

Inner Moray Firth Local Development Plan 2

Plana Leasachaidh Ionadail Linne Mhoireibh A-Staigh 2

**Plan as Submitted
to Scottish Ministers**

March 2023

highland.gov.uk/imf

This is the second Inner Moray Firth Proposed Local Development Plan which sets out the Council's view on how the Plan area should develop over the next 10 years and beyond.

This Plan seeks to deliver defined outcomes for communities, employment, connectivity and the environment but with particular emphasis on post pandemic economic recovery and addressing the Climate and Ecological Emergency. The Plan makes policy, placemaking priority and development site choices that best balance both environmental sustainability and economic viability for both the public and private sector. These choices will mean that the Plan will be practicable and positive for the area.

The Plan was prepared and refined by considering comments submitted during its preparation, including the Main Issues Report consultation held during 2021. On behalf of the Council we thank all those who have shown interest in the Plan so far. We would encourage everyone with an opinion to visit our [website](#)⁽¹⁾ and tell us what you think.

1 www.highland.gov.uk/imf

Is e seo an dàrna Plana Leasachaidh Ionadail Molta Linne Mhoireibh a-staigh a tha a' cur an cèill beachd na Comhairle air mar a bu chòir do raon a' Phlana leasachadh thairis air an ath 10 bliadhna agus às a dhèidh.

Tha am Plana seo ag amas air builean comharraichte a libhrigeadh do choimhearsnachdan, cosnadh, ceanglaichean agus an àrainneachd ach le cuideam sònraichte air ath-bheothachadh eaconamach às dèidh galar lèir-sgaoilte agus dèiligeadh ri Èiginn Gnàth-shìde agus Eag-eòlais. Tha am Plana a' dèanamh poileasaidh, prìomhachas dèanamh àite agus roghainnean làraich leasachaidh a tha a' cothromachadh seasmhachd àrainneachdail agus comasachd eaconamach airson an dà chuid poblach agus prìobhaideach. Bidh na roghainnean sin a' ciallachadh gum bi am Plana obrachail agus deimhinneach don sgìre.

Chaidh am Plana ullachadh agus ùrachadh le bhith a' beachdachadh air beachdan a thàinig a-steach fhad 's a bha e ag ullachadh, a' gabhail a-steach co-chomhairleachadh Aithisg nam Prìomh Chùisean a chaidh a chumail ann an 2021. Às leth na Comhairle tha sinn a' toirt taing dhan a h-uile duine a tha air ùidh a nochdadh sa Phlana gu ruige seo. Mholamaid a h-uile duine le beachd tadhal air an [làrach-lin](#)⁽¹⁾ againn agus innse dhuinn dè do bheachd.



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What is the Proposed Plan? | Dè a th' anns a' Phlana a thathar a' Moladh?

Purpose | Adhbhar

This is the proposed second iteration of the Inner Moray Firth Local Development Plan (abbreviated to IMFLDP2) which is one of three area local development plans that, along with the Highland-wide Local Development Plan (HwLDP) and Supplementary Guidance, form the statutory development plan that guides future development in Highland. It aims to enable the delivery of an ambitious vision and strategy for the Highlands' most populated area, and to continue its vital role at the regional and national level. It sets out the Council's view on where development should and should not occur in the Inner Moray Firth over the next 10 - 20 years and how growth should be encouraged, managed and delivered.

Status | Inbhe

This Plan will be used as a material consideration in the determination of planning applications. Alongside it, the main documents for making planning decisions will be the HwLDP, Supplementary Guidance and the existing, adopted Inner Moray Firth Local Development Plan July 2015 (aIMFLDP). For a very limited number of sites and developments the aIMFLDP, IMFLDP2 and/or HwLDP say different things about the Council's attitude to development. In the event of any incompatibility between a provision of these plans then the most up to date plan will prevail as the Council's policy for that site/issue.

Previous and next steps | Ceumannan roimhe agus an ath cheum

In preparing this Plan, The Highland Council have held various consultations firstly with a Call for Sites in 2019 followed by a Main Issues Report in 2021. The comments submitted during these stages have helped us prepare this Plan and are available to view via the Council's website.

This Proposed Plan is being issued for public consultation and any comments made on it will help decide whether changes should be made, or whether the Council wishes to maintain the position set out in the Plan. The Plan that emerges will be subject to independent examination by Scottish Government, who will recommend any final changes to be made, after which the Council will adopt this document as the second Inner Moray Firth Local Development Plan.

Reading the Plan | A' leughadh a' Phlana

In order to get the best experience, we recommend that you read the Plan through the consultation portal. This version of the Plan provides the most detailed and engaging information in a single, easy to navigate webpage. We also recommend that you read the online version in Chrome (other internet browsers are available) on a laptop or computer. The webpage resizes to fit tablet and mobile devices but features such as interactive maps and consultation points may be harder to use because of the small screen size.

Section 1 - 'Vision and outcomes | Lèirsinn agus builean', Section 2 - 'Spatial strategy | Ro-innleachd spàsail' and Section 3 - 'General policies | Poileasaidhean coitcheann' set out the overarching framework for planning decisions and underpin the Council's choices of particular local priorities and development sites in each main community. That is why it is important to read the front part of the Plan alongside any parts that are of specific interest to you. There are other accompanying and related documents ('Accompanying and related documents | Sgrìobhainnean co-cheangailte agus na chois' and Appendix 1 - 'Accompanying and related documents | Sgrìobhainnean co-cheangailte agus na chois') which may also be relevant.

Navigating the plan

If you are viewing the plan as a .pdf, you can navigate by scrolling or advancing through the document page by page. The contents page provides links to all of the Main sections and subsections with a separate section detailing the Plan's policies.

While you are reading the Plan you may notice blue-highlighted text - these are hyperlinks we have provided where we thought it would be useful to direct you to other information and will either direct you to a source of information on a different website (external hyperlinks) or take you to another part of the Plan (internal hyperlinks).

External hyperlinks have a footnote reference showing the web address should you screenshot or print the Plan you can still see where the link refers to. By default, hyperlinks will open in the same browser tab that you are in - you may choose to open external links in a new tab or window if you

want to. Internal hyperlinks show you the type of content (in the case of boxes it shows the box title) and the name of the content. In either case you may return to the point where you left by clicking the "back" button in your browser.

Interactive content

The .pdf of the Plan contains no interactive elements other than internal and external hyperlinks previously described. For the best experience, we strongly recommend that you view the Plan on our online portal and register to comment on the Plan.

Registering on the website | A ' clàradh air an làrach-lìn

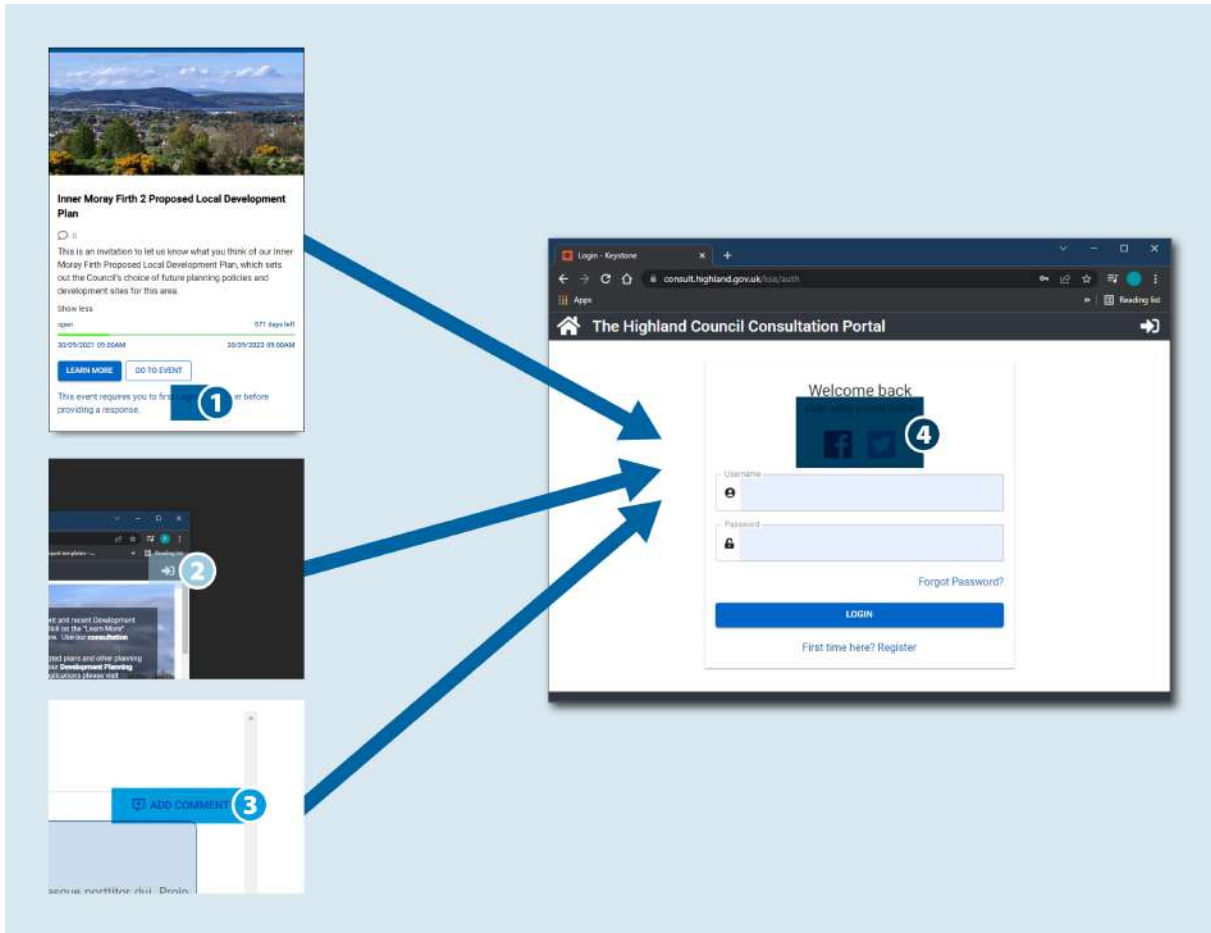
In order to fully engage with this consultation event (and any others we may host in the future) you should consider registering on our Objective portal. This will allow you to comment on our events, view the comments you have made, receive updates on the progress of your comments, manage your contact details and manage how and when we will contact you.

As we have been hosting events in Objective for a number of years you may have already registered a profile. If that is the case, then you can continue to use the profile you have but please continue to read this section as there may be some features you have not explored yet.

Logging in

If you already have a profile in Objective you may login through a few methods.

