

**THE HIGHLAND COUNCIL**  
**PLANNING, DEVELOPMENT, EUROPE & TOURISM**  
**COMMITTEE**

**14 March 2007**

Agenda Item	
Report No	

**A96 CORRIDOR MASTERPLAN – FINAL REPORT**

**Report by Director of Planning & Development**

**SUMMARY**

This report summarises the statutory background and Corridor master-planning work since its inception in 2004, including the consultations undertaken at each stage. Following continuing dialogue by the Council's consultants Halcrow with the principal development interests, a revised implementation scheme covering the overall phasing, infrastructure funding, developer contributions protocol and delivery mechanisms has been prepared. Further to earlier authorisation by the Committee another round of public and agency consultations was carried out in February and the latest representations are outlined for Members' attention (a complete set of all submissions has been lodged in the Members' Library). Committee is invited to consider amendments to the draft Strategy as detailed in the accompanying Annex. There are outstanding statutory consultations relating to the SEA Environmental Report and, subject to their early consideration by the incoming Council, the Committee is asked to agree that the revised masterplan be fed into the Highland Local Development Plan preparation scheduled for later this year. This will facilitate the early completion of statutory plan-making procedures including provision for any objections to be heard at an independent PLI.

**1. Background**

- 1.1 The A96 Corridor is a strategic sub-regional expansion area identified in the Highland Structure Plan (2001), Inverness City-Vision (2003), National Planning Framework (2004) and Inverness Local Plan (2006). It comprises all of the land eastwards from Inverness to the border with Moray and south to the B9006. This area has witnessed exceptional growth of existing towns and village communities over the past 30 years, together with the development of a new settlement of 12,000 people at Culloden. Recent annual house-building and population increases are nearing levels previously associated with the late 1970's oil boom.
- 1.2 The Committee agreed at its meeting on the 28 January 2004 to appoint consultants to draw up a Corridor masterplan. F G Burnett carried out a proof of concept, capacity assessment and first stage masterplanning commission on the Council's behalf during 2004/5. This included ten stakeholder group workshops held during June-September 2004, five sets of technical expert reports and subsequent community consultation based on invited Community Councillors and a sample of local residents during November 2004.

- 1.3 The Stage I assessment confirmed the area's suitability to accommodate an additional 30,000 population and supporting development over a 30-40 year timescale. Further to discussion at the Inverness and Nairnshire Area Committees in June 2005, a full scale consultation including four public meetings across the Corridor was subsequently carried out by the Council. After consideration of the representations received in August 2005, the HQ Committee approved a strategy based on 'polar' expansion of the existing settlements of Nairn and East Inverness, together with the creation of two new communities at Whiteness and Tornagrain, supported by smaller scale growth of five key villages situated within the Corridor. It was also agreed that these spatial guidelines would be incorporated at the appropriate time into the Development Plan.
- 1.4 Stage II of the Corridor masterplanning and infrastructure investigations was awarded to a team of consultants led by Halcrow in May 2006 for completion in early 2007. Various working groups of stakeholders including officers, key agencies and landowners were formed and a series of 'optioneering' workshops undertaken which also engaged local businesses and community representatives. Committee authorised advertisement and a formal round of public consultations including five manned exhibitions to consider alternative local development options for Nairn and East Inverness which took place in September 2006. These Development Frameworks together with 'green' proposals to safeguard and enhance the Corridor's rural setting were approved by the Committee last November.
- 1.5 The Committee considered a further progress report covering phasing, feasibility and implementation issues at its January meeting. A separate Environmental Report had also been prepared by Halcrow for public consultation and for transmission to the regulatory bodies via the official SEA Gateway. It was agreed to publicise all of this material and to undertake another round of public consultations during February 2007. Documentation was duly advertised, made available at 15 places of public deposit and downloadable from the Council's dedicated A96 webpage. A summary leaflet outlining the latest planning position on the full range of proposals across the Corridor was widely circulated – this included updates on private developments at the Castle Stuart golf resort, Inverness Airport and its related Business Park, the Tornagrain charrette, and Whiteness masterplan approved in principle by Committee on the 28 November. Consultation with public bodies and other agencies was undertaken electronically. Five manned exhibitions open to the public until 21.00pm each evening were also conducted. Some 149 timeous representations have been lodged (as listed in Appendix 2).

## **2. Implementation - Phasing**

- 2.1 The Committee considered a paper at its meeting on 31 January 2007 which covered the anticipated phasing of development in the Corridor by location and land use up to 2041. Our consultants had correlated this with a schedule of essential infrastructure schemes which were costed at £430m, together with a set of working assumptions about the likely level of financial contributions which various utilities and public sector bodies would make. A draft protocol then apportioned the net infrastructure costs among the different development interests based on trip generation rates corresponding to each land use type. This broad approach had been previously agreed as fair and transparent at a special workshop and in discussion with the main landowners and developers. The analysis yielded contribution figures per new dwelling of approximately £10,000 which were considered

viable in relation to prevailing land values. A number of key assumptions and minor arithmetic anomalies remained to be corrected.

- 2.2 Circulation of the detailed draft calculations has attracted significant comments from the development sector across the whole Corridor (see Appendix 1). These include queries about the estimation, allocation and eligibility of certain costs, the low level of assumed public sector contributions, timing and build out of infrastructure and serious concerns about the high level of non-residential tariffs proposed which would create negative land values. Further to continuing developer discussions and the submission of these representations, Halcrow working in conjunction with Turner & Townsend and F G Burnett have since reconfigured the draft developer contributions framework
- 2.3 Adjustments have been made to reduce the maximum eligible infrastructure costs to £332m. (including 10% contingency) and to increase the underlying public sector contribution to 32% with corresponding recognition that considerable such front-ended 'pump-priming' investment is likely to be necessary. These adjustments have been factored by land use and location to better reflect underlying land values for non-residential uses. This has been achieved without shifting more of the funding burden onto housing allocations – projected contributions here remain in the range of £9,500 – £11,800 per dwelling. The revised set of calculations is shown as a supporting paper and is available on request. Halcrow intend to issue this to development interests and to call a further workshop for discussion in early course – this would then enable finalisation of the protocol also taking into account any Strategy amendments which may result from the Committee's deliberations below.
- 2.4 Committee will appreciate that a number of significant developments in the A96 Corridor have already been approved in principle or are expected to come forward for planning permission in early course. Examples include the Whiteness new town and first phases of the Airport Business Park, but other major projects such as the Inverness College/UHI Campus are also reaching critical decision points. It is vital that these schemes address the wider infrastructure shortcomings and need for developer financial contributions to joined-up solutions, not least to avoid setting damaging precedents for the future. Interim guidance is urgently needed in order to conclude supporting S.75 Agreements and the Committee is invited to address this point in the recommendations to this paper.

### **3. Representations on the draft Strategy : Amendments**

- 3.1 There has been a substantial and wide-ranging response to the public consultation carried out during February. This is collated and summarised in Appendix 1 below, together with recommended amendments for the Committee's consideration.
- 3.2 The majority of representations relate to the proposed new community at Tornagrain and seek either its removal from the Strategy or a delayed commencement to building in favour of other locations. This new settlement proposal has been an integral part of the masterplan work since 2005, comprises one-third of the overall population target of 30,000 people, and is closely linked to major infrastructure investment required to serve both the Airport and A96 Corridor as a whole. More detailed and innovative work by Moray Estates to design an attractive, sustainable place is continuing within the population target and area footprint identified by the Council's Stage I strategy. However, as yet, this work has not been

subject to any formal procedure under the Planning Act and, given the terms of the adopted Local Plan, no development would be permitted before 2011.

- 3.3 Objections to Tornagrain include fundamental challenges to the momentum of growth around Inverness, to the site's suitability as a location for development and concerns about its impact on neighbouring communities and the wider rural setting. Residents' views on these matters are strongly held and touch for the most part on key planning principles. However, there are matters of wider public policy at issue here. The Council and its partner agencies are fully committed towards advancing a vibrant city region and resurgent Highlands capable of attracting much-needed investment whilst offering both a superior standard of living and quality of life to other parts of Scotland. The A96 Corridor masterplan is a vital component of that ambition. Policy H2 of the approved Structure Plan highlights the limits of growth associated with continued expansion of established communities and signals the coming requirement for planned new communities around the Inner Moray Firth – Tornagrain is an important test of that principle.

#### **4. Next Steps**

- 4.1 Work on the A96 Corridor masterplan has now been underway for three years. Whilst there has been minor slippage in the Stage II Consultants' work programme, the stated intention has been to finalise the masterplan as non-statutory policy guidance during the life of the current Council. The Committee agreed at its previous meeting to move towards preparation of three Local Development Plans under the new Planning Act 2006 regime, and it had been anticipated that formal review of plan coverage for the Inverness-Nairn area would thus commence in 2008. However, as discussed under another agenda item earlier at this Committee, there is now an opportunity to take the masterplan and other such matters forward under the strategic Highland LDP which is expected to start later in 2007.
- 4.2 Committee is not in a position to make a final determination of the A96 Corridor masterplan at this meeting. Section 17 of the Environmental Assessment (Scotland) Act 2005 places a prior requirement on the Council (as responsible authority) to take account of the opinions expressed on the Environmental Report by the consultation authorities (SNH, HS and SEPA) and from the wider public. Observations from these three agencies are due to be returned in April and can be considered shortly thereafter by the incoming Council. Accordingly, Committee is asked to agree that the revised masterplan be fed into the Highland Local Development Plan preparation scheduled for later this year. As ongoing statutory policy work, there will be further opportunities ahead for public discussion and detailed examination at public inquiry.

#### **5. Resource Implications**

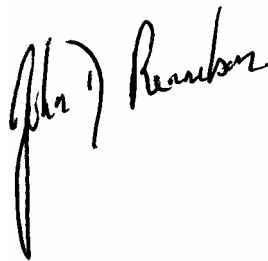
- 5.1 There are no unbudgeted financial implications arising from this report.

