

Highland Council

**A96 Corridor
Masterplan**

Land Use Study Report

October 2004

Entec UK Limited
FG Burnett Limited

Report for

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For a Project for Highland Council

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Highland Council

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1. Land Use Option

1.1 Introduction

This paper is presented in three main sections:

- Section 1.2 explains the policy context and land use restrictions within the A96 corridor, accounting for existing allocations and protected areas;
- Section 1.3 looks at the existing settlements and taking cognisance of the findings of Section 1.2 promotes a land use option for the A96 corridor.
- Section 1.4 then compares other potential development models against the land use option.

1.2 Policy Framework

1.2.1 Introduction

The principals for development in the A96 corridor must take cognisance of the existing policy framework set by National, Regional and Local policy, to establish where opportunities for development currently lie and understand how best future development might fit with policy.

This paper looks at National, Regional and Local plan policies to set the context for a preferred land use option for the corridor. The paper concentrates only on the most recent expressions of policy intent, rather than focusing purely on the adopted development plan for the area. In terms of reviewed documents therefore, as well as the most recent expressions of National policy and guidance, it looks at the current approved Structure Plan, the adopted Nairn Local Plan and the finalised Inverness Local Plan.

1.2.2 National Planning Policy

National planning policy is guided by The National Planning Framework and Scottish Planning Policies (SPPs, formerly National Planning Policy Guidelines (NPPGs)). Planning Advice Notes provide advice on good practice and other relevant information.

The National Planning Framework

Background

The National Planning Framework (NPF) is a framework to guide the spatial development of Scotland to 2025. Of Inverness the NPF notes, at paragraph 36 that:

“Inverness is the main administrative, medical, retail and leisure centre for the Highlands. It has grown a lot in recent years, its population increasing by a third since the 1970s. The environmental resources of the Highlands support a substantial tourism industry and make Inverness a city able to offer a high

quality of life. Sectors such as retailing, public administration and business services have expanded significantly. However, the city's economic base remains relatively narrow and there is a need to diversify and attract a wider range of high quality jobs."

It further notes at paragraph 100 that:

"The cities are the hubs of wider regional economies and their surrounding towns and rural areas can offer attractive locations for a wide range of economic activities. In the Highlands and Islands Enterprise (HIE) area, Inverness and Inner Moray Firth is a zone with (such) characteristics."

This area is illustrated on Map 15 of the NPF. In general terms the plan notes that:

"The planning challenge is to identify locational priorities, promote efficient transport and communications networks, secure improvements in the quality of places, and ensure adequate provision of all types of housing."

The NPF also seeks to secure room for the potential expansion of Inverness Airport, particularly through an extension to the runway.

The NPF does not present any landuse restrictions in the A96 corridor, other than an aspiration to extend the runway at Inverness Airport. Indeed the A96 corridor is promoted as an area within which to concentrate development and economic activity. It does highlight the need to choose locations for housing carefully paying head to issues such as transportation, energy efficiency, environmental quality and protection and available services.

SPP3: Planning for Housing

The governments policy, SPP3; Planning For Housing, sets out the aims of the Scottish Executive in relation to new housing and its contribution to the surrounding environment. The policies are broken into several areas:

- The creation of a quality residential environment, which includes design, energy efficiency, form, density & landscape and tenure mixture;
- The guiding of development to the right places, which involves sustainable settlements, accessibility, location of housing, settlement extensions, rural housing & new settlements; and finally
- delivering housing land, involving the creation of development & housing land audits, affordable housing, planning agreements, and the determination of planning applications.

The policy notes that:

"The overall design of development should be fully addressed, particularly matters such as microclimate; layout of roads, cycle routes and footpaths; the separation and collection of waste; links with local centres; and the relationship to existing development nearby." (SPP3, para7)

"Masterplans for larger scale housing developments must take account of the existing urban fabric and layout of streets, and aim to add to and enhance connections. There is great potential to create pedestrian links between new

developments and surrounding urban areas, providing safer routes to schools and other facilities, and improving security and surveillance. Larger developments should anticipate and provide for access by public transport.” (SPP3, para15)

For new settlement proposals in particular the SPP states that:

“A new settlement may have a part to play in meeting housing requirements as part of a long-term development strategy where:

- there are substantial physical, environmental or infrastructural constraints to the further growth of existing settlements, or it forms part of a strategy for promoting rural development and renewal;*
- it could assist in reducing development pressure on the greenbelt or areas of attractive countryside;*
- it can be readily serviced by public transport;*
- it will not have a significant adverse effect on any natural or built heritage interest safeguarded by a national or international designation; and*
- it will not result in other significant environmental disbenefits.*

Where a planning authority considers a new settlement a necessary part of their development strategy, the development plan should specify its scale and location.

This reiterates in more detail the aspirations of the NPF.

In general terms the policy recommends that new housing should be accommodated in the least environmentally damaging locations, avoiding, for example, areas of landscape and natural and built heritage sensitivity. It also notes that new housing should also be located away from existing land uses likely to be detrimental to the amenity of occupants, for example safety exclusion zones, busy trunk roads and rail lines, mineral workings and sewage works. The problems of noise pollution and safety which relate to airports and airline flight paths should also be understood when planning for housing. Most importantly, housing must not be located on areas where flooding is frequent at certain times of the year. Furthermore housing should be located in areas which are well served by transport options.

Planning Advice Notes

A range of planning advice notes are pertinent to the study. Cognisance of these has been taken in the relative technical options.

- PAN 36 – Siting and Design of New Housing in the Countryside;
- PAN 38 – Housing Land;
- PAN 44 – Fiting New Housing into the Countryside;
- PAN 52 – Planning and Small Towns;
- PAN 57 – Transport and Planning;

- PAN 61 – Planning and Sustainable Urban Drainage;
- PAN 67 – Housing Quality;
- PAN 69 – Planning and Building Standards Advice

1.2.3 Development Plan Policy

The Highland Structure Plan

The Council highlights its general support for a new settlement(s) in the Inner Moray Firth Area, following further detailed study. Policy H2 frames the context for this study:

Policy H2: New Settlements

“The Council will support proposals for the establishment of comprehensively planned new settlements in meeting future housing demand in the Inner Moray Firth area which accord with the General Strategic Policies. Further locational information will be provided by The Council as part of a strategy map and commentary for the future distribution of housing land. Such proposals will also be assessed against the following additional criteria:

- *location relative to housing need and demand;*
- *mix of housing tenures;*
- *proximity to existing and potential employment opportunities;*
- *opportunities for generation and support of local employment;*
- *location relative to public transport infrastructure;*
- *level of provision of new infrastructure; and*
- *range of services and facilities.*

Outwith the Inner Moray Firth, in fragile areas experiencing difficulty in maintaining population and services, The Council will support the establishment of new crofting townships.”

