enhance the visual and historic appeal of the village, much of which falls within a Conservation Area. Development here linked to the Canal will also increase economic and tourism opportunities in the village and allow it to benefit from proposed canalside improvements, facilities and amenity.

The quarry site which has been vacant and derelict land for some time had previously been identified as a development opportunity for the village by Scottish Canals through the Local Development Plan process. Options were considered, detailed proposals were developed and an appropriate access solution had previously been agreed (in principle) with Highland Council Roads which met Roads Dept requirements. The workshops provided an opportunity to consider the development of the site as part of a wider physical strategy for the village and the Muirtown Basin area and an opportunity to slow down through as well. Due to the topography of parts of the site it is anticipated that there would also be a landscape buffer to the rear of the site.

The workshop proposals drawn up highlighted the opportunity to create a 'gateway or entrance' feature either on or adjacent to the roadway at either end of the village to help slow traffic down upon entering the village. Development of the former quarry site could be linked to the historic cluster of canal-side buildings at Clachnaharry. The functional and physical link between the two areas reinforced by traffic calming measures on the main road and appropriate access solutions. Road treatments to slow-down general traffic and improve cycle and pedestrian movements between the quarry site and the canal-side buildings further reinforcing the 'gateway' feature at this end of the village. This would help to reduce traffic speeds and in line with Scottish Planning Policy promotes a design and 'place' lead approach towards new development in what is an important and special, historic location. Scope was also identified for additional parking (for the Clachnaharry canal-side buildings) to be provided on the quarry site as part of a complimentary development.

The improvement of footpath connections to wider development brief area, Muirtown and Merkinch Local Nature Reserve as well as footpath linkage to Criag Phadraig were identified as key areas of improvement.

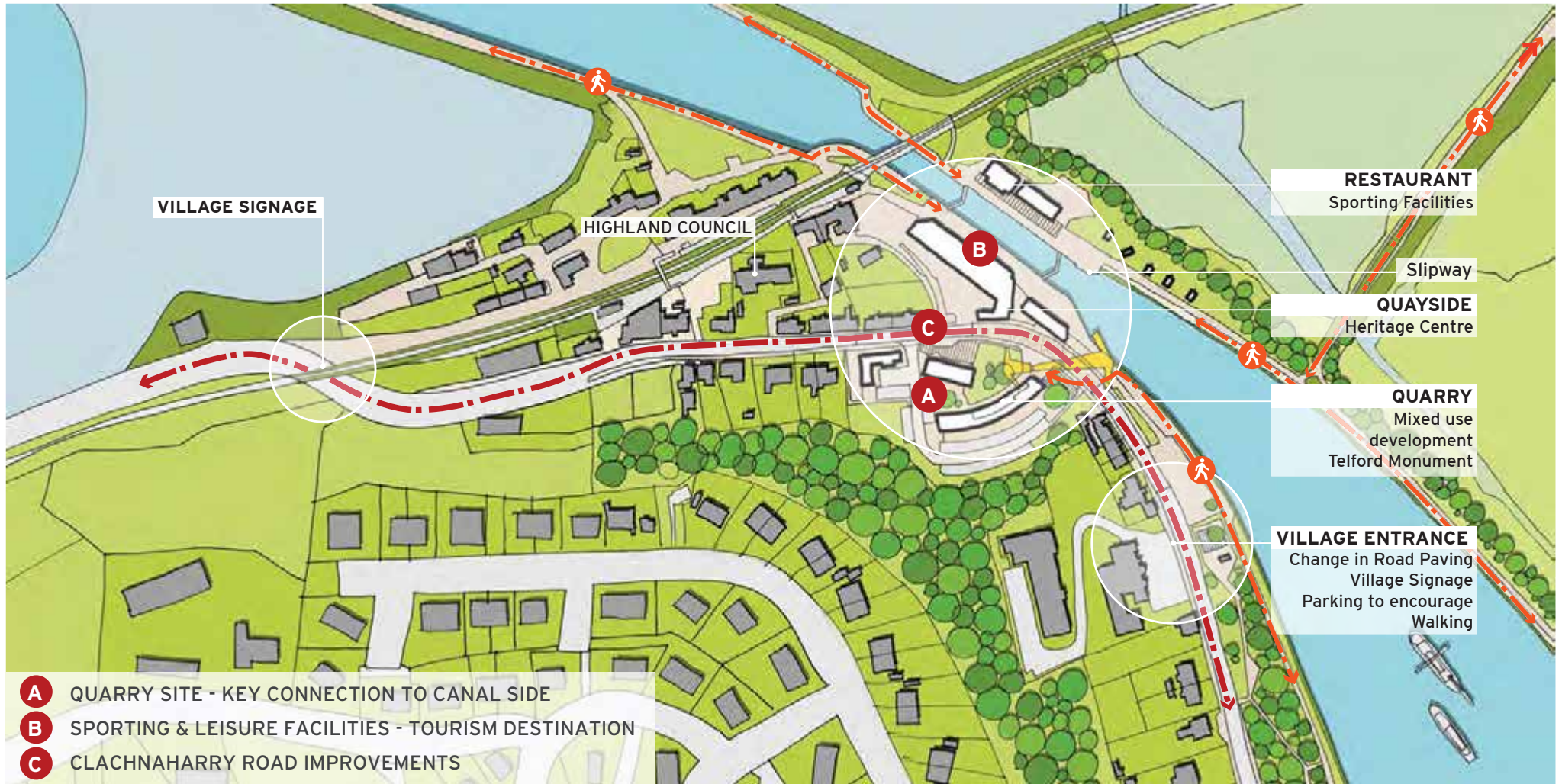
PROPOSALS		NEXT STEPS/STATUS
1	Development Opportunity; Clachnaharry Quarry site, tourist and residential opportunity.	Scottish Canals have initiated the commissioning process for an initial Feasibility Study to consider an integrated urban design approach to development at the canal and the village. A fundamental outcome required for this Study is improved local pedestrian connectivity and traffic calming in the village.
2	Improved parking at Clachnaharry within the Quarry site.	
3	Development Opportunity; old sawmill site potential for new restaurant, leisure heritage and wild life.	
4	Traffic calming at Clachnaharry; potential signalised crossing	
5	Delivery of a new heritage centre; utilise existing Scottish Canals buildings on Clachnaharry side of basin.	
6	Inclusion of road network / access improvements.	
7	Improve paths /wider linkages.	Bid by Highland Council/Scottish Canals to Scottish Government Green Infrastructure Fund to provide improvement to existing access networks through work on the ground for signage improvements.
8	Highlight and improve access route from Clachnaharry to Craig Phadraig.	As part of Green Infrastructure Fund bid and/or developer contributions seek delivery of signage improvements and path works to provide better access to route providing access to view a wide variety of wildlife. Need to consider how best to deliver improved access from A862/ Clachnaharry Road given constraints to road width and limited potential for improvement.