Figure 1 Login options



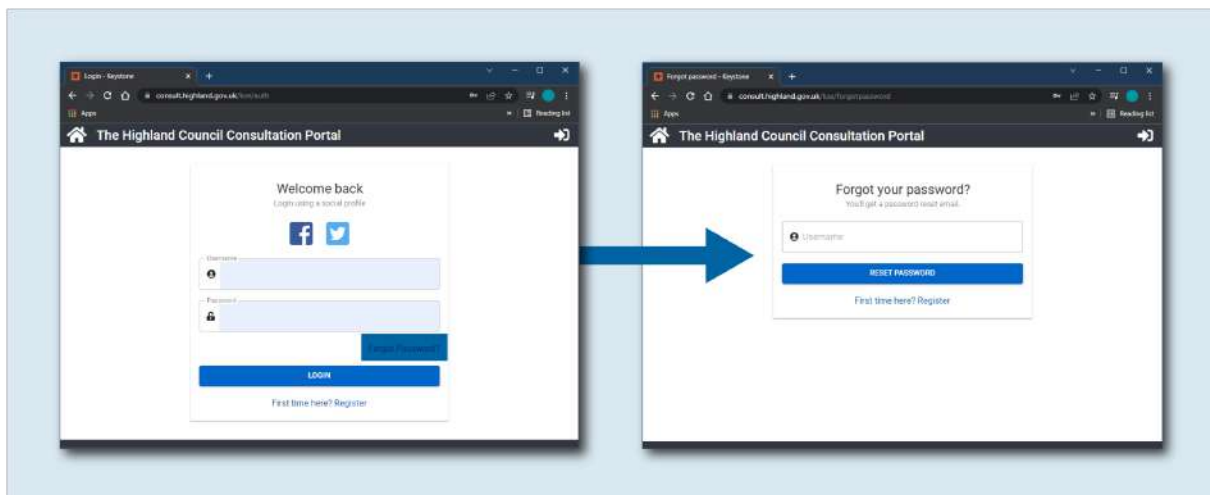
1. Use the login link in the event card on the main Objective website.
2. Click the Sign in button in the top right of your web browser.
3. Click on an ADD COMMENT button in an ongoing consultation event.
4. Sign in using your social media account from the sing in screen (you do **not** need to have a social media profile to use Objective).

Once you reach the sign in screen, enter your the username and password you used to register your account and click the LOGIN button.

Forgotten password?

If you already have an account, enter your username and password in the empty fields. If you have an account but can't remember your password, click the "Forgot Password?" link to reset your password. Enter your user name or the email address associated with your account and then click the "RESET PASSWORD" button. An email will be sent to you usually within a few minutes containing a new password and a link to the Objective website.

Figure 2 Forgotten password?

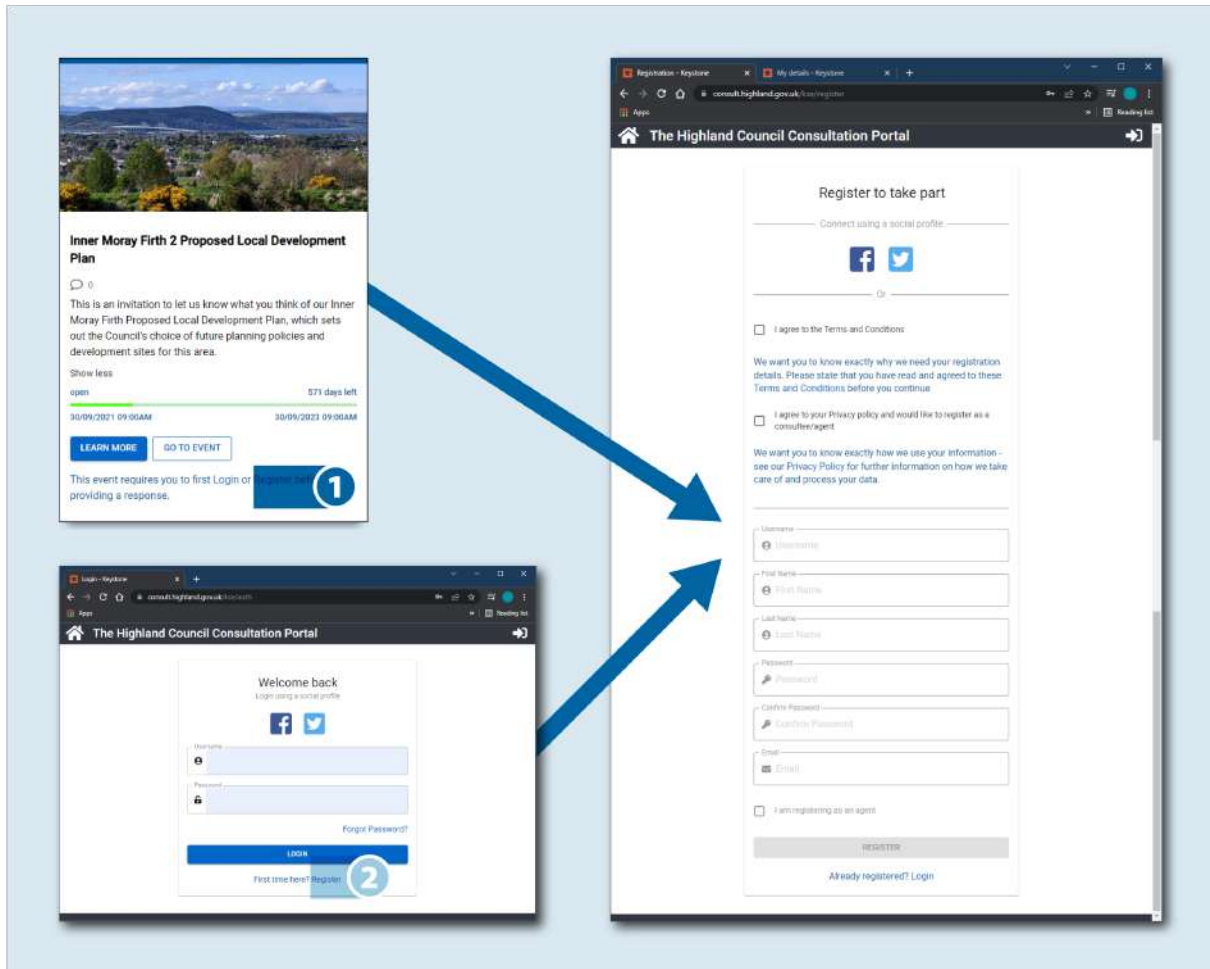


If the email hasn't arrived after 30 minutes, please check your junk mail folder. If you are certain that the email has not been received do not repeatedly reset your password, please get in touch with us and we will reset your password for you.

Registering a profile

If you do not have a profile in Objective then you can register to take part.

Figure 3 Registration options



1. Use the register link in the event card on the main Objective website.
2. Use the register link in the login page.

Check the boxes relating to terms and conditions and the privacy policy and then complete the fields in the form. There is a check box at the bottom of the form asking whether or not you are registering as an agent. Only click this box if you will be submitting comments on behalf of clients or organisations. If you are commenting as an individual or a group such as a Community Council, social group/club or other body then do not check this box.

Click the REGISTER button to confirm your details. You will then receive an email within about 5 minutes with your login details and a link to activate your account. This is very important. Click this link to activate your account and then login with the details you provided. If, for any reason,

you do not receive this activation email do not register another account. Check your junk mail folder and if you don't have the email with about 30 minutes then contact us: we can locate your profile and activate it for you.

Figure 4 Registration confirmation

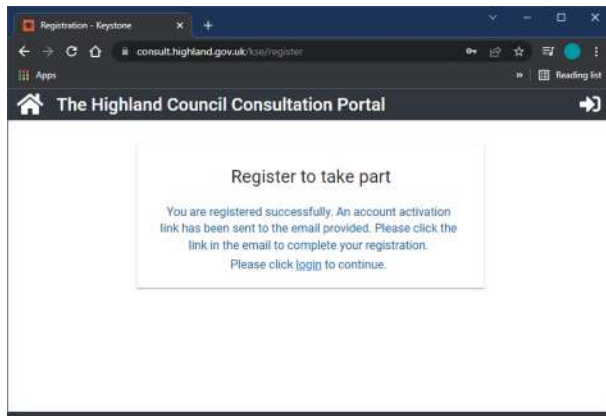
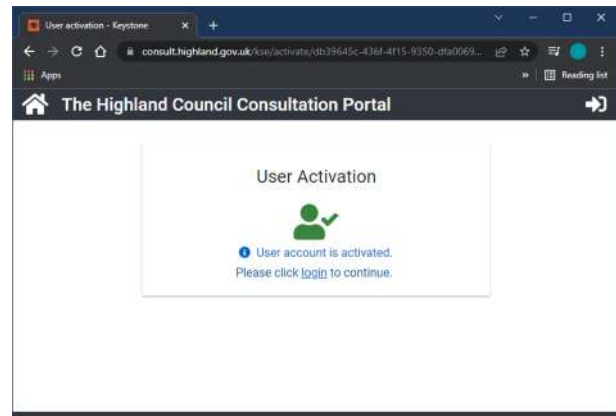


Figure 5 Registration activation



Logging in for the first time

Once you have registered and logged in for the first time you might to go the first open consultation and tell us what you think but there are some settings in your profile that you should consider to customise your experience and allow us to better engage with you in the future.

Click on your name in the top right of your browser and then click on "My Details". Here you will see that information that you submitted in your registration along with a number of other details.

Figure 6 My details

The screenshot shows the 'My details' page on the Highland Council Consultation Portal. The page is divided into two main sections: 'PERSONAL' and 'POSTAL ADDRESS'. The 'PERSONAL' section includes fields for Username (1), First Name, Last Name, Contact Number (2), a checkbox for 'I submit on behalf of an organisation', Email, a 'CHANGE PASSWORD' button (3), and social media links for Facebook and Twitter (4). The 'POSTAL ADDRESS' section includes fields for Address line 1, Address line 2 (5), Postcode, City/Suburb, State, and Country (set to United Kingdom), with 'SAVE' and 'CANCEL' buttons. Below this is a 'SETTINGS' section with a search bar for subject interests, checkboxes for 'Notify me when my status changes' (6) and 'Notify about new surveys', and dropdown menus for 'Preferred language' (English) and 'Preferred method of communication' (Email), also with 'SAVE' and 'CANCEL' buttons.

1. Personal details: username, first and last names.
2. Submitting for an organisation: if you are submitting for a group or organisation (but are **not** an agent).
3. Password: if you need to change your password for logging in.
4. Social media: if you used social media to register your account it will appear linked here.
5. Postal address.
6. Settings: this will allow you to set your interests, notifications and how you would like us to contact you in the future.

Your settings are very important: there are how you customise how and when you are sent emails by Objective and how you would like us to contact you. If you do not wish any further communication through the portal then uncheck both notification boxes and set your preferred method of contact to be "No further contact".