The structure plan further notes that:

“In Inverness there is a need for early infrastructure investment to maintain a five year effective land supply. In the short term programming of funds for the construction of phases 3 and 4 of the Inverness Southern Distributor Road is crucial, together with certain water and drainage works. The forthcoming review of the Inverness Local Plan will need to explore the identification of suitable land to meet housing demand for longer term needs. The A96 corridor provides an option of linking new housing development to business opportunities associated with the airport and rail link to Inverness and Nairn.”

Despite the longer term requirements for a new settlement(s) in the inner Moray Firth the current policy context set by the Structure Plan steers development toward existing towns and village, with a view to their potential expansion. It also guards against inappropriate

development within environmental sensitive areas and promotes sustainable and equitable principals in any new development.

Adopted Nairn Local Plan

There are allocation made for housing and leisure and recreational uses on the western edge of Nairn within the local plan. This is seen as ‘rounding off’ the western edge of Nairn.

Finalised Inverness Local Plan

In common with National and Regional Policies, the Local Plan sets the context for new development proposals. It also allocates significant amounts of land for particular uses within the A96 corridor. This has been the subject of a Public Local Inquiry for which a report is expected in early 2005.

The A96 corridor is noted for its development potential and a phased approach to development through the plan and future plans is envisaged incorporating:

- Early release of land for business and industrial use around the airport with the creation of a transportation ‘hub’ and priority for the re-use of land at Ardersier Fabrication Yard and the promotion of the area around Morayhill;
- New settlements of 3-5000 people each, post 2011 (number subject to need);
- The improvement of road and public transportation infrastructure, including possible dualing of the A96 and upgrading of rail services; and
- Improvements to natural and built heritage resources and recreational opportunities, in the area.

Policies tend to guide development away from sensitive areas and toward existing settlements and their fringes, except at Inverness where a green wedge is, in part, proposed to prevent coalescence with Culloden. The proposed green wedge would also accommodate recreational opportunities for eastern Inverness and environs. The vision:

“Embrac(es) the municipal landfill area together with agricultural units adjacent to the eastern approaches and through to Culloden. This is an opportunity to capitalise on the City’s seafront with a major links/country park/nature reserve overlooking the Natura 2000 habitats. Utility corridors are protected. These areas could embrace key features of the lowland landscapes of the Inner Moray Firth and a championship Golf Course; together with the elevated pastoral/afforested lands south of Culloden.”

The local plan contains a number of policies that would control the form of development within the area. In particular policy GP1 sets standards for new development. Consideration of the standards set by the relevant parts policy GP1 has been taken in developing the technical options in this study.

GP1 Design Principles

The following key aspects of design will be expected to underpin all development proposals. These principles set standards for quality in development and are intended to ensure that new buildings or uses fit well with their surroundings, strengthen and add value to places:

Places for People- *Places must be attractive and comfortable so they may be enjoyed by its community. They should also be distinctive and offer variety so that they are vibrant and create opportunities for recreation and relaxation.*

Make Connections- *A reliable and safe hierarchy of transport options must be available so that everything is accessible and integrated. This also concerns buildings and their relationships in order to create places that are understandable and pleasurable.*

Mix Uses- *There must be a range of facilities available within each area so that the area meets a variety of demands.*

Enrich the Existing- *New buildings must blend in with the surrounding environment whilst being distinctive and complementary to its setting. Whether that it is in the city, or the countryside.*

Work with the Landscape- *Consideration must be given to Landscape Character Assessments for Inverness and the Inner Moray Firth so that developments strike a balance with the natural and built environment.*

Manage the Investment- *Developers must understand markets so that projects are economically viable and appropriate. This is to ensure that business and industries remain in the local community for the long-term.*

Design for change- *New development must be flexible so that future changes in use, lifestyle and demography can be integrated in a relatively simple step.*

The Local Plan gives provision for new developments to follow the particular design principles and standards, as shown in the tables below.

Table 1 Density/Capacity

Average Net Residential Density	City/ District/ Neighbourhood	Local Centre/ Key village/ Small Settlement
High	<40dw. per ha.	10-15dw. per ha.
Medium	20-25dw. per ha.	5-10dw. per ha.
Low	>10dw. per ha.	5dw. per ha.
Access/ Capacity/ No. of Houses		
1,000 houses	Local distributor road	N/A
200-250 houses	Residential access	N/A
50 houses	Cul-de-sac/shared surface	Minor Road

Table 2 Open space/recreation

	Type	Standard	Proximity
Children	Neighbourhood Equipped Area for Play (NEAP)	0.85ha per 1,000 houses	Within 600m of every house
	Local Equipped Area for Play (LEAP)	0.36ha per 200 houses	Within 240m of every house
	Local Area for Play (LAP)	0.04ha per 50 houses	Within 60m of every house
Adult/Youth	Courts, Greens, Pitches, Playing fields	1.6-1.8ha per 1,000 population/ 500 houses	Within 600m of every house

The Local Plan contains a specific section on the A96 corridor. It is reiterated that the area is seen as holding longer term development potential. In the meantime sites are promoted for business and industrial uses in particular and the airport expansion is promoted, in accordance with the NPF. It notes that:

“The most fertile land, major blocks of forestry and important stands of native woodlands together with a wider range of habitats will provide a setting for longer-term development. Important recreation areas could be opened up in the future including strategic walks by the coast and a higher level inland route towards Nairn and Cawdor. Protecting the international nature conservation value of the Firths will be a prerequisite.”

Land releases and aspirations for development, of note include:

- 32.1 Ha of housing land at Culloden;
- The potential for a business park and or hotel and conference centre near Culloden;
- 1.1 Ha of housing land in the A96 corridor;
- Airport expansion;
- Business Park near the airport;
- Freight village and transport interchange near the airport;
- 15.4 Ha of housing land to the west of Nairn;
- Proposed new golf course to the west of Nairn; and
- Redevelopment of Ardersier fabrication yard with business and industrial use.

1.2.4 Agriculture, Forestry and Environment

Agriculture

Much of the study area is covered by high quality agricultural land (land Classes 1, 2 and 3₁ of the land capability for agriculture maps produced by the Macauley Institute). Policies within the Development Plan for the area seek to protect this land from development, where possible. The Land Use development option avoids areas of higher quality agricultural land where possible, in recognition of this policy restriction.

Forestry

Much of the study area contains forestry and woodland of mixed type and age. There are a number of substantial stands of commercial forestry plantation. A significant amount of the woodland within the area is protected by ancient woodland, tree preservation order, conservation area, designed landscape and more extensively, semi natural woodland designation.