# CLACHNAHARRY - STRATEGIC PROJECTS



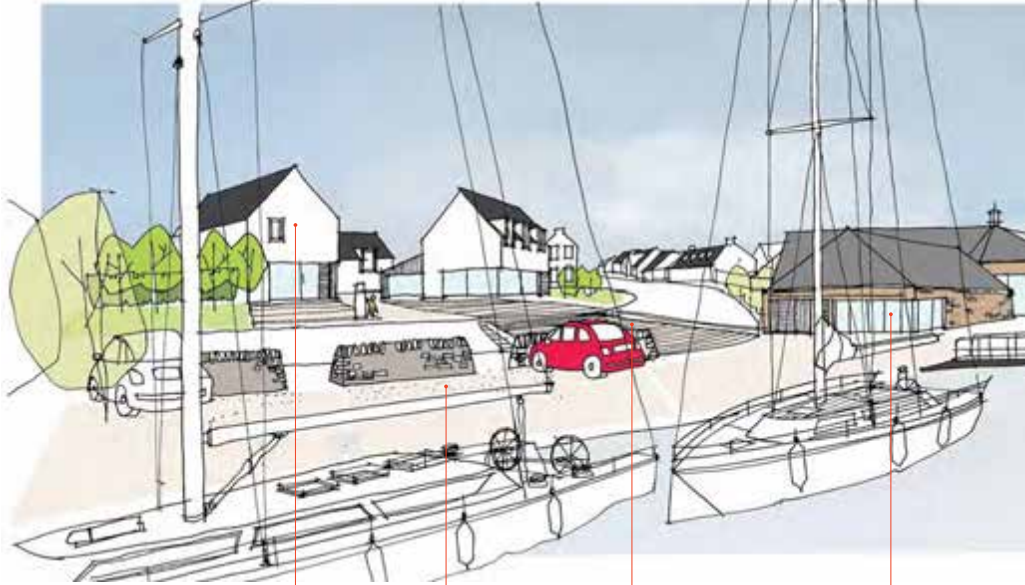
# CLACHNAHARRY - CONCEPT DIAGRAMS

## OPPORTUNITY - DEVELOPMENT CONCEPT MASTERPLAN



# CLACHNAHARRY - CONCEPT DIAGRAMS

## A QUARRY SITE - KEY CONNECTION TO CANAL SIDE



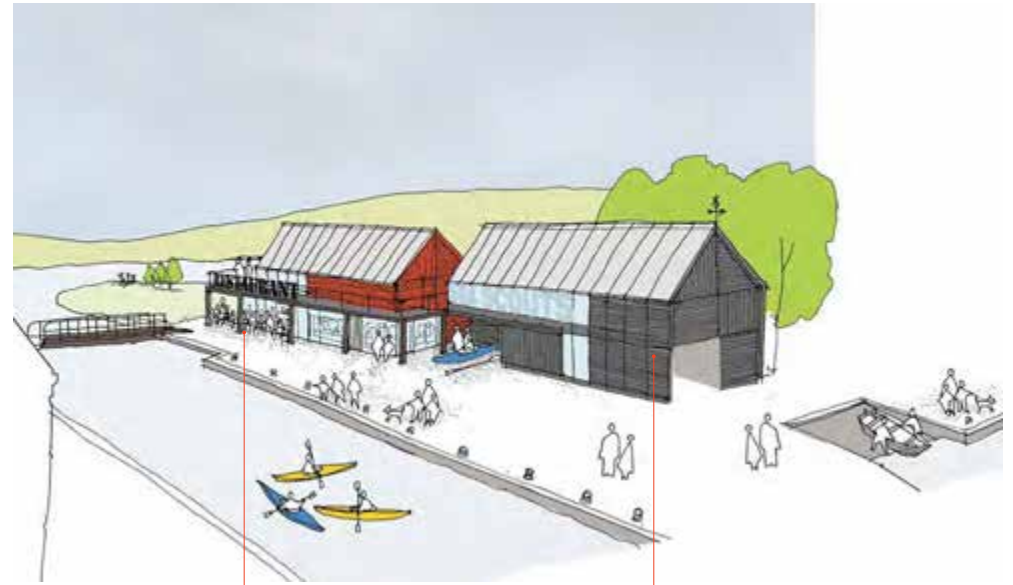
MIXED USE DEVELOPMENT

NEW HARD LANDSCAPING AND PARKING

TRAFFIC CALMING AND  
OPENING TO CANAL SIDE

HERITAGE  
DEVELOPMENT

## B SPORTING & LEISURE FACILITIES - TOURISM DESTINATION



NEW CANAL SIDE RESTAURANT

CLUB AND BOAT HOUSE

# CLACHNAHARRY - CONCEPT DIAGRAMS

## C VIEW FROM CLACHNAHARRY ROAD

BEFORE



- Improvement of pedestrian / cycle pathway with re-aligned kerb.
- Road surface treated with applied resin bonded aggregate to encourage awareness of approach to village.

AFTER



# SOUTH KESSOCK AND LOCAL NATURE RESERVE

# SOUTH KESSOCK - STRATEGIC PROJECTS

The area of South Kessock form the northern part of the wider Merkinch area, separated by the Far North Rail Line. The area was developed largely in the period between 1930 and 1940 when 490 dwellings were built in the South Kessock area. The Kessock Ferry had, until the opening of the Kessock Bridge in 1982, provided a direct connection from Inverness to the Black Isle sailing across the Beauly/Moray Firth from the pier at South Kessock. The area contains a mix of predominately housing, retail and business uses.

The proposals discussed at the charrette workshops centred on the need to make the area more accessible, welcoming and attractive to locals and visitors. Improvements to road and footpaths included general surface improvements and improved directional signage to make access to the area easier and also to inform visitors of the attractions of the area, both as part of a wider recreational area encompassing footpaths along the River Ness, the availability of views across the Beauly Firth and the footpath links to the Merkinch Local Nature Reserve and the opportunity to view a variety of wildlife species and habitats, both landward and seaward while following the paths and trails within the nature reserve. Other opportunities identified related to the delivery of further housing opportunities promoting a greater tenure mix in the area and opportunities for people to access housing in the area.

PROPOSALS		NEXT STEPS/STATUS
1	Road /pedestrian/cycle improvements to Kessock Road.	Bid by Highland Council/Scottish Canals to Scottish Government Green Infrastructure Fund to provide improvements to standard of footways including surface improvements to standard to permit use by cyclists and pedestrians. Provision of interpretative and directional signage providing context and user understanding.
2	Tourist led development opportunity; South Kessock Ferry terminus. Opportunities for tourism /leisure related uses. Increase and improve parking. Potential for delivery of coastal path and view areas to Beauly Firth and delivery of coastal path.	
3	Redevelopment opportunities at existing business units retaining traditional stone buildings around junction of Kessock Road/Thornbush Road/Anderson Street, including strategic and public realm linkage improvements.	Further investigation required of potential for relocation of existing business/light industrial uses and redevelopment for community/retail/office/residential. Footpath improvements to Anderson Street forms part of bid by Highland Council/Scottish Canals to Scottish Government Green Infrastructure Fund
4	Improve retail opportunity.	Consider potential for redevelopment at Kessock Road/Thornbush Road/Anderson Street to provide further retail opportunities.
5	Development opportunity at Gael Force Marine site for residential led and mixed use development.	Pending planning application for 38 flats pending completion of River Ness Flood Alleviation scheme and confirmation of the Flood Risk Assessment.
6	Potential development; Housing fronting on to the nature reserve. Understand potential impact.	Site considered as having longer term potential, need to consider carefully wider amenity of area in particular existing housing, footpath connections and impact on the Merkinch Local Nature reserve.
7	Potential Development; Infill Carnac Crescent and Craigton Avenue. Consider potential impact.	Pending planning application for 24 unit housing development and community facility, with enhanced play and recreation area. Intended to deliver a range of housing tenure options. Flood Risk Assessment to be concluded to support development proposal and indicate development potential in wider area.



# SOUTH KESSOCK - STRATEGIC PROJECTS



# LOCAL NATURE RESERVE - STRATEGIC PROJECTS

The Merkinch Local Nature Reserve (MLNR) was declared as such in November 2007 under the National Parks & Access to the Countryside Act 1949. The area extends to over 54 ha of land across the Carse and South Kessock and includes a variety of habitat areas including grassland, mudflat, saltmarsh, brackish pools, wet heath, scrub and woodland. The creation of the Local Nature Reserve was to conserve and restore natural habitats and maximising biodiversity of these areas. The provision of access to the site to encourage opportunity for community involvement in the management of the area and provide learning opportunities was central to the aims of the reserve. It was also considered that the value of the reserve to the wider area and tourist should be highlighted through its development.

The potential exists for the development of a Green Network clearly promoting the MLNR as a destination within the town and linking the area closely with other areas of attraction (e.g. Muirtown Basin and Clachnaharry) as being of interest to both locals and tourists alike and also forming part of a wider walking network around the Inverness area. Physical improvements to the surface and signage of footpath links to the area as well as improvements to the MLNR facilities in the general area and that of the Nature reserve would improve the quality and perception of the route to the area.