#### **6. RECOMMENDATIONS**

The Committee is asked to approve:

- (a) amendments to the draft A96 Corridor masterplan as recommended in the attached Consultations annex. A concise Strategy document can then be issued as interim guidance pending (d) below.

- (b) that priority development status is accorded to the proposed Inverness College/UHI Campus and associated amenity/sports provisions at Beechwood to enable implementation of this strategic project prior to 2011, having regard to policies 2.8(vii), 2.41(v) and 3.1 of the adopted Inverness Local Plan.
- (c) a revised developer contributions protocol for the A96 Corridor to be applied as the interim framework for negotiation of essential S.75 infrastructure Agreements on qualifying sites within the Corridor pending (d) below.
- (d) that the revised masterplan be fed into preparation of the strategic Highland Local Development Plan scheduled for later this year, subject to consideration of outstanding SEA consultation responses from the statutory agencies by the incoming Council. This will facilitate the early completion of statutory plan-making procedures including provision for any objections to be heard at an independent PLI.



Signature:

Designation: Director of Planning & Development

Date: 7 March 2007

Author: Mike Greaves and Malcolm MacLeod (Tel: 2260)

Ref: CMTTE140307A96

#### Background Papers

1. A96 Corridor reports to Planning, Development, Europe & Tourism Committee : 28 January 2004, 17 August 2005, 25 January, 31 May, 16 August, 27 September, 15 November 2006 and 31 January 2007.
2. Complete A96 Corridor documentation is available from the Council's website at :  
<http://www.highland.gov.uk/businessinformation/economicdevelopment/regeneration/a96-corridor-masterplan.htm>
3. Revised developer protocol calculations : spreadsheets.

**APPENDIX 1 : REPRESENTATIONS**  
**A96 Masterplan General**

1.1	<b>Principle/Procedures</b>	<b>Response No.</b>
1.2	<b>Justification for the 30,000 growth in population is not clear</b>	4, 62, 73,
1.3	Building on the rates of development seen within the Inverness area over the last 25 years, the Inverness City-Vision anticipates the growth of this corridor by some 30,000 persons in the next 30+ years. That document was prepared by The Highland Council and other key agencies responsible for delivering services in the area. It was approved by the City of Inverness and Area Committee before submission to the Scottish Executive for Ministers' attention. Furthermore, the Highland Structure Plan, the Inverness Local Plan and the Scottish Executive's National Planning Framework all envisage substantial growth in the Inverness and Nairn corridor.	80, 100,
1.4	The target level of population increase in this area also relates well to the core demographic aspirations set out within the Highlands and Islands Enterprise economic development strategy "A Smart Successful Highlands and Islands". This is critical because the level of growth forecast will need to progress hand in hand with the continued economic development of the area.	102
1.5	Current population projections also show continued growth to 2024. These Population projections are however based solely on short term past trends and do not take account of any policy initiatives which may influence the demographic profile of Highland in the future. It is precisely for the impact of the policy initiatives outlined above that the Masterplan is being developed, thereby ensuring that the provision of infrastructure, housing, services and economic development is taken forward in an integrated and coordinated way.	
1.6	RECOMMENDATION: No change.	
1.7	<b>Economic base for additional 30,000 population is not clear</b>	4, 73, 87,
1.8	As referred to above, the economic base for this level of growth is fundamentally linked to the aspirations for the city region over the next 30 years, based on the HIE Smart Successful Highlands and Islands strategy and the key role this area is set to deliver as contained within the National Planning Framework.	100
1.9	On a more immediate level, there is real commitment to progress the delivery of a new campus for Inverness College and UHI which will be a cornerstone of economic development in the area. Similarly, the opportunities offered by the expansion of Inverness airport as set out in their recent Masterplan, along with the delivery of the Inverness	

	Airport Business Park will be critical for the delivery of the strategy.	
1.10	Wider sectors of the economy are making a strong contribution to the growth of the city region. Whilst companies such as Lifescan offer large scale economic potential, the contributions from the growing number of service sector businesses in the city and beyond will also contribute to the critical mass which Inverness and the rest of the Highlands need to progress in the next 30 years.	
1.11	RECOMMENDATION: No change.	
1.12	<b>Loss of prime quality agricultural land</b>	9
1.13	The loss of prime agricultural land is an important planning consideration. It is however accepted that the growth of the Highlands will require some level of greenfield development which will inevitably lead to loss of agricultural land. The role of the Green Framework is to ensure that more than 90% of the A96 Corridor area is safeguarded from future development. This will ensure the protection of the vast majority of the prime agricultural land within the corridor, whilst ensuring that development sites in appropriate places are brought forward.	
1.14	RECOMMENDATION: No change.	
1.15	<b>The Growth of Inverness should be considered to the north and west in locations such as Dingwall, Alness and Invergordon.</b>	74
1.16	The growth to the north and west of Inverness is considered and planned for within the recently adopted Development Plans covering these areas. The strategy emphasis for the next decade within East Ross remains one of expanding and consolidation of the existing communities. Thereafter, it will be appropriate to revisit the long term expansion possibilities in this area.	
1.17	RECOMMENDATION: No change.	
1.18	<b>Confirmation required that this Masterplan is seen as supplementary guidance and not part of the statutory Development Plan.</b>	110
1.19	This Masterplan is being prepared in the context of supplementary planning guidance and as set out above, it is intended that it is fed in to the formal Development Plan process later this year.	
1.20	RECOMMENDATION: See main report.	
1.21	<b>Strategy must be agreed to maintain momentum and design work on key infrastructure issues in the area.</b>	114

1.22	The agreement of Committee is being sought on the main principles contained within the masterplan, particularly as it relates to key infrastructure requirements and the developer contributions which are required to deliver these. In addition, the Campus development is of critical importance to the Highlands as a whole, and Committee is asked to give priority development status to the site at Beechwood in order that it can be progressed prior to 2011.	
1.23	RECOMMENDATION: See recommendations in main report.	
1.24	<b>Need for Planning Policy Framework</b>	24, 47, 49 68, 114
1.25	Supportive of main principles and urge the Council to confirm asap the underlying planning strategy for the A96 Corridor as supplementary planning policy guidance.	
1.26	RECOMMENDATION: See recommendations in main report.	
1.27	<b>Need to continue to grow existing settlements</b>	9,12
1.28	The strategy allows for the continued expansion of existing settlements throughout the corridor, building on the significant developments proposed for Inverness East and Nairn.	
1.29	Limited expansion of Culloden Muir, Croy, Ardersier, Cawdor and Auldearn is already planned within the corridor. Each of these communities has the benefit of existing Local Plan land allocations and other consents for residential and community uses.	
1.30	RECOMMENDATION: No change.	



2	<b>Consultation Arrangements</b>	<b>Response No.</b>
2.1	<b>Consultation arrangements have been inadequate</b>	15, 52,
2.2	The Council has commissioned wide-ranging technical investigations covering many aspects of the A96 Corridor masterplanning activity since its inception in 2004. At each key step in this process either the lead consultant or the Council has engaged with a wide range of stakeholders, including members of public. A report was prepared by Craigforth in December 2004 which collated views from a sample of local residents and a full public consultation exercise (including four local public meetings) was undertaken by the Council in June/August 2005. This resulted in the PDET Committee considering the representations lodged before reaching its decisions on the first phase of the Masterplan work on 17 August 2005.	62, 73,
2.3	Phase two of the Strategy work got underway in May 2006. A major public consultation including a number of local manned Exhibitions was carried out by the Planning & Development Service in September/October 2006. This related to detailed planning frameworks for East Inverness, Nairn and the wider Corridor countryside (Green) area. Responses from the public and statutory consultees were reported to PDET Committee on the 15 November, at which time Members took a number of further decisions. Most recently, technical work on infrastructure, the development timetable and developer financial contributions was reported to PDET Committee on the 31 January 2007. This authorised another round of public consultation, including five manned Exhibitions before the closing date for written representations on 5 March 2007.	74, 80,
2.4	All of the relevant papers have been published on the Council's A96 Corridor webpage, and were also available for viewing at some fifteen places of public deposit in communities throughout the area.	83, 87,
2.5	It is intended that if the revised masterplan is agreed on 14 <sup>th</sup> March subject to further consideration by the incoming Council of the SEA responses from the Consultation Authorities, then it can be fed into the preparation of the strategic Highland wide Local Development Plan scheduled for later this year. This will enable all those who have responded to the consultations to date the opportunity to be heard at an independent Public Local Inquiry.	90, 110
2.6	<b>RECOMMENDATION:</b> <u>See recommendation in main report.</u>	

2.7	<b>SEA comments from SEPA and SNH will not be received until after the PDET Committee date, and should therefore ensure that the decision on the Masterplan is postponed.</b>	80, 87, 88
2.8	There is a requirement in S.17 of the Environmental Assessment (Scotland) Act 2005 that the Council (as responsible authority) takes account of the opinions expressed on the Environmental Report by the consultation authorities (SNH, HS and SEPA) and from the wider public. These opinions will not formally be received by The Council until after the Committee on March 14 <sup>th</sup> , and it is therefore intended that subject to their early consideration by the incoming Council, the Committee will be asked to agree that the revised masterplan be fed into the Highland Local Development Plan preparation scheduled for later this year.	
2.9	RECOMMENDATION: See recommendations within the main report.	