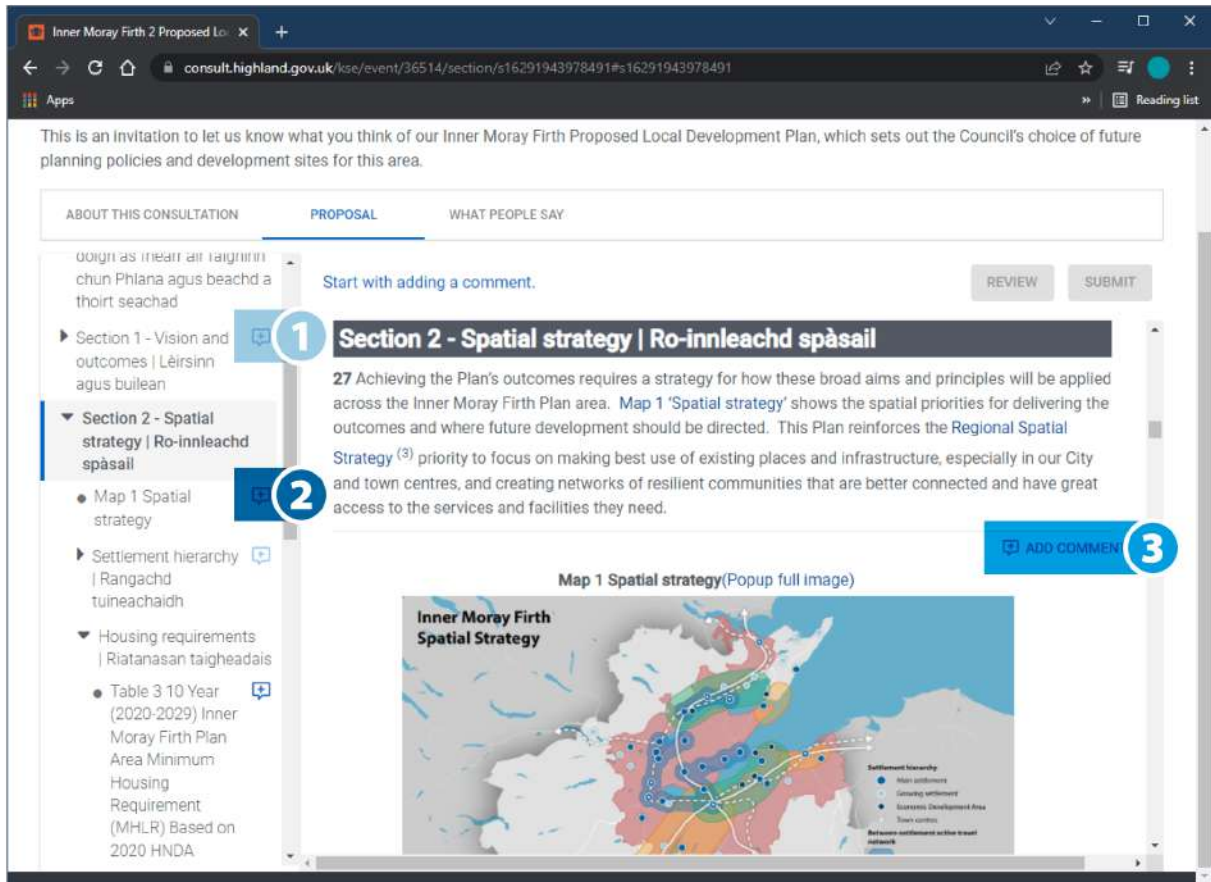
Commenting on the Plan | A' toirt iomradh air a' Phlana

Once you have read the parts of the Plan that interest you and registered a profile, you may then wish to provide comments and feedback on aspects of the content. Your comments take the form of a single "submission" that may contain any number of individual comments. You may only comment on each consultation point once although you may make as many submissions as are necessary.

Making a comment

You can see all of the points that we are looking for comments on represented as speech bubble icons in the document navigation on the left of the PROPOSAL tab and distributed through the Plan itself on the right of the main panel of the screen where it says ADD COMMENT. Light coloured icons in the document navigation indicate that that section contains content that you can comment on while dark icons represent the consultation points themselves.

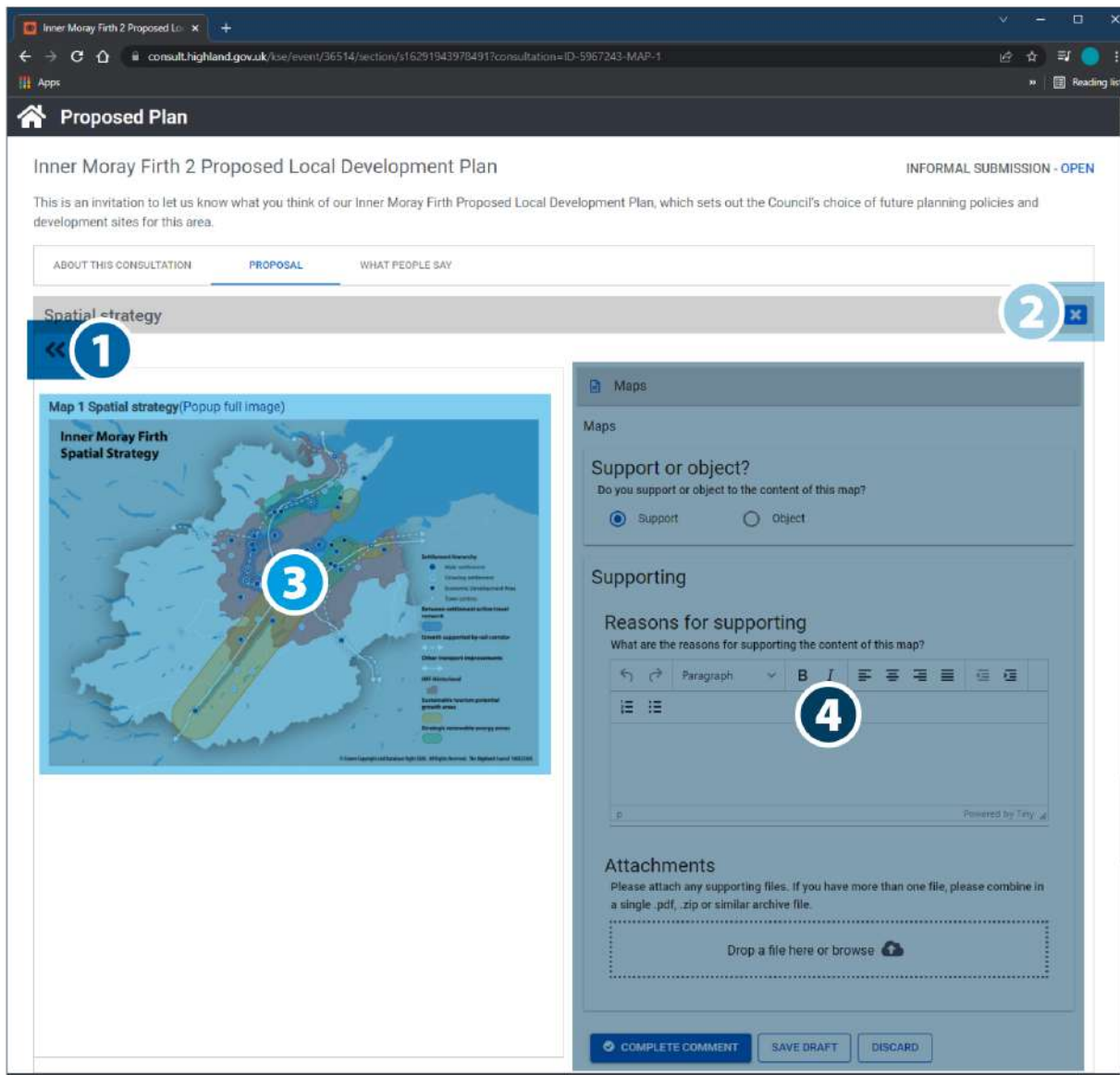
Figure 7 Consultation points



1. Section containing consultation points.
2. Consultation point in document navigation.
3. Consultation point in main document.

Once you have found the content that you wish to comment on, you can click the consultation point in the document navigation or in the main part of the document to see the questions for that point.

Figure 8 Consultation questions



1. Hide Plan content and expand questions.
2. Close consultation point.
3. Content that you are commenting on.
4. Consultation questions.

Click the buttons to tell us if you support or object to the content of the Plan and then fill in the text boxes to provide us with more information about your decision and, in the case of objections, what changes you would like us to make to the plan to improve it. You may also attach

How best to access the Plan and comment | An dòigh as fheàrr air faighinn chun Phlana agus beachd a thoirt seachad

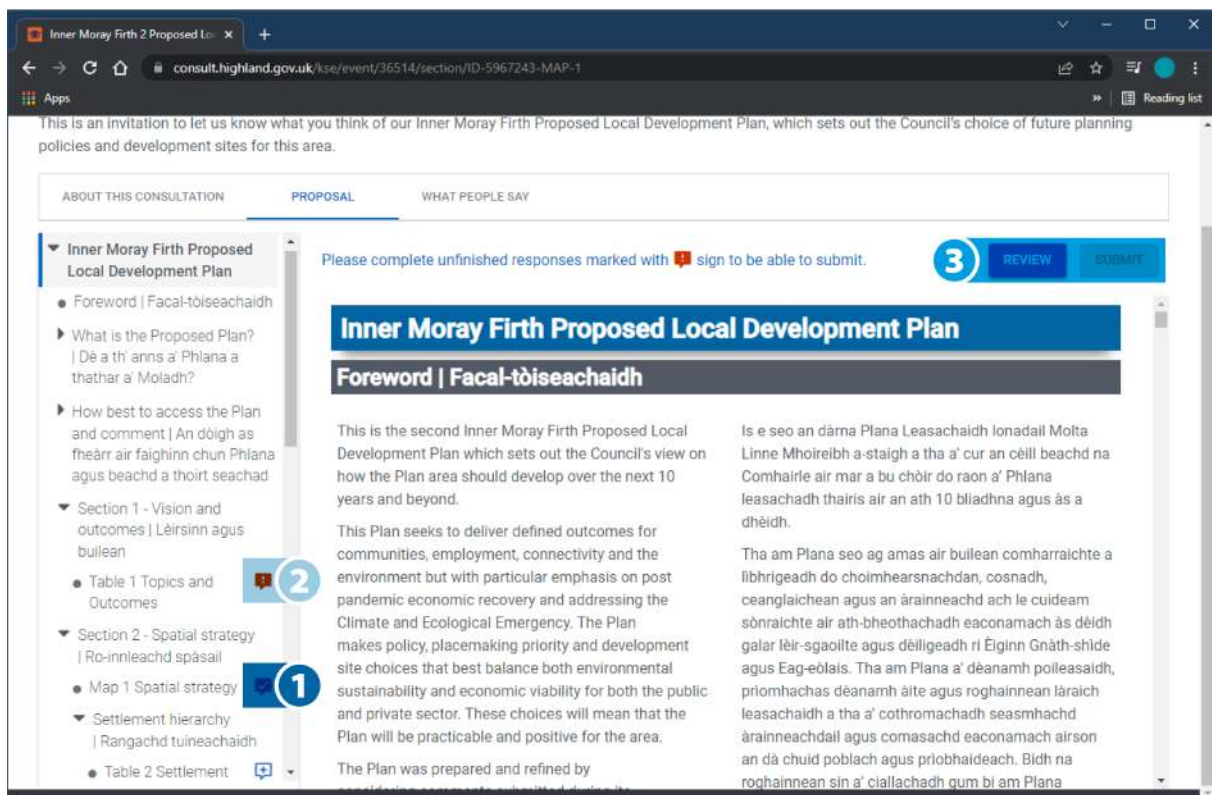
files to your comments to provide further detail. You may only attach one file so if you have multiple files you will need to combine them in a single .pdf or document or add them all to a .zip or similar archive file and attach that.

Once you have finished, click the COMPLETE COMMENT button. You may also save your comments as a draft if you want to come back and complete it later. You will also have the opportunity to review all of your comments before you finalise your submission.

Completing your submission

When you have finished making comment on the plan you can review and finalise your submission.

Picture 1 Complete and incomplete consultation points



1. Draft consultation point.
2. Completed consultation point.
3. Review and submit.

All comments must be finalised before you complete your submission and any comments you have saved as drafts will be highlighted for you. Click the REVIEW button to check your comments. The SUBMIT button will remain greyed out until all of your comments have been completed. If you have not saved any of your comments as a draft you may submit your comments but you still have the option to review what you have said as all submissions are final.