The woodland forms the context for much of the existing built environment in the area and also provides a recreational resource to the current occupiers of the area.

Given its protected status and high amenity value the land use option avoids areas of forestry.

1.2.5 Policy Framework Conclusions

For a Land Use option to be appropriate it must fit within the existing context set by National, Regional and Local Plan policies. The relevant policy statements that apply to the study area note the long term potential for growth and highlight existing allocations, particularly those relating to business and industry. The existing policy context tends to look to expansion of existing settlements in an appropriate manner and avoidance of areas of built or natural heritage sensitivity.

The Land Use Option is developed on this basis

1.3 Settlements – Their Opportunity

This section provides a detailed description of the land use policy and allocations for each settlement or place within the A96 Corridor. An assessment of the capacity for these places to accommodate growth in the longer term is provided, based on the context set by National, Regional and Local policy. The places considered are:

- Nairn (West)
- Ardersier Village
- Ardersier Fabrication Yard
- Flemington House, Gollanfield and Lochside
- Inverness Airport
- Tornagrain
- Morayhill

-
- Croy
 - Culloden Moor
 - Culloden District (including Smithton, Culloden and Balloch)

1.3.1 Nairn (West)

The Nairnshire Local Plan sets out proposals and allocations for the expansion of Nairn to the west. These are set within priorities that seek to provide new housing by consolidating the built-up area; but avoiding over development, loss of amenity and overloading services. Priorities also seek to establish an accessible business park, a golf course and other facilities. The Plan promotes a by-pass for the town. Better sports and recreational facilities are also prioritised. Structural landscaping around the urban fringe is established as important. In discussing development factors affecting Nairn (West) the opportunity to *round-off* the town is highlighted. These considerations are promoted through a Framework plan for Nairn (West).

The allocations for Nairn (West) are:

- 16.6 hectares for 165 houses (on six sites).
- 4.5 hectares for a business park (of which 2 hectares can be for a tourist use).
- 66 hectares for a golf course.
- 7.4 hectares (on two sites) for open space/park.
- 1 hectare for community uses including a primary school
- 22 hectares for structural tree planting.

Hence, 117.5 hectares of land have been allocated for the expansion of Nairn to the west. This includes substantial landscaping through tree planting, playing fields and the provision of a golf course. This represents a *rounding off* of Nairn (West). It establishes the extent of viable expansion of Nairn to the west. Consequently, the opportunity to further expand Nairn to the west does not present itself.

1.3.2 Ardersier Village

The Inverness Local Plan (Deposit Draft) clearly establishes Ardersier Village's long term future as being linked to strategic development opportunities along the A96 Corridor in the longer term. Allocations in the local plan identify:

- 5 hectares for the expansion of the village for housing.
- 2.5 hectares for industrial use.

The Plan recognises the urban quality of Ardersier's core. It also highlights the geographical and geological limitations for expansion to the east. However, there is an opportunity to build on the strengths of Ardersier Village and to realise its potential and opportunity through expansion to the north in the longer term. Expansion along and around the B9006 northward that would respond to the traditional urban form of the area. This expansion would also promote investment in the public facilities of Ardersier Village and provide a mechanism for delivering and/or promoting the outcomes of the Plan; in the longer term. Around 22 hectares

of land could be made available for a northern expansion that would still be within walking distance of the village's core. At a density of around 30 dwellings per hectare (gross) this would provide for about 660 dwellings.

Ardersier Village Opportunity – 660 Additional Dwellings

The Inverness Local Plan identifies the Fabrication Yard as a strategic industrial location that should be safeguarded. The Plan establishes that this is the established approach for the site and implies a long term commitment to this policy context. However, it should be noted that the "*Review of Ports and Sites in the Inner Moray Firth*" is currently defining the appropriate land use designations for the yard within a strategic appraisal for the long term use of the seven facilities within the area.

1.3.4 Flemington House, Gollanfield and Lochside

Flemington House, Gollanfield and Lochside are small settlements within the A96 Corridor. Essentially they are rural farming communities that offer little growth opportunity. The Inverness Local Plan indicates limited infill opportunity at Flemington House and Gollanfield. A proposal for regeneration at Lochside establishes a capacity for around 8 houses and a small commercial development proposal.

1.3.5 Inverness Airport

Allocations in the Inverness Local Plan establish a long term framework for development in the area. These are:

- 52 hectares to the south of the airport for a business park (incl. hotel).
- 6.5 hectares for a rail interchange facility including distribution and a station.
- 26.5 hectares identified for industry, storage and distribution uses located to the south and west of the existing terminal facilities and industrial estate.
- Allocations for long term expansion of airport and airport related uses.

These allocations are to be developed through an appropriate masterplan.

Given these allocations set the long term development context around Inverness Airport and the need to ensure that the airport can reach it full potential as a gateway hub for the Highlands; it would be inappropriate to consider allocating land for housing.

1.3.6 Tornagrain

A loose grouping of around 20 houses represents Tornagrain. The Inverness Local Plan seeks to secure Tornagrain and restricts development opportunities. There is no land use reason why this policy context should not continue for the long term.

1.3.7 Morayhill

Morayhill is the location of the Nexfor timber processing facility. The Inverness Local Plan allocates 12 hectares to the east of this facility for industrial use; particularly where this can

support and add value to the timber processing by Nexfor. This policy approach establishes the industrial nature of Morayhill for the long term.

1.3.8 Croy

The Inverness Local Plan sets out a strategy for *rounding-off* Croy during the Plan period. In addition the plan recognises and makes allocations for the long term that would allow growth of Croy to the west. Allocations in the Plan are:

- 9.7 hectares in Croy to accommodate 26 houses.
- 2.5 hectares (for 25 houses) to the west for expansion
- A further designation of 14.4 hectares west of the village for long term expansion (post Plan period).
- 2 hectares for commercial use with a tourism use promoted to the far west of the village.
- 3.9 hectares for a park and community facilities primarily located to the east of the village.

In essence, the land use approach for Croy seems to promote low density residential sites with growth focused in the west of the village and community park provision to be targeted to the east. Housing densities are particularly low. Allocations to round-off Croy promote an average density of 2.7 dwellings per hectare (gross). Expansion allocations are based on a gross density of 10 dwellings per hectare. This represents a disjointed and low density approach to the planning of Croy.