3	<b>Infrastructure Capacity</b>	Response No.
3.1	<p data-bbox="321 310 1226 415"><b>The area already has an inadequate road network and developments proposed will place a huge burden on infrastructure and services</b></p> <p data-bbox="321 457 1226 709">3.2 One of the key aims of the A96 Masterplan project has been to ensure that the key infrastructure and service delivery priorities for the growth of population hoped for over the next 30 years is built in from the start. This is set against the perception that the recent growth of Inverness has not kept up with infrastructure provision and that there is a clear need for pro-active programming to ensure quality places can develop with the correct infrastructure from the start.</p> <p data-bbox="321 751 1226 1035">3.3 The project has involved continuous engagement with the key stakeholders in service delivery including NHS Highland and the Council’s Education, Culture and Sport Service. In addition a set of key infrastructure studies were commissioned by The Council, and the findings of these, as they relate to water supply, sewerage, electricity network reinforcement and road improvements have been built into the Developer Contribution protocol which will accompany the final masterplan.</p> <p data-bbox="321 1077 1226 1329">3.4 Taken together, the studies indicate a need for major investment in new facilities required to remedy existing deficiencies and to service new development. They include dualling the A96 road with bypasses at Nairn and Inshes, more than a dozen new primary and secondary schools, a new water supply likely to be sourced from Loch Ness, reinforcement of the electricity supplies to the central part for the corridor and major new sewage treatment, outfall and sludge facilities.</p> <p data-bbox="321 1371 1226 1413">3.5 RECOMMENDATION: No change.</p>	4, 31, 122
3.6	<p data-bbox="321 1444 1226 1549"><b>Concern over impact on Loch Ness in visual and conservation terms if the future water supply is to be extracted from that source.</b></p> <p data-bbox="321 1591 1226 1982">3.7 The work carried out by Scottish Water’s term consultants in relation to water supply in the existing A96 Corridor concluded that development will become constrained by reliable raw water availability, treatment capacity and water supply networks in the near future. The current water supply and treatment capacities appear to be reaching their upper limits with headroom in the existing service reservoirs and distribution mains very limited and unable to be distributed due to trunk mains sizing. The work states that there is an urgent requirement to investigate and develop an additional raw water source. It is recognised that this will have major environmental issues, including the visual impact, but these are issues which Scottish Water</p>	64, 73, 91

	will have to resolve in discussion with the statutory bodies and the planning process.	
3.8	RECOMMENDATION: No change.	
3.9	<b>The impact on medical facilities such as Raigmore and other social facilities are included within the requirements for the corridor.</b>	16, 23, 43, 58, 59, 64
3.10	The delivery of social facilities in the form of sports facilities, education facilities and other access and open space provision is key to the A96 Corridor Masterplan. The Developer Contributions Protocols that have been set up reflect the investment that are required, and with the changes proposed under another representation, the public investment commitment required to deliver them will be set out.	
3.11	As regards other social facilities such as health facilities, police or fire stations, these will be delivered as part of the forward planning role that the responsible organisations have. The Masterplan allows a degree of certainty to the geographic delivery of these services and sets out the likely phasing of development. The Council is committed to continuing to work with the partner agencies responsible for these facilities as this Masterplan is implemented.	
3.12	RECOMMENDATION: No change.	
3.13	<b>Greater emphasis should be placed on sustainable transport infrastructure (particularly public transport, pedestrian and cycling)</b>	22
3.14	It is accepted that the Masterplan will not detail the provision of sustainable transport routes. However the preparation of the Masterplan has involved close discussions with the Scottish Executive and local transport providers to assess the opportunities for public transport enhancement within the corridor. There is also close tie-in to the various pieces of work being carried out by consultants looking at the design of the dual carriageway between Smithton roundabout and the airport, which will be expected to contribute to a large increase in the ease of use of the route by public transport. Similarly, significant opportunities for Park and Ride facilities have been identified at Inverness East/Dalcross, as well as the potential for early implementation of a rail halt and increased frequency of calling commuter services at the airport.	
3.15	The issues of pedestrian and cycling uses in the corridor are dealt with and fully reflected in the Green Framework and the developer contributions protocol which accompanies the masterplan. As more detailed masterplanning work or development brief preparation is carried out, the level of detail on the delivery of cyclist and pedestrian friendly layouts will become clearer. All of the proposed	

3.16	<p>developments in the Corridor will reflect higher densities intended to increase the proportion of journeys made on foot or bike.</p> <p>RECOMMENDATION: No change.</p>	
3.17  3.18  3.19	<p><b>The Masterplan should consider a rail halt at Stratton</b></p> <p>A rail halt at Stratton was considered as part of the transport infrastructure arrangements for the corridor as a whole. At that time, it was not considered feasible nor economic for delivery by Network rail, given the proximity to the primary destination of Inverness and the location of any rail halt being on separated from the bulk of the housing by a dual carriageway. A long term option is being maintained for a potential rail halt to serve the Beechwood campus/East Inverness area.</p> <p>RECOMMENDATION: No change.</p>	73,
3.20  3.21  3.22  3.23	<p><b>Rail halts and rail freight development are not deliverable</b></p> <p>The delivery of a rail halt at the airport has been identified within the Hi-Trans draft strategy, and the delivery of it is being progressed. The Council maintains that a new rail halt at Dalcross contributes to the delivery of an integrated public transport solution for the corridor as a whole.</p> <p>The delivery of modal shift for rail freight is also an aspiration within the Hi-Trans strategy, and is being sought as part of the long term rail improvements throughout the region.</p> <p>RECOMMENDATION: No change.</p>	73, 80
3.24  3.25  3.26  3.27	<p><b>Impacts of various options set out in the BiWater report are not acceptable.</b></p> <p>The Council, along with the project partners, has invested heavily in the BiWater report which sets out the different options generated for a wastewater treatment solution for the corridor as a whole.</p> <p>These options have been evaluated in terms of cost and risk and have been fully presented as part of the consultation process. Consultation has been carried out with SEPA as part of the process of preparing the reports.</p> <p>There is some way to go to determine what is the appropriate option to take forward, and to discuss further the detailed environmental impacts arising from this. The Council is committed to ensuring a strategic solution for the corridor as a whole which delivers the best environmental outcome given the sensitivity of the receiving waters.</p>	73

	<p>The Council will also continue to work with Scottish Water, SEPA and the development interests throughout the corridor to ensure that these strategic solutions are achieved.</p>	
3.28	<p>The option of siting a wastewater treatment plant at Blackcastle Quarry is very much a realistic option for Scottish Water to consider as part of such a strategic solution and they will be encouraged to fully evaluate this site as part of their ongoing option appraisal.</p>	
3.29	<p>RECOMMENDATION: No change.</p>	
3.30	<p><b>Limitations of the traffic model used by Faber Maunsell, particularly in relation to the findings for Tornagrain, B9006 to Inverness at Tornagrain and the B9039.</b></p>	73
3.31	<p>Road improvements are scaled to keep pace with rising traffic on the A96 and peak figures are ‘worst case’ in not taking account of modal shift or off-peak journey deflection. Projected journey movements reflect traffic gravity model formulations representing the choices in job etc options for future residents between employment in Tornagrain, Inverness and other significant job centres.</p>	
3.32	<p>The loading of traffic on the B9006 will be sensitive to travel times/options on the A96 but also any traffic management measures which may require to be implemented on the connecting rural lanes in the future (not modelled).</p>	
3.33	<p>The bulk of the traffic zones are taken from the earlier TRANUS traffic model of the 1990’s, and used for consistency of data sets. These permit reasonable sensitivity in assigning traffic from localised development onto the recognised transport network.</p>	
3.34	<p>RECOMMENDATION: No change.</p>	
3.35	<p><b>Support for transport infrastructure improvements</b></p>	77
3.36	<p>RECOMMENDATION: Support noted.</p>	
3.37	<p><b>Water supply and wastewater options not yet far advanced enough to make final decision</b></p>	80, 88, 90
3.38	<p>No final decision will be taken on the preferred options for water supply and wastewater treatment until further discussions have taken place with Scottish Water, SEPA, the developers and other public agencies. The work carried out to date has however provided a robust framework for ensuring that all options which are being considered are technically possible and fully reflected within the infrastructure requirements for development to proceed.</p>	

3.39	RECOMMENDATION: No change.	
3.40	<b>Transport issues need to be more fully addressed</b>	80
3.41	The design, feasibility and modelling work being undertaken on the A96 by the Scottish Executive and Hi-Trans, as well as the Council in relation to the Inverness Trunk Link Road, will continue to inform the implementation of the masterplan and be fully reflected in discussions with the development industry and the public as solutions come forward.	
3.42	RECOMMENDATION: No change.	
3.43	<b>Inverness Airport proposals need to be fully represented within the Masterplan.</b>	24
3.44	The airport masterplan is reflected within the strategy as currently set out, but cross-reference could be more strongly drawn out.	
3.45	RECOMMENDATION: Add in link to the Inverness Airport Masterplan within the finalised A96 Corridor masterplan.	

4	<b>Environmental Impact</b>	Response No.
4.1	<b>Adverse environmental impacts on bird species have been underplayed.</b>	75
4.2	The comments by the RSPB on the environmental impacts of the loss of farmland biodiversity are accepted. However, the Strategic Environmental Assessment findings indicate that whilst there could be potentially significant effects on biodiversity, flora and fauna, these effects could be mitigated through for example, the use of Appropriate Assessments for any detailed development proposals that could impact on a European protected species, the identification of wildlife corridors and the delivery of the Green Framework which will retain and enhance many of the habitat areas across the area.	
4.3	RECOMMENDATION: Ensure that the mitigation measures set out within the SEA are set out within the finalised masterplan.	
4.4	<b>Greater emphasis should be placed on sustainable building techniques (energy efficiency, micro-renewables etc).</b>	22
4.5	This is an important issue for the Council, and the Sustainable Design Guidance which has been prepared will go a long way to delivering these types of building techniques as part of mainstream housing provision (and in other types of development). Whilst the masterplan can set out the key principles to good place making (which obviously includes the use of sustainable building techniques), the details of delivery will come forward as schemes go through the planning process.	
4.6	RECOMMENDATION: <u>Amend</u> final masterplan to include reference to sustainable design guidance.	
4.7	<b>Damage to Highland quality of life which attracts a significant number of people to the area</b>	24
4.8	The Highland quality of life is without doubt a key driver for the continued growth of the area. Along with the Green Framework, the strategy seeks to ensure that the infrastructure which is required to ensure a high standard of living in the area is delivered in tandem with the continued economic development of the area.	
4.9	RECOMMENDATION: No change.	



