

Inverness

Local Plan

Written Statement



ADOPTED ▲ MARCH 2006

(As Continued in Force) (April 2012)

How to Read and Use the Plan

This Local Plan (as continued in force) must be read in conjunction with the Highland-wide Local Development Plan (HwLDP). The HwLDP contains the Spatial Strategy, Vision and all general policy against which development proposals will be assessed. Specific policy allocations in respect of the Inverness area can be found in Sections 9, 10 11, 12, 13 & 15 of the HwLDP, with the general policies found in Sections 18 to 23 (inc).

Inverness Local Plan (as continued in force)

The adopted Highland-wide Local Development Plan replaced the Highland Structure Plan (March 2001) (except within the Cairngorms National Park) and updates/supersedes the “general policies” of the existing adopted Local Plans. In order to retain the other elements of the existing adopted Local Plans (including but not limited to; site allocations, settlement development areas not covered by the Highland-wide Local Development Plan and site specific policies) a Parliamentary Order was laid before Scottish Parliament on 16th March 2012 to enable these elements to remain in force to the extent so specified as required by Schedule 1 of The Town and Country Planning (Scotland) Act 1997 As Amended. The Order is called The Town and Country Planning (Continuation in force of Local Plans) (Highland) (Scotland) Order 2012 and came into force on 1st April 2012.

The elements of the adopted Local Plans which remain in force are included within the Retention Schedule as contained in Appendix 7 of the Highland-wide Local Development Plan. These retained elements of local plans will remain retained until the time a new area Local Development Plan is prepared covering that area. At that time the retained elements of the local plan will no longer be part of the Development Plan.

The Retained Elements of the Plan are contained in the following sections of this document, the original Local Plan documents have been redacted to remove or shade out sections of text no longer in force. The continued in force parts of the Plan remain with the HwLDP providing the general policy context for these sections of text and mapping.

Habitats Regulation Appraisal and Strategic Environmental Assessment

For the Order to be passed it had to be clear that the retained elements of the adopted local plans have met the requirements of European Community Law with respect to Habitats Regulation Appraisal (HRA) and Strategic Environmental Assessment. The Habitats Regulations Appraisal (HRA) considers all the policies and proposals of the adopted local plans which are intended to be retained in force. The Plan must be read alongside the HRA, where the HRA identifies allocations that are likely to have significant effects either alone or in combination these are identified below.

Provisions of Local Plan Map(s) as continued in force

The provisions of the Proposals Map (including any inset contained in or accompanying it and the policies and proposals shown on such inset) and related notations, referencing and explanatory text, only to the extent to which those provisions show, illustrate or explain any

provision of the local plan which is continued in force by the Parliamentary Order* and as detailed in the Retention Schedule.

Retention Schedule for: Inverness Local Plan (Adopted: 2 March 2006) (as continued in force)

The Retained Elements of the Plan are contained in the following sections of this document, the original Local Plan documents have been redacted to remove or shade out sections of text no longer in force. The continued in force parts of the Plan remain with the HwLDP providing the general policy context for these sections of text and mapping.

Inverness Local Plan (Adopted: 2 March 2006)

Provisions of Inverness Local Plan to continue in force	Limitations and exclusions
1. The provisions of the Written Statement contained in—	
Chapter 1 (Strategy)	Only to the extent that it relates to settlement policies
Chapter 2 (the City of Inverness)	Other than to the extent to which the provisions relate to land to which a new site specific land allocation applies and excluding the following provisions—
	in Policy 7 (retailing outwith the city centre)—
	the reference in the second paragraph to the established retail parks at Inshes and West Seafield; and
	the reference in the third paragraph to a defined area of the Longman/A82 core;
	in Policy 8 (regeneration)—
	sub-paragraph (iv) (Longman Bay);
	sub-paragraph (v) (rail yard/college); and
	sub-paragraph (vii) (Ashton);
	Policy 9 (West Seafield);
	Policy 10 (Beechwood Park);
	Policy 11 (West Seafield (Beechwood));
	Policy 12 (Stratton);
	in Policy 13 (Longman)—

Provisions of Inverness Local Plan to continue in force	Limitations and exclusions
	the principle contained in the second bullet point; and
	the final paragraph
	in Policy 15 (district centres), sub-paragraph (i) (Holm Mills);
	Policy 16 (Raigmore Hospital);
	Policy 17 (Stoneyfield);
	Policy 19 (Stratton Lodge);
	Policy 20 (Police Headquarters);
	in Policy 22 (district/neighbourhood centres/parks), the references to Charleston, Ness-side and Culloden;
	Policy 28 (A96/Smithton Distributor Roads);
	Policy 31 (urban distributor roads) to the extent to which it relates to the Smithton Distributor/Barn Church Road – between the A96 and Culloden;
	in Policy 32 (park-‘n’-ride), the reference to West Seafield and to Longman Bay;
	in Policy 33 (passenger rail halts), the reference to West Seafield;
	in Policy 38 (land allocations)—
	sub-paragraph (iv) (Ness Castle/Ness-side); and
	sub-paragraph (v) (Charleston);
	in Policy 41 (green wedges)—
	in sub-paragraph (v) (Beechwood/A9), the reference to the creation of a City common at Beechwood; and
	sub-paragraph (vi) (Longman/A96);
	Policy 85 (land adjoining Inshes Retail Park);
	Policy 101 (allocation of land at Stratton for expansion of the District Centre);
	Policy 107 (allocation of land for a District Park at Stratton/Ashton); and

Provisions of Inverness Local Plan to continue in force	Limitations and exclusions
	in Policy 109 (traffic management measures) in sub-paragraph (i), the reference to Barn Church Road.
Chapter 3 (A96 Corridor)	Other than the following provisions—
	Policy 1 (principles); and
	Policy 6 (industry – fabrication yard).
Chapter 5 (Lochside)	
Chapter 7 (Beaully)	
Chapter 8 (Drumnadrochit)	
Chapter 9 (Ardersier)	Other than the provisions contained under the heading “Expansion” (including policies 11 (Nairn Road) and 12 (Mains of Ardersier))
Chapter 10 (Croy)	Other than the provisions of Policy 11 (amenity areas)
Chapter 11 (Kirkhill)	
Chapter 12 (Kiltarlity)	
Chapter 13 (Dores)	
Chapter 14 (Strathnairn)	
Chapter 15 (Lochend)	
Chapter 16 (Dochgarroch)	
Chapter 17 (Abriachan)	
Chapter 18 (Bunchrew)	
Chapter 19 (Inchmore)	
Chapter 20 (Culloden Moor)	Other than the provisions contained under the heading “Amenity Areas” in so far as they relate to Policy 6 (area of 11.4 hectares west of the railway).
Chapter 21 (Clephanton)	
Chapter 22 (Daviot)	
Chapter 23 (Rural development area)	Other than the provisions of Policy 2 (housing in the countryside)

Provisions of Inverness Local Plan to continue in force	Limitations and exclusions
Chapter 24 (Fort Augustus)	
Chapter 25 (Tomatin)	
Chapter 26 (Balnain)	
Chapter 27 (Invermoriston)	
Chapter 28 (Dalchreichart)	
Chapter 29 (Cannich)	
Chapter 30 (Foyers)	
Chapter 31 (Croachy)	
Chapter 32 (Stratherrick)	
Chapter 33 (Tomich)	
Chapter 34 (Struy)	
Appendix	Other than the provisions contained under the heading "Background Policies"
2. The provisions of the Proposals Map (including any inset contained in or accompanying it and the policies and proposals shown on such inset) and related notations, referencing and explanatory text	Only to the extent to which those provisions show, illustrate or explain any provision of the local plan which is continued in force by this Order.

Habitats Regulations Appraisal

Policy 57 of the Highland-wide Local Development Plan seeks to safeguard European sites. The HRA of the Retention of Highland Local Plans identifies the following allocations are likely to have significant effects on European sites either alone or in combination with other plans or projects in terms of the following:

Local Plan Sites	Natura Sites	Effects this development may have on European sites
Inverness Local Plan		
Invermoriston 1	River Moriston SAC	Impact on habitat and loss of species due to potential impact on water quality
Dalchreichart 1	River Moriston SAC	Impact on habitat and loss of species due to potential impact on water quality
Drumnadrochit 22	Urquhart Bay Woods SAC	Loss of habitats/species due to potential impact on hydrology and water quality and recreational disturbance.
Drumnadrochit 23	Urquhart Bay Woods SAC	Loss of habitats/species due to potential impact on hydrology and water quality
In-combination effects		
Croy 6 and Highland-wide Local Development Plan Policy 20	Loch Flemington SPA	Loss of species due to potential impact on hydrology and water quality in combination with HwLDP Policy 20 Croy Expansion
Local Plan Sites	Natura Sites	Effects this development may have on European sites
Invermoriston 1 Dalchreichart 1 Highland-wide Local Development Plan Policy 8 + 9	River Moriston SAC	Water and fish habitat quality issues as a result of increased waste water discharge and diffuse pollution from new and existing housing development and associated infrastructure could affect the River Moriston SAC. Existing mitigation in local plan not considered adequate. Potential impact of additional water abstraction for A96 Corridor developments on fish habitat quality. Potential impact of River Ness bridge crossing on species through disturbance, habitat modification and pollution
Drumnadrochit 22, 23 HwLDP Policy 9	Urquhart Bay Wood SAC	Loss of habitats/species due to potential impact on hydrology, water quality, recreational disturbance and water level

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ABBREVIATIONS

ADSL	Asymmetric Digital Subscriber Line
CAA	Civil Aviation Authority
CRL	Cross Rail Link
ERDF	European Regional Development Fund
GP	General Policy
HIAL	Highlands and Islands Airports Limited
HIE	Highlands and Islands Enterprise
HOST	Highlands of Scotland Tourism
INE	Inverness and Nairn Enterprise
ISCRN	Inverness Strategic Cycle Route Network
LEC	Local Enterprise Company
MOD	Ministry of Defence
NPPG	National Planning Policy Guideline
PFI	Private Finance Initiative
PFS	Petrol Filling Station
PO	Post Office
PPP	Public Private Partnership
RNI	Royal Northern Infirmary
SAC	Special Area of Conservation
SDR	Southern Distributor Road
SEPA	Scottish Environmental Protection Agency
SNH	Scottish Natural Heritage
SPA	Special Protection Area
SRO	Scottish Renewables Obligation
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage System
THC	The Highland Council
TIP	Tourist Information Point
TPO	Tree Preservation Order
UHI	University of the Highlands and Islands
WTW	Water Treatment Works
WWTP	Waste Water Treatment Plant

the Central Highlands from Strathspey to Kintail.

- (b) Invermoriston, Cannich, Struy, Tomich, Foyers, Gorthleck, Errogie, Tomatin, and Moy are small settlements offering some services and should be consolidated where possible. Most are connected to tourist routes, giving scope for modest visitor services and promotion of local archaeology, wilderness and wildlife.
- (c) The new school and modern community facilities at Tomatin could generate increased demand for housing especially if the rail link was reactivated. Water and drainage schemes need to be brought forward at Cannich and Foyers. Further improvement of the A82 and A887 is essential but do not feature in the Scottish Executive's five year programme. Community self-help schemes in these areas could secure innovative transport services and welfare improvements.
- (d) There are opportunities within the Great Glen and adjoining straths for extensive conservation or woodland restoration programmes. Community management projects could harness identified potential for wind energy, new afforestation and specialist mineral developments although these would need to dovetail with sporting and estate activities on the intervening terrain. Further walking routes could link with the remnants of the Wades Road through Stratherrick.
- (e) A more flexible rural housing regime is needed to facilitate young people staying in their home communities and attract "life-style" settlers. Quality of design, materials specification and sympathetic siting are essential. Diversification of small farms and crofts could include opportunities for guiding and eco-tourism stressing low impact activities where they can function as bases for and gateways into remote locations.

HERITAGE / NATURAL ZONE

- 1.48 The extremities of the Inverness Area have many national and international heritage designations, most notably the western Glens and inner Moray Firth Natura 2000 sites. Although there are fewer statutory designations attaching to the eastern flank, the Monadhliath mountains comprise arguably the largest contiguous tract of lightly accessed mountain and moorland in the Highlands. Whilst these areas host major engineering works such as hydro schemes and harbour installations, next to none of the area is occupied by man and the main hazards to their natural qualities and resident species arises from

remote pollution events and occasional disturbance from defence, sporting and other recreational activity.

- (a) The main policy thrust for such areas should therefore be to value their natural and semi-natural features, encourage measures which improve or re-instate their bio-diversity and key habitats, and to presume against intrusive developments which would detract from their intrinsic core qualities.
- (b) Carefully managed regimes to enable public access, recreation and education should be pursued in partnership with the agencies where they would complement long term conservation objectives, especially where benefits would accrue to neighbouring communities.
- (c) Safeguards should apply however for continued use and adaptation of established installations that serve a vital community purpose.

GENERAL POLICIES

- 1.49 The following provisions are intended to enable change, protect assets and ensure the community works well.

In order to make the Area more competitive, its communities stronger and more responsive to social and economic needs, it must be dynamic, vibrant and continually evolving. This depends on encouraging development in the right places, ensuring good design and that uses and activities relate comfortably with each other.

Sustainable development proposals will be compatible with the following General Policies and with the specific policies in Parts 2-34 of this Local Plan. The purpose of the General Policies is to reflect the predominant activities and character of different parts of the built-up area (S1-7) and the countryside (BP1-4). These are broad, flexible land use areas intended to allow compatible uses or activities to locate together and interact.