In the long term there is an opportunity to promote a more co-ordinated and higher density response to the land use requirements of Croy that can also provide a substantial growth opportunity. This would involve:

- Increasing densities in housing allocations to around 30 dwellings per hectare (gross). This would give an increased dwelling yield of around 275 houses within *rounding-off* allocations and 50 houses in the expansion area.
- Establishing the appropriateness for substantial long term expansion allocations (at an average gross density of 20 dwellings per hectare around all of Croy (including the 14.4 hectares already identified that includes village centre proposals). This would involve crossing the B9091 (*Croy By-pass*) which is a concern raised in the Inverness Local Plan. However, it can be appropriately addressed in the context of a substantial expansion. The scale of this expansion would be in the order of 170 hectares representing a dwelling yield of around 3,500.

Hence, from a land use perspective there is substantial growth opportunity at Croy. This could generate a dwelling yield of about 3,825. The total population of Croy could be around 8,500.

Croy Opportunity – 3,825 Additional Dwellings

1.3.9 Culloden Moor

The Inverness Local Plan establishes that the immediate development potential of Culloden Moor is limited. However, long term growth is recognised, particularly toward the north. Growth could be predicated on the establishment of a village centre (incl. rail halt) which is allocated in the Local Plan. 21.2 hectares to the north of Culloden Moor on either side of the railway has been allocated for long term growth. With a gross average density of around 30 dwellings per hectare this could generate a dwelling yield of around 650 houses. Further allocations over the longer term could be made beyond these allocations. There may also be some opportunity to allocate long term expansion to the south. This could represent as much as 150 hectares of land providing an additional dwelling yield of 4,500 homes. This total yield of 5,150 houses would generate a population of about 10,000.

Culloden Moor Opportunity – 4,500 Additional Dwellings

1.3.10 Culloden District (including Smithton, Culloden and Balloch)

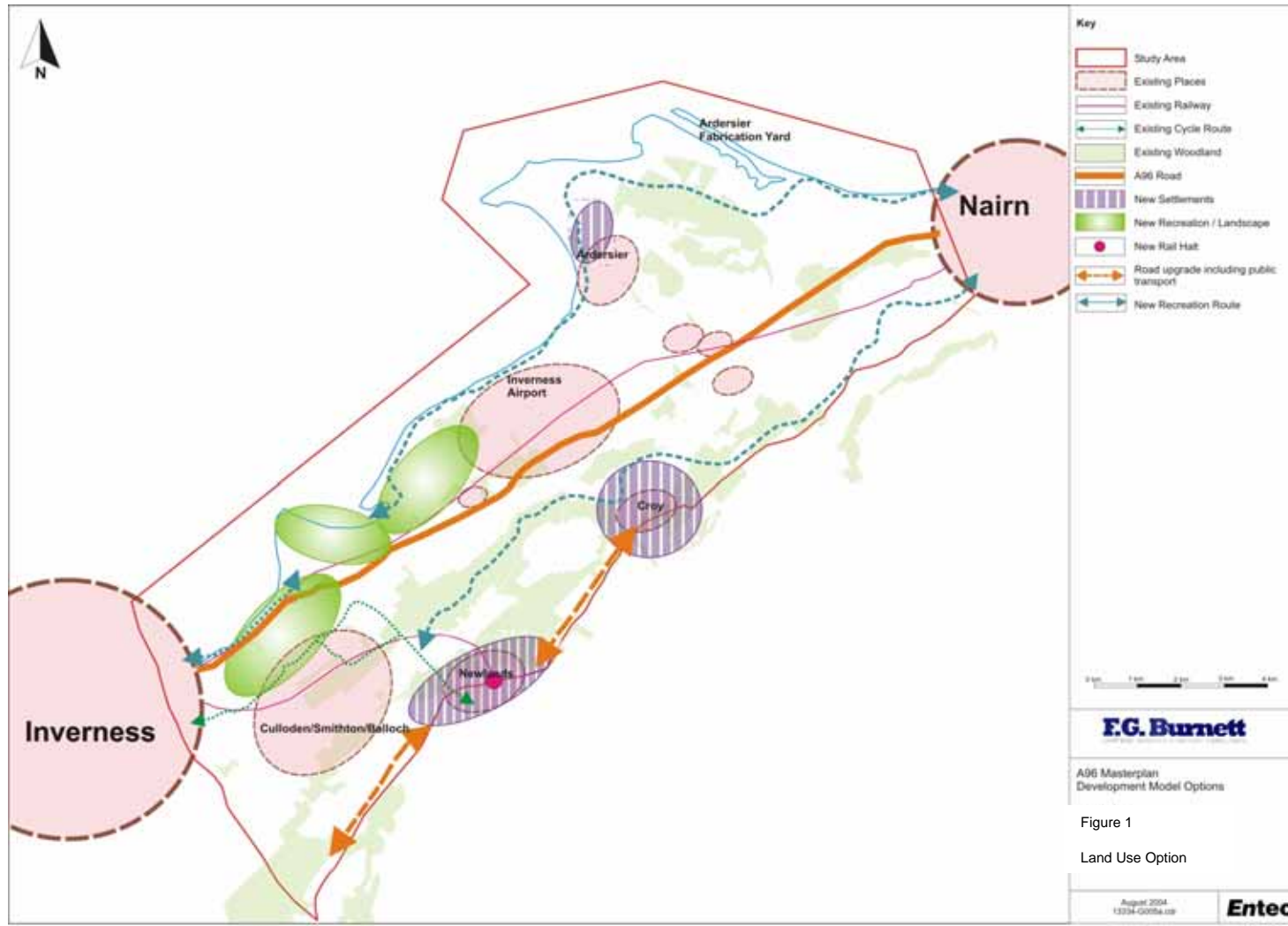
The Inverness Local Plan (Deposit Draft) sets out the land allocations for the Culloden District. The district itself has an existing capacity for around a further 700 dwellings. Broadly the Local Plan seeks to reinforce and establish these communities. With respect to new allocations the following is established:

- 32.9 hectares of land for low and medium density housing (of this 13 hectares has the benefit of planning permission at an average gross density of 13 dwellings per hectare).
- 6.9 hectares for business use (including 2.1 hectares for a hotel).
- 4 hectares to expand a district centre.
- 11.9 hectares for open space/parks.
- 1.9 hectares for other allocations.

Hence, 57.6 hectares are allocated to the Culloden District to allow for development to 2010. This is distributed across the neighbourhoods of the district. As a consequence there is little opportunity to provide for further growth within these areas during the Plan period.

1.3.11 Land Use Option

The above analysis promotes a land use option for accommodating growth in the A96 corridor based on expansion of Croy and Culloden Moor. Growth of Ardersier to the north that responds to the capacity of the village is also proposed (Figure 1).