5	<b>Developer Contributions</b>	Response No.
5.1	<b>Developer Contributions Protocol</b>	24, 25
5.2	Concerned that the draft protocol is not yet fit for purpose, overstates or misallocates infrastructure costs, shows insufficient public sector contribution and leads to negative land values for non-residential uses.	47, 49 52, 55 56, 63 67, 70 71, 97 98, 99 112, 114
5.3	RECOMMENDATION: see section 2 of the main report which indicates revision work already carried out and further consultations proposed. See main report recommendations.	
5.4	<b>Supportive of locally delivered joint ventures</b>	47
5.5	Support noted. The advice from the Council's consultants on the delivery of the contribution protocols is that these locally delivered joint ventures are the most appropriate method of delivery.	
5.6	RECOMMENDATION: No change.	
5.7	<b>Infrastructure delivery must be delivered through partnership</b>	47
5.8	As above.	
5.9	RECOMMENDATION: No change.	
5.10	<b>Affordable Housing will not be delivered through the Masterplan</b>	73,
5.11	The Council has an affordable housing policy contained within the Highland Structure Plan and within the Local Plans for the area. It is currently expected that developers will contribute 25% of all development for affordable housing, and it is expected that this will continue. Indeed, The Council is regarded as one of the most successful local authorities in Scotland in achieving affordable housing as part of larger private developments.	
5.12	RECOMMENDATION: <u>Add</u> reference to links to the affordable housing policy within the finalised masterplan.	
5.13	<b>Role of developer contribution zones is unclear</b>	80
5.14	As set out in the Interim Report – Phase 5 (Phasing, Contributions and Delivery) the A96 Corridor has been divided into a range of zones in order to facilitate the phasing of development and the delivery of contributions (East Inverness, Tornagrain, Whiteness, Nairn and Central). This allows a transparent process for the	

5.15	<p>provision of infrastructure as it relates to the particular areas listed, as well as the contributions which relate to Corridor wide infrastructure. The division into zones means that the landowners in combinations of these zones can form Joint Venture companies where appropriate to ensure an ordered approach to the delivery of infrastructure. More detailed breakdowns will be prepared in association with determination of specific planning applications and related Section 75 Agreements.</p> <p><b>RECOMMENDATION:</b> No change.</p>	
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## A96 Corridor Villages

		Response No.
6.1	<b>Scope for at least 240 houses to be added to Cawdor village based on new school, other services and village amenities.</b>	109
6.2	Cawdor is already recognised in the Strategy as a key village capable of expansion. There is an existing stock of zoned land and planning consents here. Given its special built conservation value, any additional proposals will need to pay particular attention to the heritage considerations, and will require to be progressed through the formal development plan process. The rate of development should respect the threshold of a maximum 25% housing increase in any given ten year period. Development will be liable to the developer contributions framework.	
6.3	RECOMMENDATION: No change.	
6.4	<b>Submits potential development land for future expansion of Culloden Moor.</b>	84
6.5	Culloden Moor is recognised within the draft Strategy as a key village suitable for further expansion. Significant further proposals will be progressed through the formal development plan process.	
6.6	RECOMMENDATION: No change.	
6.7	<b>General support for expansion of main villages.</b>	12, 17
6.8	This is already an integral part of the draft Strategy.	
6.9	RECOMMENDATION: No change required.	
6.10	<b>Care and consultation required in the expansion of existing villages.</b>	9
6.11	The existing allocations have been discussed under adopted Local Plan consultation procedures.	
6.12	RECOMMENDATION: No change.	
6.13	<b>Support for smaller village like settlements and provision for controlled scattered housing.</b>	12
6.14	This option for widely dispersed housing throughout the Corridor was rejected in Stage I of the Masterplan work. Such sporadic	

6.15	<p>development would be expressly contrary to overall amenity and economies of servicing. It would be highly destructive of the overall countryside setting.</p> <p>RECOMMENDATION: No change.</p>	
6.16  6.17  6.18	<p><b>Land at Balloch Farm offers capacity for a carefully planned expansion to Balloch along with leisure facilities for the village.</b></p> <p>The assessment of the development framework options which were presented by the Council’s consultants to the public and interested landowners and other interests was reported to the Council’s PDET Committee last November. One of the key messages arising from this consultation was that further growth in the Balloch area was not appropriate at present. The framework for East Inverness is therefore unchanged from that to which agreement was reached. It is noted that the landowners will make representations as part of the formal review of the Local Plan, and they will fall to be considered as part of that process at that time.</p> <p>RECOMMENDATION: No change.</p>	110

## Inverness East

		<b>Response No</b>
7.1	<b>Competition to Inverness City Centre through expansion of retail facilities at Culloden.</b>	22
7.2	The delivery of retail facilities of a scale which is commensurate with its role as a District Centre in the Culloden area is already part of the adopted Local Plan strategy. It is quite correct however to indicate that the key issue is scale of provision, and that any major retail planning applications that do come ahead of the formal Local Plan review will be regarded as contrary to adopted Local Plan policy as well as being required to ensure that there is no detrimental impact on the vitality and viability of Inverness City Centre.	
7.3	RECOMMENDATION: No change.	
7.4	<b>Query access arrangements for land to the north of Stratton Lodge Hotel</b>	8, 21, 55
7.5	The access arrangements to the land to the north of the Stratton Lodge Hotel will require clarification through further discussion in taking forward detailed masterplanning of the area.	
7.6	RECOMMENDATION: Note concerns and alternatives available for incorporation into future detailed masterplanning.	
7.7	<b>Support for East Inverness Framework and need for certainty for the development industry in it being approved</b>	70, 71
7.8	RECOMMENDATION: Noted.	
7.9	<b>Support for the Beechwood Campus site</b>	114
7.10	As set out above, the campus development is of critical importance to the Highlands as a whole, and Committee is being asked to give priority development status to the site at Beechwood in order that it can be progressed prior to 2011.	
7.11	RECOMMENDATION: See recommendation in main report.	
7.12	<b>Environmental impact of Inshes to Smithton link road</b>	18
7.13	The design of the road will take into account the concerns over impact on wildlife as far as possible. The East Inverness framework does also allow the retention of substantial linked green areas, which will act as wildlife corridors.	

7.14	RECOMMENDATION: No change.	
7.15	<b>Support for the delivery of the Trunk Road Link.</b>	2, 20
7.16	This support is noted, and the provision of a detailed solution is being considered by The Council at present. Key to the delivery to this solution is the substantial developer contributions which can be generated in this area.	
7.17	RECOMMENDATION: No change.	

## Tornagrain

8	Principle	Response No.
8.1	<b>Opposition to the new town at Tornagrain on the basis that the requirement for a new town has not been established and its overall impact on the area.</b>	1, 5, 14, 16, 17, 32, 36, 45, 48, 51, 59, 60, 61,
8.2	The rationale for the selection of Tornagrain as a site for a new town was developed out of stage I of the Masterplan work. That document reports on the work undertaken to develop eight options for the A96 Corridor. Each of these was tested through stakeholder engagement, technical considerations (relating to infrastructure, transport, land use and landscape) and community consultation. These concluded that an option to focus development in a new settlement offered the most sustainable and attractive solution. Following consideration by the Planning Development Europe and Tourism Committee in August 2005, approval was granted for the stage 2 of the Masterplan process, and included further investigation of the “polar growth” options around Nairn South and Inverness East.	64, 65, 66, 77, 78, 80, 81, 82, 90, 91, 92, 93, 94, 95, 100, 103, 107, 108, 111, 113, 115, 116, 117, 118, 119, 120, 121, 124, 125, 126, 127,
8.3	The strategy as it currently stands supports the principle of development within four main development areas – Inverness East, Whiteness Head, Nairn South and Tornagrain. Along with limited expansion of the main villages in the corridor, these places all provide a range of choice and diversity to the housing to be delivered. It is considered that Tornagrain remains a key element given the central location, and links to the expanding airport and business park.	128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 145, 146, 147, 148, 149, 150, 151, 152, 154, 155, 156, 157
8.4	<b>No employment for the people living there</b>	93, 95, 138, 62, 64
8.5	As referred to above, the economic base for the level of growth set out in the strategy is fundamentally linked to the aspirations for the city region over the next 30 years. This is closely linked in to the HIE Smart Successful Highlands and Islands strategy and the key role this area is set to play as contained within the National Planning Framework.	
8.6	The opportunities offered by the expansion of Inverness airport as set out in their recent Masterplan, along with the delivery of the Inverness Airport Business Park will be critical for the delivery of the strategy. The linkages in the Tornagrain area to the economic development around the airport are obvious and have been built into the initial	

	<p>masterplanning work undertaken by Moray Estates. There will of course be employment across the Corridor, and by ensuring that adequate transport infrastructure in place, The Council is seeking to ensure that the linkages, both east and west are enabled as effectively as possible.</p>	
8.7	<p>RECOMMENDATION: No change.</p>	
8.8	<p><b>Nairn and other settlements should be regenerated first before Tornagrain is given the go-ahead</b></p>	13, 15, 17, 19, 20, 23, 26, 32, 34,
8.9	<p>As the phasing arrangements which form part of the masterplan indicate, the development of the corridor will take place within four key development zones as well as the small scale expansion of existing settlements. It is considered that Tornagrain has a role to play in the delivery of the strategy of the corridor over the next 30 years. Slowing Tornagrain would leave a shortfall in Corridor house-building, dilute consumer choice of location, and reduce the build out period for the new town below the 30 years considered desirable (cf. Culloden).</p>	56, 37, 38, 45, 48, , 64, 74, 81, 85, 87, 90, 95, 103, 105, 113, 117
8.10	<p>RECOMMENDATION: No change.</p>	
8.11	<p><b>Damage to the green space between Inverness and Nairn</b></p>	5, 7, 9, 27, 29, 30, 33,
8.12	<p>The Green Framework seeks to ensure that the impact of the development of Tornagrain would be mitigated. As set out elsewhere, the Framework seeks to ensure that more than 90% of the corridor remains untouched by built development ensuring that separation between the four main development areas within the corridor is not only maintained but enhanced. Public access to that green space will be enhanced as a integral part of the Corridor strategy proposals.</p>	38, 43, 44, 45, 48, 51, 54, 57, 58, 59, 60, 61, 91, 93, 95, 100, 101
8.13	<p>RECOMMENDATION: No change.</p>	
8.14	<p><b>Development is too close to the airport.</b></p>	3, 6, 14, 19, 26,27, 29,
8.15	<p>The outcome of stage 1 of the masterplan process was to identify a new settlement in the centre of the corridor. The site's proximity and relationship with the airport and the economic development associated with it was, and still is, seen as a key benefit to this location. Although the post-charrette masterplan has suggested a re-alignment of the A96, it is considered that there will still be suitable separation from the residential areas within the new settlement.</p>	30, 34, 42, 51, 54, 62, 74, 87, 105, 106, 113, 122, 123, 124, 150
8.16	<p>Highlands &amp; Islands Airport Limited have produced a masterplan looking forward over the next 25 years, and have provided aircraft noise modeling information within it. This shows the main impacts of additional aircraft noise being in the main confined to the areas in line</p>	