Subject also to the policies elsewhere in the Plan, the following General Policies will apply as shown on the Proposals Map:

Background Policies

BP1	The Council will favour development subject to detailed site factors.
BP2	The Council will permit development unless this would be likely to have a significantly adverse effect on, or be significantly adversely affected by, the features for which the area has been designated. Where it is concluded that any such adverse effects are likely to arise, development will only be permitted where it is considered that these would be outweighed by social or economic benefits.

BP3	The Council will presume against development particularly where there would be significant damage to heritage, amenity or public health.
BP4	The Council will not approve development unless there is an over-riding social, economic, public health or safety reason, or for benefits of primary importance to the environment.

GP21	Heritage Trails
GP22	Bio-diversity Initiative
GP23	Habitats and Species

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:** for places to be well used, enjoyable and safe, they must be comfortable, varied and attractive. They also should be distinctive, offer variety and choice. Vibrant places give opportunities for meeting people, safe and innovative play spaces and relaxing;
- **ENRICH THE EXISTING:** new building and changes in land management should improve existing places. This means distinctive development that arises from and complements its setting. This applies at every scale – the City, neighbourhood, village and street and in the countryside;
- **MAKE CONNECTIONS:** places need to be easy to get to and integrated physically and visually with their surroundings. This requires a hierarchy of transport provision to enable people to move around on foot, by cycle, public transport and car, in that order of priority. It also applies to the relationship of buildings to each other, and the need for a hierarchy of buildings to create legible places which people understand;
- **WORK WITH THE LANDSCAPE:** places that balance the natural and man-made environment and utilise intrinsic resources - climate, landcover, topography, ecology and views – will maximise energy conservation and amenity. Consideration should be given to the Landscape Character Assessments for Inverness and the Inner Moray Firth;
- **MIX USES:** stimulating, convenient and enjoyable places meet a variety of demands from the widest possible range of users, amenities and social groups. They also weave together different building forms, tenures, sizes and densities;
- **MANAGE THE INVESTMENT:** projects must be economically viable, well managed and maintained, and designed on a “full-life” basis. This means understanding the market requirements of developers, ensuring long

Settlement Policies	
Settlement Boundary	The Council will maintain a strong presumption against sporadic development outwith settlement boundaries in order to protect their landscape setting or avoid adversely affecting their longer-term expansion.
C: City/Village Centre	The Council will encourage town centre uses appropriate to the settlement's role in the hierarchy.
H: Housing	The Council will safeguard the function and character of established residential areas and will encourage appropriate development.
B: Business	The Council will maintain or promote business/tourism.
I: Industry	The Council will maintain or promote industrial uses.
S: Special Uses	The Council will expect other uses mainly of a community, service or tourist related nature to be maintained or developed where stated.
E: Expansion	The Council will encourage development in accordance with a comprehensive Masterplan and will presume against piecemeal proposals.
A: Amenity	The Council will safeguard these areas from development not associated with their purpose and function.

The following policies and proposals, which relate to the Local Plan Area as a whole, will be applied. Where a development proposal raises an issue that is not covered by a general policy, Structure Plan Policy G2, and any other relevant Structure Plan policies, will apply.

GP1	Design Principles
GP2	Urban Structure
GP3	Designed Sustainable Construction
GP4	Affordable Housing
GP5	Developer Contributions
GP6	Waste Management
GP7	Farm Diversification
GP8	Mineral Workings
GP9	Transport
GP10	Trunk Roads
GP11	Traffic Management
GP12	Water and Waste Water
GP13	Flood Risk
GP14	Surface Water Drainage
GP15	Contaminated Land
GP16	Flood Appraisal
GP17	Loch Ness Corridor
GP18	Long Distance Routes
GP19	Orientation Centres
GP20	Forest Recreation

2: THE CITY OF INVERNESS

PROSPECTS

- 2.1 Inverness has experienced significant and sustained growth over the last 30 years, during which time the population has risen to 55,000. Internationally recognised as the Highland capital and bestowed City status in 2001, Inverness is poised to make a major contribution to Scotland's future. This is a diverse regional centre, a vibrant and progressive place, rich in heritage whilst developing a strong, competitive economy. These attributes underpin ambitions for Inverness to be the hub of the Highlands resurgent culture and heritage. They reflect Inverness's aspirations as a prosperous and sustainable City, dependent upon partnership working, community involvement and innovative sources of funding.
- 2.2 A strategy based on the Structure Plan and NPPG 8 is required to maintain an efficient, competitive and innovative retail sector and consumer choice. The aim is to consolidate the structure of shopping facilities which support the functions of Inverness as the regional centre and its development as a sustainable City, and enhance the role of outlying centres in the sub-region. Within Inverness, this affords primacy to the City Centre for all comparison shopping and a role for Retail Parks and locations at the Railyard/Longman in this regard, together with provision for convenience facilities at a scale suitable for local needs in existing and proposed district and neighbourhood centres. A sequential approach will apply in locating new retail development, with preference for sites within the City Centre, followed by suitable edge-of-centre locations and only then by out of centre sites that are or can be made easily accessible by a choice of means of transport. These provisions support a City Centre strategy which is intended to secure pedestrian priority of the traditional shopping "streets", reaffirm retailing at ground floor level in the core of the Centre, maximize occupation of upper floor property for mixed uses, restore the built heritage and enhance the public realm; and further phases of commercial redevelopment, after 2006. In this context and further to the outcome of the Public Local Inquiry (2005), it is appropriate to make provision for an additional 5,000+ sq. m. of convenience floorspace and in the order of a further 19,000 sq. m. of bulky goods floorspace in the period to 2011.
- 2.3 Renaissance of the City Centre is vital to first impressions and an enduring image of Inverness. A major new shopping mall at Eastgate, opened in 2003, will be followed by an intensive programme of infrastructure and enhancement works as part of the City Vision approved by the Scottish Executive in 2004. These should be designed to extend the pedestrian priority area, enhance transport "gateways" and expose an outstanding urban fabric, represented by designation of the City's core as an Outstanding Conservation Area and place of archaeological interest. Such designation provides a statutory basis for special attention to preserving and enhancing the character and appearance of the City Centre where new developments are concerned, and further to completion of a Conservation Area Appraisal, such principles will also apply to additional areas so designated. This heritage is being enhanced under the auspices of a City Heritage Trust and the commitment of £250,000 per annum for three years from Historic Scotland for partner schemes. Measures are needed to stimulate trade in the traditional shopping streets, bring vacant upper floor accommodation into use and repopulate the Centre. Prestigious redevelopment, exceptional architecture and a cultural quarter would regenerate the riverfront, drawing on the Ness as the City's greatest natural asset.
- 2.4 Major upgrading of infrastructure and utility networks namely, post-2001 water, drainage and distributor road systems, will enable development of high profile regeneration sites which combine economic and heritage opportunities adjacent to the main urban transport routes. These include Craig Dunain, Muirtown Basin, THC/Eden Court, Torvean and Longman Bay where scope could exist for possible Joint Venture projects or other initiatives with partner agencies and the private sector. New facilities, accommodation and leisure attractions are needed to promote Inverness as a conference and visitor destination, possibly including a focus for archive and genealogy interest in the Highlands. Success in the medi-care/health sectors has created the foundation for a "cluster" of economic activities that will embrace research and development and stronger business links with UHI/Inverness College. Dedicated locations are needed for specialist activities including a centre for the film industry. A high quality business campus is required to underpin the Raigmore/Beechwood-Stratton axis as a major employment location, together with initiatives to reconfigure traditional "estates" and establish district-based jobs. The Bught leisure "hub", hospital and harbour facilities must adapt to maintain the highest quality of services.
- 2.5 To function properly, Inverness must develop as a City of sustainable districts and neighbourhoods. These should be safe and attractive places, able to support their own facilities and contribute to the City. A balanced population, range of house types/affordable accommodation, choice of job opportunities, core social facilities and transport

links to the Centre, are essential. Their scale and dimensions are intended to encourage access on foot or cycle, with vehicle penetration and speeds carefully controlled. Restructuring the older residential areas along similar lines will enable deficiencies in housing, social infrastructure, traffic and the environment to be addressed. Further "brownfield" opportunities will emerge as renewal continues. Between 3-400 houses are expected to be built in Inverness each year, including a substantial proportion of affordable homes. Land for expansion is identified principally around the south-west periphery between Westhill/Milton of Leys and Ness Castle, with later phases planned through Ness-side and Charleston.

2.6 A modern transport system is vital to the City's prospects. Significant traffic congestion is causing pressure on distributor routes, inefficiencies in public transport and increasing safety concerns. Full benefit of the A9-A82 Trunk Road Link will not take effect until the City by-pass is completed and the inner relief network extended via the Cross Rail road link to Millburn Road. Peak loadings, close to 30,000 vehicles per day, emphasise the priority that must be given to upgrading the urban trunk road system. Connecting arterial routes will require improvement to fulfil an enhanced role as public transport corridors. A 10% reduction in commuter flows is targeted over the next 3 years. This will require major investment to develop good quality, convenient bus services well connected to other modes of travel, local rail services with new passenger halts, and a coherent network of urban cycle routes. There should be attractive, accessible car parks around the fringes of the City Centre, and additional capacity on its western approaches could associate with future regeneration schemes. Larger scale parking at City "entry" points could function as public transport termini and places of orientation for visitors.

2.7 The setting of Inverness is regarded as an integral part of the City's structure. Major "green wedges" prevent coalescence of the built up area and offer scope to create commons, urban forests and parks – "corridors" which connect the City's Victorian open spaces with the adjoining countryside. They will provide for recreation and public access, wildlife and landscape enhancement; together with amenity "buffers" and natural outlets for flood water. Controls are needed for transitional farmland as well initiatives to rehabilitate spoiled or reclaimed ground, and protect major forests and leisure areas. An innovative mechanism is required to secure such assets in public custody. Management of land released from its present use together with a long term strategy for "greening" the City could be taken forward under the auspices of a Community Trust. The "Paths Around Inverness" project is opening the fringes of the City to public access and providing better links across the urban area as a whole. Inverness should make the most of its position adjoining the Firths as the Longman area, between the A9 and the sea is

transformed into a nature reserve and recreational links, complementing the adjacent European conservation sites.

POLICIES AND PROPOSALS

CITY CENTRE

1 USES

The Council will seek to strengthen and enhance Inverness City Centre as the focus for retail, commercial and business activity in Highland and will encourage redevelopment and upgrading/modernisation of property for these purposes. The City Centre will be regarded as the town centre in Inverness in terms of NPPG 8 and the sequential approach, and the Council will seek to direct all new general comparison retail floorspace there in the first instance. Priority will be given to uses defined by Classes 1-3, 7, 10 and 11 of the Use Classes Order 1997 at ground floor level in the quadrant of core shopping streets formed by High Street, Church Street, Union Street and Academy Street along with Eastgate with residential, office and other compatible activities above. The emphasis throughout the wider City Centre will be on mixed uses and maintaining occupancy of buildings and enhancing viability and vitality. Land and sites at Academy Street and Strothers Lane offer opportunities for redevelopment, including retailing, post-2006.

2 DESIGN

Development/redevelopment should ensure continuity with the streetscape. Adding height to buildings at landmark sites or focal points could be acceptable where there is no prejudice to the City Centre skyline or main vistas. Shop fronts and advertisements should accord with the approved Frontage Guidelines for Commercial and Retail Properties; and activities external to premises, with the advice contained in the approved Seating Outside Café's and Restaurants: Good Practice and Guidance, where appropriate. Hoardings are not considered to be consistent with the enhancement objectives for the City Centre. Integrated directional signing and information will be essential.

3 REFURBISHMENT

The following facilities are being refurbished:

- (i) Farraline Park Bus Station, as part of a joint initiative involving the Council and Highland Scotland Omnibus Ltd for which monies have been secured from the Scottish Executive Public Transport Fund; and
- (ii) Rose Street Car Park, with revised access arrangements and internal refurbishment. Consideration will be given to the provision of dedicated (overnight) spaces for City Centre residential users and to joint marketing

initiatives with operators to encourage increased use of public transport.

- 4 The Council intends to discuss with Communities Scotland and Historic Scotland the scope for a partnership initiative aimed at converting vacant upper floor property for residential use. A scheme to help secure funding assistance for Listed Buildings would require an Article 4 Direction to bring certain types of development within planning control.

5 **CIRCULATION - PEDESTRIAN PRIORITY**
The Council propose to:

- (i) extend the pedestrian priority core of the City Centre to Church Street, Union Street, Queensgate and Academy Street together with Huntly Street and Ardross Street; and
- (ii) carry out environmental enhancement of adjoining public spaces and thoroughfares including Market Brae, the Raining Stairs and Bridge Street/Bank Street/Castle Street.

Such improvements will be dependent upon resources becoming available, and in Academy Street, on the Cross Rail Link road, scheduled for completion during the plan period. The highest priority is being given by the Council and partners to a Design Strategy/Action Plan as a basis for renewal and enhancement of the City Centre, incorporating high quality materials, furniture, cycle parking, signage and other legibility improvements. This will underpin a major programme of investment and phased works over the next 5-10 years, for which funding will be sought from the Scottish Executive, HIE/INE, the Common Good Fund and the private sector.