Figure 9 Incomplete comments must be reviewed

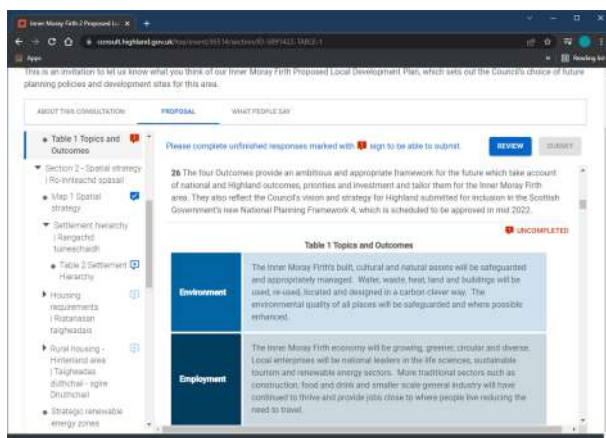
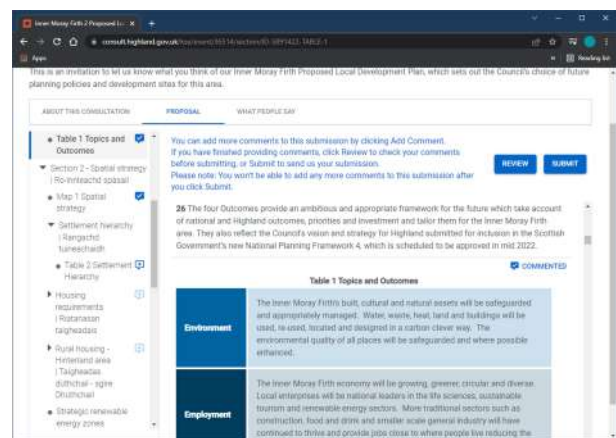
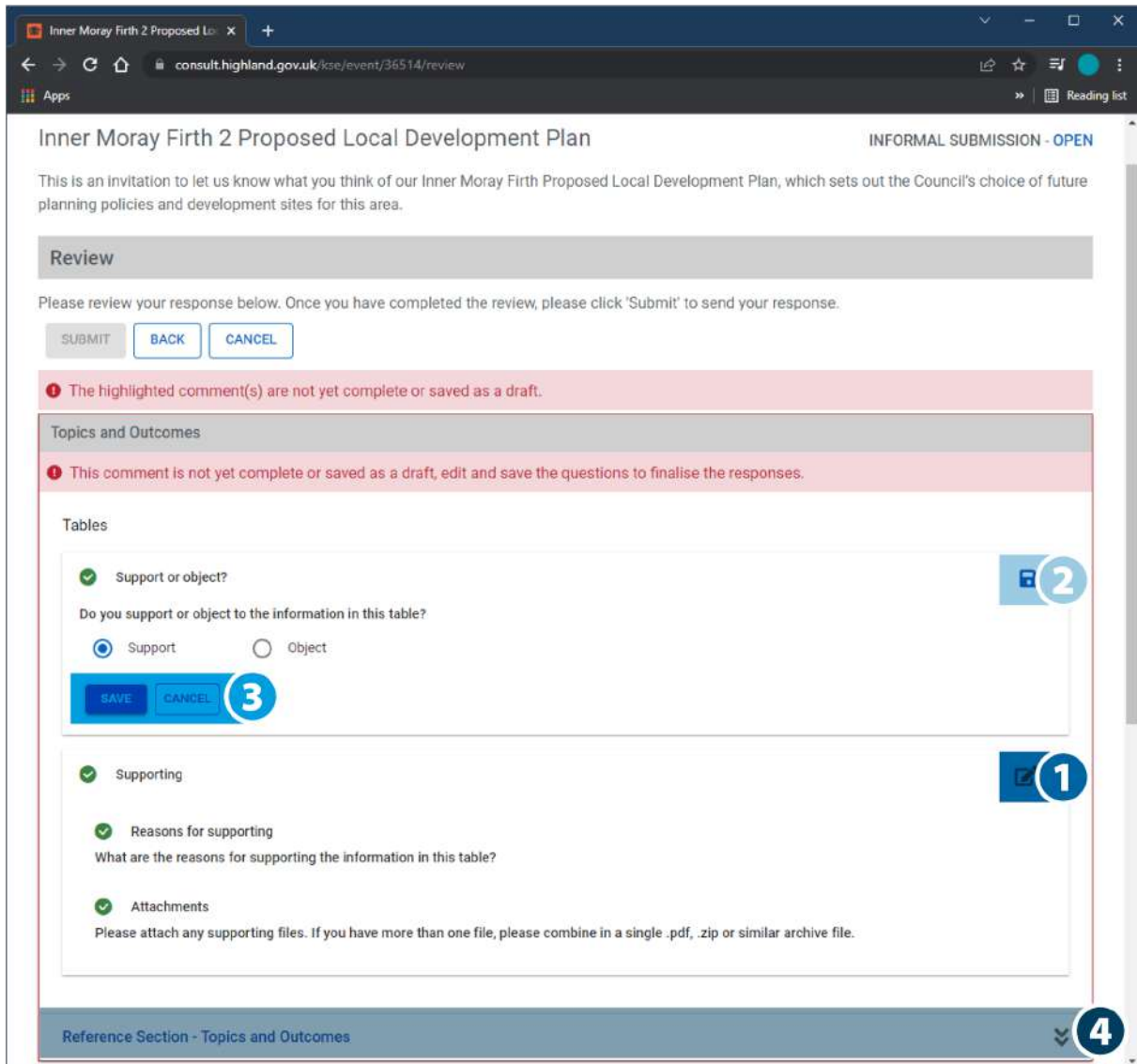


Figure 10 Completed comments can be submitted



While reviewing comments you will be able to see all of your comments with the related content at the bottom of the question. Any incomplete or draft responses will be highlighted in red.

Figure 11 Reviewing and editing comments



1. Edit comment.
2. Save comment.
3. Save or cancel edits.
4. Consultation point content (hidden by default, click to expand).

Click the edit button to make any final changes to a comment. If your comment is a draft, click edit and then click save to complete the comment. Once you are satisfied with all of your responses, click the SUBMIT button. You will be prompted one last time for any further comments before you make your submission.

How best to access the Plan and comment | An dòigh as fheàrr air faighinn chun Phlana agus beachd a thoirt seachad

Figure 12 Finalise your comments

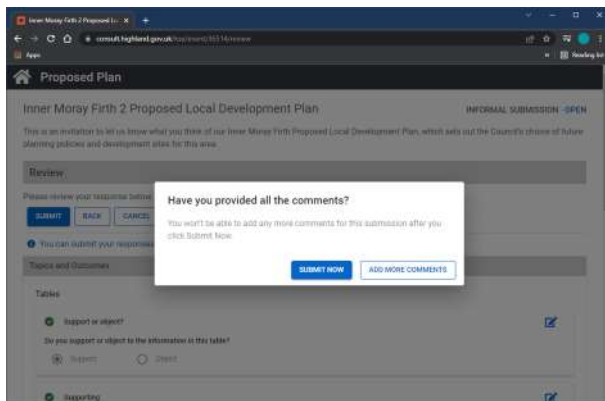
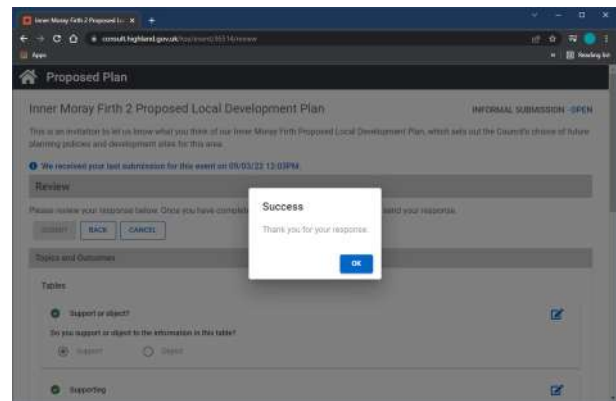
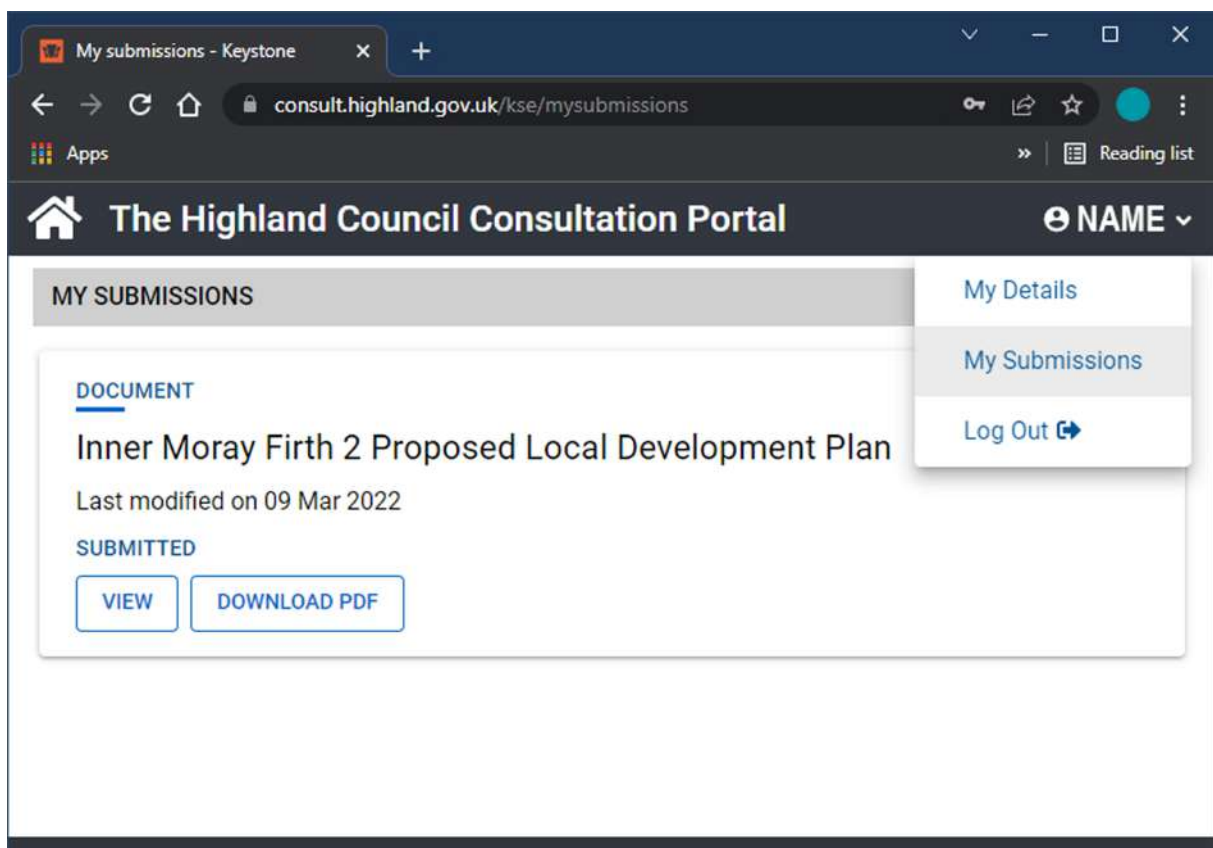


Figure 13 Success!



Shortly after submitting your comments you will receive an email with a summary of your comments (you may not receive this email if you have changed your profile settings not to allow emails) and you may view and download your comments in your profile. You may also receive an email once we have processed your comments.

Figure 14 Your submissions



How best to access the Plan and comment | An dòigh as fheàrr air faighinn chun Phlana agus beachd a thoirt seachad

Your comments would be visible in the WHAT PEOPLE SAY event tab but typically, we don't make comments public until after the consultation is finished and only in line with our privacy policy shown on the ABOUT THIS CONSULTATION event tab.