8.17	<p>with the runway take off and landing directions. Of course, any Environmental Impact Assessment which accompanies a formal planning application prepared by Moray Estates will have to fully address the issue at that time.</p> <p>RECOMMENDATION: No change.</p>	
8.18	<p><b>A new settlement is not sustainable</b></p> <p>The new settlement option is just one part of the sustainable solution for the growth of the A96 Corridor area. Whilst the development of greenfield sites is always less sustainable than the reuse of brownfield sites, the A96 masterplan reflects the fact that such brownfield sites (such as Whiteness Head) are in short supply in this area.</p> <p>By building in sustainable design and transport arrangements from the start, the opportunities for a new settlement such as Tornagrain to contribute to higher standards of sustainable development in the Highlands.</p> <p>RECOMMENDATION: No change.</p>	14, 23, 26, 27, 34, 42, 43, 44, 46, 74,
8.22	<p><b>Contrary to Housing in the Countryside policy of the Council</b></p> <p>It is considered that this proposal is not contrary to the Housing in the Countryside policy in that the Highland Structure Plan Policy H2 allows for the development of new settlements subject to meeting several criteria. The Housing in the Countryside Development Plan Policy Guideline also sets out a specific exception for development of this type and scale.</p> <p>RECOMMENDATION: No change.</p>	80

9	<b>Infrastructure Capacity</b>	Response No.
9.1	<b>Local road network is incapable of handling increased traffic</b>	3, 6, 7, 11, 14, 15, 23,
9.2	Traffic management on the B9039 and other adopted local routes will require further attention as the A96 Corridor proposals progress. Side road and other traffic orders would be promoted in the event that Transport Scotland bring forward proposals for dualling that route. As local highways authority, the Council will also be monitoring traffic patterns and has a battery of measures including speed and weight restrictions that can be introduced subject to the corresponding statutory procedures. The linkages between Croy and the proposal at Tornagrain will require particular attention as the masterplanning exercise progresses.	26, 27, 32, 34, 36, 37, 38, 40, 42, 43, 44, 46, 48, 54, 57, 58, 59, 62, 72, 93, 95, 106, 129, 134, 150
9.3	RECOMMENDATION: No change.	
9.4	<b>Local services totally inadequate (water, gas, sewerage, medical services, schools)</b>	3, 6, 7, 11, 14, 16, 23, 27, 32, 37,
9.5	It is accepted that the infrastructure in the area requires substantial upgrading to allow for development of this scale right across the corridor. The extent of the upgrading required has been a fundamental part of the masterplanning exercise through the preparation of key infrastructure reports which set out the key requirements. The development contribution protocols set out the delivery mechanisms required for them, as well as details on when these will have to be provided as part of an integrated solution.	38, 39, 40, 43, 44, 48, 51, 57, 58, 59, 61, 62, 64, 74, 81, 93, 96, 105, 111, 135, 138,
9.6	The provision of schools is built into the protocols, and discussions will continue to take place with the key service providers to ensure that essential emergency and health facilities are programmed into the delivery of the development zones.	
9.7	RECOMMENDATION: No change.	
9.8	<b>Re-alignment of the A96 is to the detriment of traffic flow on the trunk road and to surrounding residents and is premature to the Council's consideration of the Tornagrain proposal.</b>	10, 13, 78, 80, 82, 87, 122, 141
9.9	The A96 is the direct responsibility of Scottish Ministers, wherein rests any decision as to reconfiguration, expenditure, timescales and procedures. Transport Scotland have already commissioned consultants to work up a detailed design for dualling this road as far east as the new Airport Road.	
9.10	Land north of the present A96 is allocated for business development in the adopted Local Plan – consultants for the JV Business Park	

	<p>company are currently finalising the layout and design of this scheme prior to seeking planning permission. Ongoing masterplanning work for a new community on behalf of the owners, Moray Estates is obviously underway at Tornagrain. This work fits within the wider Corridor planning strategy. Further to last year's charrette held by the Estate, there is a revised proposal by the two owners to integrate the new town and business park, re-routing the trunk road northwards as described.</p>	
9.11	<p>Without prejudice to formal determination by the Council of any future planning applications that may be lodged, there is considerable merit in the proposed diversion. It will certainly make for a better relationship between the two developments, improving for example walking and cycling access for the local workforce as well as business spinoffs for the hotel, restaurants and shops to be located in the new town centre. It will better insulate the housing and community uses within the new community from the traffic noise, fumes etc associated with a busy trunk route. Moreover there is better potential to associate the new rail halt and bus park'n'ride facilities planned in early course in a visible and more easily accessed location which should intercept a higher proportion of future commuter flows along the trunk road.</p>	
9.12	<p>One disadvantage is the slightly longer distance that trunk road traffic would need to travel compared with the existing road. This will however be for Transport Scotland to consider as proposals are firmed up further.</p>	
9.13	<p>However, given the expected balance of advantage, the diversion has been incorporated into relevant Corridor documentation and costings, including the Green Framework. As with other infrastructure studies, the objective is to progressively improve the benefits to be derived from Corridor development and to ensure that their cost and deliverability are taken into account.</p>	
9.14	<p>The Minister has already commissioned the STAG appraisal and detailed design work for the trunk road in this area. This should permit early discussion with affected landowners such as Moray Estates – the Minister has also spoken about the prospects for bringing forward funding including the likelihood of programme slippage monies and significant developer contributions here. The early timing of this route improvement would be a necessary pre-condition of any new community proposals that may come forward at Tornagrain.</p>	
9.15	<p><b>RECOMMENDATION:</b> No change.</p>	

10	<b>Environmental Impact</b>	Response No.
10.1	<b>Loss of local character of Croy and nearby settlements</b>	15, 130, 131, 132,
10.2	There will potentially be some impact on the surrounding villages, including Croy. The reduction of this impact on surrounding residents will of course be an important part of the mitigation strategy that will have to be addressed within any formal planning application process. Physical buffering and the low level of intervisibility with Tornagrain are important considerations here.	133, 134, 135, 138, 143, 144, 146, 147
10.3	RECOMMENDATION: No change.	
10.4	<b>Continued growth of the airport is not sustainable</b>	15
10.5	The continued growth of the airport reflects the very clear aspirations of the Government through the Aviation White Paper and HIAL itself, which has recently published the outline master plan for the growth of Inverness airport to 2030.	
10.6	RECOMMENDATION: No change.	
10.7	<b>Development will be at too dense a level</b>	48, 51, 106
10.8	Levels of development within Tornagrain are proposed to be at a range of densities, but will have significant elements of higher density housing or services further to the principles of 'new urbanism'. These density levels will be carefully assessed as part of the ongoing masterplanning process to ensure that the right development takes place in the right parts of the settlement. Less profligate use of development land and greater 'walkability' are important strands of sustainability.	
10.9	RECOMMENDATION: No change.	
10.10	<b>Landscape impact of the development is too high</b>	57
10.11	The landscape impact of the development has been considered as part of the ongoing A96 Corridor work, and is not regarded as intrusive, given its location and topographical features. The development of the settlement will be carefully controlled to ensure that visual impacts arising from the development process are managed and minimised where appropriate. This will be done in consultation with the relevant public agencies responsible for landscape.	
10.12	RECOMMENDATION: No change.	
10.13	<b>Impact on the existing Tornagrain will be too high</b>	72, 89

10.14	It is accepted that the existing village of Tornagrain will be significantly impacted upon by this development. It is however understood that the development of Tornagrain village will be an early part of the phasing of the proposal, and that given its 'edge' location the rest of the settlement will be completed with as little impact on residents as possible. That said, the existing village of Tornagrain will ultimately be part of a significantly larger settlement.	
10.15	RECOMMENDATION: No change.	
10.16	<b>Loss of prime agricultural land</b>	9, 16, 37, 38, 39, 51, 85, 101
10.17	The loss of prime agricultural land is an important planning consideration. It must also be recognised that the growth of the Highlands will require some level of greenfield development which will inevitably lead to losses. The role of the Green Framework however has been to ensure that more than 90% of the A96 Corridor area is safeguarded from future housing development . This will ensure the protection of the vast majority of the prime agricultural land within the corridor, whilst ensuring that development sites in appropriate places are brought forward.	
10.18	RECOMMENDATION: No change	
10.19	<b>Impact on badger populations</b>	28, 48, 82, 106, 115
10.20	The impact on badgers in the vicinity of the airport and Tornagrain is picked up within the Strategic Environmental Assessment and mitigation measures associated with the impacts will require to be built into proposals as they come forward throughout the corridor. The views of the Consultation Authorities on this matter will also be critical. The Council has recently prepared a draft policy providing guidance to developers on the approach to be taken to development in areas where there is badger activity. There are strict legal obligations here.	
10.21	RECOMMENDATION: No change.	
10.22	<b>Significant damage to the environment</b>	23, 42, 54, 101
10.23	Full appraisal of the implications for the development of the corridor in environmental impact terms are set out in the Strategic Environmental Assessment. The delivery of the Green Framework within the finalised masterplan will also enable the impacts to be managed and balanced with environmental enhancements in adjacent areas.	
10.24	RECOMMENDATION: No change.	