1.4 Testing Other Options Against Land Use Considerations

This section takes each of the other options (Transport, Landscape, Infrastructure, Eastern Growth, String of Pearls, Island Growth and Polar Growth all illustrated in Appendix 1) and tests it against the principals established by the Land Use option. In this way an understanding of whether the options fit the land use context of the area can be established.

1.4.1 Eastern Growth

Eastern Growth concentrates development between Nairn and Ardersier. The option generally fits with the Land Use option because:

- The areas identified for development are generally undesignated, or development can be promoted to fit around designations;
- The majority of areas promoted are adjacent to existing settlements or on brownfield land;
- The option promotes the re-use of the Ardersier yard (although only in part for business and industry).

A better fit with the landuse option could be generated by:

- Deleting the additional housing adjacent to Nairn. Existing allocations for the area round the town off and the area is promoted through the local plan for golf course/recreation.

1.4.2 Polar Growth

Polar growth concentrates development on the western fringes of Nairn and the eastern fringes of Inverness. The option does not fit with the land use context of the area because:

- The areas proposed to the east of Inverness would occupy an area which is planned to be retained for recreational use and would result in the coalescence of Culloden and Inverness.
- The areas proposed to the west of Nairn would conflict with existing designations and allocations. Existing allocations round Nairn off and there is limited capacity for further development at this location.

1.4.3 Island Growth

Island Growth promotes development at or around existing settlements within the study area, avoiding Inverness and Nairn. The option fits with the land use context of the area because:

- By fitting proposed development around existing centres you meet with National, regional and local planning policy aspirations to maintain vital and viable communities.
- The option avoids sensitive areas;

A better fit with land use would be generated by removing proposed allocations to the north of Culloden and adjacent to Morayhill.

1.4.4 String of Pearls

String of Pearls promotes development on the main transport routes through the A96 corridor. The option generally fits with the land use context of the area in that:

- Promoted sites are in the main not within designated areas;
- Sites are close to transport routes providing the opportunity for sustainable transport options, in accordance with national, regional and local policy.

A better fit with the land use context of the area could be generated by:

- Removing the proposed development to the north of Culloden, which is in an area proposed for recreational use in existing planning documents.

1.4.5 Transport Option

The transport option promotes three areas of growth, to the west of Nairn, to the south of the airport and around Culloden. The option does not generally fit with the land use context for the area because of the proposed allocations at Nairn and Culloden, for the reasons stated above. However the large central development option would fit given it is not within an area of significant constraint for development.

1.4.6 Landscape Option

The landscape option promotes growth in small developments spread throughout the study area. In general those allocations in the east and centre of the study area fit with the land use context of the area because they can be accommodated within land use constraints. Proposed allocations to the west of the study area, in particular around Culloden, do not fit with that land use context in that they may prejudice attempts to create a recreational resource in that area.

1.4.7 Infrastructure Option

The infrastructure option promotes development in two central locations within the study area, one to the east of the airport and one to the west of the airport. The large central locations would fit within land use constraints, given they are not within an area of significant constraint for development.

1.4.8 Summary

Tested against the land use option, the following options generally fit within the context so set:

- Eastern Growth;
- Infrastructure.

The following options would fit with amendments;

- Island Growth;

- String of Pearls;
- Transport;
- Landscape.

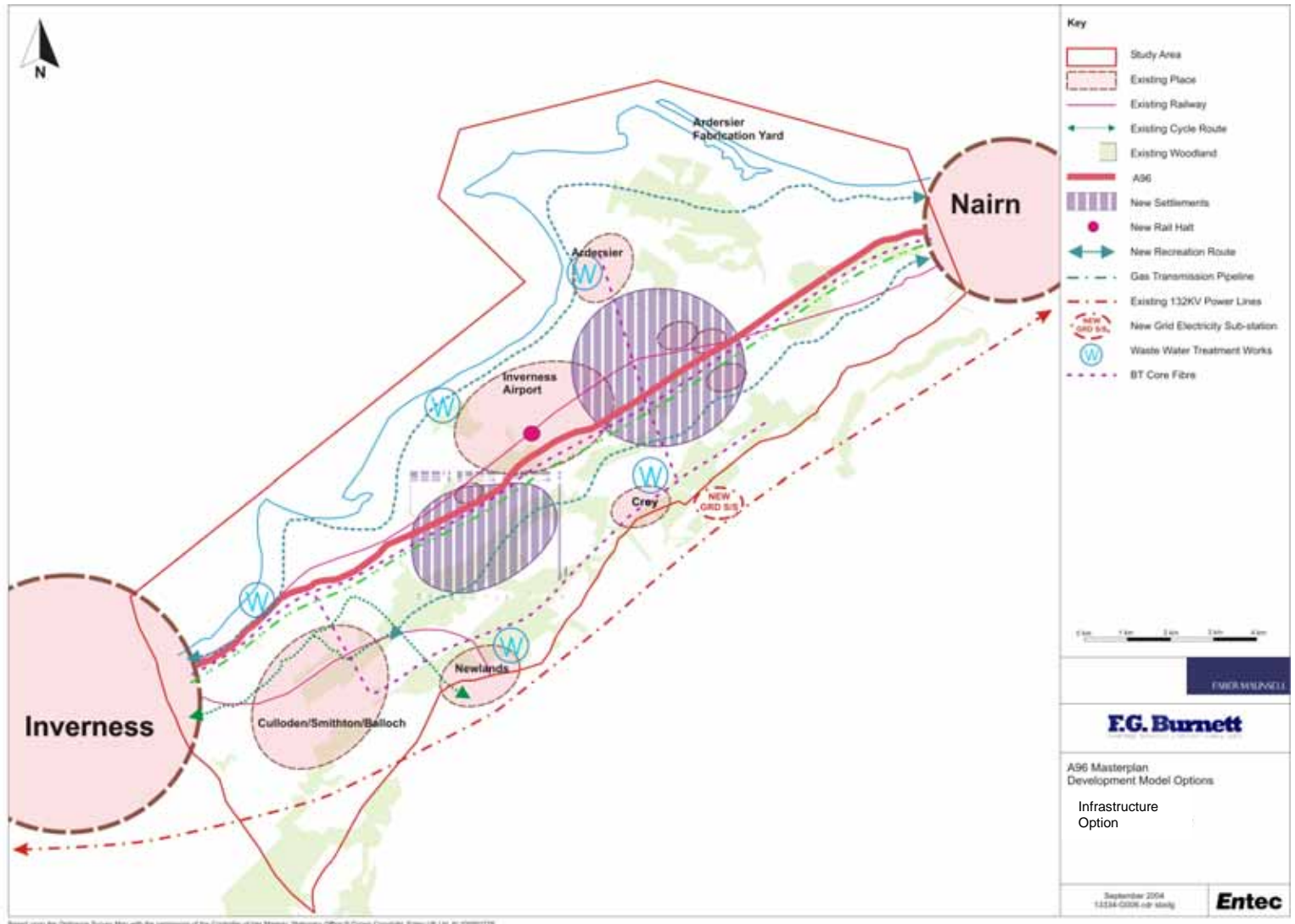
The following option would not fit with the land use context for the area:

- Polar Growth.