Find out more | Faigh a-mach tuilleadh

The Plan's appendices contain further, supporting information. We've tried to minimise the use of technical terms but if needed, Appendix 5 - 'Glossary | Beag-fhaclair' contains a list of abbreviations, acronyms and terms used in this Plan and in the related background documents and an explanation of their origin and/or meaning. Supporting assessments are available via the Consultation Portal and the Council's website. Our website will provide details of our public engagement during the consultation period. If you would like to speak to a member of the Development Plans Team please contact us by [email](#)⁽²⁾ or by calling 01349 886608.

Accompanying and related documents | Sgrìobhainnean co-cheangailte agus na chois

The Plan takes account of a wide range of other factors which can also influence the outcome of planning decisions, including:

- National planning legislation, policy and guidance;
- The HwLDP, Supplementary Guidance and non-statutory planning guidance; and
- Other plans, programmes and strategies of The Highland Council and other public agencies.

Appendix 1 - 'Accompanying and related documents | Sgrìobhainnean co-cheangailte agus na chois' contains a list of and links to the most relevant other documents that affect planning decisions within the Inner Moray Firth area.

2 imfldp@highland.gov.uk

This Plan does not contain policies with a direct impact on proposals in the marine environment - i.e. the Plan's direct influence ends at mean low water springs. The [National Marine Plan](#)⁽³⁾ and the Moray Firth Regional Marine Plan (when prepared) are/will be the primary policy documents for assessing marine proposals.

3 <https://www.gov.scot/publications/scotlands-national-marine-plan/>

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- 22** This Local Development Plan aims to deliver defined, positive outcomes for the environment, employment, communities and connectivity. To achieve this the plan must target and coordinate where and how growth occurs. The Plan’s Vision is expressed through four proposed, inter-related headline outcomes listed in Table 1 'Topics and Outcomes'. The two overarching aims of the Plan are to tackle the climate and ecological emergency and enable post pandemic economic recovery. These aims are threaded through the Plan and embedded within each of its Outcomes, Spatial Strategy, General Policies, Placemaking Priorities and development site choices.
- 23** The four Outcomes provide an ambitious and appropriate framework for the future which take account of national and Highland outcomes, priorities and investment and tailor them for the Inner Moray Firth area. They also reflect the Council's vision and strategy for Highland submitted for inclusion in the Scottish Government’s new National Planning Framework 4, which is scheduled to be approved in mid 2022.

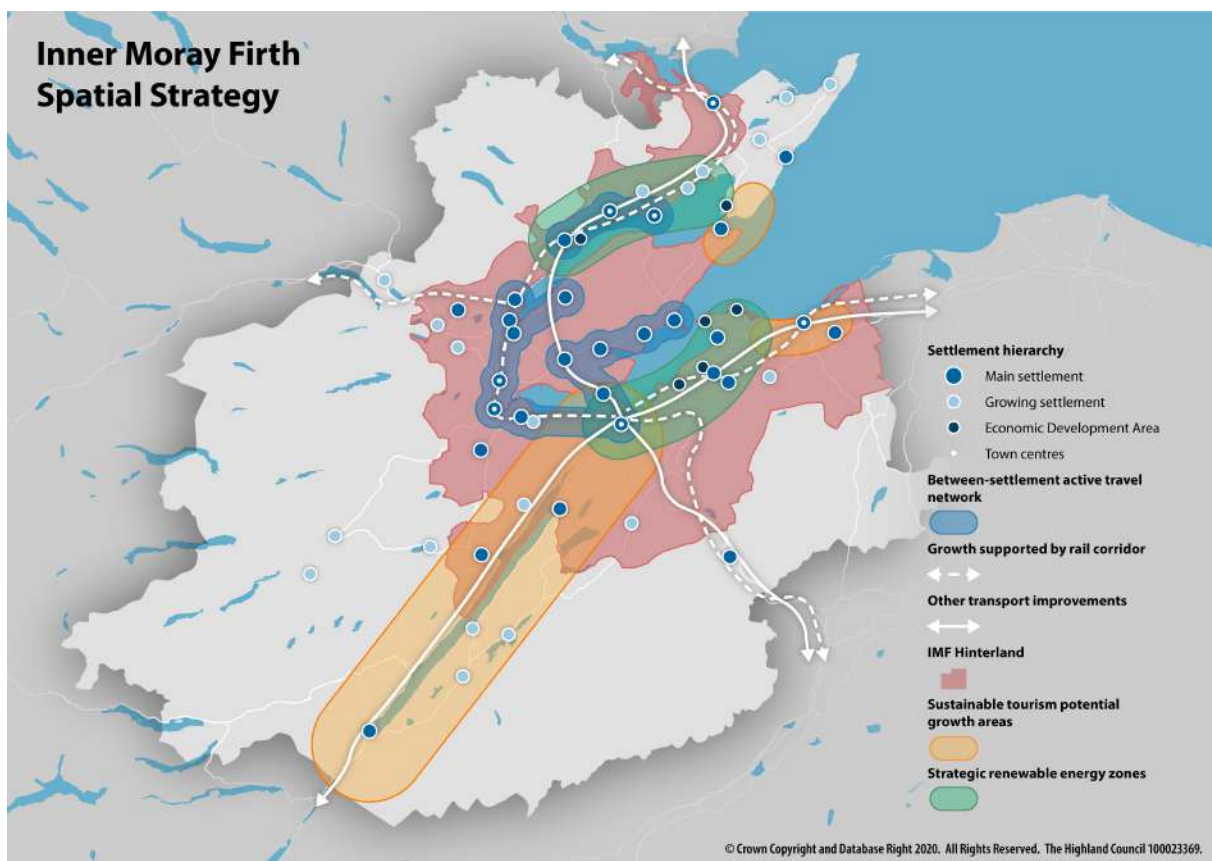
Table 1 Topics and Outcomes

Environment	The Inner Moray Firth's built, cultural and natural assets will be safeguarded and appropriately managed. Water, waste, heat, land and buildings will be used, re-used, located and designed in a carbon clever way. The environmental quality of all places will be safeguarded and where possible enhanced.
Employment	The Inner Moray Firth economy will be growing, greener, circular and diverse. Local enterprises will be national leaders in the life sciences, sustainable tourism and renewable energy sectors. More traditional sectors such as construction, food and drink and smaller scale general industry will have continued to thrive and provide jobs close to where people live reducing the need to travel.
Growing Communities	Our communities will be sustainable, well-designed places with homes which meet people’s needs. More people will want to live in Inverness and the larger towns and villages as they are attractive, safe, socially inclusive and healthy,

	<p>with thriving centres and better access to services and facilities. Inner Moray Firth communities will function as networks of locally resilient and self-supporting places with equality of access to local resources.</p>
Connectivity	<p>It will be easy to move around and between settlements in the Inner Moray Firth area. Walking and cycling will be the logical choice for most day to day trips, with longer journeys made using an efficient, reliable public transport system and, in rural areas, shared transport and electric vehicles. Sustainable regional, national and global connections will be available from modern bus and rail stations, harbours and Inverness Airport. Improved digital connectivity throughout the Plan area will enable home working for most people, helping to reduce the need to travel.</p>

24 Achieving the Plan's outcomes requires a strategy for how these broad aims and principles will be applied across the Inner Moray Firth Plan area. Map 1 'Spatial strategy' shows the spatial priorities for delivering the outcomes and where future development should be directed. This Plan reinforces the [Regional Spatial Strategy](#) ⁽⁴⁾ priority to focus on making best use of existing places and infrastructure, especially in our City and town centres, and creating networks of resilient communities that are better connected and have great access to the services and facilities they need.

Map 1 Spatial strategy



25 Existing settlements and town centres will also be the prime locations for employment, alongside a number of Economic Development Areas and strategic renewable energy zones where major new employment is expected to enable the transition to net zero. Similarly,

4 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans/927/national_planning_framework

the Plan supports established tourism destinations such as Loch Ness and Nairn, and this includes emerging and future projects to develop sustainable tourism initiatives. All these matters are covered in greater detail in the following parts of the Plan.

Settlement hierarchy | Rangachd tuineachaidh

- 26** The Plan's Spatial Strategy and in particular its Settlement Hierarchy sets out a strategic view on where future growth should occur. Previous Highland development plans have taken a view that all communities should develop organically - i.e. at a rate proportionate to their existing size and in line with past trends. However, this Plan proposes a more focused approach. To address climate change and post pandemic economic recovery we wish better to target future growth at locations: with environmentally sustainable transport choices; where infrastructure network/community facility capacity either exists or can be created at least cost to the public and private sector; and where existing commercial and environmental assets can best be protected and enhanced whether this is safeguarding and improving the viability and vitality of our town and city centres or our natural, built and cultural heritage. Put simply, the Plan proposes to direct development to the most economically viable and environmentally sustainable places.
- 27** In practice, this means classifying the places within the Inner Moray Firth into a hierarchy according to their existing and likely future sustainability and viability. This is shown in Table 2 'Settlement Hierarchy'. In summary, the Plan intends to direct most future growth to the settlements with the best existing, committed or likely viable future access (via sustainable travel choices) to the community facilities, infrastructure, employment and other commercial opportunities, and environmental capacity necessary to support that growth.
- 28** Tier 1 settlements include Inverness City, existing towns with good active travel and public transport links such as Beauly and Tain, and the committed new town at Tornagrain. In contrast, Tier 4 settlements offer very limited employment, transport options and services. As these settlements will be almost exclusively dependent on car based transport, we don't think that they are appropriate locations for any significant development. Because of these

Section 2 - Spatial strategy | Ro-innleachd spàsail

and environmental capacity considerations Cawdor, Contin, and Inchmore have been classified as Growing rather than Main Settlements (as they are/were in the aIMFLDP). However, within all these settlements, we will still support the principle of infill development, refurbishment of existing properties and redevelopment of brownfield (previously developed) sites. This hierarchy has influenced the number and size (e.g. indicative housing capacity) of sites in this Plan.

Table 2 Settlement Hierarchy

Scale of Growth	Sustainability	Hierarchy	Tier	Settlements/Locations
Strategic	Most sustainable	Main Settlements	1	Alness, Beaully, Dingwall, Invergordon, Inverness City, Muir of Ord, Nairn, Tain, Tornagrain.
Modest	Sustainable		2	Ardersier, Conon Bridge, Drumnadrochit, Evanton, Fort Augustus, North Kessock.
Local	Partially sustainable		3	Auldearn, Avoch, Croy, Fortrose and Rosemarkie, Kiltarlity, Maryburgh, Seaboard Villages, Strathpeffer, Tomatin.
Limited	Least sustainable		4	Cromarty, Culbokie, Dores, Kirkhill, Munlochy, Tore.
"Infill" only	Bolstering the smallest established rural communities	Growing Settlements	5	Abriachan, Balnain, Barbaraville, Cannich, Cawdor, Contin, Farr/Inverarnie, Foyers, Garve, Gorthleck, Inchmore, Hill of Fearn, Inver, Milton of Kildary, Marybank, Portmahomack, Rhicullen/Newmore, Tomich, Whitebridge.