6 **REVITALISATION – RIVERFRONT**

The Council will seek to engage INE, HIE, and Historic Scotland together with civic and heritage groups, with a view to preparing an Action Plan aimed at transforming the City's riverfront as a mixed use/cultural/the Arts and heritage quarter. This could involve securing external advice in relation to marketing/feasibility and implementation of the following projects/initiatives:

- redevelopment of major high profile sites at Glebe Street, Bridge Street and Bank Street which will be subject to Design Briefs/Architectural Competition;
- development of a Cultural Campus centred on THC/Eden Court possibly comprising a Joint Venture package;
- new uses for vacant property and available Listed Buildings, including the Castle and churches, possibly involving a Heritage Trust;
- Traffic Orders to secure management/modifications to Ness Walk/Ardross Street and Huntly Street including

passenger set-down/pick-up facilities for coaches along with wider footpaths; access to existing uses and consideration of alternatives to on-street parking; and

- related streetscape/environmental and pedestrian priority/cyclist improvements possibly with public conveniences between the Bught/Ness Islands and the Harbour/ South Kessock together with a mechanism for developer contributions to secure such enhancements.

7 **RETAILING OUTWITH THE CITY CENTRE**

Provision for convenience shopping will be made within District and Neighbourhood Centres, as defined in the Proposals Map, in accordance with their functions and at a scale commensurate with local needs, and with the retail hierarchy described at para 2.2. District Centres are intended to serve a district function, and will not be regarded as town centres in applying the sequential approach and the provisions of NPPG 8.

The Council also recognises that provision should be made for further growth in bulky goods/warehouse retail floorspace. This will be encouraged where opportunities arise within the established retail parks at Telford-Carse, Inshes and West Seafield.

In the absence of suitable edge-of-centre sites at these locations, the Council has identified additional sites for this purpose at the Rail Yard and within a defined area of the Longman/A82 core (see policies 8 and 13. Any planning permissions granted in these locations will be restricted to bulky goods only.

Proposals for retail development outwith the framework described above will be rigorously assessed against considerations (a)-(k) in paragraph 45 of NPPG 8.

All proposals for retail development over 2,500 sq m gross will require to be the subject of a RIA.

ACTION AREAS

8 **REGENERATION**

The Council will promote major development/redevelopment at the following sites. Development Briefs/Master Plans will be prepared in consultation with the public to specify appropriate functions and uses, infrastructure and services, transport and environmental matters; and to provide a basis for land assembly, marketing and design requirements:

- (i) **GLENURQUHART ROAD:** (6.0 ha.) the Council HQ/Eden Court and the adjoining Northern Meeting Park. Subject to THC office relocation, this prime employment/public activity area could be redeveloped for major

cultural, leisure and heritage campus/edge-of-centre uses. Potential exists for an extended arts/theatre complex, conference hotel and residential/other community activities. Redevelopment consistent with the Outstanding Conservation Area should incorporate conversion of Listed Buildings, wider use of the Northern Meeting Park as an urban park, parking including for City Centre users and enhancement of Ness Walk;

- (ii) **TORVEAN:** (36.5 ha.) the former quarry and golf course bounded by the A82(T) and Canal. Potential development sites include:

- 12 ha. comprising the first eight holes of the Golf Course dissected by the preferred A9-A82 Trunk Road Link routes; and
- 4.5 ha. comprising the floor of the worked out quarry.

Scope exists for a mixed use “urban village”, executive/affordable housing, a canal quay and craft centre/shop and related leisure uses together with “gateway” park-n’-ride facilities. The esker, treed escarpment, public access and interpretation should be integrated as important “Green Wedge”/landscape features. Developer contributions will be sought in respect of Phase V of the A9-A82 Trunk Road Link (see policy 29 below). Relocation of the 18-hole golf course will be a prerequisite of development at Torvean and construction of Phase V of the A9-A82 Trunk Road Link. Discussions will be held with the Golf Club in respect of an agreed timescale for such works;

- (iii) **MUIRTOWN BASIN:** (13.5 ha.) at the confluence of the Caledonian Canal/Moray Firth where the Basin and adjoining land offer scope to transform substantial wharfage and under-used maritime facilities. Multi-level business/living accommodation decked over the water, hotel/conference, new quayside/leisure facilities in the form of a “City marina” together with community uses could be appropriate. Development will require to safeguard navigation, heritage buildings and structures, the Scheduled lock stairs; incorporate public access and complement the Conservation Area. A feasibility study to be pursued in partnership with British Waterways, will require to address engineering and environmental implications and in view of the limitations affecting Telford Street, proposals will be subject to Traffic Assessment and may require to address adjacent foot and cycle routes;

- (iv) **LONGMAN BAY:** (23.0 ha.) east of the A9(T) and embracing the Caledonian Stadium. This is

a premier City “gateway” where a high density “urban village” could comprise a mix of business, commercial, sport/leisure and cultural activities overlain with residential uses. Small boat facilities, quayside bars, restaurant and hotel with a national museum/heritage attraction would be complementary activities. Scope exists to expand the Stadium, provide an indoor exhibition arena supported by transport initiatives and future park ‘n’ ride services. Development will involve:

- upgrading the trunk road junction (possibly a grade separated interchange), safeguards for the major pipelines, reservations for access, (see Policies 13 and 27 below) and extension of utilities;
- relocation of the salt store and Travelling Peoples’ site; and
- remediation of the former waste tip including construction of a seawall in accordance with the approved restoration plan, landscaping and layout of this area for recreation/amenity uses, see Policy 41(vi) below.

Whilst these works are expected to be achieved over the medium/long term, the Council considers this a priority regeneration site and expects development/restoration to commence in early course. A Brief/Master Plan for the entirety of the Longman Seaboard east of the A9 will be required. Safeguards for the Firths Natura 2000 sites and discussion with Scottish Natural Heritage in this regard will be essential and Environmental Assessment of the effect of development and other uses on the Moray Firth cSAC and SPA and safeguards for the integrity of these interests will be necessary;

- (v) **RAIL YARD/COLLEGE:** (7.0 ha.) north of the City Centre and Cross Rail Link towards the College/Longman “hub”. Subject to maintaining rail-related freight uses, land should become available post 2006 for office, leisure and service uses and bulky goods retailing in accordance with 7 above, together with a strong focus for the UHI/Inverness College, which could extend its established campus with faculty buildings/residential halls. Good pedestrian/cycle links are vital to interaction with the Centre. Reservation for access from Harbour Road could be beneficial. The College is currently preparing an options appraisal which will guide its Development and Estates Strategy. The potential or redevelopment/reuse of any surplus property arising in this context may also be addressed in a Development Brief;

(vi) **CRAIG DUNAIN: (80.0 ha.)** the former Hospital, a magnificent 19C Listed Building set in mature “parkland”. Hotel, educational, business/office, and residential use or an appropriate mix of such activities is promoted, subject to Section 75 Agreement to secure rehabilitation/re-occupation of the main buildings, upgrading of access and other services including integrated water supply improvements, and a long term landscape plan. Upgrading of Leachkin Road and other distributor roads as set out in the approved Development Brief, could be supplemented by public transport, cycle and pedestrian links. Developer requirements will include relocation of any displaced recreation facilities;

(vii) **ASHTON: (60.0 ha.)** comprising a prime “greenfield” site located close to the A9/A96(T) junction and rail lines. This is reserved for a major free-standing campus suitable for large scale/specialist uses which would depend on synergy and a high quality “parkland” location. These include amongst a range of possible uses, business, research and development, educational and related leisure activities. Development will require upgrading of the A96(T)/Smithton Distributor Road as specified at Policy 28 below, formation of an access “loop” through the area from the adjoining West Seafield and Stratton sites, and public transport connections including a rail halt, park-n’-ride and pedestrian/cyclist facilities. Exceptional standards in building design would complement adjoining “Green Wedges”. Such open areas are essential to the landscape setting, wildlife habitats and recreational opportunities and require to be delineated and planted concurrent with development.

BUSINESS

- 9 **WEST SEAFIELD**
6.0 ha. of land at West Seafield is allocated for business/office or other use compatible with completion of the Business Park. Further proposals will require to make provision for public transport, demonstrate compatibility of design and landscaping with the approved Master Plan, link the proposed path network at Policy 17 below and safeguard access to adjoining land at Ashton (see 8(vii) above).
- 10 **BEECHWOOD PARK**
3.8 ha. of land at Beechwood Business Park, including an area with planning permission for expansion to the north-west, is allocated for business/office development or complementary uses. This location is particularly suitable for a “cluster” of economic activities that would benefit from proximity to Raigmore Hospital and adjacent health-care enterprises. Development should reflect

the character of established buildings at Beechwood and be designed to reflect the high profile frontage to Inshes roundabout. Developer contributions will be sought in respect of access improvements, see Policy 27 below.

- 11 **WEST SEAFIELD (BEECHWOOD)**
7.0 ha. of land at West Seafield is allocated for business use, subject to development being laid out to facilitate access to the adjoining major campus site at Ashton (see Policy 8(vii)).

BUSINESS/INDUSTRY

- 12 **STRATTON**
6.0 ha. of land at Stratton (west) and 12.0 ha. of land at Stratton (east) is allocated for business/industry. These developments will require upgrading of the A96(T)/Smithton Distributor Road as specified at Policy 28 below. The phasing, layout and design of development and landscaping will be determined in the context of a comprehensive Master Plan and Transport Assessment. Major open space “buffers” to the A96(T) and Smithton Distributor Road, and to the established neighbourhoods at Culloden and Smithton, will be expected to provide a high quality “parkland” setting. These will be the subject of a Management Plan and Section 75 Agreement if necessary, to secure public use and access to these areas, consistent with the A96-Longman “Green Wedge” (see Policies 41 and 42). Access to land at Ashton and Stratton Lodge Hotel, see Policy 19 below, will be safeguarded.

- 13 **LONGMAN**
The Council will promote development/redevelopment of land and buildings for business/industrial purposes at the Longman Estate and will seek to restructure the Estate consistent with the following principles:

- development of 3.0 ha. of reclaimed land adjoining Stadium Drive which could also be suitable for port-related activities;
- redevelopment of land adjoining the A82/Harbour Road axes for office/educational/service activities consistent with the adjoining college campus and future regeneration of the Rail Yard; and within the A82/core area defined on the Proposals Map, retail use, restricted to bulky goods. Consideration will be given to the scope for land assembly where this is required to co-ordinate development in pursuit of the above objectives (see Policy 7 above);
- revised traffic management and safety features including provision for public transport, a rail halt, cyclists and pedestrians together with a system of signposting and other “legibility” improvements;

- reservation for distributor access to the seaboard/A96 beneath the A9 and a link to the Rail Yards. A dedicated pedestrian/cycle “tunnel” under the railway could be pursued independently subject to funding;
- design guidelines relating to building height, set back, materials, signage, landscaping and car parking for sites either side of the A82;
- a framework of structural tree planting to improve the prospect of the Estate from the A9.

Outwith the defined A82/core area, retailing proposals other than those ancillary to business/industrial uses will require to be rigorously assessed against considerations (a)-(k) in paragraph 45 of NPPG 8.

14 CARSE

6.0 ha. of serviced land at the Carse Industrial Estate is allocated for business/industry. Infrastructure and enhancement works including new signage will improve the marketability of the Estate, which is well placed for community-based enterprises deriving as part of the SIP’s regeneration initiative at South Kessock-Merkinch.

15 DISTRICT CENTRES

The following land is reserved for the development of “district” employment centres which will be expected to combine business/industry of a type and scale compatible with their location within or adjoining the City’s Expansion Areas. In this regard detailed provisions and developer contributions will be addressed in the context of Development Briefs at Policy 38 below:

- (i) 2.7 ha. at Holm Mills;
- (ii) 4.0 ha. at Culduthel-Slackbuie.

SPECIAL USES

16 RAIGMORE HOSPITAL

16.5 ha. of land comprising the Raigmore Hospital campus is identified for development of health-care facilities together with related support and ancillary functions. These include educational/R & D activities, which might derive in part from proximity to the established medi-care concerns located at Beechwood Business Park. The Highland Acute Hospitals NHS Trust is giving priority to extending specialist facilities and intends to review accommodation for staff/students. Developer contributions will be sought in respect of local access improvements, see Policy 31 below, for which there will be a requirement to maintain an open frontage, set back of development from Perth Road and avoid a vehicular link to the Raigmore housing area.

17 STONEYFIELD

4.0. ha. of land at Stoneyfield is allocated for a mix of office, hotel and garden centre uses, related parking and servicing. Development will be

expected to secure conversion and future use of Stoneyfield House, safeguard the character and setting of the Category B Listed Building and its treed avenue. These developments will require upgrading of the A96(T)/Smithton Distributor Road as specified at Policy 28 below together with a pedestrian/cycle link with the Inverness Retail and Business Park. Land west of the railway will remain open in character, consistent with its future “Green Wedge” use.

18 MILTON OF LEYS

30.0 ha. of land at Milton of Leys is allocated for business/commercial use. Development will be set back a minimum of 130m from the A9 and include safeguards for the trunk water main that crosses the site and for mature vegetation. Any retailing will be of limited scale and directly related to acceptable uses. Planning permission has been given for the development of Film Studios, a media centre, visitor/retail and restaurant facilities together with hotel accommodation, car parking and landscaping.