10.25	<b>Impact of the Norboard factory on Tornagrain</b>	62, 104
10.26	As with the representation from Norbord themselves, the relationship between the factory and Tornagrain will need to be carefully assessed as the masterplanning process progresses, and will need to be fully considered within the Environmental Impact Assessment required of any application at Tornagrain. The plant is already obliged to operate within strict environmental codes and has been heavily invested to that effect.	
10.27	RECOMMENDATION: No change.	
10.28	<b>Risks from water extraction from the Nairn on behalf of riparian owners</b>	87
10.29	As set out in the report on Water Supply options, any development of existing and new sources of raw water will be required to be carried out in full compliance with the Water Framework Directive as implemented by the Water Environment and Water Services (Scotland) Act 2003 and the Water Environment (Controlled Activities)(Scotland) Regulations 2005. Scottish Water are committed to working with SEPA to identify the issues associated with each option and all mitigation measures, and a preferred option will only be identified once detailed hydrological and environmental studies have been prepared.	
10.30	As the report also notes, whilst extraction from the River Nairn was considered as an option, it does not deliver the strategic capacity required for the levels of development proposed throughout the A96 Corridor.	
10.31	RECOMMENDATION: No change.	
10.32	<b>Commuter development would be encouraged through development at this location.</b>	135
10.33	As set out above, the opportunities offered by the expansion of Inverness airport as set out in their recent Masterplan, along with the delivery of the Inverness Airport Business Park will be critical for the delivery of the strategy. The linkages in the Tornagrain area to the economic development around the airport are obvious and have been built into the initial masterplanning work undertaken by Moray Estates. The scaling of work and residential allocations across the whole corridor is balanced to facilitate sustainable travel patterns in concert with future demand management regimes. There will of course be employment across the Corridor, and by ensuring that adequate transport infrastructure in place, The Council is seeking to ensure that the linkages, both east and west are enabled as effectively	

10.34	as possible. RECOMMENDATION: No change.	
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11	<b>Developer Contributions</b>	Response No.
11.1	<b>Developers will not deliver what is promised</b>	5, 15, 19, 45, 59, 96, 111
11.2	The purpose of the Developer Contributions protocol associated with all the development within the A96 Corridor is to ensure that as far as possible, all developers are tied in to the delivery of infrastructure by means of legal agreement. The consultants on behalf of the Council have set out very detailed schedules setting out expected contributions and the preferred arrangements and timing for the delivery of these. Along with delivery partners such as Transport Scotland and Scottish Water, The Council is committed to ensuring that the developments within the corridor provide investment for the infrastructure required arising from their developments.	
11.3	RECOMMENDATION: No change.	
11.4	<b>Moray Estates supportive of level of developer contribution set out for residential uses</b>	47
11.5	Noted.	
11.6	RECOMMENDATION: No change.	



12	<b>Norbord</b>	Response No.
12.1	<b>Concerns from Norbord over impact of Tornagrain on their operations.</b>	104
12.2	The concerns raised by Norbord, a very important local employer, include the environmental impact of processes in particular air emissions, visual amenity, traffic and noise on a community in such close proximity and also the impact of such a community on their operations. It is considered that the Environmental Impact Assessment which will be required to accompany any application at Tornagrain will be able to address the concerns raised, and it would be appropriate that detailed discussions between Norbord and Moray Estates take place in order to inform this.	
12.3	RECOMMENDATION: No change.	

## Whiteness Head

13	<b>Whiteness Head</b>	<b>Response No.</b>
13.1	<b>Whiteness Head and all land at Nairn should be an early phase of development.</b>	25
13.2	The Whiteness development schedule is fully built in to the early phases of the masterplan as per discussions with the developer. Similarly it is intended that the development of south Nairn progress early within the 2011-16 period. The issue of Nairn west is indicated in the Nairn section below.	
13.3	RECOMMENDATION : See Nairn recommendations	

## Nairn

14	<b>Phasing/ Development Opportunities</b>	<b>Response No</b>
14.1	<b>Programming for Nairn West should be altered to allow balanced development as an extension of the settlement.</b>	25, 112
14.2	<p>Whilst the Estate’s arguments for acceleration of growth at Nairn are flawed (see town expansion rates below), there is a case for bringing western development closer into the community than as depicted in the draft Framework Plan. An alternative configuration of the third golf course, housing and supporting facilities has not been supplied in mapped form however, and could undermine the early benefits which can be realised from existing Local Plan allocations especially following recent sale of the neighbouring Sandown lands. If the development programme at Whiteness is slower than currently projected by the developer there, then this may also help release a greater measure of development value prior to 2025 than is shown in the draft Framework Plan. The argument that such development does not rely on a Nairn bypass lacks foundation.</p>	
14.3	RECOMMENDATION: <u>Amend</u> final Framework Plan and programme.	
	<p><b>Phasing of Nairn development should be before Tornagrain.</b></p> <p>The draft A96 Masterplan already provides for a doubling of the population of the town to 18,000 people over the next 30-40 years. Nairn’s population has grown on average by 1% per annum over the last 50 years, with a slightly higher building rate. A level of 2½ % pa. growth in house completions is provided for under the Framework Plan, as the <u>maximum</u> socially desirable rate specified for existing communities in recent Local Plans for Inverness and Easter Ross. Slowing Tornagrain would leave a shortfall in Corridor house-building, dilute consumer choice of location, and reduce the build out period for the new town below the 30 years considered desirable (cf. Culloden).</p> <p>RECOMMENDATION: No change.</p>	20, 52 97, 98 105, 112
14.4	<b>Support for expansion of Nairn</b>	3, 5, 13, 17 19 20
14.5	Nairn is already allocated the maximum rate of new development change consistent with the Council’s policy on town expansion – see above.	23 25 26 32 34 36 45 50 51
14.6	RECOMMENDATION: No change	60, 66 74, 77 81, 90

		95, 97 115
14.7	<b>Distribution of land uses in Framework Plan is severely imbalanced. Proposal for major new residential and business allocations on the eastern flank of Nairn, including re-routed bypass on higher ground.</b>	97, 98 99, 52
14.8	These proposals are broadly similar to Option E which was eliminated in favour of South & West Nairn in the Council's Framework Plan consultation carried out in September/October 2006. Lengthening of the bypass will increase costs and reduce traffic benefits. Some longer term development potential exists here.	
14.9	RECOMMENDATION: No change.	
14.10	<b>Preference for housing allocations in place of School/District Centre provision in S Nairn.</b>	67
14.11	The Framework Plan process seeks to create balanced communities where housing and key services are provided in close proximity. It would not be sound planning to segregate same.	
14.12	RECOMMENDATION: No change.	
14.13	<b>Nairn Golf Club concerns over Cawdor Estates proposals impacting on long term sustainability of their championship course which may require to move inland due to continuing coastal erosion.</b>	35
14.14	Nairn has traditionally offered a premium golf product to locals and visitors. The Local Plan provides for a third course and supporting development on Cawdor-owned ground adjoining Nairn Golf Club. It is understood that the Estate intend submitting amended proposals for this and the West Nairn town expansion area (see below). Holding built development back from the prominent crest of the raised beach with an amenity land reservation has merit in this locality and would assist the Golf Club in future negotiations.	
14.15	RECOMMENDATION: <u>Amend</u> final Framework Plan.	
14.16	<b>Need more support for the development of Nairn town centre</b>	85, 86
14.17	Town centre regeneration is the Council's principal objective in the Local Plan and significant strides are being taken to secure same. S Nairn development proposals will help reinforce the role of the existing town centre with added footfall and spending power.	
14.18	RECOMMENDATION: No change.	

14.19	<b>The masterplan must continue to allow for the continued operation of Gordon’s sawmill by allowing expansion potential and ensuring compatible surrounding uses or a suitable buffer area.</b>	79
14.20	The Framework Plan is fully consistent with the expansion and link road etc provisions of the adopted Local Plan.	
14.21	RECOMMENDATION: No change	

15	Infrastructure	Response No
15.1	<b>Dualling of the whole A96 must be programmed and the Nairn bypass completed in one phase.</b>	20, 50 53
15.2	There are no dualling proposals programmed for the A96 by Transport Scotland at present. The Minister has authorised design work for dualling between West Seafield and the Airport. The Corridor masterplan seeks commitment to dualling as far as Aultnacloch, and looks to generate substantial developer contributions to bring forward the bypass and other upgrading. Phasing may be essential to early delivery of key sections.	
15.3	RECOMMENDATION : No change.	
15.4	<b>Nairn bypass line must be designed as soon as possible</b>	13, 105, 107, 122, 123
15.5	This is a trunk road responsibility.	
15.6	RECOMMENDATION : See above.	
15.7	<b>Doubts requirement for a bypass connection with the A939 Grantown road.</b>	50
15.8	This will ultimately be a matter for Transport Scotland in final design of the bypass. However, failure to connect in this locality will inconvenience certain traffic movements and possibly limit longer term development potential of adjoining lands.	
15.9	RECOMMENDATION : No change.	
15.10	<b>Transport Scotland scheme for a '2+1' route improvement on the A96 at Delnies would be dangerous and a false economy.</b>	103
15.11	The draft Strategy proposes a fully dualled road, but this is a trunk route, not the Council's responsibility.	
15.12	RECOMMENDATION : No change.	
15.13	<b>Nairn bypass should be located well clear of housing so that it diverts through traffic.</b>	122
15.14	This is the trunk road approach provided that the resultant journey time/distance shows traffic benefits. However, developer financial contributions are judged essential to early completion and the route selected will need to release developer potential.	
15.15	RECOMMENDATION : No change.	