Typically single unit development	Generally poor sustainability unless connection with rural land use / business	Countryside	6	All housing groups not otherwise classified as part of a settlement. Wider open countryside (no general restriction). "Hinterland" open countryside (general restriction on housing).
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Housing requirements | Riatanasan taigheadais

- 29** The latest, nationally determined, past trend based, forecasts for the Inner Moray Firth's future population and households indicate stability rather than rapid growth. This is due to a fall in birth rates, a modest forecast level of net migration and a forecast slower decline in average household size. However, there is considerable uncertainty as to whether past trends will continue. In particular, the assumed level of net migration into the Plan area is critical to future household and housing requirement forecasting but will be influenced by the unpredictable medium term effects of the pandemic, Brexit and the possibility of employment led growth in Highland. To take account of this uncertainty this Plan proposes, similar to the Scottish Government's approach in National Planning Framework 4, a Minimum Housing Land Requirement (MHLR) over a 10 year time period. The capacity and phasing of the Plan's allocations provide flexibility to go beyond this minimum.
- 30** The figures in Table 3 '10 Year (2020-2029) Inner Moray Firth Plan Area Minimum Housing Requirement (MHLR) Based on 2020 HNDA' are based on our [2020 Housing Need and Demand Assessment \(HNDA\)](#)⁽⁵⁾. The HNDA explains the detail of the source data, the calculation methodology and a justification for the assumptions that have been made. In addition to these HNDA calculation steps, we have made three further adjustments. Firstly, to take

5 https://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/556/housing_land_information

account of the proportion of future house completions that will be "lost" and unavailable to the mainstream affordable and market sectors because they will become second homes, holiday rentals, business use rentals, short term lets/AirBnBs or vacant, we have added an allowance for this future "ineffective" housing stock based on the proportion of units we believe to be currently ineffective within each Housing Market Area (HMA). Secondly, to provide choice for developers in a Highland market that is constrained by the limited number of developable sites and the reluctant attitude of many owners to land release, we have added a flexibility allowance. Recently, this has been set by the Scottish Government within National Planning Framework 4, at 30% for rural authorities such as Highland. Thirdly, to reflect the Council's policy aspiration to encourage rather than hamper economic growth prospects associated with the likely expansion of the renewables and other "green" industries in Mid and East Ross and their related employee housing need/demand, we have increased the requirements for these HMAs by a factor of 10%. These three adjustments take the Plan area total to just under 8,500 or around 850 units per annum for the 10 year period. We intend these figures to be a minimum target at least until better or more up to date evidence provides clarity on likely future trends particularly on net migration.

- 31** We take these totals and earmark sufficient, specifically allocated land on which this amount of housing can be built. We also need to make an assumption as to what proportion of future housing will be built on sites not specifically earmarked for this purpose in this plan. This type of development is known as "windfall". We monitor the pattern of building and have found that around 62% of house completions have been built on sites allocated within the aIMFLDP since it was adopted in 2015. This equates to a 38% windfall level. We wish to direct more future development to allocated sites so have assumed that a reduced figure of 30% of future houses will be built on sites not specifically allocated for that purpose in the Plan. The Council will continue to monitor this percentage and if 30% proves to be very inaccurate then we may undertake an early review of the Plan. Plan users can find out more about the

quantity, timing and pattern of housing development via the our [Housing Land Information](#) ⁽⁶⁾ webpage. In terms of affordable housing, the Plan assumes that at least 25% of future completions will be affordable but subject to the availability of public subsidy, would prefer this proportion to be far higher to address the split between market and affordable sectors in Table 3 '10 Year (2020-2029) Inner Moray Firth Plan Area Minimum Housing Requirement (MHLR) Based on 2020 HNDA'. This Plan's Increasing Affordable Housing General Policy contains more detail of the Council's approach.

- 32** The likely phasing of the housing capacities of the sites allocated within the Plan are, collectively, more than adequate to accommodate the MHLR over the next 10 years assuming that 70% (5,924) of the 8,463 target are built on these sites. The Plan allocates specific sites to accommodate 15,607 houses of which we estimate that 8,208 may be completed within the initial 10 year Plan period. Each allocated site with a housing component has a stated indicative housing capacity. The main capacity figure is the number of residential units expected to be completed within 10 years and for the larger sites there is second, bracketed figure which is the expected total for the entirety of the allocation; i.e., also includes units expected to be completed beyond year 10 of the Plan period.

Table 3 10 Year (2020-2029) Inner Moray Firth Plan Area Minimum Housing Requirement (MHLR) Based on 2020 HNDA

		Housing Market Area ⁽¹⁾					
		Inverness	East Ross	Mid Ross	Nairn	West Ross (part)	Plan Area Totals ⁽²⁾
Housing Sector ⁽³⁾	Affordable	4,293	513	830	363	76	6,075

6 https://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/556/housing_land_information

Section 2 - Spatial strategy | Ro-innleachd spàsail

	Open Market	1,435	239	526	151	39	2,389
	Totals ⁽²⁾	5,726	752	1,356	515	114	8,463

1. Assumes a zero requirement for that portion of the Badenoch and Strathspey HMA that lies within the IMFLDP area because the housing numbers are negligible. 26% of West Ross HMA based on geographic area proportion.
2. Some column and row totals don't sum exactly due to rounding.
3. The Market sector is defined as owner occupier and private rent homes. The Affordable sector is social rent and other below market rent properties.

Rural housing - Hinterland area | Taigheadas dùthchail - sgìre Dhùthchail

33 Outwith the Plan's listed Main and Growing Settlements, our Spatial Strategy for housing is better to manage pressure for new building because of its adverse environmental and economic effects. We have termed the area of open countryside closest to the major employment settlements and most at risk of these adverse effects as Hinterland. Specifically, uncontrolled, sporadic housing development in the Hinterland, other things being equal:

- increases car-based trips to work and most other activities resulting in higher carbon and other harmful emissions than otherwise need occur;
- suburbanises the open (or dispersed pattern of settlement) landscape character of the existing countryside; and,
- increases the cost of public (and private) service provision such as a wired internet connection, a postal service, a private parcel delivery, a water main connection, waste collection, a public sewer connection, a mobile library van service or a school transport service.

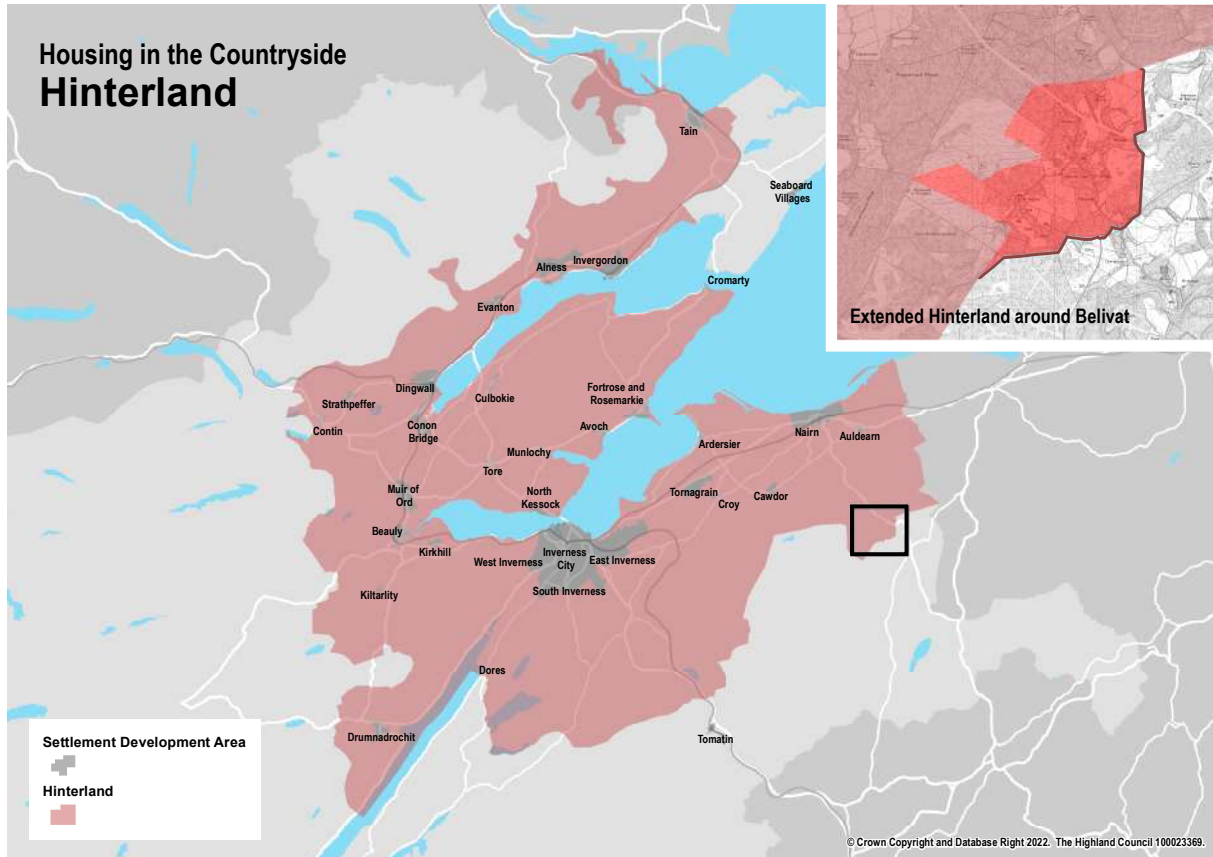
34 Therefore, we believe that new development in the open countryside should be controlled to favour those with good reason to be there. Housing in connection with a business already in a countryside area or a new enterprise particularly suited to a rural area are existing, sensible exceptions. This includes farmers, crofters and others with a genuine, frequent need

to manage their rural land use activity but also managers of kennels, catteries and other "bad neighbour" uses that are not suited to a traditional industrial estate. To allow some flexibility given that Highland has a long tradition of dispersed parish based settlement and that many indigenous people have been born and raised in rural areas, the Council's Hinterland policy and related [Rural Housing](#)⁽⁷⁾ guidance supports proportionate growth of existing housing groups without the need for a land or business management justification.

- 35** Following an analysis of recent house completion data, demographic trends, and likely changes in future travel to work patterns combined with this Plan's aim of reducing unnecessary car borne travel, we believe that the geographic area of open countryside currently identified as the Hinterland is still fit for purpose with one minor exception at Belivat, Nairnshire, where sporadic development has occurred causing cumulative adverse environmental and servicing effects. Our revised boundary shown in Map 2 'Proposed hinterland' now encloses this area.

7 https://www.highland.gov.uk/directory_record/683410/rural_housing

Map 2 Proposed hinterland



Strategic renewable energy zones | Sònachan lùth ath-nuadhachail ro-innleachdail

- 36** As set out in 'Employment | Ag obair', ScotWind puts Scotland at the forefront of the global development of offshore wind, representing a major step forward in the transition to net zero. The Inner Moray Firth Plan area is located in close proximity to several of the offshore wind sites and the Spatial Strategy identifies two specific areas which have been shown to be best placed to form a world leading renewable energy cluster, utilising the natural deep water accesses, dockside space, and existing skills.

Sustainable tourism | Turasachd seasmhach

- 37** Tourism is an increasingly important part of the Inner Moray Firth economy and helping to sustain employment and economic activity in both urban and rural communities. The Plan supports the continued growth of the industry and the [National Tourism Strategy's](#) ⁽⁸⁾ aim of creating a "responsible tourism for a sustainable future". To achieve this, we need to make the most of our existing assets and ensure that they deliver high quality, sustainable and authentic visitor experiences. The Plan therefore supports development which increases the length of people's stay, visitor spending, a wider geographic spread of attractions but also which maximise opportunities for sustainable travel and protection of the environment.
- 38** The Spatial Strategy shows three specific areas that have been identified as offering significant potential to grow in this way because of their locational and sustainable connectivity advantages. These include the Loch Ness corridor and area around Nairn, both of which are existing major tourism destinations, and an area around the Sutors of Cromarty. The Council will continue to work with partners including Visit Inverness Loch Ness Bid and HIE to promote sustainable tourism for Loch Ness, and to consider its connections with the City. Similarly, partners are working together in Nairn, hosted by the local Community Planning Partnership, to capitalise on Nairn's role as a recognised visitor destination.