19 STRATTON LODGE

7.3 ha. of land at the Stratton Lodge Hotel is allocated for upgrading/expansion of facilities. Development should involve upgrading of the Listed Building together with annexed accommodation and additional parking, the design and location of which should reflect the character and setting of the existing property. Section 75 Agreement will be required to secure continuity of the woodland setting including the avenue of mature trees adjoining the “drive”. A one-way traffic system using the existing access from Culloden or a new route formed through the adjoining land at Stratton, see Policy 12 above, together with improved egress to the A96 will be sought.

20 POLICE HEADQUARTERS

0.8 ha. of land to the rear (south) of the Police HQ on Perth Road is allocated for expansion of Headquarters facilities. Access will be taken from the existing HQ site and a contribution towards upgrading of Inshes roundabout may be required. The layout and design of any buildings and ancillary use of land should have regard to the appearance of the site from the west, minimise disturbance to existing trees, and where appropriate include SUDS to control the release of surface water.

21 MILLBURN ROAD

2.6 ha. of land adjoining Millburn Road/Harbour Road is allocated for a suitable mix of housing/business/community uses. A Development Brief will be prepared to examine the scope for land assembly and convergence of the rail lines together with improved access, including connections for pedestrians and cyclists. The scale and design of development should reflect this high profile location at the “gateway” to the City and the

Longman Estate, and the potential to link established public transport routes.

- 22 DISTRICT/NEIGHBOURHOOD CENTRES/PARKS**
Provision will be made for the development of mixed-use district/neighbourhood centres (retail, leisure and community activity) and parks at nodal locations within the City including in or adjoining the Expansion Areas identified at Policy 38 below. Such facilities will be developed or consolidated at Charleston, Ness-side, Culduthel-Slackbuie, Inshes and Culloden. Land will be expected to be reserved for the provision of facilities required to cater for Expansion Areas and deficiencies identified within existing districts/neighbourhoods where appropriate. Detailed provisions and developer contributions in respect of common infrastructure/facilities will be addressed in the context of Development Briefs at Policy GP5 above.

- 23** The Council will identify nodal or central locations within neighbourhoods, close to public transport routes and within convenient walking distance of most homes, where mixed uses/community facilities could develop either adjacent to or supplanting existing activities. This could assist their viability, through shared services and the interaction of residents/customers; and enable local land use/traffic difficulties to be resolved over time. The Council will prepare Action Plans/Development Briefs for such localities and will consider development proposals in light of these principles.

24 BUGHT

14.0 ha. of land adjoining the Bught recreation grounds, the Aquadome, Queen's Park Stadium, Ice Rink, Floral Hall and Whin Park is identified for leisure/recreation purposes and related amenities. The Council will encourage upgrading/modernisation of facilities and environmental enhancements. Consideration will be given to the following opportunities which could derive in part, in association with Phase V of the A9-A82 Trunk Road Link:

- relocation of the Rugby pitches and the caravan and camping site;
- redevelopment/refurbishment of the Ice Rink;
- extension of Whin Park;
- reconfiguration of access, servicing and pedestrian/cyclist priority areas consistent with enhancement of Ness Walk; and
- incorporating community facilities.

25 HARBOUR

12.5 ha. of land comprising the harbour and adjoining service areas is allocated for expansion of the port and ancillary uses. The Harbour Authority is providing additional facilities and intends to pursue a further phase of reclamation for operational purposes to the north together with

possible expansion of the yachting marina between 2002/5. Development in these areas will be subject to assessment of the effect on the Moray Firth cSAC and SPA and water quality, and safeguards for the integrity of these interests where required. Where it is concluded that this integrity would be likely to be adversely affected, planning permission will only be granted if there are imperative reasons of overriding public interest.

26 GAELIC MEDIUM PRIMARY SCHOOL

The Council are building a Gaelic Medium Primary School in Inverness. A site has been identified at Slackbuie.

27 URBAN TRUNK ROADS

The Council recommend that the Scottish Executive investigates and prepares an Action Plan to address deficiencies in the following trunk road "corridors" through the urban area. These relate to the capacity of roads and junctions, the lack of adequate provision for cyclists/pedestrians and public transport:

- A9(T) - between Beechwood/Raigmore and Longman/North Kessock;
- A96(T) - between the Smithton Distributor Road and Raigmore interchange, see Policy 28 below, including reservation for access to Harbour Road;
- A82(T) - between Longman and General Booth Road (Charleston), including Friars Bridge, Kenneth Street and Tomnahurich/Glenurquhart Road.

The Council will seek to persuade the Scottish Executive to provide multi-user/cycle routes (i) between West Seafield and Raigmore including full signalisation of Raigmore interchange; and (ii) adjacent to the A82 between the A9 and the City Centre through the Longman Estate.

28 A96/SMITHTON DISTRIBUTOR ROADS

The Council believe that the A96/Smithton Distributor roads require urgent improvement to meet traffic requirements and provide for essential strategic economic development at Ashton, Stratton and Stoneyfield (see Policies 8(vii), 12 and 17) above). The Council intends to work with the Scottish Executive to undertake a comprehensive investigation of the capacity of these roads. The purpose is to establish the nature and extent of works and land requirements necessary to upgrade these routes together with any critical thresholds which will determine the phasing of development. The Council expects the costs of such improvements to be met substantially by the Scottish Executive and by developer contribution. It will continue to make the strongest representations to the Executive to programme funding as a matter of urgency and will seek to secure developer contributions through Section 75 Agreement.

29 A9-A82 TRUNK ROAD LINK

The Council will safeguard land at Ness-side, Canal Parks and Torvean for the construction of Phase V of the A9-A82 Trunk Road Link, to link Dores Road with the A82(T) at General Booth Road. This will enable the road to be constructed on the general alignment identified on the Proposals Map as one scheme, including a new canal crossing; and linkage to Glenurquhart Road/the Bught dependent on the means of construction, related traffic and technical considerations. The road will be designed to minimise the environmental impact on landscape features, and on open space and recreational activities towards the Bught. The highest standards of design and fit into the landscape will be required.

The Council proposes to allocate funds after 2005/6 and will seek to secure contributions towards the cost of the route from developers of land at Ness-side, Charleston and Torvean in accordance with the provisions of this Local Plan. Provision will be made as part of the accommodation works for the road to relocate any displaced uses within Council land at Torvean, or on land the Council will seek to secure for such purposes, including for reconfiguration of an 18-hole golf course, the rugby pitches, clubhouse and ancillary facilities associated with these activities and the rowing club, see Policy 43 below. The Council will also investigate the requirement for traffic management measures on General Booth Road.

Given that Phase V will provide a continuous link between the A9 and A82 for trunk road traffic, the Council recommend that the Scottish Executive adopt and maintain the entirety of the route as part of the trunk road network.

In respect of Phases III and IV, the Council will apply its Supplementary Policy: A9-A82 Trunk Road Link in order to secure developer contributions in respect of proposals located within the Agreement Area.

30 CROSS RAIL LINK

The Council propose to extend the inner relief road network with the construction of the Cross Rail Link between Millburn Road and Longman Road/A82(T) during the Plan period, without prejudice to development of land for railway operations. This will include a traffic management scheme for Midmills Road/Kingsmills Road and adjoining routes, which will be put in place before the link road opens to traffic. Any impact on the wooded escarpment at Millburn Road will be minimised as far as possible and retained woodland will be the subject of a management scheme.

31 URBAN DISTRIBUTOR ROADS

The Council recognises deficiencies in the following urban transport "corridors" which relate to the

capacity of roads and junctions, and the lack of appropriate provision for cyclists/pedestrians, and public transport:

- Smithton Distributor/Barn Church Road - between A96 and Culloden;
- Old Perth Road/B9006 - between Culcabock/Raigmore and Cradlehall/Westhill;
- Millburn Road - between Raigmore and the City Centre;
- Telford Road - between Friars Bridge and King Brude Road.

The Council will investigate the scope for upgrading/improvements in accordance with the principles set out at (GP10) above and will seek to secure developer contributions towards the cost of any works. Such objectives also apply to the main arterial routes which link the suburbs to the City Centre including, Old Edinburgh Road, Culduthel Road, Stratherrick Road and Dores Road.

32 PARK-'N'-RIDE

The Council will discuss with transport operators, existing users and owners/developers of land at West Seafield, Longman Bay and Torvean, the scope for introducing park-n'-ride facilities at these locations. This may involve shared use of car parks and related infrastructure associated with major developments together with measures to "intercept" commuter traffic.

33 The Council will encourage the Strategic Rail Authority to give consideration as part of any long term development of the rail network in the urban area, to the scope for passenger rail halts at appropriate places together with any necessary infrastructure improvements. These could include Balloch, Culloden, West Seafield, City Centre (Integrated Transport Interchange), Longman and Clachnaharry. Consideration should be given to reinstating a rail freight link to the harbour/port.

34 URBAN CYCLE ROUTES

The Council is bringing forward positive measures in pursuit of the Local Transport Plan and the UK National Cycling Strategy. The Council will seek to facilitate development of the ISCRN (Inverness Strategic Cycle Route Network) as identified on the Proposals Map, through its own capital allocation, developer contributions and community projects. Further commitments will be sought from the Scottish Executive where routes align with or are part of the national network.

35 SURFACE WATER DRAINAGE

A comprehensive strategy for the disposal of surface water in the southern part of the urban area, including Culloden, is needed. This will involve diversion of excess flows in flood conditions from the Lochardil, Allt na Skiach and

other burns via an alternative water course to the Holm Burn and the River Ness. The route identified on the Proposals Map for this purpose will be safeguarded. Existing water courses will retain sufficient flow to maintain dilution of disposal, prevent stagnant ponding and preserve amenity. The Council is progressing a South West Inverness Flood Relief Channel Flood Prevention Order and parallel planning procedures. Consideration will be given as part of the feasibility study attaching to the proposed surface water interceptor, to any potential benefits deriving for the management of flows on the Mill Burn. In the event that none are likely to arise, the Council will carry out dedicated works to increase the capacity of the Mill Burn.

- 36 Any flood defence scheme for the River Ness through the City must be based on a Management Plan for the wider catchment which will be prepared by the Council in partnership with other agencies and interests (see GP16) and full investigation of the costs, benefits and engineering options. This requirement is being monitored.
- 37 **WASTE WATER TREATMENT - ALLANFEARN**
Scottish Water proposes to adapt sludge treatment and storage facilities within the Inverness PFI Waste Water Treatment Plant at Allanfearn to enable manufacture of a recycled product for use as a sterilised agricultural fertiliser, soil conditioner and fuel source. This will enable the sludge treatment plant on the original Allanfearn works to be fully de-commissioned. Access will continue to be taken from the A96(T) with improvements to the Alturlie road.

EXPANSION

38 LAND ALLOCATIONS

Major land allocations are made as follows for the completion or development of mixed use/residential neighbourhoods. The requirements referred are considered to affect the timing and phasing of development and are not intended to represent the totality of developer contributions. Development will therefore be subject in each case to an agreed Development Brief/Master Plan, to be prepared in consultation with the public, agencies and others with an interest. This will set out comprehensive developer requirements including the commitment of land for community facilities and common infrastructure, all to be secured through Section 75 Agreement as appropriate. Such developer contributions will be sought in accordance with the policy GP5. The requirement for developer contribution towards additional Secondary School capacity will be dependent on phasing and monitoring of roll projections.

- (i) **INSHERS:** 80.0 ha. of land subject to trunk sewer and distributor road links, reservation of 2 ha. for a primary school, 22 ha. towards the formation of a "district"

park and phasing of development from the north. Redevelopment/conversion of the existing farm steadings for commercial/community or housing use will be promoted;

- (ii) **CULDUTHEL-SLACKBUIE:** 50.0 ha. of land, including reservation of 6.0 ha. for a District Centre, west of the intersection of the A9-A82 Trunk Road Link with Slackbuie Avenue, playing fields, and provision of the south-west Inverness Storm Water Relief Interceptor. Development phased ahead of the latter will be dependent on adequate surface water drainage measures by the developer, acceptable to the Council;
- (iii) **WESTHILL:** 40.0 ha. of land at Woodside, Culloden subject to a mains foul sewer and water supply connections. Access will be taken primarily from Tower Road by a "loop" distributor system and reinstatement of bridges over the railway with paths for pedestrian/cycle use to connect the established network. Section 75 Agreement will be sought if necessary to secure 7 ha. of open ground adjoining the B9006, from which very limited access will be permitted. Development will be expected to proceed in accordance with the agreed Development Brief which sets out requirements for affordable housing, community facilities, footpath and cycle links; together with developer contributions towards the provision of education facilities, playing fields and distributor and other road improvements;
- (iv) **NESS CASTLE/NESS-SIDE:** 165.0 ha. of land incorporating reservation of 2.0 ha. for a primary school, a substantial District Park adjacent to the River Ness, and a District Centre for which planning permission has been given for development of a 6.6 ha. site. Development of specific parts of the area will be dependent on the following:
- (a) Ness Castle (90.0 ha.): a distributor "loop" road, widening of Dores Road and extension of the trunk utility mains;
- (b) Ness-side/Milton of Ness-side (70.0 ha.): programmed/committed funding necessary to link the A82 including developer contribution; construction of part of this route concurrent with development, and extension of the trunk water and drainage main. Land at Milton of Ness-side, which could be suitable for social/leisure, tourist uses, will require widening of Dores Road as (a) above.