15.16	<b>Concern about strain on local amenities specifically the A96/Harbour St junction.</b>	40
15.17	Proposed bypass construction would bring considerable relief to the entire local road system in the town including junctions such as this one.	
15.18	RECOMMENDATION: No change.	
15.19	<b>Opposed to industrial/business allocations at Balblair Road as not compatible with neighbouring uses and bringing heavy traffic.</b>	99
15.20	The main allocations are as per existing Local Plan, with modest extension for low impact business uses close by proposed S Nairn housing for local employment. Option to relocate sawmill already explored and discarded.	
15.21	RECOMMENDATION: No change.	
15.22	<b>Significant traffic movements to and from Gordon's timber yard must be enabled, possibly through changes to Balblair Road.</b>	79
15.23	Lorry movements here will be facilitated by planned provision of the A96 bypass and upgraded Cawdor/Balblair access roads.	
15.24	RECOMMENDATION: No change.	
15.25	<b>Need for a Development Brief to provide the detail necessary for the Nairn South area.</b>	79
15.26	All town expansion areas as shown on A96 Framework Plans will need to be subject to detailed masterplanning prior to issue of detailed consents.	
15.27	RECOMMENDATION: <u>Insert</u> requirement in Strategy summary.	
15.28	<b>Proposed development at Nairn South – catering for 9000 people – Cawdor Road railway under bridge is not designed for the significant additional traffic likely to be using the route into the town centre.</b>	123
15.29	The projected population of S Nairn is half the stated figure. The locality lies within easy walking distance of the town centre, whereas the bulk of commuting or similar journeys involving car use would use the proposed link roads/bypass. Consideration will be given to segregated pedestrian access along the Cawdor Road and closing of Balblair Road to vehicles which would improve the carrying capacity	

15.30	of the underpass. This is already signified on the Framework Plan. RECOMMENDATION: No change.	
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16	<b>Environmental Impact</b>	<b>Response No</b>
16.1	<b>Pollution threat to Nairn bathing beaches from Tornagrain.</b>	91
16.2	Development anywhere in the Corridor has the potential to damage the Natura and bathing water interests of the Firth – all proposals will need to satisfy SEPA as the regulator here.	
16.3	RECOMMENDATION: No change.	
16.4	<b>Not support large scale open space/trails allocation at Crook</b>	99
16.5	There is extensive floodplain area in this locality, which is unsuitable for built development. Conversely the riverside walks are major amenity feature for all Nairn’s residents and visitors. Scope to also increase Nairn’s appeal based on its existing beach, harbour & golf offer by creating a major country park including woodlands and activity sports.	
16.6	RECOMMENDATION: No change.	
16.7	<b>Support for development of attractive parkland/woodland by South Nairn, incorporating man-made watersports and fishing loch by the river.</b>	50
16.8	This would be entirely consistent with the existing Framework Plan proposals.	
16.9	RECOMMENDATION: No change required.	
16.10	<b>Proposals for Nairn must reflect the potential for flooding and opportunities for sustainable flood management.</b>	22, 41
16.11	The draft Framework Plan follows the recently published SEPA guidance and avoids placing development on designated flood risk areas. Specific housing concerns by Balnaspirach. Further to consultation with SEPA, the proposed location for a secondary school by Firhall is not deemed appropriate.	
16.12	RECOMMENDATION: <u>Revise</u> the Plan by showing an alternative school site in S Nairn.	

## Green Framework

		<b>Response No</b>
17.1	<b>Welcome the coastal trail between Nairn and Inverness</b>	22
17.2	Noted.	
17.3	RECOMMENDATION: No change.	
17.4	<b>The Green Framework map indicates broad areas for new wildlife/landscape corridors, countryside and forest areas, green wedges and buffers, green development areas and new landscapes but it is not clear how these mapped areas relate to the various statements made in the Framework document.</b>	69
17.5	Whilst the need for clarity is accepted, and the text within the finalised masterplan can be amended to reflect this, the strategic nature of the document does not lend itself to the detailed description of each particular type of land use. Rather, the ongoing masterplanning exercises for different development areas as well as the review of the formal development plan will ensure that the points raised are covered and further discussed at that time.	
17.6	RECOMMENDATION: Amend the text within the finalised masterplan to reflect this point.	
17.7	<b>Number of SSSIs within the Corridor which are not mentioned but are relevant to the Green Framework</b>	69
17.8	Noted, these are predominantly coastal features..	
17.9	RECOMMENDATION: Ensure that safeguarding of all SSSIs within the corridor are reflected in the finalised masterplan.	
17.10	<b>Concern over the use of the Landscape Capacity Study throughout the A96 Corridor and suggestion of various aspects which must be picked up to improve it.</b>	69
17.11	As previously discussed with SNH, the analysis which was carried out by the Council's consultants took into account the reports suggested by SNH. In taking the masterplan forward into the formal development plan process, further discussions will be required as to the detailed interpretation of the Landscape Character work. It is not considered that the masterplan itself should be amended at this stage.	
17.12	RECOEMMENDATION: No change.	
17.13	<b>Role of preferred location for wastewater treatment works needs</b>	73

	<b>to be explained - (2) on Green Framework</b>	
17.14	The option of siting a wastewater treatment plant at Blackcastle Quarry is very much a realistic option arising from the consultancy work and ongoing discussions. It has been specifically identified on the Green Framework plan for Scottish Water to consider as part of such a strategic solution and they will be encouraged to fully scope this site as part of their ongoing option appraisal. It is accepted that this should be expressed fully within the finalised masterplan.	
17.15	RECOMMENDATION: Ensure potential site for strategic wastewater treatment solution is highlighted within the finalized masterplan.	
17.16	<b>Aircraft Noise profiles do not reflect Ground Noise emissions</b>	73
17.17	Highlands & islands Airport Limited have produced a masterplan looking forward over the next 25 years, and have provided aircraft noise modeling information within it. This shows the main impacts of additional aircraft noise being in the main confined to the areas in line with the runway take off and landing directions. Of course, any Environmental Impact Assessment which accompanies a formal planning application prepared by Moray Estates will have to fully address the issue at that time, reflecting any issues raised by Ground Noise emissions.	
17.18	RECOMMENDATION: No change.	
17.19	<b>Clarification required on the coastal pathway which should take into account assurances on access previously offered to planners at Castle Stuart.</b>	73
17.20	The details of the access arrangements will reflect the arrangements agreed as part of the castle Stuart golf proposal.	
17.21	RECOMMENDATION: Add in amended route to finalised masterplan.	
17.22	<b>Impact on badgers not fully addressed around Airport/Tornagrain</b>	73
17.23	The impact on badgers in the vicinity of the airport and Tornagrain is picked up within the Strategic Environmental Assessment and mitigation measures associated with the impacts will require to be built into proposals as they come forward throughout the corridor. The views of the Consultation Authorities on this matter will also be critical. The Council has recently prepared a draft policy providing guidance to developers on the approach to be taken to development in areas where there is badger activity. Strict legal safeguards apply.	

17.24	RECOMMENDATION: No change.	
17.25	<b>Impact of public access to the countryside is not addressed well enough in Green framework</b>	73
17.26	The Green framework shows the broad public access proposals for the A96 Corridor. The implementation of these paths and other routes will require detailed discussion with the individual landowners in the context of the ongoing work in relation to Core Path Planning.	
17.27	RECOMMENDATION: No change.	
17.28	<b>Support for amenity and green infrastructure for the area</b>	76
17.29	Support noted.	
17.30	RECOMMENDATION : No change.	
17.31	<b>Query as to whether the designation of the area as green within the green framework means that there will be no building permitted on it.</b>	
17.32	The intention is that there will be a presumption against non-essential development in the areas indicated within the green framework in line with the Council's Housing in the Countryside Policy and existing Local Plan provisions.	
17.33	RECOMMENDATION: Set out policy position for green framework area within the amended masterplan.	

**APPENDIX 2 - A96 CORRIDOR – LIST OF RESPONDENTS**

	DATE RECD	FROM	
1	09/02/07	Charles Leakey, Inverness	Email
2	14/02/07	A W Taylor, Inverness	Letter dated 13/02/07
3	19/02/07	I James, Inverness	Letter dated 14/02/07
4	“	Lieutenant Col. A Cumming, Culloden Moor	Letter dated 16/02/07
5	20/02/07	M J Meehan, Croy	Letter dated 19/02/07
6	“	John P Ford, Croy	Letter dated 18/02/07
7	21/02/07	Rosemary Balfour	Letter dated 24/02/07
8	“	Don Williams, Culloden, Inverness	Letter dated 19/02/07
9	“	Mary M Gillies, Culloden Moor, Inverness	Letter dated 19/02/07
10	19/02/07	Mr J S Brennan, Dalcross Station, Inverness	Letter dated 16/02/07
11	23/02/07	A L Melville	Letter dated 21/02/07
12	“	Mr & Mrs C Stafford, Croy	Letter dated 21/02/07
13	“	A Coutts, Inverness	Letter dated 19/02/07
14	21/02/07	H MacKay, Croy	Email
15	22/02/07	D Piggott, Cawdor	Email
16	23/02/07	J & E Pottie, Inverness	Email
17	26/02/07	Elaine James, Croy	Email
18	“	Mrs C Fraser, Inverness	Letter dated 23/02/07
19	“	Mr & Mrs H Mackintosh, Dalcross	Letter dated 22/02/07
20	“	J Pumford & E Welsh, Inverness South CC	Letter dated 21/02/07
21	“	D Fitzpatrick, Culloden, Inverness	Letter dated 18/02/07
22	“	E Scott MSP, Inverness	Letter dated 23/02/07
23	“	R J & G MacLean, Inverness	Letter dated 22/02/07
24	27/02/07	Nat Anderson, HIAL	Email
25	“	S Fulton, Whiteness Property Company Ltd	Email
26	“	Mr & Mrs Taylor, Croy	Letter dated 25/02/07
27	“	Luke Haynes, The Flat, Nairnside House	Letter dated 23/02/07
28	“	Ian Hutchison, Scottish Badgers	Letter dated 26/02/07
29	“	Peter Chart	Email
30	“	Renate Chart	Email
31	28/02/07	John Ross, Ardersier	Letter dated 26/02/07
32	“	Mrs Joanna McGregor, Cawdor	Letter dated 26/02/07
33	“	Mr H Roach, Dalcross	Letter dated 26/02/07
34	“	N J O’Nion, Croy	Letter dated 26/02/07
35	“	H H Sinclair, The Nairn Golf Club, Nairn	Letter dated 27/02/07
36	“	Capt A D M McGregor, Cawdor	Letter dated 26/02/07
37	“	Alison Walker, Ardersier	Letter dated 26/02/07
38	“	Andrew Ross, Ardersier	Letter dated 26/02/07
39	“	Margaret Mackintosh, Nairn	Letter dated 26/02/07
40	“	Robert Mackintosh, Nairn	Letter dated 26/02/07
41	“	W B Nield, Balnaspirach, by Nairn	Letter dated 23/02/07
42	“	David M Gerrard, Dalcross	Letter dated 25/02/07
43	“	Dr A D Smith, Inverness	Letter dated 22/02/07
44	“	Mrs Jennifer Kerr Smith, Inverness	Letter dated 22/02/07
45	“	B Meehan, Croy	Letter dated 23/02/07
46	“	M J Meehan, Croy	Letter dated 27/02/07
47	“	Paul Roberts, Turnberry Consulting for Moray Estate, Tornagrain	Email
48	“	Frances Grant, Croy	Email