8 <https://scottishtourismalliance.co.uk/scotland-outlook-2030-overview/>

39 In addition to Section 2 - 'Spatial strategy | Ro-innleachd spàsail', we also believe that achieving the Plan's outcomes requires up to date policies that will have general and consistent application across the Inner Moray Firth Plan area. The approved Highland wide and Inner Moray Firth Local Development Plans (HwLDP and aIMFLDP) contain general policies but many of these require updating to reflect changing circumstances such as the recognition of the Climate and Ecological Emergencies, new trends and opportunities in the development industry and wider economy, and the evolution of national planning policy through National Planning Framework 4. The following parts of the Plan set out and justify our 14 new/updated general policies, grouped by each of the 4 Plan outcomes they are intended to help achieve. They also reflect the main issues stated in the Main Issues Report published in 2021. These new/amended policies will update (not supersede) those in the HwLDP and will, when the Plan is adopted, be given primacy by the Council in making planning decisions.

Environment | Àrainneachd

40 Safeguarding and enhancing the natural, built, and cultural environment of the Inner Moray Firth is vital to the prosperity of the area, the health of its residents and the quality of its places. Protecting, managing and enhancing this environment also plays a part in tackling the climate and ecological emergency. This is one of the two overarching aims of the Plan and has shaped its content. We hope to make the Plan area more resilient to the environmental impacts of climate change and help contribute to Scotland's ambitious carbon reduction targets of a 75% reduction in all greenhouse gas emissions by 2030 and net zero by 2045. For example, the Plan incorporates policies and proposals to protect, enhance and even create habitats such as riparian green networks that will both adapt to and mitigate adverse climate and ecological change. Adaptation to climate change is also important for the historic built environment and the Plan's (and Historic Environment Scotland's) policies will play a role in this respect.

- 41** The Environmental Report which accompanies the Plan, documents how we've assessed the possible environmental effects of the Plan and sought to avoid or if necessary then mitigate adverse effects but also maximise positive effects. This has included a new imperative that water, waste, heat, land and buildings are used, re-used, located and designed in a carbon clever way. Local built and cultural assets are also important environmental resources that are critical to a community's identity, distinctiveness and sense of place. The following sections and policies set out our proposed ways of influencing this outcome.

Low carbon development | Leasachadh carboin ìosal

- 42** Reducing emissions from our homes and other buildings is one of the most important things we can do to help Scotland's contribution to carbon reductions and address climate change. The planning system therefore has a crucial role to play in delivering effective action on climate change - it regulates how our built environment is designed and the decisions we make today will be with us for decades to come.
- 43** The new Low Carbon Development Policy introduces a carbon emissions reduction standard for development based on current standards. The Policy has two main elements, the first relates specifically to the standard and requires the submission of a supporting statement alongside an application to ensure that applicants have taken all the steps available to them to reduce their carbon emissions. This is essentially a "gate check" at planning application stage.
- 44** The second element of the Policy is to make sure that developments connect to or create a heat network where evidence shows that they are potentially technically and economically viable. Initial, high level analysis has identified the following settlements as areas where heat networks are potentially most viable and could present the best pathway to decarbonising space heating needs: Inverness, Nairn, Dingwall, Alness, Strathpeffer, Invergordon, Beauly. To inform the Low Carbon Development Guidance, further analysis will be undertaken to identify heat zones in Highland in accordance with the Heat Networks (Scotland) Act 2021.

- 45** To support the delivery of the Policy, a Low Carbon Development Guidance document will be prepared which provides greater detail on the Council's expectations of applicants in meeting Policy 1 'Low Carbon Development'. Only when the new Plan is finalised and adopted do we propose to apply the Policy and for the Low Carbon Development Guidance to become a material consideration in planning decisions.

Policy 1

Low Carbon Development

Each new build development proposal must demonstrate that it meets or exceeds the target of a 75% reduction in carbon emissions, compared to buildings delivered in line with minimum requirements of current Building Standards.

A Low Carbon Development Section must be included within the Supporting Statement submitted as part of an application which clearly outlines how this target will be achieved. The Council's Low Carbon Development Guidance document should be used to inform the statement and it is expected that the following components will need to be addressed:

1. "Fabric first" approach to maximise the thermal efficiency of the building.
2. Siting and design to maximise and manage solar gain.
3. On-site renewable energy generation.
4. On-site energy storage.
5. Zero direct emissions at source - heating/cooling low carbon heat source.
6. Future proofed electricity load capacity.
7. Other methods and innovations to decarbonise development.

For proposals with space heating needs which are located within areas identified by the Council as a Heat Network Zone (included within the Low Carbon Development Guidance):

- All developments will be required to connect to an existing heat network where available. Where one does not already exist, Major Developments will be required to create a new heat network.
- Where applications can demonstrate that connection to or creation of a heat network is not viable as part of the development, the proposal will need to be future proofed to allow connections to heat networks when one becomes available. In such cases an agreed network design will be required.
- Where the applicant can demonstrate that connection to a heat network is neither viable nor the most appropriate heating solution, both as part of the development and likely in the future, alternative low carbon emitting heat arrangements will be required.

Outwith Heat Network Zones, developers are encouraged to consider the creation of or connection to existing heat networks as a means of heating system.

Whilst the following development proposals are exempt from this policy, the Council would encourage developers to consider the broad issues and opportunities to deliver low carbon development:

- Buildings which will not be heated or cooled other than by heating provided solely for the purpose of frost protection.
- Buildings which have an intended life of less than two years.
- Any other buildings exempt from Building Standards.

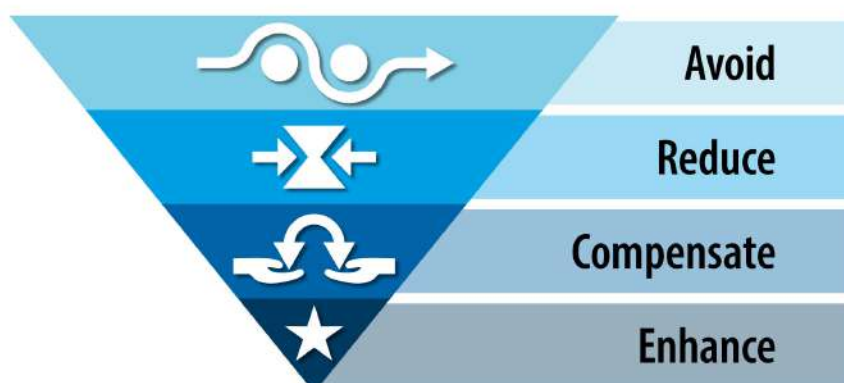
Nature protection, preservation and enhancement | Dìon nàdair, gleidheadh agus àrdachadh

- 46** The Inner Moray Firth is home to some of the most diverse biodiverse habitats across Scotland, many of which are world renowned. The Nature Conservation (Scotland) Act 2004, the Planning (Scotland) Act 2019 and emerging National Planning Framework 4 all place duties

on the Council, to address biodiversity loss through the planning system, by developing mechanisms that not only prevent biodiversity loss, but deliver biodiversity enhancement over the short, medium and long term.

- 47** Figure 15 'Mitigation hierarchy' has been developed to assess and address biodiversity loss and achieve net gain when considering development proposals. With schemes designed to achieve net gains at every level of the hierarchy. The use of appropriate ecological and habitat surveys will be required to inform site layouts and designs to prevent and avoid negative impacts to biodiversity, rather than proposing measures to mitigate or compensate biodiversity loss.

Figure 15 Mitigation hierarchy



- 48** All development sites have some value for biodiversity, but a number of sites have statutory protection under International, National (UK and Scotland), Regional and local legislation. These sites will be assessed with regard to the Highland Wide Local Development Plan Policy 57 (Natural Built and Cultural Heritage).
- 49** Additionally, all wild birds, certain wild animals and plants are afforded differing levels of protection under European and/or UK law, including legal protection from deliberate or reckless damage, disturbance or obstruction to their habitats and/or place of shelter. The impact of a development on these natural assets will be assessed with regards to the Highland Wide Local Development Plan Policy 58 (Protected Species).

Policy 2

Nature Protection, Preservation and Enhancement

All developments must contribute to the enhancement of biodiversity, including restoring degraded habitats and building and strengthening nature networks and the connections between them. Any potential adverse impacts of development proposals on biodiversity, nature networks and the natural environment must be minimised through careful planning and design. Design and layouts should consider reversing biodiversity loss, safeguarding the services that the natural environment provides and building the resilience of nature by enhancing nature networks and maximising the potential for restoration.

Local Developments

Local developments will only be supported if they include appropriate measures to integrate nature-based solutions and enhance biodiversity, in proportion to the nature and scale of the proposed development.

Alongside any direct development enhancements, all new residential developments and all commercial, business and retail developments over 500m² will be expected to pay a developer contribution sum to facilitate collective biodiversity enhancement across the wider Inner Moray Firth area.

The collective biodiversity enhancement developer contribution value is set out above and will be calculated on the application total site area, minus any high-quality biodiversity-rich habitat, e.g. communal woodland, peatland, wetland and greenspace which safeguards/enhances biodiversity on the site.

Householder developments are excluded from this requirement.

National, Major and EIA Developments

Developments proposals for national, major and EIA development or development for which an Appropriate Assessment is required will only be supported where it is demonstrated that the proposal will conserve and enhance biodiversity, including nature networks within and adjacent to the site, so that they are in a demonstrably better state than without intervention, including through future management.

To inform this, proposals should:

- be based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats or species;
- wherever feasible, integrate and make best use of nature-based solutions, demonstrating how this has been achieved;
- be supported by an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;
- provide significant biodiversity enhancements, in addition to any proposed mitigation.

Biodiversity enhancements proposed through development will require to be delivered within an agreed timescale and should include supporting nature networks, linking to and strengthening habitat connectivity within and beyond the development, where appropriate. Any submission should include management arrangements for long-term retention and monitoring of the approved biodiversity enhancements, wherever appropriate.

- 50** The provision of water supply and waste water infrastructure to support the level of development promoted in this Plan has potential for adverse impacts on the Moray Firth SAC, River Moriston SAC, Urquhart Bay Woods SAC and Loch Ashie SPA. The effect of development on the water quality of Loch Flemington SPA is a specific risk that requires attention. Due to water quality issues in the loch there must be no increase in phosphorous

discharge as a result of development in the water catchment. Policy 3 'Water and Waste Water Infrastructure Impacts' outlines measures required to ensure no adverse impacts on the integrity of these European sites.

Policy 3

Water and Waste Water Infrastructure Impacts

In line with Policy 65 of the Highland-wide Local Development Plan, all allocated developments in the Nairn to Inverness corridor are required to connect to the public sewer (as defined in the Sewerage (Scotland) Act 1986). Improvements to the strategic wastewater infrastructure in the area will be required to accommodate the level of development supported in this Plan. Such improvements must ensure that there will be no adverse effect on the integrity of the bottlenose dolphin qualifying interest of the Moray Firth SAC in terms of the level of waste water treatment, either alone or in combination with other plans and projects.