- (v) **CHARLESTON:** 55.0 ha. of land dependent on completion of Phase V (including a canal crossing) of the A9-A82 Trunk Road Link (route C) for which developer contributions will be expected. In this regard, development of brownfield land at Westercraigs with capacity for up to 140 houses could proceed prior to Phase V of the A9-A82 Trunk Road Link. Development will incorporate a distributor road linking General Booth Road and Leachkin Road, mains utility and other services extended across the Caledonian Canal and integrated water supply improvements including additional storage. Development will proceed substantially from the east with any limited early phase housing to Leachkin Road subject to Traffic Assessment, any requirement to upgrade the off-site road network, and without prejudice to Craig Dunain, (see Policy 8(vi) above).

Further to the major land allocations above, the Council will expect residual land comprising part of any identified "Green Wedge" to be committed by Section 75 Agreement if necessary, for public use and management in accordance with Policy 42 below.

39 DISTRICTS/NEIGHBOURHOODS

The Council will encourage action to remodel, restructure, complete and develop the City's mixed use neighbourhoods. Support or priority will be given to initiatives which involve/secure the following:

OLDER CORE: Telford-Ballifeary, Crown-Haugh, Merkinch-South Kessock

- redevelopment of vacant land/derelict land or property;
- refurbishment of public/community buildings;
- conversion/upgrading of under-occupied housing stock;
- restoration of the historic fabric and enhancement of the streetscape character;
- management of through traffic and City Centre parking pressures.

ESTABLISHED: Hilton-Balloan, Dalneigh, Muirtown-Scorguie, Raigmore-Drakies, Drummond-Lochardil, Holm

- provision of modern community facilities at nodal locations;
- enhancement of structural open spaces and "corridors" linking "Green Wedges";
- redevelopment of brownfield/gap sites including local employment opportunities where compatible with residential amenity;
- a hierarchy of traffic routes and improvements for public transport services;

- readjustment of the housing stock to provide for varying needs, including single person accommodation.

DEVELOPING: Balloch, Culloden, Smithton, Cradlehall-Westhill, Inshes, Milton of Leys, Charleston-Kinmylies

- affordable housing and a higher proportion of accommodation for the elderly;
- reservation of land to meet deficiencies in community or social facilities;
- measures to improve flows, calm traffic and increase safety on distributor and other roads;
- provision for recreational/drainage facilities in adjoining "Green Wedges".

FUTURE: Ness-side/Ness Castle, Culduthel-Slackbuie

- orderly phasing of development, infrastructure and amenities consistent with agreed Master Plans/Development Briefs;
- formal agreements to secure equitable developer contributions towards the provision of common services, community facilities and amenities, including 'Green Wedges';
- a balance of house types and tenures;
- provision for safety and security through design;
- minimising flood risk by sustainable urban drainage systems.

These requirements, which are elaborated for individual neighbourhoods will be expected to be consistent with the principles governing Design and the provision of Neighbourhood Facilities set out at Policies GP1 and GP2 above. The above objectives will be secured through:

- (a) development schemes and agreements where appropriate;
- (b) inter-agency/private sector/community-led partnership projects.

The Council will prepare Action/Framework Plans to co-ordinate such objectives where necessary. The above provisions relate to community facilities other than retailing.

40 OFFICE LOCATION

The Council will encourage office uses within the City Centre, at Business Parks/Industrial Estates, appropriate Action Areas, see Policies 8(i)-(vii) above, and at District/Neighbourhood Centres as defined. There will be a presumption against such uses in residential areas where they would cause detriment to amenity and the established character.

AMENITY AREAS

Moray Firth and a championship Golf Course; together with the elevated pastoral/afforested lands south of Culloden.

41 GREEN WEDGES

The Council will safeguard and seek to open to public access, six major "Green Wedges" of strategic importance to the setting of the City. There will be a presumption against development likely to prejudice the intended purpose and function of these defined areas. These are:

- (i) **LEACHKIN/CRAIG PHADRIG:** comprising the Forest Enterprise Woodlands, designed landscape at Craig Dunain and croftland at Leachkin Brae. This is earmarked for Great Glen Way, other footpath improvements, landscape management and interpretation of the hill-fort;
- (ii) **TORVEAN/MUIRTOWN:** the Canal towpath, esker which is an SSSI, and sports fields at lower Charleston linking the Bught/Ness Islands and through to Clachnaharry/the Firths. Reconfiguration of the golf course, extension of amenities at Whin Park, rehabilitation of the worked out quarry, community woodland, relocation of the Canal pitches and public/cycle access are priorities;
- (iii) **TORBRECK/KNOCKNAGAE:** the larger, productive farm units, historic landscape at Ness Castle and the connecting features at Lochardil Woods and Slacknamarnock. Wildlife conduits, restoring the Holm burn habitats together with riverside walks out into the east Loch Ness area are promoted;
- (iv) **BALLOAN/CASTLE HEATHER:** the golf course, community park and "Inventory" gardens at Leys Castle. The strongest safeguards are needed for the Allt na Skiach and adjoining burn margins, a major new surface water interceptor and water storage facilities, and extension of the designed landscape could be encouraged.
- (v) **BEECHWOOD/A9:** the small-holdings at Inshes, farmland to the A9, elevated forest blocks and historic landscape at Drumossie Muir. General Wades Military Road is a major recreational artery, a City "common" could be created at Beechwood and protection is required for the exceptional views from the B9006.
- (vi) **LONGMAN/A96:** embracing 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

42 COMMUNITY TRUST

The Council intends to pursue a major initiative involving the establishment of a Community Trust to secure the above "Green Wedges" in the public interest. Further to discussions with partner agencies INE, SNH and Forest Enterprise, it is proposed to establish a Steering Group and commission consultants to advise on the mechanism for securing community ownership and management of land, related sources of funding and the formation of a Trust.

43 GOLF COURSE - CHARLESTON

Further to Policy 29 above, approximately 55.0 ha. of land between the A82(T) and Charleston is allocated for reconfiguration of Torvean golf course, clubhouse and related parking. This land will also provide for controlled public access including the Great Glen Way, links with Craig Dunain and Torvean together with amenity planting and other habitat management consistent with the Torvean-Muirtown "Green Wedge".

44 PUBLIC ACCESS

A major "Paths Around Inverness" initiative which aims to open up the urban fringe with a network of strategic multi-user routes is being pursued as part of a partnership project co-funded by INE, SNH, Forest Enterprise and the Council. These routes are identified on the Proposals Map for discussion with landowners and are safeguarded for implementation on the basis of community/agency action.

45 TREES AND PARKS

A major long term project aimed at "greening" the City and securing/enhancing trees and parks as part of the structure of Inverness will be promoted. The Council intends to establish a partnership of agencies and community groups to develop a Strategy and Action Plan which should seek to create and maintain a series of interlinked "green" spaces and corridors throughout the urban area. These objectives could be advanced in association with the Community Trust proposal, see Policy 42 above. This will require ERDF funding and assistance from the Forestry Commission and SNH.

46 BADGER SURVEY

Development of Expansion Areas and management of "Green Wedges" will be informed by a comprehensive survey of Badger activity on the urban fringe and into the A96 corridor. This will provide a basis for measures aimed at minimising disturbance to the species and its habitat.

DISTRICTS AND NEIGHBOURHOODS

DISTRICT: WEST

NEIGHBOURHOODS: Muirtown-Scorguie, Kinmylies-Charleston

DISTRICT:	WEST
NEIGHBOURHOODS:	Muirtown- Scorguie, Kinmylies- Charleston
Population	7,400
Housing Land	58.3 ha.
Economic Initiative	Regeneration: Torvean, Craig Dunain, Muirtown
Community Facilities	Health Care, Crematorium, Hotel, District Centre, Secondary School/Community Complex, Medical Centre, Church
Service Deficiencies	Library, District Park, Playing Fields
Infrastructure Constraints	A82/Canal; A862/Canal
Environmental Action	Traffic Management, Community Woodland Countryside Access, Enhancement

- 2.7 These neighbourhoods lie between the Caledonian Canal and the wooded slopes of Craig Phadrig. The population is approximately 7,400. Land with capacity for approximately 700 additional houses at Charleston is expected to be opened-up after 2006. This is dependent on completion of the A9-A82 Trunk Road Link Phase V (canal crossing) and extension of mains water and drainage from Ness-side. Major economic developments could derive as the Craig Dunain and Muirtown Basin heritage sites are regenerated. Convergence of transport routes at Torvean will create a further key opportunity at the City's "gateway", including for park-n'-ride. A new specialist Hospital and Crematorium are located at New Craigs and Kilvean. Secondary School, community centre, shops and recreation fields at Charleston represent the core district facilities, although land to extend these is limited. General Booth/King Brude Roads will require upgrading as the "bottlenecks" at the canal crossings are lifted. The "buffer" lands west of Charleston offer substantial potential for relocating displaced recreational uses including the golf course and sports pitches, and could accommodate a future sports "Academy". These associate with the former quarry at Torvean which could be rehabilitated. The Caledonian Canal provides an important public access corridor linking the proposed Great Glen Way with the Firths. Protection of the Torvean SSSI, the most significant Listed Buildings at Craig Dunain and the Canal Locks through to the Conservation Area at Clachnaharry are prerequisites.

NEIGHBOURHOOD:	MUIRTOWN - SCORGUIE
Population	4,800
Housing Mix	Imbalance: Tenure/Type
Housing Land	0.7 ha.
Economic Initiative	Muirtown Basin
Community Facilities	Hotel, Shop/PFS, Primary School, Hall
Service Deficiencies	PO, Doctor, Church
Infrastructure Constraints	A862/Telford Street
Environmental Action	Traffic Management, Woodland Management, Countryside Access, Conservation Area

- 2.8 Muirtown-Scorguie is an established neighbourhood. There is a lack of housing for older people. Limited redevelopment/infill opportunities are identified at Muirtown Motel and Clachnaharry. Community facilities are sparse and scattered, and Muirtown Basin offers potential to meet outstanding deficiencies. A local park could be created on underused ground at Scorguie Avenue. Environmental and safety improvements could be achieved through traffic management and enhancement of Clachnaharry Conservation Area. Pedestrian/cycle and footpath improvements are needed over the railway/canal and B851. Interpretation of the Clachnaharry Battle site could be pursued as a community project.

NEIGHBOURHOOD:	KINMYLIES - CHARLESTON
Population	2,600
Housing Mix	Imbalance: Type/Size
Housing Land	57.6 ha.
Economic Initiative	Kinmylies Building
Community Facilities	Shop, Primary School, Doctor, Church, Playing field, Hall
Service Deficiencies	Library, Hotel, PO, Church, Primary School
Infrastructure Constraints	A82/Canal
Environmental Action	Traffic Management, Recreation "buffer", Public Access

- 2.9 Kinmylies-Charleston is a developing neighbourhood. Small scale opportunities at Leachkin and Kinmylies Buildings enable scope to contribute to a better balance in the housing stock, local jobs and open space. Sheltered housing, Day Care facilities and a church have established in recent years. Land for further facilities should be provided in the adjoining expansion area together with a new distributor access and good pedestrian links. Improvements to Leachkin Road are envisaged. Development on the more elevated slopes at Leachkin Brae would be prominent, conflict with the crofting character and recreational access. Important footpath routes to Torvean, Tomnahurich, Kilvean and Craig Dunain are

proposed as part of the "Paths Around Inverness" project.

POLICIES AND PROPOSALS

HOUSING

47 The following land is allocated for housing:

	Area (ha.)	Location	Requirements
(i)	0.2 ha	Clachnaharry	subject to availability and shared access. Design will be expected to reflect the proximity of the site to the Conservation Area
(ii)	0.5 ha	Muirtown Lodge Hotel	planning permission has been given for redevelopment comprising 60 flats for the elderly, communal facilities and managers accommodation, subject to Section 75 Agreement to restrict occupancy, make provisions for public transport and pedestrian crossing of Clachnaharry Road
(iii)	5.5 ha	Leachkin Brae	subject to traffic monitoring to establish the timing of development relative to Phase V of the A9-A82 Trunk Road Link, and the provision of a footpath link through the site from Leachkin Road to Leachkin Brae

SPECIAL USES

48 The Council has approved a Brief to guide the development and use of 1.5 ha. of land and property at Kinmylies Building. This identifies 0.5 ha. for housing including accommodation for the elderly, 0.5 ha. for open space and redevelopment or re-use of the existing buildings for business/office purposes.

49 1.4 ha. of land at Assynt Road is allocated for housing/social facilities.

50 The former school buildings at Clachnaharry would be suitable for business/community use, subject to their availability. Pedestrian access to a future rail halt should be incorporated.

AMENITY AREAS

51 0.8 ha. of land at Scorguie Road is allocated for open space.

ACTION

52 The Council and partners propose to carry out environmental improvements within Clachnaharry Conservation Area. This will involve removal of overhead lines.

53 Further to GP11 above the Council will give consideration to traffic management measures on the following roads:

- (i) primary/distributor: General Booth Road/King Brude Road, Leachkin Road, Clachnaharry Road;
- (ii) residential/access: Swanston Avenue, Kennedy Drive, Overton/Scorguie Avenue, Firthview Road/Drive, Leachkin Drive, Kinmylies/Lawers Way, Highfield/Blarmore Avenue and Millerton Avenue.

54 Consideration will be given to the scope for traffic management, parking and cycle/pedestrian arrangements through Clachnaharry as part of regeneration proposals at Muirtown Basin. The Council will keep under review the scope to carry out improvements at the railway bridge/B862 junction at Clachnaharry.