Appendix 1 Development Options

7 Pages

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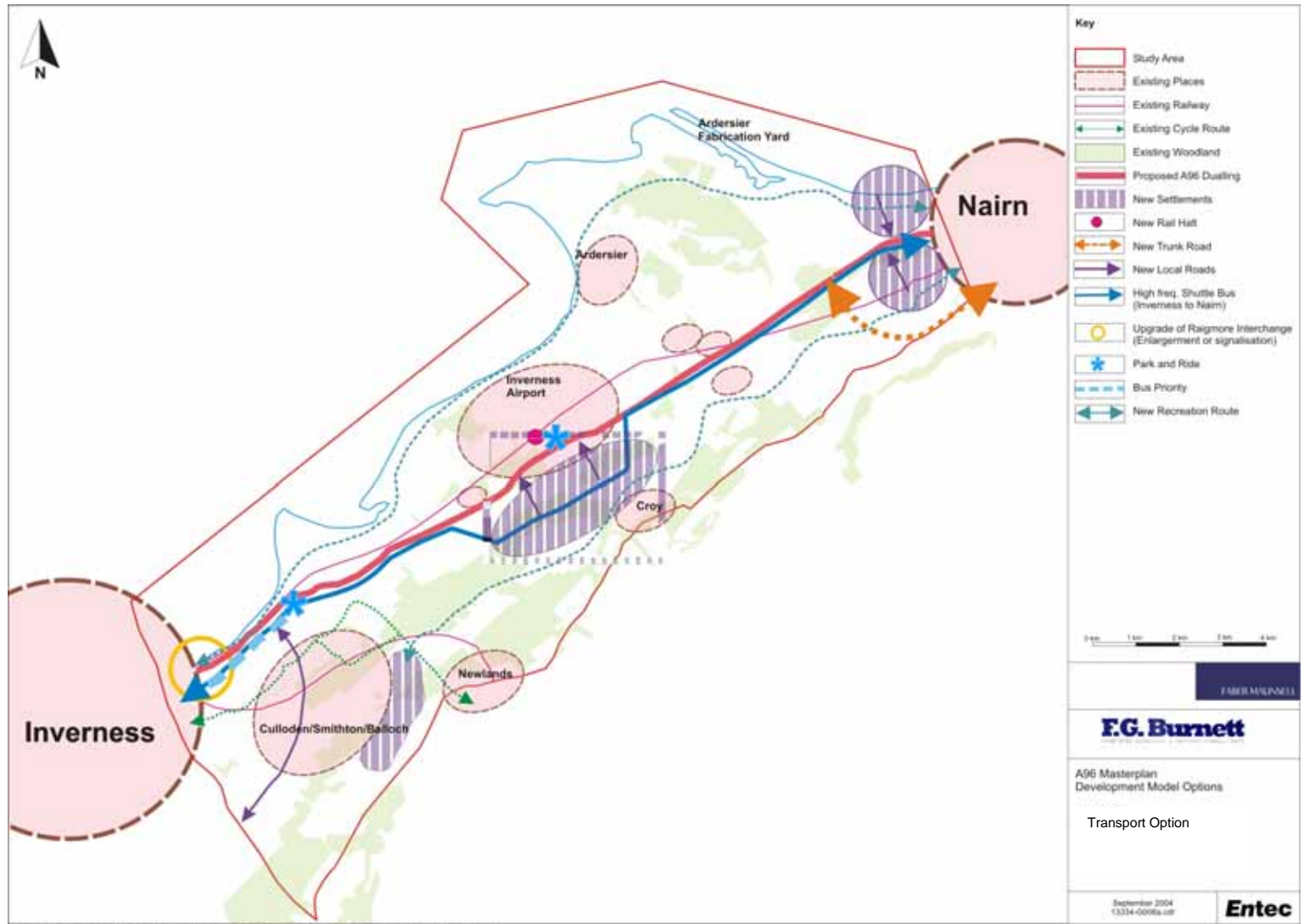