PROPOSALS		NEXT STEPS/STATUS
1	Improve connectivity between South Kessock and Carse. Improve the pedestrian crossing over the railway.	Further investigations required on improvements the level-crossing within the reserve, considering delivery of improved fencing providing better sightlines along the rail line. Also potential for new surface treatment at crossing point.
2	Improve pedestrian linkages from South Kessock to Clachnaharry along the coastal path. Potential for viewing platforms and recreation etc.	The updating of the Reserve Management Plan to review and refresh the aims and objectives of the reserve, this will include consideration of potential for improvements to existing recreational and leisure aspects. Additionally the bid by Highland Council/ Scottish Canals to Scottish Government Green Infrastructure Fund also considers improvements to seawall walkway, provision of a central viewing platform, interpretation boards and additional sheltered seating. Also consideration of new path link to the South Kessock Pier. Need for further community consultation on these proposals.  Management Plan review to also consider potential positive/ negative impacts of proposed development site proposed adjacent to the nature reserve
3	Consider proposals for the LNR in terms of better recreational value.	
4	Investigate the incorporation of picnic areas, zones for benches /sitting,	
5	Could the LNR area in the future extend to Carnarc Point.	Review of Reserve Management Plan to consider potential of expansion of LNR in consultation with Inverness Harbour Trust.

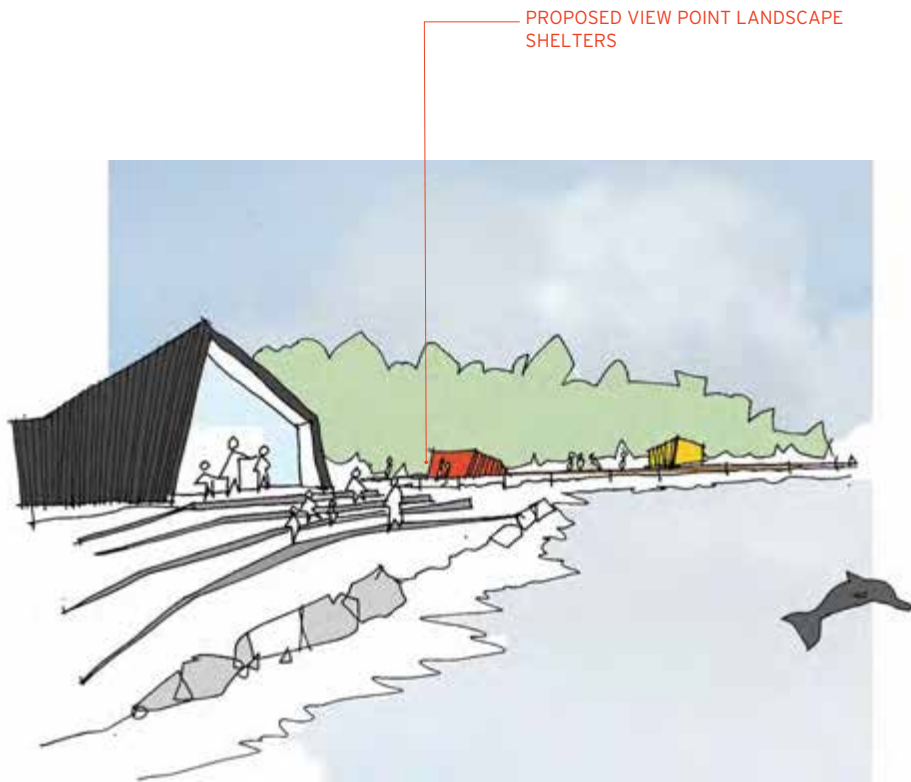
# LOCAL NATURE RESERVE - STRATEGIC PROJECTS



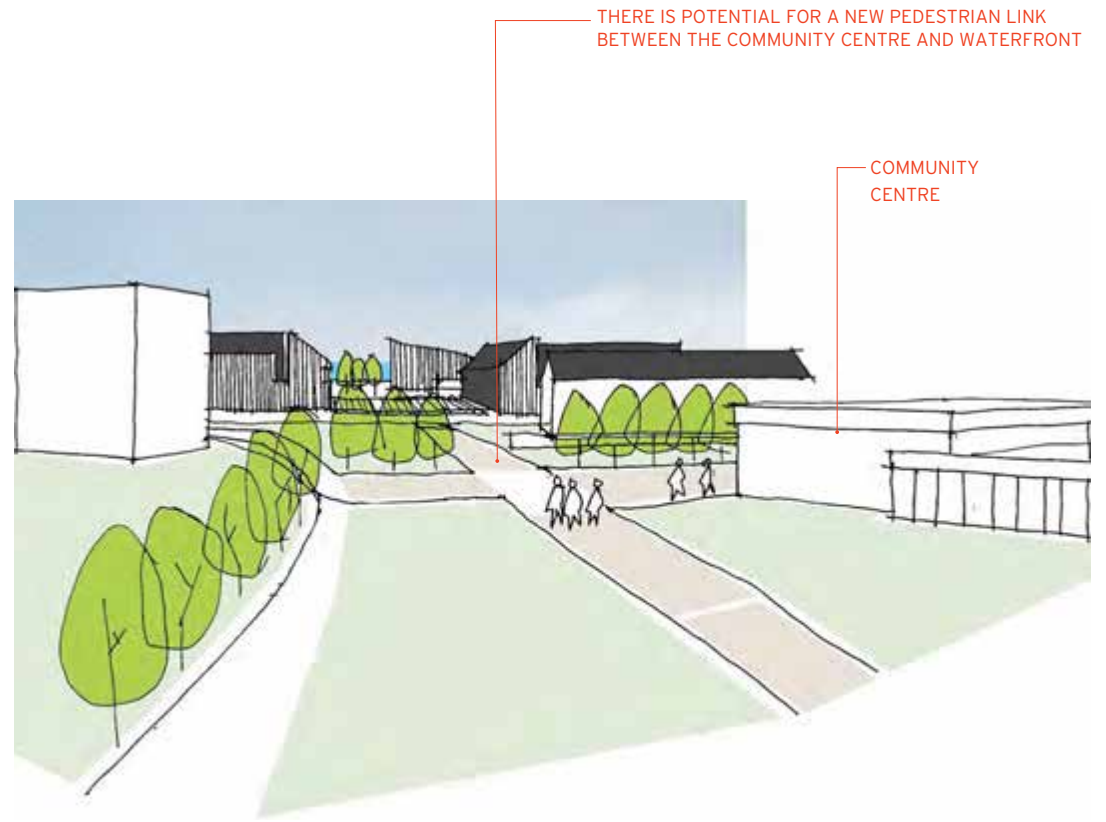


# CONCEPT DIAGRAMS

## A WATERS EDGE SHELTERS/SEA CABINS



## B IMPROVED LINKS TO COMMUNITY CENTRE



# CONCEPT DIAGRAMS

## C SOUTH KESSOCK LANDSCAPE PLAN



1. Proposed viewpoints and landscape shelters
2. Picnic areas set into landscape edge
3. Improve connections from residential areas to waterfront
4. Recreational zones
5. Improvements to linear footpath along waterfront
6. Improve visibility at rail crossing.



# M E R K I N C H

# MERKINCH - STRATEGIC PROJECTS

Merkinch forms one of the Inverness's oldest areas located in the north-west of the city, flanked by the Caledonian Canal to the west and the River Ness to the east.

The Grant Street area provides the focal point for service provision for the area providing a range of retail, service and community and training facilities to serve the local community. Employment is focussed on business and light industrial activities in the Carse Industrial Estate and retailing at the Telford Retail Park.

There a number of vacant units on Grant Street, the most long standing vacant buildings includes the Welfare Hall, which has lain empty for over 20 years and whose condition has declined as a consequence. Proposals are forming to restore and convert the building into an employment support centre, office space and amateur boxing club. The reuse and renovation of one the major landmark buildings in the area would help invigorate the wider area.

Primary School provision is met at Merkinch Primary School, an increasing school roll will require consideration of the expansion of the Catgory B listed building or potentially the delivery of a new primary school campus.

Access to the area to and from Inverness City centre is across the Black Bridge to Grant Street provides one the primary access points to the wider Merkinch and South Kessock area. Existing pedestrian access onto and along the Black Bridge is significantly constrained particularly due to the narrow width of existing footpath on the bridge and on footway approaches to the bridge.