DISTRICT: CENTRAL

NEIGHBOURHOODS: Dalneigh, South Kessock-Merkinch, Telford-Ballifeary

DISTRICT	CENTRAL
NEIGHBOURHOODS	DALNEIGH, TELFORD-BALLIFEARY, SOUTH KESSOCK-MERKINCH
Population	13,800
Housing Land	5.9 ha.
Economic Initiatives	Industrial Estate, Retail Park, District Business Sites, Community Hospital
Community Facilities	Hotel, Shop/PO, Secondary, Medical Centres, Churches, District Park, Cemetery
Service Deficiencies	Open Space, Day Care
Infrastructure Constraints	Relief Road
Environmental Action	Traffic Management, Environmental Improvements, Public Access, Park Enhancement

2.10 This area is bounded by the Caledonian Canal and the River Ness. The population has risen to 13,800 following substantial replacement of older dwellings and non-conforming uses west of the river. Existing employment centres on the Telford Retail Park where pressures to expand need to be balanced with local housing and particularly traffic limitations. Continued upgrading of the Bught area could attract new visitor and leisure uses. Recent investment at the Carse is intended to promote the estate for business and industry. The Council HQ/Eden Court site presents a major opportunity and scope to build upon regeneration at the RNI, where a new Community Hospital and housing is making productive use of "brownfield" land. Other out-moded sites associate with the Telford Street/Friars Bridge, Telford Street and surplus land at the High School. District facilities are

fragmented and the traditional shopping enclaves at Greig/Tomnahurich Street need to be sustained. The A82(T) is heavily congested and traffic measures must combine safe routes for pedestrians and cyclists. The riverfront is amongst the City's finest attractions where priority is being given to enhancement of public access and amenities.

NEIGHBOURHOOD:	DALNEIGH
Population	3,900
Housing Mix	Imbalance: Tenure/Type/Size
Housing Land	Redevelopment/Infill
Economic Initiative	Surplus Land - High School
Community Facilities	Hotel, Shops, Community Centre, Primary School, Surgery, Church, Hall
Service Deficiencies	
Infrastructure Constraints	
Environmental Action	Traffic Management

- 2.11 Dalneigh, South Kessock-Merkinch and Telford-Ballifeary are older core neighbourhoods of considerable diversity. Initiatives are needed in Dalneigh to secure diversification of housing tenure including provision for older people and those with community care needs. Larger scale rehabilitation/redevelopment may enable changes in the hierarchy of traffic routes and environmental improvements. Community facilities are dispersed, although important Day Care and other accommodation has been provided at the James Cameron Centre. Sports facilities, including floodlit pitches, are centred at Canal Parks which could benefit from further enhancement and improved access.

NEIGHBOURHOOD:	SOUTH KESSOCK-MERKINCH
Population	5,500
Housing Mix	Imbalance: Tenure/Type/Size
Housing Land	Housing Renewal
Economic Initiative	Social Inclusion Programme, Thornbush Quay
Community Facilities	Social Club, Shops, Primary School, Community Centre, Playing Fields
Service Deficiencies	PO, Church, Surgery
Infrastructure Constraints	Rail Halt
Environmental Action	Environmental Regeneration, Public Access

- 2.12 The socio-economic fabric at South Kessock is the subject of a major SIP initiative. A substantial programme of housing stock rehabilitation, traffic calming and environmental upgrading has been pursued over the past decade. Many properties remain vacant and open areas neglected. Public/private partnership schemes are needed to achieve a greater mix of dwellings. There are

pressures for higher density infill development. Land is available at Glendoe Terrace/Carse Road. Heritage buildings adjoining Thornbush Road/Anderson Street could provide a nucleus for redevelopment. Thornbush Quay has been revived with investment in marine engineering and business activities. The Corbett Centre and primary schools provide a community focus. The South Kessock Community Woodland, the open lands and outlook over the Firths provide a valuable amenity and shore point offers potential for walks and interpretive facilities.

NEIGHBOURHOOD:	TELFORD-BALLIFEARY
Population	4,400
Housing Mix	Imbalance: Tenure/Type/Size
Housing Land	3.6 ha. Redevelopment/Infill
Economic Initiative	Redevelopment: Telford Street
Community Facilities	Hotel, Shops, Primary School, Hall, Surgery, PO, Church
Service Deficiencies	Health Care
Infrastructure Constraints	
Environmental Action	Riverside Enhancement, Conservation Area

- 2.13 A good stock of housing for varying needs has been integrated in the Telford-Ballifeary area. Important facilities serve the wider community. These include a health centre, sports clubs and Hospice. There is no local hall. Displacement of through traffic from Ness Walk and Huntly Street and a reduced level of on-street parking adjacent to the river is essential. Counter-measures are needed to prevent short-cutting and address residents parking. The fine townscape derives from a grid pattern of streets and "town"/terraced houses of which the riverfront is part. New uses are needed for heritage buildings and interpretation of Friars Schott could be a community project. Relocation of the municipal caravan site and sports fields could create scope to extend Whin Park.

POLICIES AND PROPOSALS

HOUSING

- 55 The following land is allocated for housing:

	Area (ha.)	Location	Requirements
(i)	0.5 ha	off Lochalsh Road	planning permission for 15 flats
(ii)	0.8 ha.	Glendoe Terrace	
(iii)	0.4 ha.	Carse Road	subject to off-site traffic measures
(iv)	0.2 ha.	Dunabbin Road	
(v)	0.2 ha.	Abban Street	
(vi)	0.2 ha.	Lochalsh Road	

- 56 The Council and partners carried out a housing renovation and redevelopment scheme involving land and property at McLennan Crescent during 2002. This has provided up to 68 new or refurbished dwellings and incorporated environmental improvements.

BUSINESS/INDUSTRY

- 57 4.3 ha. of land at Thornbush Quay is allocated for business/industry. Planning permission has been given for redevelopment of 3.3 ha. for marine engineering, related retail, storage and leisure uses. The remainder could be suitable for office/workshop use.

SPECIAL USES

- 58 The Council has approved a Brief to guide future use of the former Royal Northern Infirmary on Ness Walk and development within its curtilage. This enables:

- (i) conversion of the Category B Listed Buildings and development of 1.3 ha. of adjoining ground for which planning permission has been given for 146 houses with access from Ness Walk and Bishops Road;
- (ii) conversion/expansion of former Hospital buildings to form a new Community Hospital comprising specialist and day care accommodation which the Highland Primary Care Trust propose to build during 2002/3; and
- (iii) expansion of the adjacent Medical Practice on Ballifeary Lane subject to adequate parking.

- 59 0.6 ha. of land within the curtilage of the High School is allocated for business/community use. Development would involve removal of the temporary accommodation south west of the main buildings. Access from Montague Row (for related educational use) and/or from Dochfour Drive will determine the nature and scale of development.

- 60 0.9 ha. of land at Friars Bridge/Telford Street is allocated for mixed housing, business and other uses, subject to relocation of existing uses and adjoining businesses/land assembly. Access should be taken from Telford Street which should be widened, with egress one-way to Lochalsh Road. A Development Brief will be prepared for the site.

- 61 Subject to availability, 0.8 ha. of land at Telford Street/Balnacraig Lane would be suitable for redevelopment for a mix of uses including residential, community and commercial. Any retail use should be consistent with the scale of existing retail activity and the form and layout of development compatible with access, traffic management and residential amenity. A

Development Brief will be prepared in consultation with the landowner.

- 62 Further to Policy 39 above and in consultation with the community, the Council will prepare an Action Plan to guide development of land and property adjoining Thornbush Road to reinforce the focal point and nucleus of housing/business/community facilities. This will involve (i) redevelopment of vacant properties; (ii) rehabilitation of buildings of local historical importance; (iii) traffic management and environmental enhancement.

ACTION

- 63 Further to the Social Inclusion Programme the Council will, in consultation with partner agencies and the community, prepare a neighbourhood Action Plan for South Kessock-Merkinch. This will provide a framework for:

- housing renewal and redevelopment including public/private sector schemes;
- local employment opportunities;
- addressing deficiencies in community and transport facilities;
- enhancement of recreation/open space, other neglected areas and fly-tipping; and
- management of heritage assets including habitats, wildlife viewing (dolphin/bird watching), footpaths including circular and other access routes being taken forward as part of the "Paths Around Inverness" initiative, and historic sites.

- 64 Given the relatively high proportion of public sector/family housing in Dalneigh and South Kessock-Merkinch and an increasing requirement for adjustments to the existing stock to match needs, conversion and redevelopment schemes will be encouraged. Where proposals are of significant scale the Council, in consultation with the community, will prepare an Action Plan to assess the scope for wider traffic/public transport and environmental measures or the introduction of community facilities.

- 65 Further to GP11 above the Council will give consideration to traffic management measures on the following roads:

- (i) primary/distributor: Kessock Street, Telford Street, Kenneth Street, Glenurquhart Road, Tomnachurich Street;
- (ii) residential/access: Torvean Avenue/Springfield Gardens, Ballifeary Road/Lane, Huntly/Celt/Queen/Balnain, Well Street, Greig/Duncraig/King Street, Carse Road, Percival Avenue, Attadale Road.

- 66 The Council has identified a need to carry out environmental improvements to the fabric and setting of Cromwell's Tower at the Citadel.

DISTRICT: NESS**NEIGHBOURHOODS: Holm, Ness-side/Ness Castle**

DISTRICT	NESS
NEIGHBOURHOODS	Holm, Ness-side/Ness Castle
Population	2,400
Housing Land	152.2 ha.
Economic Initiative	Business Park, District Centre
Community Facilities	Hotel, Shop/PO, Primary School, Church, Playing field
Service Deficiencies	Supermarket or Superstore/PFS, Medical Centre, Hotel, District Park, Church, Playing Fields
Infrastructure Constraints	Surface Water Drainage, Flood Risk, A9-A82 Trunk Road Link Completion
Environmental Action	Traffic Management, Woodland Management, Public Access

2.14 These neighbourhoods stretch south west from the River Ness, embracing the gently undulating lands towards Torbreck. They adjoin the main expansion areas at Ness Castle and Ness-side which have capacity for some 1200 additional homes. Holm Mills provides a focus for employment and planning permission has been given for a District Centre, including supermarket, hotel and petrol filling station. Further local facilities notably a primary school, health/day care services and open space together with improvements in public transport can be expected as development at Ness Castle and Ness-side proceeds. Housing at Ness-side will be dependent on completion of the A9-A82 Trunk Road Link to the A82(T). Rehabilitation of trunk surface and waste water mains will enable utility networks to be extended. The River Ness corridor offers an exceptional parkland amenity which could combine formal recreation and walks. Strong environmental safeguards are needed for land susceptible to flooding and wildlife. Ness Castle, a Category B Listed Building and its designed historic landscape are distinctive features.

NEIGHBOURHOOD:	HOLM
Population	2,300
Housing Mix	Imbalance: Tenure
Housing Land	11.2 ha.
Economic Initiative	District Centre Business Site
Community Facilities	Shop/PO, Primary School
Service Deficiencies	Church, Surgery, Hotel, Hall, Park
Infrastructure Constraints	Surface Water Drainage, A9-A82 Trunk Road Link
Environmental Action	Traffic Management, Urban Finge Management, Public Access

2.15 Holm is an established neighbourhood with a population of some 2,300. Remaining housing opportunities lie primarily above the escarpment adjoining Essich Road. Affordable homes, community facilities and open space deficiencies need to be addressed within the adjacent expansion lands. Traffic management and cycling provisions are earmarked for Dores Road. Scope could exist for community management of woodland habitats, recreational access and archaeological features associated primarily with Holm Burn.

POLICIES AND PROPOSALS**HOUSING**

67 The following land is allocated for housing:

	Area (ha.)	Location	Requirements
(i)	11.5 ha	off Essich Road	reservation of access through to Ness Castle (see Policy 38(iv))
(ii)	0.2 ha.	Holm Avenue	Planning permission for 8 dwellings

SPECIAL USES

68 0.5 ha. of land at Holm Mains is allocated for community use. This would be suitable for a care facility, church or health centre. Developer contribution will be expected towards Phase V of the A9-A82 Trunk Road Link.

ACTION

69 The Council will encourage community management of local heritage assets including woodland and wildlife habitats, restoration of public access routes and interpretation of heritage sites extending through Ness-side/Ness Castle.

70 Further to GP11 above the Council will give consideration to traffic management measures on the following roads:

- (i) **primary/distributor:** Dores Road, A9-A82 Trunk Road Link, Stratherrick Road;
- (ii) **residential/access:** Holm Park, Souter Drive, Drumblair Crescent, Ardhorn Place, Ardness Place.

DISTRICT: SOUTH**NEIGHBOURHOODS: Drummond-Lochardil, Hilton-Balloan**

DISTRICT	SOUTH
NEIGHBOURHOODS	Drummond-Lochardil, Hilton-Balloan, Culduthel-Slackbuie
Population	9,400
Housing Mix	
Housing Land	63.6 ha.
Economic Initiative	Business Park, District Centre, Leisure Facilities
Community Facilities	Secondary School, Specialist Education, Health Care, District Park, Hotel
Service Deficiencies	Supermarket or Superstore/PFS, District Park, Cemetery, Playing Fields
Infrastructure Constraints	Surface Water Drainage, Distributor Roads, Water
Environmental Action	Woodland Management, Countryside Access

2.16 This area lies west of Old Edinburgh Road and east of the Drummond-Holm escarpment. The population is approximately 9,400. A further 900 houses are planned at Culduthel-Slackbuie. Trunk utility mains are being installed with the A9-A82 Trunk Road Link and water storage needs to be augmented. The scarcity of local employment could be rectified by development of a District Centre and industry/business park, supplementing Inverness Royal Academy, leisure facilities and recreation grounds. Phases III and IV of the A9-A82 Trunk Road Link will relieve pressure on important through and public transport routes. Extensive concerns about flood prevention and attenuation of surface water are to be mitigated with the provision of the South-West Inverness Storm Water Interceptor. Open land adjacent to existing burns must be safeguarded. The major green wedges at Torbreck/Knockagael and Balloan/Castle Heather are protected. These contain important wildlife habitats and other heritage sites. The Leys Castle designed landscape could be extended as a framework for expansion. Important Scheduled Ancient Monuments and public access routes lie on the urban fringe.