49	“	Ian Thorburn, Inverness Airport Business Park	Email
50	01/03/07	R W Youngson, Nairn	Letter dated 27/02/07
51	01/03/07	D W Matthews, Drummore of Cantray, Cawdor	Email
52	02/03/07	G H Johnston on behalf of Mrs Thompsen, Balmakeith Farm; Mr & Mrs G Nicolson, Househill Mains Farm; Mr C Allenby, Balblair; Mr J Forbes, Lochdhu	Email
53	“	John Dolan, Nairn	Letter dated 28/02/07
54	“	D D Ross & C Wakeling, Croy	Letter dated 27/02/07
55	“	G H Johnston on behalf of Macdonald Hotels Ltd as owners of former Stratton Lodge Hotel, Culloden	Email
56	05/03/07	Muir Smith Evans on behalf of Inverness Estates Ltd	Email
57	“	Sally A Braynion, Croy	Email
58	“	James Crawford, Culloden Moor	Email
59	“	Dr Fiona A McPhie, Croy	Email
60	“	Ian Gilchrist, Croy	Email
61	“	Angela Gilchrist, Croy	Email
62	“	Bruce Strachan, Chairman, Croy & Culloden Moor C.C.	Email
63	“	G H Johnston on behalf of Mr David Thomson	Email
64	“	Veli Bariskan, Croy	Email
65	“	Barbara Bariskan, Croy	Email
66	“	Bob Fair and Margo Murray	Email
67	“	G H Johnston Ltd on behalf of Mr J Forbes, Lochdhu	Email
68	“	Simon Cole-Hamilton, Inverness Chamber of Commerce	Email
69	“	Ben Leyshon, SNH, Dingwall	Email
70	“	K S Bowlt on behalf of Executors of the late Hector Munro, owners of land in East Inverness	Email
71	“	K S Bowlt on behalf of the Trustees of the Seafield Farm Trust, owner of land in East Inverness	Email
72	“	Neil Tulloch, Tornagrain, Dalcross	Email
73	“	J S Brennan, Dalcross Station	By Hand
74	“	P & H Jenkins, Meikle Kildrummie, by Nairn	Letter dated 04/03/07
75	“	S Benn, RSPB, Inverness	Letter dated 05/03/07
76	“	L Green, Chair, Balloch Village Trust (ack'd by email as no address)	Letter dated 05/03/07
77	“	J Alexander, Inverness	Letter dated 04/03/07
78	“	J Fairweather & N Smith, Dalcross	Letter dated 02/03/07
79	“	R M Gordon, John Gordon & Son Ltd, Nairn	Letter dated 05/03/07
80	“	M Hutcheson & A Lowe, Croy	Letter dated 02/03/07
81	“	T Fret, Easterton, Dalcross	Letter dated 03/03/07
82	“	J Thompson, Easterton, Dalcross	Letter dated 02/03/07
83	“	D Macdonald, Croy	Letter dated 02/03/07
84	“	W A MacDonald (Building Design) Ltd, Inverness	Letter dated 02/03/07
85	“	J MacDonald, Easterton, Dalcross	Letter dated 01/03/07
86	“	L Jones, G L Hearn on behalf of Co-operative Group Property Division	Letter dated 02/03/07
87	“	J A & E M C Holland, Cawdor, Nairn	Letter dated 02/03/07
88	“	J Devidge, Acting Chairman, Ardersier & Petty C.C.	Letter dated 02/03/07
89	“	D Catto & L Ferguson, Tornagrain, Inverness	Letter dated 28/02/07q
90	“	Mr & Mrs G H Benfield, Tornagrain, Dalcross	Letter dated 02/03/07
91	“	R Cowie, Nairn	Letter dated 01/03/07
92	“	B Gethin, Cawdor	Letter dated 01/03/07
93	“	Katherine Innes, Ardersier	Letter dated 03/03/07
94	“	H Petrow, Nairn	Letter dated 02/03/07

95	“	M J Gethin, Loch Flemington, Gollanfield	Letter dated 22/02/07
96	“	Mr & Mrs W Thorburn, Ardersier	Letter dated 02/03/07
97	“	K S Bowlt, Bowlts on behalf of J B Mackintosh, owner of the Black Park Farm, Nairn	Letter dated 05/03/07
98	“	K S Bowlt, Bowlts on behalf of A Ross and Others, Auchnacloich, owner of the land in east Nairn	Letter dated 05/03/07
99	“	J D Carnegie-Arbuthnott, Buccleuch Town & Country Ltd on behalf of Charles Allenby of Balblair, Nairn	Letter dated 01/03/07
100	“	G & E De Ste Croix, Loch Flemington	Letter dated 02/03/07
101	“	Mrs H MacDonald, Easterton, Dalcross	Letter dated 01/03/07
102	“	T & J Jamieson, Balloch	Letter dated 01/03/07
103	“	J Rose-Miller, Cawdor	Letter dated 03/03/07
104	“	S Roebuck, Norbord, Cowie, Stirlingshire	Letter dated 02/03/07
105	“	Mrs J M Tolmie, Chairman, Nairn River C.C.	Letter dated 03/03/07
106	“	Helen Kelly, Croy	Letter dated 01/03/07
107	“	P Mason, Nairn	Letter dated 01/03/07
108	“	Mr & Mrs S Benfield, Tornagrain, Dalcross	Letter dated 05/03/07
109	“	Angus McNicol, Cawdor Estates	Letter dated 05/03/07
110	“	N Stobie, Jones Lang LaSalle, Edinburgh on behalf of Balloch Farm Ltd	Email
111	“	Tony Strachan, Croy	Email
112	“	Neil Gray, Farningham McCreddie Partnership Ltd, White Young Green Planning on behalf of The Cawdor Estate and The Cawdor Maintenance Trust (CMT)	Email
113	“	Robin Buchanan	Email
114	06/03/07	S Black, HIE Inverness & East Highland	Letter dated 02/03/07
115	“	J & S Woodhouse, Croy	Letter dated 04/03/07
116	“	J MacDonald, Croy	Letter dated 04/03/07
117	“	I J MacGillivray, Allanfearn, Inverness	Letter dated 04/03/07
118	“	R MacDonald, Croy	Letter dated 04/03/07
119	“	P Service, Croy	Letter dated 04/03/07
120	“	A Gunn, Cuillichan, Ardersier	Letter dated 03/03/07
121	“	Mrs G Jolley, Torbreck, Inverness	Letter dated 05/03/07
122	“	T L Coombs, Nairn	Letter dated 03/03/07
123	“	R Paterson, Nairn	Letter dated 03/03/07
124	“	A Wilson, Tornagrain	Letter dated 03/03/07
125	“	G Wilson, Tornagrain	Letter dated 03/03/07
126	“	K Wilson, Tornagrain	Letter dated 03/03/07
127	“	N Jones, Ardersier	Letter dated 04/03/07
128	“	E S C Jacks, Ardersier	Letter dated 04/03/07
129	“	S Wilson, Tornagrain	Letter dated 03/03/07
130	“	L Grant, Balcroy, Nairn	Letter dated 04/03/07
131	“	D & C Philip, Culloden Moor	Letter dated 04/03/07
132	“	J Clark, Croy	Letter dated 04/03/07
133	“	K Philip, Culloden Moor	Letter dated 04/03/07
134	“	Mr & Mrs Taylor, Culloden Moor	Letter dated 04/03/07
135	“	S D Semple, Cawdor	Letter dated 02/03/07
136	“	Mrs J E Bain, Croy	Letter dated 04/03/07
137	“	P D, B R & C P Brown, Croy	Letter dated 05/03/07
138	“	H MacGregor, Loch Flemington	Letter dated 05/03/07
139	“	R & A Mitchell, Croy	Letter dated 04/03/07
140	“	H Campbell, Dalcross, Inverness	Letter dated 04/03/07

141	“	J Gibson, Dalcross	Letter dated 04/02/07
142	“	D Clark, Ardersier	Letter dated 04/03/07
143	“	M French, Croy	Letter dated 04/03/07
144	“	C MacKay, Dalcross	Letter dated 04/03/07
145	“	C Pern, Dalcross	Letter dated 04/03/07
146	“	J French Jr, Croy	Letter dated 04/03/07
147	“	J & S French, Croy	Letter dated 04/03/07
148	“	A & A Thomson, Croy	Letter dated 04/03/07
149	“	L Thomson, Croy	Letter dated 04/03/07
		<b>LATE REPRESENTATIONS</b>	
150	06/03/07	Peta May, Dalcross Estate	Email
151	07/03/07	Diana Buchanan, Dalcross Castle, Croy	Email
152	“	B H Hay, Culloden Moor	Letter dated 06/03/07
153	“	D Liddell, Facilities Development, Sportscotland, Edinburgh	Letter dated 28/02/07
154	“	Alex Whiteford, Minister, Ardersier with Petty Parish Church	Email
155	“	Mr & Mrs S Murray, Croy	Letter dated 04/03/07
156	“	David Jack	Email
157	08/03/07	Croy local resident	Email
158	“	G Charlton, Inverness	Letter dated 06/03/07