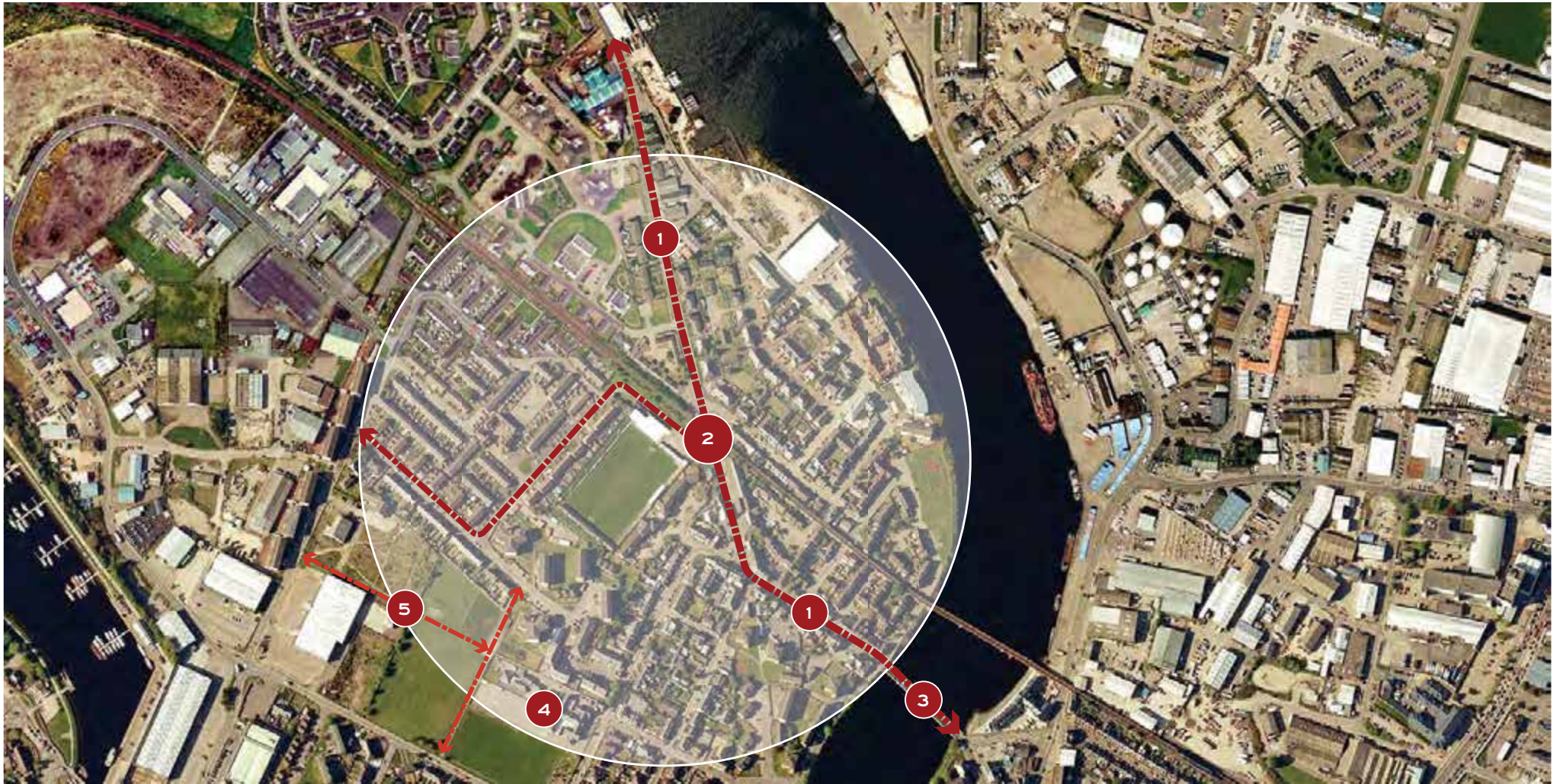
The workshops identified the aim to improve linkage from the local footpath network onto the bridge. Pedestrian access along the bridge could be improved by switching the footpath from 2 sides to

one side to make one pedestrian friendly access rather than 2 non-pedestrian friendly accesses. The proposal will also consider the possibility of installing an additional bridge immediately adjacent to the Black Bridge for dedicated pedestrian use to be either bolted on to the existing bridge structure or stand alone structure however this has an estimated construction cost of £1M +. The potential for improved pedestrian access on the Black Bridge will need to be confirmed by an appropriate connectivity study. The workshops also identified the requirement for improvements to provide a safer pedestrian environment at the Lower Kessock Street/Thornbush Road junction with the rail bridge.

PROPOSALS		NEXT STEPS/STATUS
1	Road /pedestrian improvements to Grant Street; public realm improvements	Highland Council to undertake transport study across wider brief area to identify strategic and local objectives and defining potential design solutions and costs. Consideration of use of developer contributions from new developments to fund improvements.  Application has been made for Regeneration and Heritage Lottery Funding to bring the Welfare Hall back into use.
2	Road / pedestrian Improvements at the rail bridge junction of; Wyvis Place/Kilmuir Road / Thornbush Road / India Street/Lower Kessock Street	
3	Improvements to Black Bridge; improve public realm, pedestrian/ cycle access	Initial consultant work has considered broadly potential improvements to pedestrian footways on the Black Bridge. Options include surface improvements and traffic calming; loss of one pedestrian walkway and increase of width of remaining or; pedestrian attachment to side of existing bridge. Further work required to consider feasibility and potential funding.
4	Requirement for extension to Merkinch Primary School, preferable to newly built school	Council review of Inverness school estate to establish clearer picture of overall estate requirement. THC Care and Learning Service to consider the potential for redevelopment of site as the preferred option to accommodate additional class space. Consideration will be required of the schools status as a Category B Listed Building. To include consideration of appropriate safer routes to school. A flood Risk Assessment will be required to support any emerging proposals.
5	Incorporate traffic free route from Merkinch Primary to Glendoe Terrace	