NEIGHBOURHOOD:	DRUMMOND-LOCHARDIL
Population	3,300
Housing Mix	Imbalance: Tenure
Housing Land	0.8 ha.
Economic Initiative	
Community Facilities	Hotel, Shop/PO, Primary School, Playing field, Park, Hall
Service Deficiencies	Church, Surgery
Infrastructure Constraints	Drainage
Environmental Action	Traffic Management, Enhancement: McDonald Park, Urban Fringe Management

2.17 The established neighbourhood at Drummond-Lochardil presents few opportunities for consolidation. A health-care/housing development at Balloan Fields will provide additional specialist accommodation. Affordable needs will require to be satisfied as part of the adjoining expansion area. The Scottish Agricultural College and Drummond special education centre are located at Stratherrick Road. A Resource Centre for the elderly has been established and a surgery adjoining established facilities at Lochardil is earmarked. Additional hall/social accommodation for youth activities is needed. McDonald Park lies adjacent to land-locked ground which could be brought into public use with landowner agreement. Balnakyle Road suffers from through traffic and "Safe Routes to School" are a priority. Fine mature wood and parkland are important at Culduthel. Community Woodland and access routes could be extended over the "buffer" lands to the A9-A82 Trunk Road Link together with enhancement of parts of Slacknamarnock Quarry, possibly as local projects.

NEIGHBOURHOOD:	HILTON-BALLOAN
Population	6,100
Housing Mix	Imbalance: Tenure/Type
Housing Land	12.8 ha.
Economic Initiative	
Community Facilities	Hotel, Shop/PO, Primary School, Doctor, Church, Playing field, Park, Hall
Service Deficiencies	
Infrastructure Constraints	Surface Water Drainage, A9-A82 Trunk Road Link Completion
Environmental Action	Traffic Management, Enhanced District Park, Public Access

2.18 Hilton-Balloan established during the 1960's and 70's, is dominated by public sector housing, a shopping/Community Centre and playing fields at Milton. The mix of residential accommodation has been broadened more recently with developments south of Balloan Road. Further land is allocated for

housing towards Castle Heather and specialist needs are being met at Locheil Road. Shops, a public house and church have established a new focal point off Balloan Road. The excellent local park could be enhanced with further amenities. Despite traffic and cycle provisions on Balloan Road, the neighbourhood lacks a legible hierarchy of roads. Through traffic and on-street parking exacerbate hazards and impede public transport. Modern leisure facilities associate with the golf course and driving range at Castle Heather.

HOUSING

71 The following land is allocated for housing:

	Area (ha.)	Location	Requirements
(i)	1.2 ha.	Balloan Fields	planning permission has been given for a mixed residential/flatted development and health care facilities together with flood attenuation measures
(ii)	2.8 ha.	Castle Heather (east)	planning permission has been given for 33 houses
(iii)	6.5 ha.	Castle Heather (west)	comprising phase 3 where planning permission has been given for 54 houses subject to a Design Brief
(iv)	2.3 ha.	Castle Heather (south)	comprising phase 4 where planning permission has been given for 19 houses
(v)	2.0 ha.	Slacknamarnock	comprising part of the former quarry. Development of 15-18 houses will be subject to separation from overhead lines, safeguards for archaeology and public access links, planting and agreed treatment of the remainder of the quarry. Consideration should be given to alternative access from the east. Developer contributions in respect of affordable housing and community facilities will be specified as part of the Development Brief for the adjoining Culduthel-Slackbuie Expansion Area, see Policy 38 above

BUSINESS

72 The following land is allocated for business:

- (i) 1.6 ha. at Castle Heather west of the Golf Club/Bowling Centre is allocated for additional leisure facilities and accommodation, with access from the A9-A82 Trunk Road Link roundabout. Development should comprise a spacious, low density layout of low profile buildings with uses compatible with adjoining residential amenity;

- (ii) 1.1 ha. at Castle Heather/Slackbuie (west).

SPECIAL USES

- 73 The Council proposes to upgrade/extend the Burnside Centre at Burn Road. Land within the curtilage is suitable for social facilities or specialist accommodation, subject to adequate access and safeguards for trees.
- 74 The Council propose to replace Drummond School with a new multi-service Centre of Excellence for Special Needs Children on the present Drummond School site. Consideration will be given to the scope to improve access to McDonald Park.
- 75 0.1 ha. of land adjacent to Lochardil Stores is allocated for a mixed community uses. Outline planning permission has been given for a community health facility.

AMENITY AREAS

- 76 10.0 ha. of land enclosed by the A9-A82 Trunk Road Link, Culduthel Road and Slackbuie Avenue is allocated for open space purposes and the formation of a District Park. Developer contributions will be sought in association with Policy 38(ii) above.

ACTION

- 77 Further to (GP10) above the Council will give consideration to traffic management measures on the following roads:
 - (i) primary/distributor: Old Edinburgh Road, Balloan Road, Culduthel Road and Balnakyle Road;
 - (ii) residential/access: Laggan, Lochardil and Morvern Roads; Kintail Crescent and Castle Heather Road/Drive.
- 78 The Council will encourage a community-led initiative, subject to landowner agreement, to (i) secure a long term management plan for Culduthel/Lochardil Woods together with additional woodland and public access through to Slacknamarnock Quarry; (ii) enhance and extend McDonald Park by amalgamating open land between Drummond Road and Balnakyle Road. Related amenities could include a kick-pitch, footpaths and access/car parking from Drummond Road.

DISTRICT: MILLBURN**NEIGHBOURHOODS: Crown-Haugh, Raigmore Drakies, Inshes, Milton of Leys**

DISTRICT	MILLBURN
NEIGHBOURHOODS	Drakies, Raigmore, Crown-Haugh, Inshes, Milton of Leys
Population	11,200
Housing Land	124.7 ha.
Economic Initiative	Business Parks, Retail Parks, Hospital, Police HQ, Playing Fields
Community Facilities	Hotel, Supermarket/PFS/PO, Secondary School, Medical Centre
Service Deficiencies	District Park, Playing Fields
Infrastructure Constraints	Surface Water
Environmental Action	Traffic Management, District Park, Woodland Regeneration, Countryside Access

2.19 These neighbourhoods extend south-east from the City Centre to the A9 and Drumossie Brae. The estimated population is 11,200. Potential exists for a further 1500 houses in the expansion lands at Inshes and Milton of Leys. Employment derives from regional functions including Raigmore Hospital and the Police Headquarters. These services are supplemented by the modern business and retail parks at Beechwood and Inshes, and important hotels. Millburn Academy is earmarked for upgrading. Provision is made for a 25 ha. park which will also function as a recreation and wildlife corridor. Traffic loadings at Inshes roundabout and Perth Road are increasing and deficiencies including for cyclists and pedestrians require attention particularly as part of the "Safer Routes" initiative. Culcabock Golf Course, the Listed Buildings at Cameron Barracks and General Wades Road are impressive heritage features. The treed escarpment descending from Kingswell is protected by TPO.

NEIGHBOURHOOD:	CROWN-HAUGH
Population	4,770
Housing Mix	Size
Housing Land	0.9 ha.
Economic Initiative	Diriebught: Small Business Park, Midmills Building
Community Facilities	Shop/PO, Hall, Primary School, Hotel, Surgery, Church
Service Deficiencies	Local Park
Infrastructure Constraints	Road Network/Safe Routes
Environmental Action	Conservation Area, Traffic Management, Woodland Regeneration

2.20 Conversion of property through the Crown-Haugh neighbourhood has restored important Listed Buildings and replaced obsolete activities. However, measures are needed to restrain uses incompatible with residential amenity and the Outstanding Conservation Area. Relocation of the Roads Depot would allow further regeneration at Diriebught. The Crown provides a vibrant focal point which could be reinforced by new nursery accommodation, traffic management, streetscape works and additional open space. Fraser and Walker Parks are protected as valuable recreation grounds. The exceptional townscape character justifies further conservation measures.

NEIGHBOURHOOD:	RAIGMORE - DRAKIES
Population	5,700
Housing Mix	Imbalance: Tenure/Type/Size
Housing Land	0.4 ha.
Economic Initiative	
Community Facilities	Hotel, Shop, Primary School, Hall
Service Deficiencies	PO, Church, Surgery, Nursery Education
Infrastructure Constraints	Safe Routes
Environmental Action	Traffic Management, Local Park, Public Access, Woodland Management

2.21 Raigmore-Drakies is an established neighbourhood. The MOD has rehabilitated 200 dwellings at Culcabock. Local facilities have evolved at Perth Road/Culcabock Road. There is scope for limited redevelopment on land adjoining Drakies House, provided that local housing and traffic considerations are taken into account, and the part of the policies that remains undeveloped is safeguarded. Social facilities have been improved with a Community Centre at Culcabock and opportunities may arise to enhance Drakies Hall as a local venue. Despite extensive traffic calming through Drakies, congestion remains a hazard in the vicinity of the Primary School, where nursery places are earmarked. "Safe Routes to School" are therefore a priority. A major "buffer" of open ground to the A9-A82 Trunk Road Link is safeguarded for community recreation and landscaping.

NEIGHBOURHOOD:	INSHES
Population	700
Housing Mix	Imbalance: Type
Housing Land	67.4 ha.
Economic Initiative	
Community Facilities	
Service Deficiencies	Church, Park, Playing Field, Public Open Space, Primary School
Infrastructure Constraints	Surface Water Drainage
Environmental Action	Traffic Management, Public Access, Park

- 2.22 The early phases of expansion at Inshes are established with completion of some 400 houses and a further 200 committed, requiring extension of mains services in a southerly direction. Priority will be given to a new primary school and church. Important local nature conservation areas comprising wooded dens and burn habitats, together with formal playing fields will be embraced within wider parkland. There are flooding problems associated with the Inshes burn. The farmland and afforested "buffers" towards the A9 must be secured.

NEIGHBOURHOOD:	MILTON OF LEYS
Population	400
Housing Mix	Tenure/Type/Size
Housing Land	57.0 ha.
Economic Initiative	Tourist and Hotel/Film Studios
Community Facilities	
Service Deficiencies	Shop/PO, Church, Playing Field, Public Open Space, Park, Primary School
Infrastructure Constraints	Surface Water Drainage, Distributor link to A9-A82 Trunk Road Link
Environmental Action	Public Access, Community Woodland, Countryside Access

- 2.23 Development at Milton of Leys has resumed under a revised Master Plan by a consortium of developers. Whilst a grade separated junction to the A9 is established, a distributor road and utility networks must be extended to Inshes in order to complete development of 900 houses and community facilities. Land allocated for hotel and business purposes could be suitable for a Film Studio/Visitor complex. Downstream flood measures may be needed on the Mill burn although surface water controls will be expected on site. Cycle/walking opportunities south need to be safeguarded.

POLICIES AND PROPOSALS

HOUSING

- 79 The following land is allocated for housing:

	Area (ha.)	Location	Requirements
(i)	0.9 ha.	Island Bank Road	planning permission has been given for 24 flats and apartments. Development will involve conversion of the Listed Building
(ii)	4.7 ha.	Inshes	planning permission has been given for 81 houses. Development of appropriate phases of the distributor road network and contributions to the formation of the Inshes Park are developer requirements

(iii)	5.0 ha.	Inshes	planning permission has been given for 118 houses. Development of appropriate phases of the distributor road network and contributions to the formation of the Inshes Park are developer requirements
(iv)	0.4 ha.	Wester Drakies	including conversion/redevelopment subject to access improvements

- 80 57.0 ha. of land at Milton of Leys has been given outline planning permission for 900 houses. Capacity is limited to 600 dwellings pending formation of a distributor road link to the A9-A82 Trunk Road Link, phasing south-west to north-east, integral amenity/open space, protection for badgers and a 30m. shelter belt on the western boundary of the site.

SPECIAL USES

- 81 The Council, in consultation with the public, will prepare a Development Brief to guide future use(s) of the Category B Listed Midmills Building in the event that the property becomes available.
- 82 The Council proposes to provide new accommodation at Millburn Academy during 2002/6. This will replace existing temporary buildings.
- 83 The Council propose to build nursery accommodation at Crown Primary School during 2003-4.
- 84 The Council proposes to upgrade and extend accommodation at the MacKenzie Centre on Culduthel Road during 2002/3.
- 85 0.3 ha. of land adjoining Inshes Retail Park is reserved for community uses and leisure.
- 86 0.2 ha. of land at Miller Road/adjoining the westernmost junction with the A9-A82 Trunk Road Link is allocated for commercial/community use.
- 87 1.9 ha. of land at Diriebught Road is allocated for mixed housing, institutional, prestigious office/business and community uses subject to relocation of the Roads Depot.
- 88 Further to Policy 23 above and in consultation with the community, the Council will prepare an Action Plan to guide development of land and property adjoining Old Perth Road/Culcabock Avenue, where a nucleus of community facilities has developed. This will address (i) the future of Drakies House and the former school buildings; (ii) the scope for development of no more than 50% of the frontage policies of Drakies House and retention of the remainder of its grounds; and (iii) severe access constraints and upgrading of Old Perth Road including bus bay, cycling and crossing facilities.