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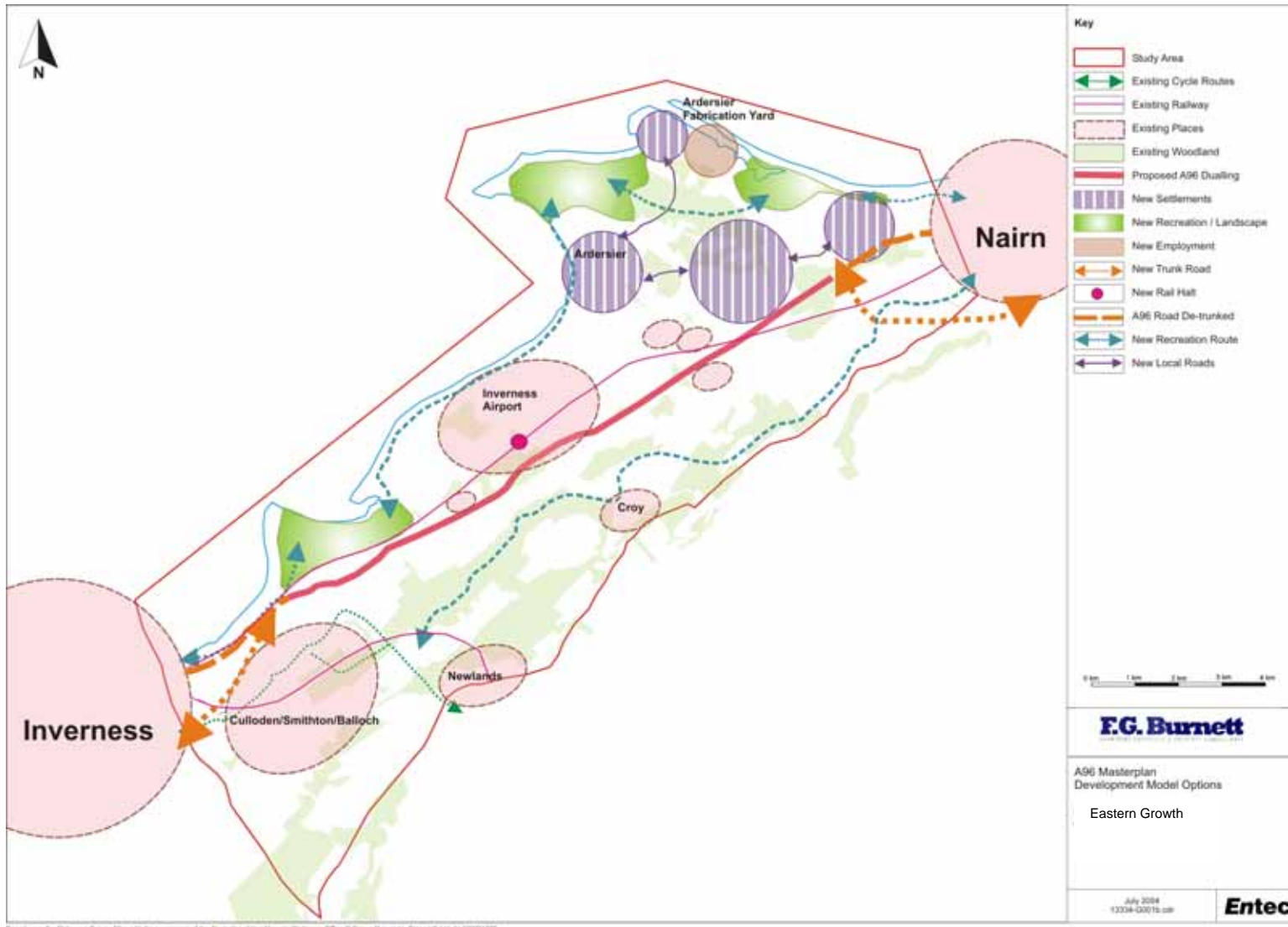
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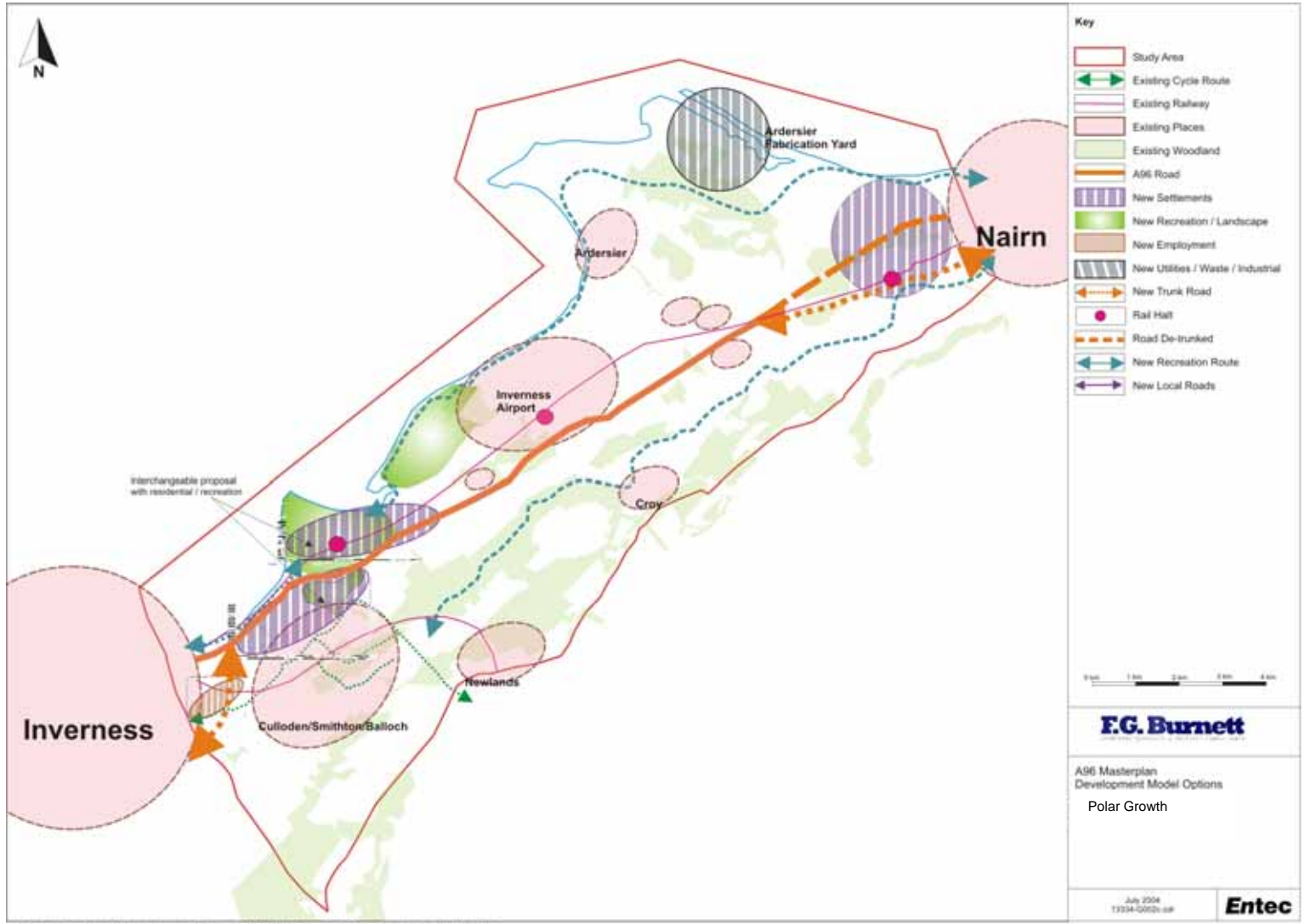