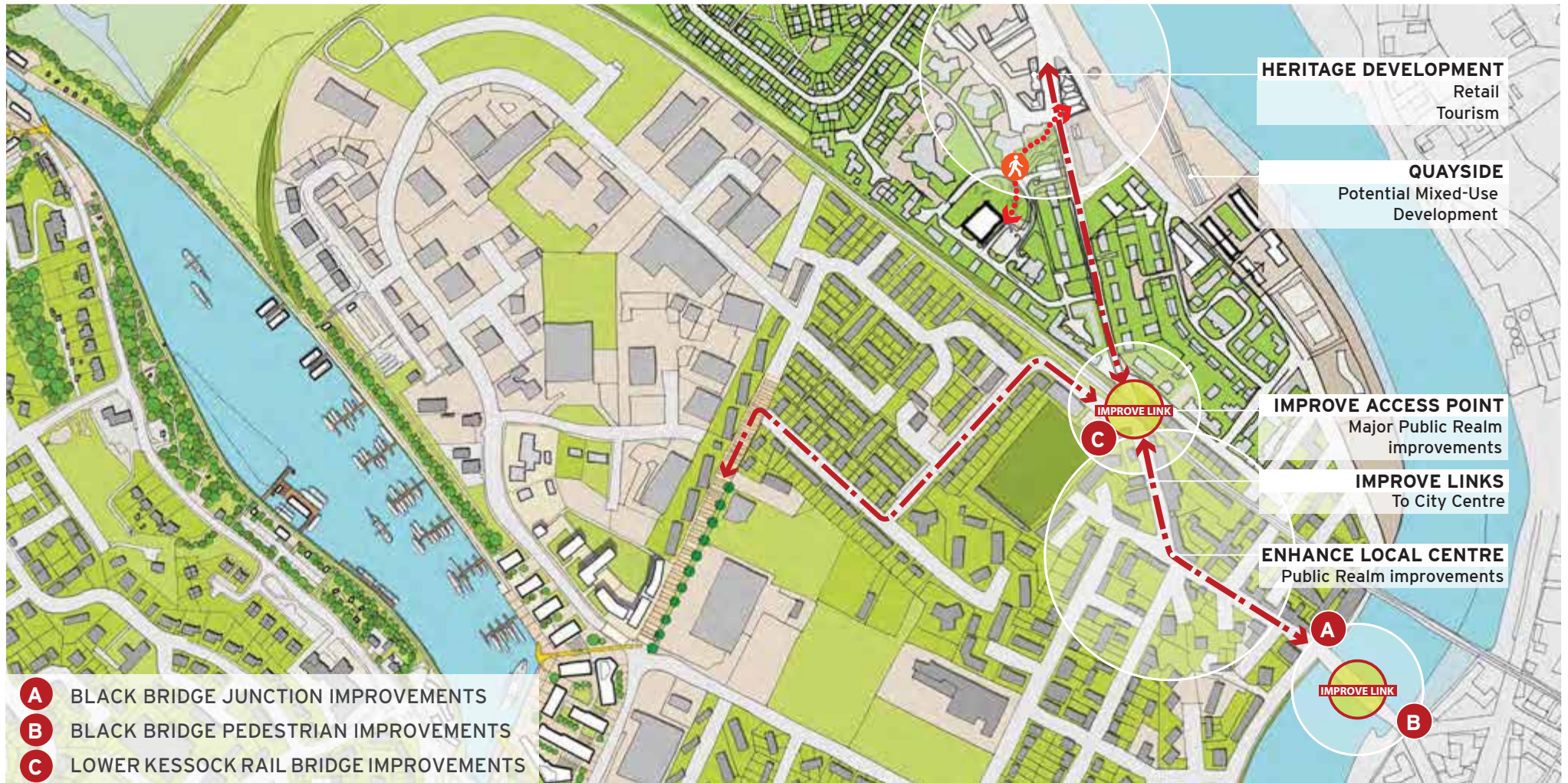


# MERKINCH - STRATEGIC PROJECTS



# MERKINCH - CONCEPT DIAGRAMS

## OPPORTUNITY - DEVELOPMENT CONCEPT MASTERPLAN



# MERKINCH - CONCEPT DIAGRAMS

## A VIEW OF JUNCTION FROM THE BLACK BRIDGE

BEFORE



- Pedestrian movement promoted with new surface treatment.
- Threshold between Grant St, Gilbert St and Anderson Street emphasised.

AFTER



## B VIEW ALONG THE BLACK BRIDGE

BEFORE



- Footpath and road proportions adjusted to promote pedestrian movement and encourage slowing of traffic.
- Bridge aesthetic improved by painting of the structure.
- Bridge structure and lighting features emphasised by surface details.

AFTER



# MERKINCH - CONCEPT DIAGRAMS

## C VIEW OF LOWER KESSOCK STREET RAIL BRIDGE

BEFORE



- Bridge improved with new paintwork and lighting.
- Pedestrian movement emphasised with surface treatment.

AFTER



## D VIEW OF RAIL BRIDGE FROM INDIA STREET

BEFORE



- Strengthening of edge between India Street and Lower Kessock Street.
- Replacement of galvanised fencing with hedging.
- Resurfaced pathways connecting Wyvis Place Lower Kessock Street and India Street.

AFTER



# MUIRTOWN BASIN

# MUIRTOWN BASIN - STRATEGIC PROJECTS

Muirtown Basin is a key arrival and destination point on the Caledonian Canal. It already hosts a number of large craft, visiting vessels and is home to a growing number of people living on the water. The basin is expansive and could host further activities to increase activity and animation on and around the water's edge and increase the number of people living and even working on the basin. The basin is also home to the Sea Cadets /Scouts and Inverness Canoe Club both of which seek high quality, modern facilities at an appropriate site on or around the basin edge. The basin is also increasingly recognised as an important amenity resource connected to a wider network of paths and cycleways. The paths around the basin are in need of further investment to bring them up to a standard which will put the basin at the heart of a much higher quality network or walking and cycling routes for the benefit of neighbouring communities and visitors.

There are several development opportunity sites identified around the basin as a result of the charrette including the gateway site, the B&Q site and opportunities such as the Clachnaharry Quarry site and Workshops area. Whilst the B&Q site is unlikely to be brought forward for development in the short term it is such an important site for the city and canal that a vision for this area was explored during the charrette. The vision for this end of the basin recognised that a mixed-use development would be appropriate incorporating civic uses and ensuring significantly enhanced connectivity to the basin from Telford St /Carse Rd. The basin also lacks a café or visitor facility which could be brought forward as part of a larger development opportunity. The key to the success of the basin is centred on getting more leisure and visitor facilities onto and around the basin to attract more people to the area and develop adjoining sites for supporting uses.

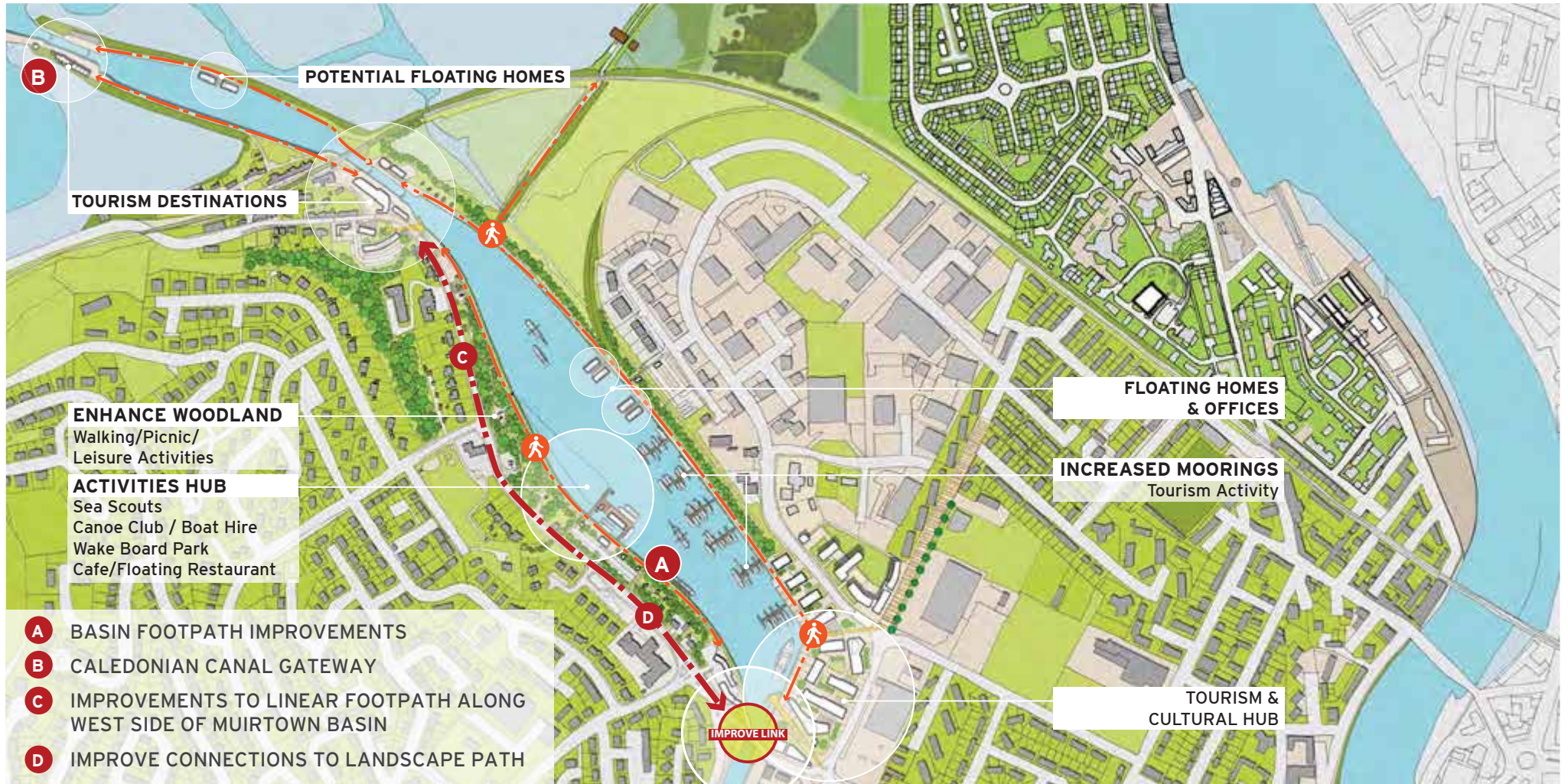
	PROPOSALS	NEXT STEPS/STATUS
1	Road improvement scheme along High St / Clachnaharry Rd / Telford St with greater safety / pedestrian and cycling measures.	The Highland Council (THC) roads to begin this study in partnership with Scottish Canals and local community.
2	Landscape / parking around Muirtown Basin	Scottish Canals to investigate in partnership with THC where additional visitor parking facilities and enhanced landscaping could be provided around basin.
3	Potential basin entrance feature - Mackenzie Joinery site	Scottish Canals to investigate potential development or this area for further leisure uses.
4	Development Opportunity: Floating offices and holiday homes (Muirtown Basin, Workshops area and canal 'spit' to sea lock.	Scottish Canals to undertake feasibility study and future planning applications for these opportunities on and off the water.
5	Water-based leisure activities: Sea Scouts, cable wakeboard park, small boat hire, swimming	Scottish Canals to undertake feasibility study of most suitable locations for these activities in partnership with Sea Scouts, Canoe Clubs and others e.g. community.
6	Development Opportunity: Residential-led development on Gateway Site, possibly including adjacent cottage.	Scottish Canals to bring forward planning application for site in discussion with THC Roads / Planning/ Historic Scotland/community
7	Proposal for additional moorings in Marina, with potential impact on Scheduled Ancient Monument	Scottish Canals to take forward further moorings on basin in consultation with Historic Scotland.
8	Development Opportunity - Potential Restaurant	Scottish Canals to investigate feasibility of conversion of Sea Lock buildings to restaurant.
9	Gateway Structure	Scottish Canals /THC to scope out mini-brief for design ideas / concepts to be brought forward
10	Car park adjacent to Carse Rd	Scottish Canals / THC to jointly bring forward development opportunities along this edge which maximise links / frontage to basin or serve basin's future operational needs.