89 Further to Policy 38(i) above, the Council propose to build a new primary school at Inshes by 2006/7 which will include integral nursery accommodation. 2.0 ha. of land at Easter Inshes will be acquired for this purpose. On completion, this will relieve accommodation at Drakies primary school and enable capacity there to be converted or transferred for nursery use.

90 Further to Policy 80 above, 5.6 ha. of land at Milton of Leys has planning permission for development of community and other local facilities, including a fully serviced primary school site. However, given the preference at Policy 89 above for locating a school at an alternative location where it will serve the adjoining Milton of Leys and Inshes neighbourhoods, the Council will discuss with the landowner/developer the scope for alternative uses for this site.

AMENITY AREAS

91 The Council proposes to designate substantial parts of the Crown area bounded by Crown Drive/Midmills Road, Southside Road and Victoria Drive as a Conservation Area. This will be subject to separate statutory procedures. A Conservation Area appraisal will be prepared as a basis for consultation and the Council will take account of any further views prior to proceeding.

92 The Council has prepared a Master Plan to guide development of a park at Inshes. Parts have been secured by developer contributions associated with the early phases of housing development. This principle will be reinforced as part of the Development Brief governing the remaining Expansion Areas, see Policy 38 above.

93 8.0 ha. of land separating Drakies from the A9-A82 Trunk Road Link is allocated for open space. This land is suitable for a range of recreation and amenity uses, public access and enhancement which may be pursued as part of a community-led initiative.

ACTION

- 94 Further to GP11 above the Council will give consideration to traffic management measures on the following roads:
- (i) primary/distributor: A9-A82 Trunk Road Link, Perth Road, and Old Edinburgh Road;
 - (ii) residential/access: Charles/Hill/Argyle/Denny Street, Porterfield Road/Terrace, Mitchells Lane, Union Road, Boardstone Park, Wimberly Way, King Duncan's Road, Miller Street, Boswell Road.

95 The Council will encourage community-led initiatives to (i) improve Drakies Hall as a multi-purpose building together with enhancement of adjoining land; (ii) improve the environment adjacent to the shop at King Duncan's Road.

96 104.0 ha. of land comprising Bogbain Wood and adjoining open land is allocated for recreation, wildlife and landscape management purposes as part of Policy 80 above. A Management Plan will be required together with safeguards for the Scheduled Ancient Monument. Reservation is made to enable connection with the national cycling route south of Inverness.

DISTRICT: CULLODEN

NEIGHBOURHOODS: Balloch, Culloden, Smithton, Cradlehall-Westhill

DISTRICT:	CULLODEN
NEIGHBOURHOODS:	Smithton, Culloden, Balloch, Cradlehall-Westhill
Population	10,800
Housing Mix	
Housing Land	32.1 ha.
Economic Initiative	Business Park, Hotel/Conference
Community Facilities	Hotel, Shop/PO, Secondary & Primary School, Doctor, Church, Playing field, Hall Police Station, Library
Service Deficiencies	Supermarket or Superstore, Care Facilities, Fire Station, District Park, Golf Course, Playing Fields, Church
Infrastructure Constraints	Rail Halt, A96/Smithton Upgrading,
Environmental Action	Traffic Management, District Park, Woodland Management, Countryside Access

2.24 These neighbourhoods comprise the planned communities which occupy the City's eastern flanks. Having commenced in the 1970's, completion is expected by 2010. The estimated population is 10,800. Capacity for some 700 additional dwellings remains. Residential accommodation is well balanced in terms of type and tenure across the district, although greater choice in the specialist/rented sectors is required within individual neighbourhoods. Inverness Retail and Business Park is located in close proximity and there are major allocations through Stoneyfield, Stratton and Ashton for strategic, large scale employment uses. Small scale local enterprises should be promoted. District facilities at Culloden are stretched and space for expansion close to the main transport routes is needed. Culloden Academy, the main community complex, is

earmarked for expansion. The adjoining green wedge "buffers" provide scope to rectify recreation/open space deficiencies. The Smithton distributor road will require to be upgraded. Advantage should be taken of the rail network to improve transport choices for commuters. Securing the farm and woodlands adjoining the A9, A96 and B9006 is vital to the setting and separation of the neighbourhoods, coalescence of the wider built up area, access to recreational resources and protection for strategic pipelines.

addition of shops, hall, churches and library. Improved traffic, signposting and amenity improvements would give legibility to the "centre". The extensive playing fields require protection from encroachment by development. The park at Oakdene could be extended to land previously reserved for a primary school. The outstanding local heritage derives from the juxtaposition of Culloden House Hotel, stables and doocot together with the Barn Church, adjoining open land and trees. This is a designated Conservation Area.

NEIGHBOURHOOD:	BALLOCH
Population	1,550
Housing Mix	Imbalance: Tenure/Type/Size
Housing Land	1.6 ha.
Economic Initiative	
Community Facilities	Shop/PO, Hall, Primary School
Service Deficiencies	Specialist Housing, Local Parks, Bowling Green
Infrastructure Constraints	Rail Halt
Environmental Action	Traffic Management, Woodland Management, Countryside Access

- 2.25 Development land at Balloch is virtually exhausted with the completion of housing at Cullernie. Smaller dwellings should now be given priority at Upper Cullernie, close to established facilities, such as the hall and shop/post office. Reservations are made for a bowling club. Other open space/community facilities convenient to housing areas are required. These could be met south of Balloch and at Cullernie in the event that land becomes available. Traffic calming and a bus terminus have been provided on Culloden Road and a rail halt could be established in future. The Forestry College to the south of Balloch is the focus for established walks. These could extend on the edge of neighbouring farmland, subject to agreement where open ground, shelter belts and archaeology are protected.

NEIGHBOURHOOD:	CULLODEN
Population	3,900
Housing Mix	
Housing Land	7.5 ha.
Economic Initiative	District Centre
Community Facilities	Hotel, Shop/PO, Primary School, Surgery, Church, Playing Field, Hall
Service Deficiencies	Community Facilities
Infrastructure Constraints	Rail Halt
Environmental Action	Traffic Management, Enhancement Scheme, Public Access

- 2.26 At Culloden housing land stocks are largely taken-up or partially developed. The nucleus of facilities at Keppoch Road has strengthened with the

NEIGHBOURHOOD:	SMITHTON
Population	2,200
Housing Mix	Imbalance: Tenure/Type/Size
Housing Land	4.4 ha.
Economic Initiative	Workshop, Business Park, Industrial Estate
Community Facilities	Hotel, Shop, Primary School, Church, Hall
Service Deficiencies	PO, Church, Hall, Surgery, Local Park
Infrastructure Constraints	
Environmental Action	Traffic Management, Local Park, Community Woodland

- 2.27 Some 200 houses have been built at Smithton during the last 5 years. Remaining residential land is located at Resaurie and rehabilitation of poorer housing at Cameron Court is identified. The Forestry Depot/Smithton Industrial Estate could be reinforced as a focus for local jobs. A new church and nursing home have established. The existing hall is inadequate and ground towards the eastern end of Murray Road could provide for a new facility linked to a community park and woodland. Murray Road is the main distributor and public transport route. Cycling/pedestrian access should continue through Resaurie and new links established towards Ashton/West Seafield. Access over the railway would link development at Westhill to Smithton.

NEIGHBOURHOOD:	CRADLEHALL - WESTHILL
Population	3,150
Housing Mix	Imbalance: Tenure/Size
Housing Land	46.6 ha.
Economic Initiative	Business Park/Tourism
Community Facilities	Primary School, Shop, Surgery, Health Care
Service Deficiencies	Hotel, Church, Hall, Playing Field, Local Park
Infrastructure Constraints	B 9006, Safe Routes
Environmental Action	Traffic Management, Public Access, Woodland Management

- 2.28 At Cradlehall-Westhill, land at Woodside and Cradlehall Farm will provide for more than 600 additional houses, including affordable needs. The

lands to the north-west will also enable local business park, community uses and hotel to be developed. There is a well established nucleus of facilities at Caulfield Road. Congestion at the Primary School is a significant hazard and local initiatives are exploring "Safe Routes to School". Maxwell Park has been enhanced and provides a segregated pedestrian link. Further open space to the west could improve the distribution of recreation facilities, including extra playing fields. Additional traffic measures are needed on the B9006 and Caulfield Road, together with upgrading and calming in association with the national cycle route. Pressure to extend development into adjoining green wedges will be resisted.

POLICIES AND PROPOSALS

HOUSING

97 The following land is allocated for housing:

	Area (ha.)	Location	Requirements
(i)	6.2 ha.	Culloden Wood	planning permission for 85 houses
(ii)	1.1 ha.	Culloden House	development should be contained within the walled garden and should respect the character and appearance of the Conservation Area and setting of the Listed Building
(iii)	0.2 ha.	Keppoch Road, Culloden	planning permission has been given for 6 flats
(iv)	2.0 ha.	Resaurie (south)	planning permission has been given for 32 houses subject to land assembly, access from Murray Road and a tree belt on the southern boundary
(v)	2.4 ha.	Resaurie (north)	subject to upgrading the Resaurie Road or alternatively access from (iv) above
(vi)	4.6 ha.	Kingsteps	planning permission has been given for a final phase of 34 houses
(vii)	1.6 ha.	Easterfield	incorporating redevelopment of the farm steadings and access from the B971
(viii)	2.6 ha.	Easter Muckovie	set back from the B9006. Agreement will be sought with landowners to secure the upkeep of residual open land including tree planting as part of further development proposals
(ix)	1.9 ha.	Moray Place	including affordable accommodation. Layout will accommodate a centrally located open space and play facilities
(x)	0.6 ha.	Upper Cullernie	suitable for varying needs

98 The Council have redeveloped property at Cameron Court, Smithton to provide 20 houses and upgraded adjoining open space.

99 Land is allocated for a mixed use development of housing, commercial, business and community uses on land at Cradlehall Farm. This could involve:

- (i) 4.1 ha. comprising 15 houses in low density plots;
- (ii) 5.7 ha. for 86 courtyard houses, 25% of which will be expected to comprise affordable homes;
- (iii) 2.6 ha. for a business park with 50,000 sq. ft. of accommodation;
- (iv) 2.1 ha. for a hotel; and
- (v) 2.3 ha. of open space/community woodland.

Development could be subject to a new distributor road linking Caulfield Road with Caulfield Road North, improvement of the B9006/Caulfield Road North junction, traffic management measures on Caulfield Road North together with provision of a cycle/footpath adjacent to part of this route to link the B9006, and relocation of the pedestrian crossing at the junction of Caulfield Road and the B9006.

BUSINESS/INDUSTRY

100 2.2 ha. of land off Barn Church Road/Tower Road comprising the Forestry Depot and adjacent ground is allocated for business/light industrial development.

SPECIAL USES

101 4.0 ha. of land at Stratton (east) is allocated for expansion of the District Centre. Mixed community and specialist residential uses could include local retail, health care, banking and emergency services together with a public hall/all-purpose venue.

102 The Council propose to extend Culloden Academy.

103 0.3 ha. of land east of the Tower Road/railway crossing is reserved for the provision of a rail halt and associated parking. Modifications will be required to Tower Road to enable a suitable access to be formed.

104 1.0 ha of land at Upper Cullernie is allocated for a mix of housing and community/open space: 0.5 ha for low density dwellings; and 0.5 ha for community open space, which could comprise a bowling green and play facilities.

105 0.4 ha. adjacent to Balloch Primary School is allocated for open space.

106 3.1 ha. of land at Tower Road south of the Forestry Depot is allocated for community/open space use. The northern part of this site would be suitable for

a hall/church or similar use the remaining 2.5 ha. for recreation/woodland management.

AMENITY AREAS

- 107** 6.2 ha of land is allocated for a District Park at Stratton/Ashton linking with leisure and recreation activities, sports pitches and structural landscaping throughout the adjoining "buffer" lands. This land will be secured with adjoining developments (Policies 8(vii) and 12 above)).
- 108** The Council will encourage community led initiatives to (i) establish a local park, bowling green, play and seating areas together with enhancement of green spaces, footpaths and cycle route at Smithton; (ii) enhance the wooded den between the housing areas at Woodside and Brinkman Terrace at Cradlehall-Westhill with scope for improved footpaths, habitat management and open space. Adjoining land could be used to create or extend a local park, in the event that it is released from its present use.

ACTION

- 109** Further to GP11 above the Council will give consideration to traffic management measures on the following roads:
- (i) primary/distributor:** Barn Church Road, Culloden Road, Keppoch Road, Ferntower Road, Murray Road; Towerhill Road, Caulfield Road;
 - (ii) residential/access:** Braeside Park, Moray/Wyvis Drive, Galloway Drive, Walker Crescent, Blackthorn Road, Hazel Avenue, Blackwell Road, Smithton Park, Cranmore Drive, Sinclair Park, Cradlehall Park, Burn Brae, Birchwood Road, Leanach Gardens, Caulfield Avenue, Towerhill Crescent/Road.