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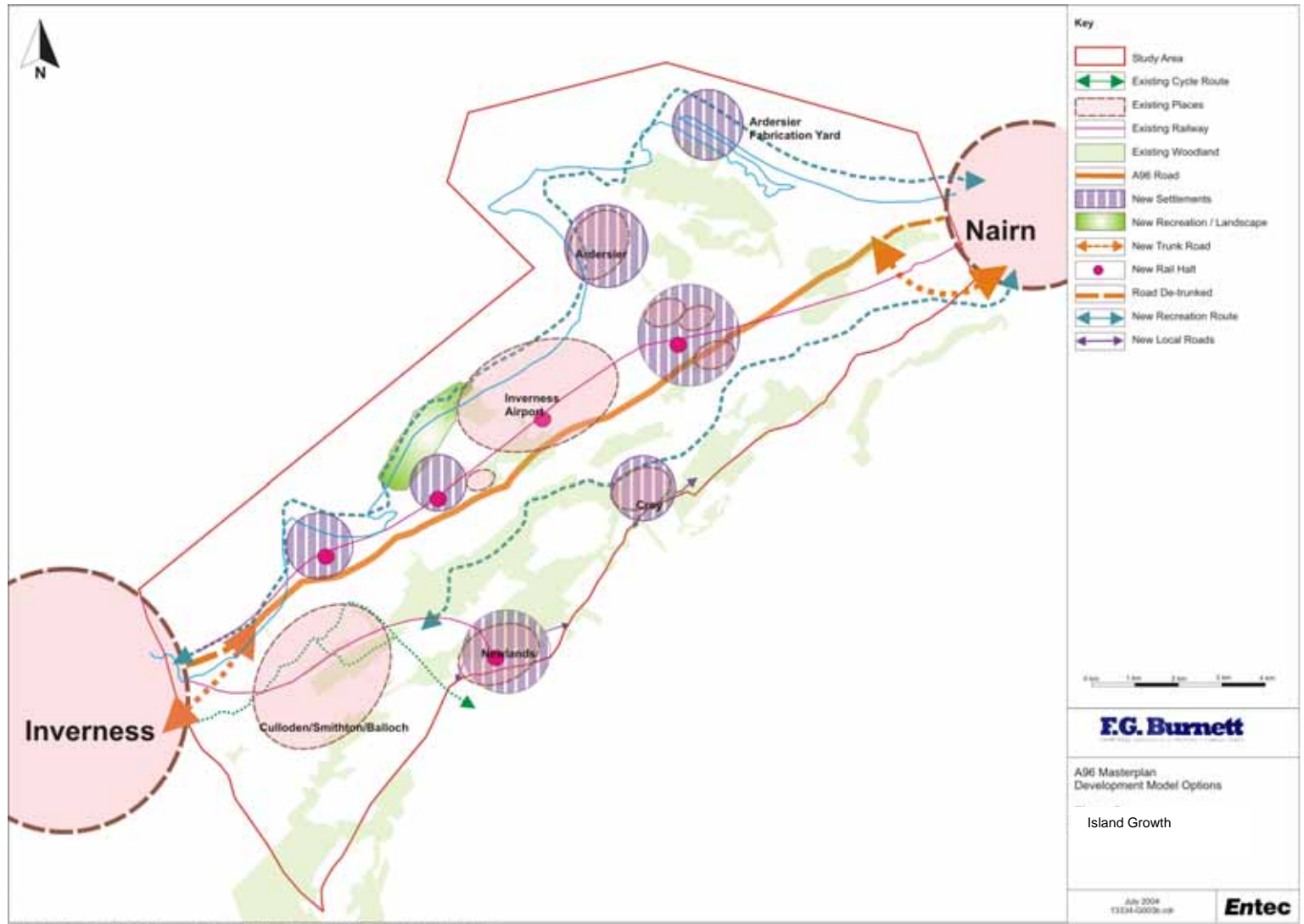
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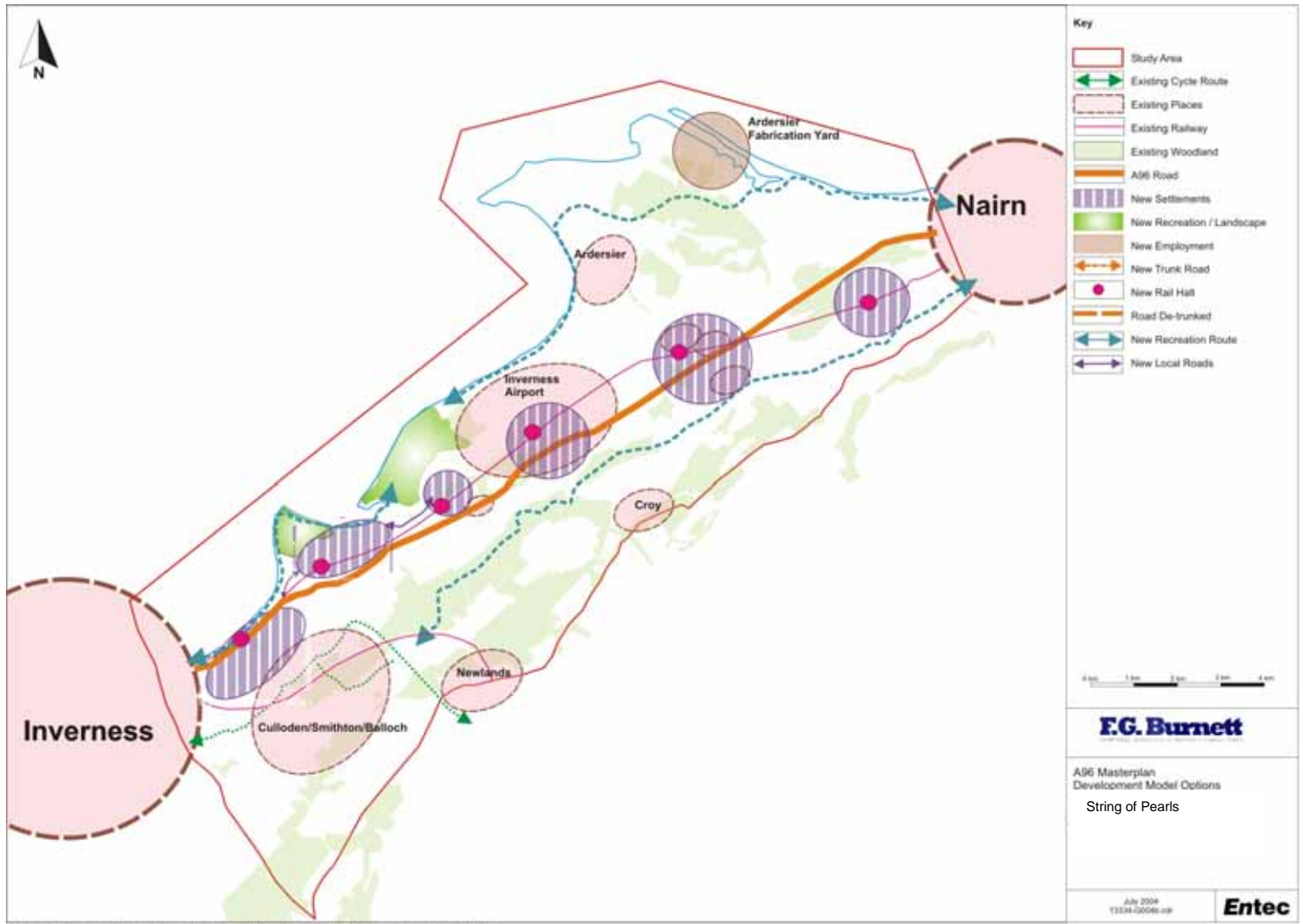


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