# MUIRTOWN BASIN - STRATEGIC PROJECTS



# MUIRTOWN BASIN - CONCEPT DIAGRAMS

## OPPORTUNITY - DEVELOPMENT CONCEPT MASTERPLAN





# MUIRTOWN BASIN - CONCEPT DIAGRAMS

## A VIEW LOOKING NORTH WEST OF BASIN FROM FOOTPATH

BEFORE



- Improvement to linear footpath along west side of Muirtown Basin.
- Seating spaces created at key points.

AFTER



## B GATEWAY TO THE CALEDONIAN CANAL

BEFORE



- Gateway feature.

AFTER



# MUIRTOWN BASIN - CONCEPT DIAGRAMS

## FLOATING HOMES & OFFICES

### FLOATING STRUCTURES



### WHARFS/JETTYS



### OFFICE/COMMERCIAL



### INCREASED MOORINGS



## RECREATIONAL FACILITIES

### SPORTING ACTIVITIES



### WOODLAND WALKS



### ACTIVE HARBOUR AREA



### POTENTIAL WAKEBOARD PARK



### COMMUNITY ACTIVITIES



# MUIRTOWN

# MUIRTOWN - STRATEGIC PROJECTS

The Muirtown area accommodates the Caledonian Canal and associated basin and land immediately adjacent on the Telford Retail Park. The area is dominated by the interface to the Canal and Basin and is an underutilised asset for the wider City. The canal was historically built to provide safe passage for ships from the North Sea to the Atlantic and was completed in 1822. Today the is used primarily for leisure sailing vessels to experience the Great Glen from the canal and associated lochs.

The proximal lands to the Muirtown Basin include land previously occupied by the Glen Albyn Whisky Distillery, as recently as the mid-80's and subsequently occupied by the now vacated B&Q warehouse. This site alongside the former Textile World store was identified as being key to providing development that would support and enhance proposals for the Muirtown Basin itself.

Constraints to development relate to land ownership and to concerns relating to increased traffic movements and impacts in the general area, in particular of the roundabout junction of Telford Street / Carsegate Road and also potential need to manage traffic speed on the Muirtown swing bridge.

The basin holds the potential to augment it's attraction to visitors and locals alike through the provision of a range of services, activities and employment opportunities. The redevelopment of the area will underpin existing activities and stimulate investment in the surrounding area.

Proposals suggested for the area considered the main development opportunities for the area to be related to mixed use development with a focus on creating an attractive location that would utilise the adjoining assets of the canal and basin. Development opportunities considered a tourism and cultural hub could be developed linked strongly to the adjacent assets offering recreation and leisure activities. The area is well placed to provide a wider mix of uses incorporating residential, retail, restaurants and cafés providing a variety of sympathetic uses that will enable delivery of a vibrant development that fulfills a variety of attractions and services for local and visitors alike.

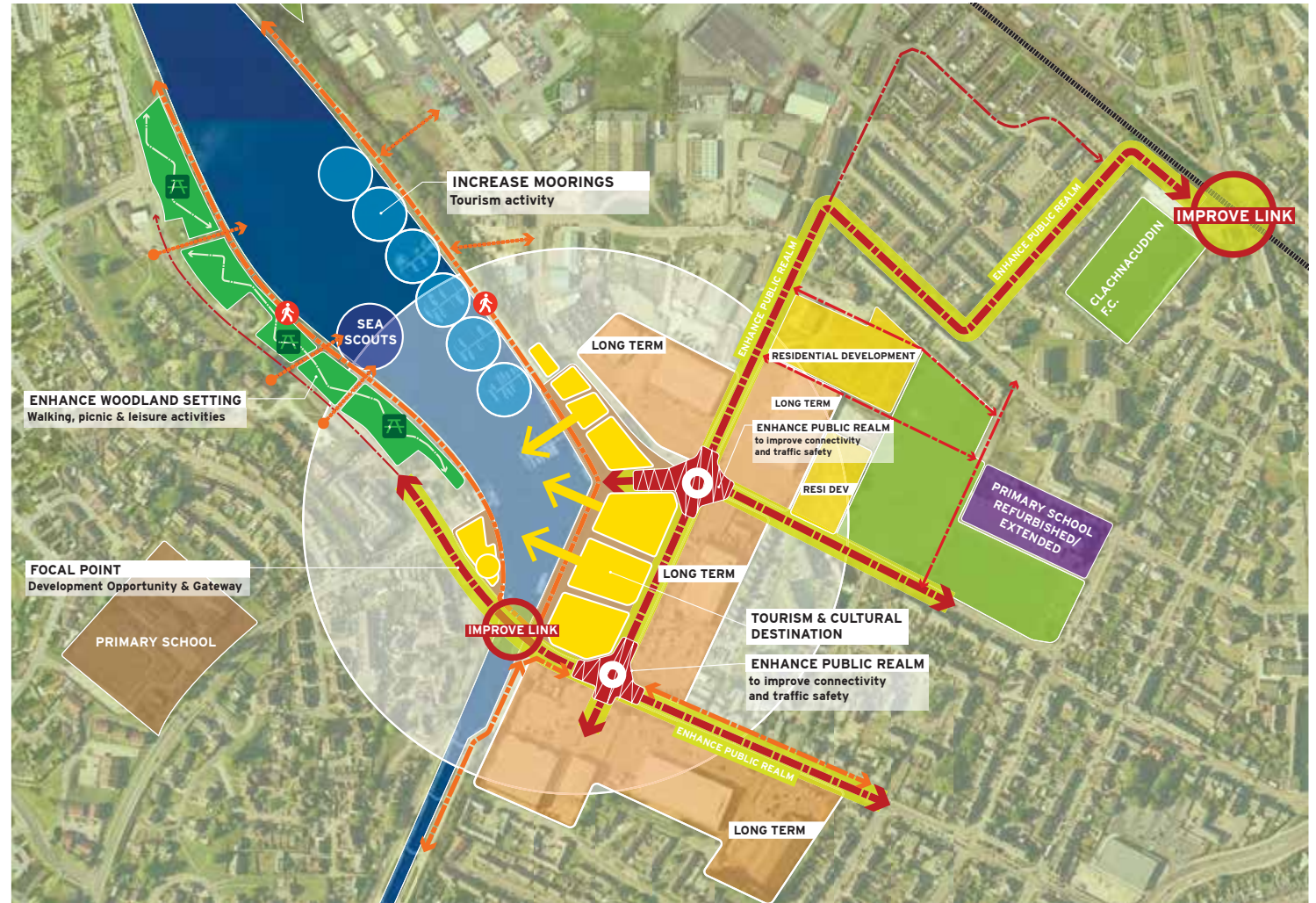
PROPOSALS		NEXT STEPS/STATUS
1	Road improved scheme along High street/ Clachnaharry Road/ Telford Street. Alternative / Preferred option to replace Telford Street / Carsegate Road roundabout with signalised junction.	Highland Council to undertake transport study across wider brief area to identify strategic and local objectives and defining potential design solutions and costs. Also consideration of use of developer contributions in growth areas. Scottish Canals advise that whilst it would be possible to change the surface of the Muirtown swing bridge to help reduce traffic speed, further evidence is required that this is a major problem. If surface treatments on the bridge are to be introduced this would need to take into account a technical appraisal of the bridge, particularly its capability of taking further weight.
2	Links between Telford Street / Balnacraig Road/ Fairfield Road could be better	
3	Road/ pedestrian improvements; Carse Road / Benula Road / Kilmuir Road	
4	Muirtown swing bridge; Road / Pedestrian improvements.	
5	Development Opportunity; B&Q site strategic development site, mixed use cultural / residential development.	The Highland Council and Scottish Canals to maintain watching brief on availability of sites and continue to negotiate with landlords/owners to secure control of sites and delivery for development.
6	Development Opportunity; Textile World site, potential for mixed use cultural / residential development.	
7	Carsegate; Development of car park and ancillary storage for residential moorings at Muirtown.	Scottish Canals have secured the landownership required to progress development of car park and ancillary storage to support development in the Muirtown Basin.
8	Strategic links to be incorporate though B&Q and Textile World site to connect the basin with Carse	Bid by Highland Council/Scottish Canals to Scottish Government Green Infrastructure Fund to provide improvement to existing networks A number of small scale improvements are proposed alongside the improved steps and ramps at Muirtown Basin alongside the path improvements on Carse Road.
9	Increase parking around the basin; Gateway site, Titanic site/ Sea Scouts, Clachnaharry, B&Q/Textile World sites, Carsegate.	Provision of further parking around the basin will facilitate wider use of the area. Proposals will need to consider impact on habitats on sites adjacent the basin and potential transport impacts of intensification of access points. Scottish Canals have secured the landownership required to progress development of car park and ancillary storage to support development in the Muirtown Basin.
10	Woodland strip West side of Muirtown Basin; Enhance the woodland experience between the Swing bridge and Clachnaharry. Picnic area, integrating car parking. Increased access from the adjacent residential development to the basin.	Need to consider the potential impacts of increased car parking provision on the native wet woodland existing on west bank of basin. Further development of existing footpath network
11	Development Opportunity - Long term Mixed Use	Longer term development proposal to be considered subsequent to progression with B&Q(3) and Textile World (4).

# MUIRTOWN - STRATEGIC PROJECTS



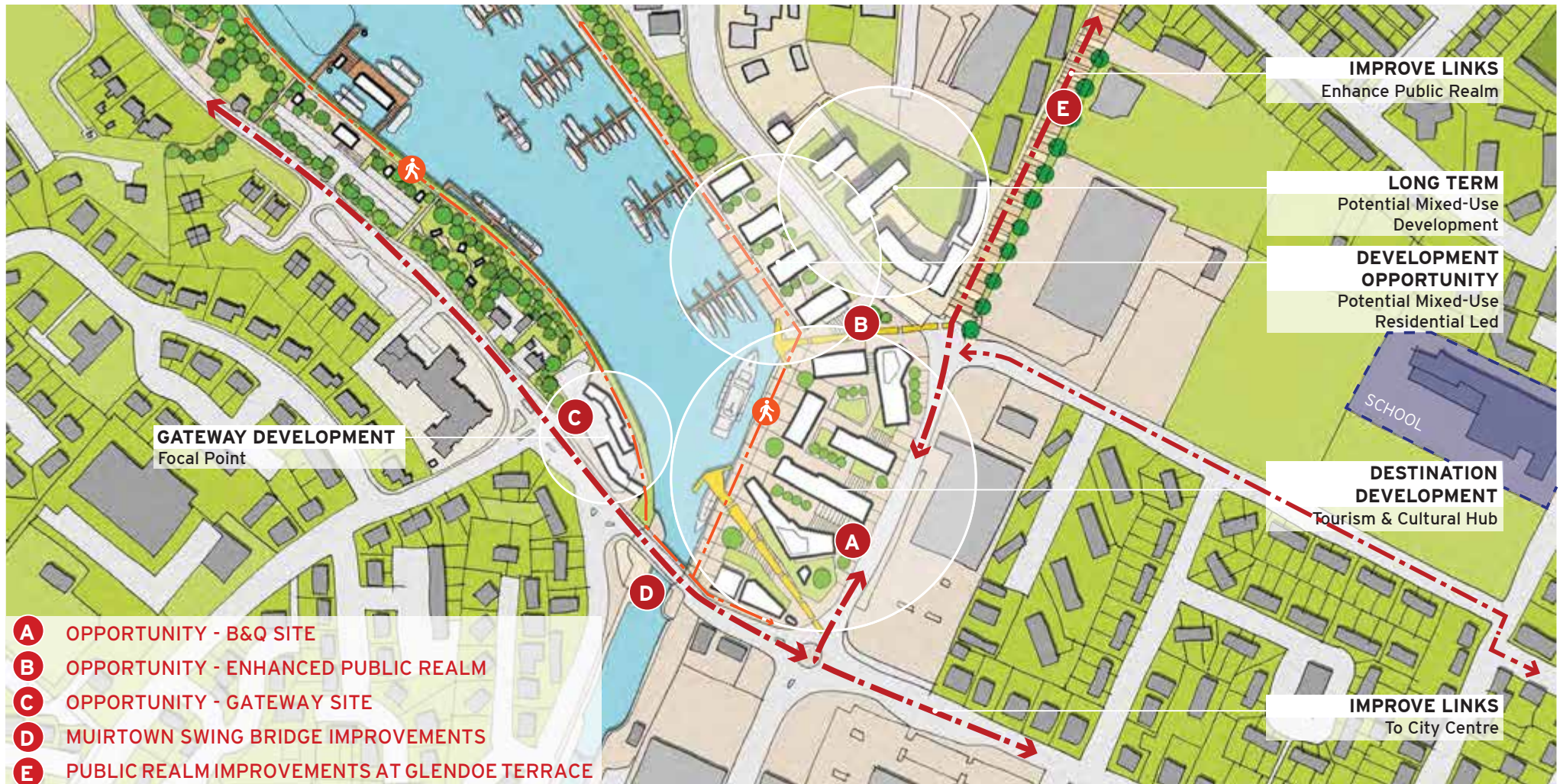
# MUIRTOWN - CONCEPT DIAGRAMS

The wider development of the Muirtown Basin will require related development at the Telford Street Retail Park and the strengthening of the linkages between the 2 areas as can be seen from the adjacent diagram. Currently development at the Telford Street Retail Park turns its back on the Muirtown Basin and the potential exists for development to re-orientate and provide double fronted development opportunities.



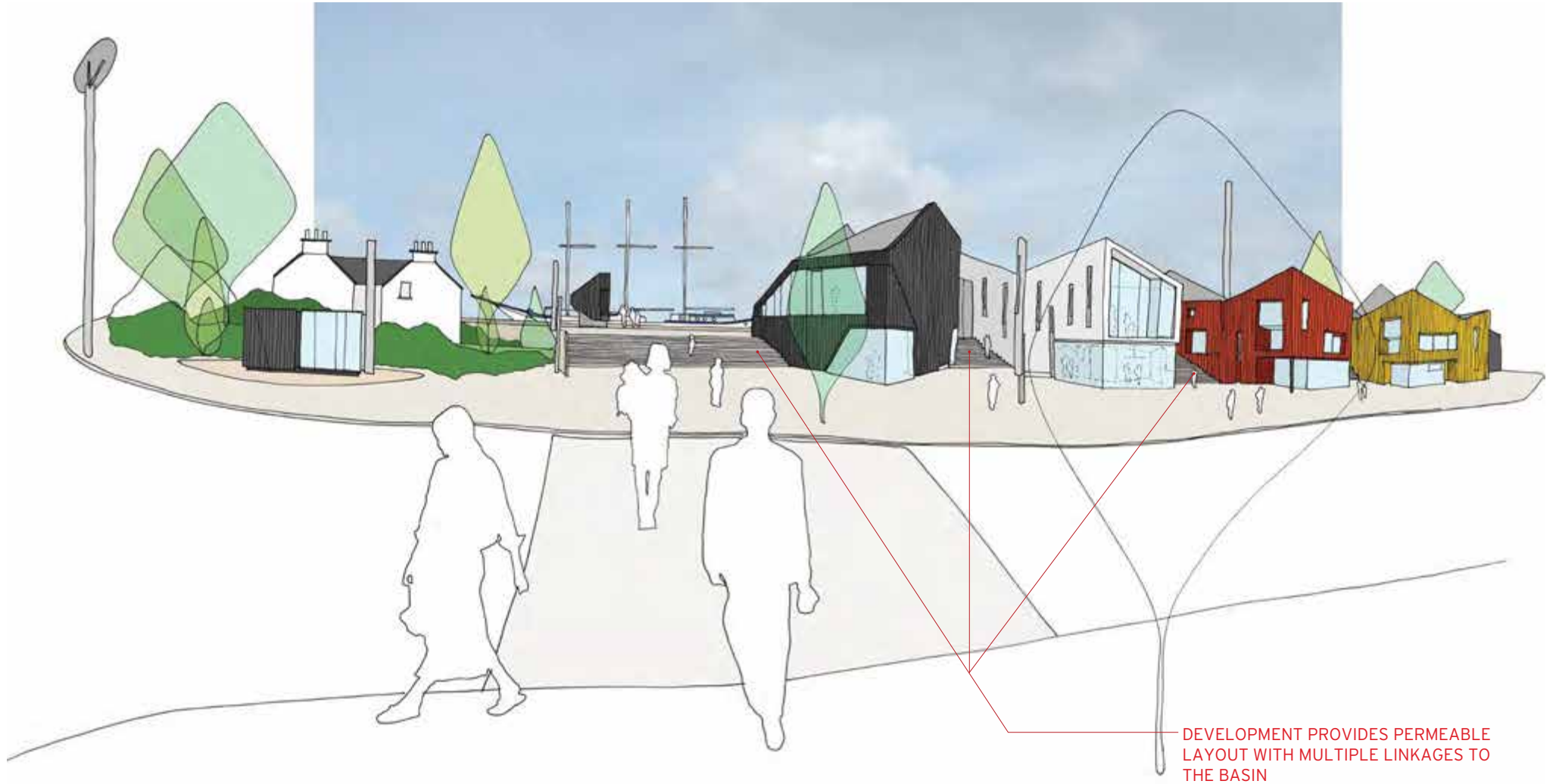
# MUIRTOWN - CONCEPT DIAGRAMS

## OPPORTUNITY - DEVELOPMENT CONCEPT MASTERPLAN



# MUIRTOWN - CONCEPT DIAGRAMS

## A OPPORTUNITY - B&Q SITE





# MUIRTOWN - CONCEPT DIAGRAMS

## B OPPORTUNITY - ENHANCED PUBLIC REALM



OPENS UP KEY VIEWS THROUGH  
TO THE QUAYSIDE

## C OPPORTUNITY - GATEWAY SITE



# MUIRTOWN - CONCEPT DIAGRAMS

## D TELFORD STREET LOOKING TOWARDS THE MUIRTOWN SWING BRIDGE

BEFORE



- Enhancements for pedestrian / cycle movements.
- Thresholds marked with surface treatment.

AFTER



## D VIEW LOOKING AT MUIRTOWN SWING BRIDGE

BEFORE



- Improvement of movement at bridge with a new single surface for pedestrians and carriageway.
- Bridge aesthetics improvement with a black & white painting theme.

AFTER



# MUIRTOWN - CONCEPT DIAGRAMS

## E VIEW FROM GLENDOE TERRACE LOOKING NORTH EAST

BEFORE



- Improvement of public realm along Glendoe Terrace with surface treatments and additional tree and hedge planting.

AFTER



## A CIVIC & CULTURAL PRECEDENT

CULTURAL BUILDINGS



CULTURAL CENTRE



LANDMARK BUILDINGS



SOCIAL BUILDINGS







5

PROJECT ACTION  
PLAN

# PROJECT ACTION PLAN

## STRATEGIC PROJECTS

CLACHNAHARRY; STRATEGIC PROJECTS		LOCAL NATURE RESERVE; STRATEGIC PROJECTS		MUIRTOWN BASIN; STRATEGIC PROJECTS (CONTINUED)	
1	Development Opportunity; Clachnaharry Quarry site, tourist and residential opportunity.	1	Improve connectivity between South Kessock and Carse. Improve the pedestrian crossing over the railway.	6	Development Opportunity: Residential-led development on Gateway Site, possibly including adjacent cottage.
2	Improved parking at Clachnaharry within the Quarry site.	2	Improve pedestrian linkages from South Kessock to Clachnaharry along the coastal path. Potential for viewing platforms and recreation etc.	7	Proposal for additional moorings in Marina, with potential impact on Scheduled Ancient Monument
3	Development Opportunity; old sawmill site potential for new restaurant, leisure heritage and wild life.	3	Consider proposals for the LNR in terms of better recreational value.	8	Development Opportunity - Potential Restaurant
4	Traffic calming at Clachnaharry; potential signalised crossing	4	Investigate the incorporation of picnic areas, zones for benches /sitting,	9	Gateway Structure
5	Delivery of a new heritage centre; utilise existing Scottish Canals buildings on Clachnaharry side of basin.	5	Could the LNR area in the future extend to Carnarc Point.	10	Car park adjacent to Carse Rd
6	Inclusion of road network / access improvements.	<b>MERKINCH; STRATEGIC PROJECTS</b>		<b>MUIRTOWN; STRATEGIC PROJECTS</b>	
7	Improve paths /wider linkages.	1	Road /pedestrian improvements to Grant Street; public realm improvements	1	Road improved scheme along High street/ Clachnaharry Road/ Telford Street. Alternative / Preferred option to replace Telford Street / Carsegate Road roundabout with signalised junction.
8	Highlight and improve access route from Clachnaharry to Craig Phadraig.	2	Road / pedestrian Improvements at the rail bridge junction of; Wyvis Place/Kilmuir Road / Thornbush Road / India Street/ Lower Kessock Street	2	Links between Telford Street / Balnacraig Road/ Fairfield Road could be better
<b>SOUTH KESSOCK; STRATEGIC PROJECTS</b>		3	Improvements to Black Bridge; improve public realm, pedestrian/ cycle access	3	Road/ pedestrian improvements; Carse Road / Benula Road / Kilmuir Road
1	Road /pedestrian/cycle improvements to Kessock Road.	4	Requirement for extension to Merkinch Primary School, preferable to newly built school	4	Muirtown swing bridge; Road / Pedestrian improvements.
2	Tourist led development opportunity; South Kessock Ferry terminus. Opportunities for tourism /leisure related uses. Increase and improve parking. Potential for delivery of coastal path and view areas to Beaully Firth and delivery of coastal path.	5	Incorporate traffic free route from Merkinch Primary to Glendoe Terrace	5	Development Opportunity; B&Q site strategic development site, mixed use cultural / residential development.
3	Redevelopment opportunities at existing business units retaining traditional stone buildings around junction of Kessock Road/Thornbush Road/Anderson Street, including strategic and public realm linkage improvements.	<b>MUIRTOWN BASIN; STRATEGIC PROJECTS</b>		6	Development Opportunity; Textile World site, potential for mixed use cultural / residential development.
4	Improve retail opportunity.	1	Road improvement scheme along High St / Clachnaharry Rd / Telford St with greater safety / pedestrian and cycling measures.	7	Caresgate; Development of car park and ancillary storage for residential moorings at Muirtown.
5	Development opportunity at Gael Force Marine site for residential led and mixed use development.	2	Landscape / parking around Muirtown Basin	8	Strategic links to be incorporate though B&Q and Textile World site to connect the basin with Carse
6	Potential development; Housing fronting on to the nature reserve. Understand potential impact.	3	Potential basin entrance feature - Mackenzie Joinery site	9	Increase parking around the basin; Gateway site, Titanic site/ Sea Scouts, Clachnaharry, B&Q/Textile World sites, Carsegate.
7	Potential Development; Infill Carnac Crescent and Craigton Avenue. Consider potential impact.	4	Development Opportunity: Floating offices and holiday homes (Muirtown Basin, Workshops area and canal 'spit' to sea lock.	10	Woodland strip West side of Muirtown Basin; Enhance the woodland experience between the Swing bridge and Clachnaharry. Picnic area, integrating car parking. Increased access from the adjacent residential development to the basin.
		5	Water-based leisure activities: Sea Scouts, cable wakeboard park, small boat hire, swimming	11	Development Opportunity - Long term Mixed Use