In considering the need to increase the level of abstraction from existing sources, or the need for other sources of abstraction to accommodate the level of development supported by this Plan, there must be no adverse effect on the integrity of the River Morison SAC, Urquhart Bay Woods SAC and/or Loch Ashie SPA as a result of reduced water levels/flows on the relative qualifying features either alone or in-combination with other plans and projects. Construction Environmental Management Plans and Operational Environmental Management Plan for controlling water quality and sedimentation and water flows, plus mitigating against disturbance when abstracting water and mitigating impacts of reduced or increased water levels, are required to be submitted.

All development within the water catchment of Loch Flemington SPA must facilitate the ecological recovery of the loch by using appropriate foul drainage arrangements. It must be ensured that there is no overall increase in phosphorous discharge to the catchment.

Section 3 - General policies | Poileasaidhean coitcheann

Appropriate solutions include connection to public sewer, diversion of waste water outwith the catchment or upgrading an existing septic tank within the catchment to a higher standard of treatment.

Safeguarding greenspace | Dìon raointean uaine

51 Greenspaces are shown in the Main Settlement maps and are protected from development by Policy 4 'Greenspace'. These are the discrete and easily identifiable green and blue (waterside or waterbody) spaces that form an important part of the wider green network, and contribute to the character and setting of a place and provide amenity, biodiversity and/or recreation benefits as well as climate change mitigation and adaptation opportunities. Greenspaces may overlap with areas designated for other purposes such as Conservation Areas or environmentally protected places such as Local Nature Reserves and Sites of Special Scientific Interest. The greenspaces shown in the Proposed Plan were identified through an [audit](#)⁽⁹⁾ undertaken in 2021.

Policy 4

Greenspace

Greenspace identified in the maps within this document is safeguarded from development. For sport sites only, there may be circumstances where development may be acceptable, only if:

- It can be demonstrated that development on a minor part of a greenspace safeguarded for formal sports use would not affect its use for this purpose; or
- It can be demonstrated that development on a sports greenspace would result in the provision of an equivalent or improved replacement facility that is at least as convenient

9 <https://arcg.is/8zSTy>

to access and maintains or increases overall playing capacity of the particular activity in the settlement.

Green networks | Lìonraidhean uaine

- 52** Green networks may serve one or more of the same functions as greenspaces but in a less formal way. Green networks provide the physical, visual and habitat connections for greenspaces and therefore ensure accessibility for both wildlife and people. Development can be more flexibly accommodated within or adjacent to a green network as long as the network's connectivity and integrity is maintained and it is incorporated into a development as a positive landscape and design feature.
- 53** We believe Green Networks should be identified, safeguarded and where possible enhanced because they make up the natural infrastructure that is important to the physical, visual and habitat connectivity of green spaces and therefore their accessibility to people and wildlife. Green Networks are identified in the Main Settlement maps and are referred to through Placemaking Priorities for settlements and in site developer requirements.

Policy 5

Green Networks

Development proposals within or close to an identified Green Network will be assessed as to the extent to which they:

- affect the physical, visual and habitat connectivity⁽¹⁰⁾ (either adversely or positively) of that Network; and
- offer any mitigation of these effects.

Employment | Ag obair

54 The other overarching aim of the Plan is to support the transition to a green circular economy - one that is low carbon, resource efficient and socially inclusive. The transformations needed to tackle climate change and assist the area to recover from the pandemic and adjust to Brexit, mean that green investment is a priority. Measures are set out throughout the Plan which will help deliver this, including:

- reinforcing the role of town centres as the prime destinations for people and business by helping our centres adapt to current economic challenges and ensuring they continue to function as sustainable cores of our communities;
- directing development to the places which are well connected and where it is most economic to utilise spare or create expanded capacity in local infrastructure and community facilities;

10 The continuity and accessibility of that Network for people and wildlife whether those users wish to enter, pass through, travel along or derive public amenity value from that Network because of its visual continuity and accessibility.

- responding to the supply and demand pressures within the commercial property market by allocating a range of business and industrial land, both in terms of scale and location;
- the introduction of a new policy that better safeguards existing industrial land from competing uses and promotes new sites to come forward for development;
- delivering a strategy which utilises our natural and cultural resources and supports the prosperity of key growth sectors for the region's future, particularly sustainable tourism and renewable energy.

Town centre first | Meadhan a' bhaile an toiseach

- 55** The Plan seeks to reinforce the role of town centres as the heart of our communities. The experiences over the past two years during the pandemic have demonstrated the need for our town centres to continue to be the prime destinations for people and businesses to invest their time and money. Fundamental to their success will be proactive and coordinated resources from both the public and private sectors.
- 56** The Town Centre First Policy, which directs all significant footfall generating development to the main town centres of the Plan area, has been strengthened to tighten up on out of town retail, provide greater support for town centre living and increase flexibility for repurposing existing buildings. The aim is to help attract a wide range of uses which are active throughout the day and evening.
- 57** The Policy applies to the town centres which play a particularly important economic, social and cultural role within their respective settlement and hinterland. The boundaries for each are set out within the relevant Main Settlement maps for Alness, Beaully, Dingwall, Invergordon, Inverness, Muir of Ord, Nairn and Tain.

Policy 6

Town Centre First

Only in exceptional circumstances will development which generates significant footfall be acceptable outside of town centres. Developments outwith the designated town centres must provide a sequential assessment which clearly demonstrates that there are no suitable sites available in the nearby town centre(s) and that the proposal will not have an adverse impact on the vibrancy or viability of that town centre(s). This must consider all opportunities for regeneration through reuse or redevelopment of existing sites or buildings. Should the scale, type and viability of the proposal be shown not to be suitable for that town centre, then edge of town centre locations are favoured second. Other locations will only be considered where they are easily accessible by a choice of sustainable transport modes and there is an overriding economic or community benefit deriving from the development.

Developers need to consider how appropriate the nature of their proposal is to the scale and function of the centre within which it is proposed. Exceptions may be made for any ancillary uses that support existing and proposed developments.

This sequential approach does not apply to proposals which meet the specified uses and developer requirements of site allocations located within designated town centres.

Significant footfall developments include:

- retail;
- restaurants;
- commercial;
- leisure uses;
- offices;
- hotels;

- community and cultural heritage facilities; and
- public buildings including libraries, education and healthcare facilities.

If the Council considers that a proposal may result in an adverse impact on the vitality and viability of any listed town centre, the developer will be required to produce a retail or town centre impact assessment tailored to reflect the scale and function of the town centre in question. The Council will only support proposals accompanied by competent assessments that clearly demonstrate no significant adverse impacts on the vibrancy and vitality of the town centre.

To encourage a mix of housing types and tenures within town centres, the Council will consider a reduction/removal of the standard affordable housing contribution rate of 25% for developments of four or more housing units. This would only apply to developments within designated town centres. A clear justification must be provided and early engagement with the Council is necessary to agree any renegotiated affordable housing contribution rate.

Proposals for conversion of buildings to other footfall generating uses, including to residential use, in town centres will be supported, providing there is no loss of existing or potential viable footfall generating use(s). Proposals for conversion to residential use must demonstrate that the development will not adversely affect the town centre's prime retail area and that the property has been marketed for its existing use at a reasonable market price/rent without success for a minimum period of 6 months. For upper floor conversions (excluding hotels) support will be given without the requirement for marketing where it can be demonstrated that the proposals would contribute towards a balanced mix of uses.

Development must be considered against the Agent of Change principle and ensure that established noise and other nuisance-generating uses (such as live music venues) remain viable and can continue or grow without unreasonable restrictions being placed on them.

Renewable energy sector | Roinn cumhachd ath-nuadhachail

- 58** This Plan supports the area to maximise local and Scotland-wide benefits from investment in renewable energy and place the Highlands at the heart of the drive towards net-zero. The area's legacy of strategically important oil and gas fabrication sites and abundance of renewable energy resources off its coast mean it is ideally placed to be at the forefront of the fast moving green energy revolution. The [ScotWind](#)⁽¹¹⁾ alone is a multi-billion pound, 50 year pipeline of offshore wind projects planned for the Outer Moray Firth and offers a unique chance build a green, sustainable economy which places our natural assets at its centre. The Council's [Indicative Regional Spatial Strategy](#)⁽¹²⁾ highlights the importance which this industry can bring to both Highland and wider Scotland, and for supporting local and national outcomes relating to a just transition and decarbonisation.
- 59** An excellent example of how this can be delivered is the [Opportunity Cromarty Firth \(OCF\)](#)⁽¹³⁾ cross-sector partnership which has developed plans to transform Highland's economy and help to regenerate communities. Alongside public sector agencies including the Council and HiTrans, it includes four of the main ports in the area, Port of Cromarty Firth, Port of Nigg, Port of Inverness and Highland Deephaven. The ambitions of OCF go beyond being the chosen location for assembly, operation and maintenance services and extend to becoming an international base for fabrication and manufacturing of renewable energy components and a leading research and educational hub. Together these components would establish the Inner Moray Firth as a global centre of excellence in renewables energy.
- 60** The transition to alternative fuels, such as hydrogen, is accelerating and within the timescales of this Plan will likely become an integral part of our everyday lives. A number of proposals are emerging across the region, including the "North of Scotland Hydrogen Programme", which

11 <https://www.crownstatescotland.com/our-projects/scotwindprogramme>

12 <https://highland.maps.arcgis.com/apps/MapSeries/index.html?appid=3028e38a2bc848cfba0db39d7fbda29b>

13 <https://opportunitycromartyfirth.co.uk/>

forms an core part of the OCF vision. It aims to develop a state-of-the-art hydrogen hub in the Cromarty Firth and would produce, store and distribute "green" hydrogen to Highland, Scotland, other parts of the UK and Europe.

- 61** To help expedite this approach, and maximise the benefits that OCF can bring, the partnership is intending to bid for Green Freeport status. If successful, it would provide a package of measures to stimulate further economic activity and investment and make the area more competitive. A degree of flexibility will be required to maximise the opportunities which may arise in the future.
- 62** The Plan supports the growth of the sector by identifying a range of business and industrial sites, including each of the main ports in the region. The Council will also consider creating Masterplan Consent Areas (MCAs) for key ports and other strategically important sites to help assist the industry by streamlining the planning process.

Industrial land | Fearann gnìomhachais

- 63** This Plan review reintegrates the fundamental shortfall in industrial land in and around Inverness and highlights that without investment, it is likely to pose a major risk to the Plan area's future competitiveness and restrict economic growth. Despite demand remaining high, the existing stock of industrial property relatively old and no new supply is in the pipeline. Work is currently underway to redevelop the former Longman landfill site for business and industrial uses, however, this alone will not meet all future needs. There is also strong demand for, and significant under investment in, small scale industrial units which serve local businesses and communities. These units form an important part of the commercial property market providing incubator and start up opportunities.
- 64** To address this imbalance in the supply and demand for industrial land, the Plan introduces a new Industrial Land Policy which aims to better protect the current supply of industrial sites, including the industrial allocations which are set out in the Plan for such uses, and to encourage new sites to come forward.

Policy 7

Industrial Land

All **sites allocated** for Industry in this Plan are safeguarded for Classes 4, 5 and 6 uses only.

All **existing industrial sites** will be safeguarded for such uses and proposals to redevelop them to uses other than class 4, 5 and 6 will not be supported.

Proposals for new industrial development on **land not allocated** in this plan, including land outwith settlement development areas, will be supported if it can be demonstrated that it is a sustainable location, including whether the site:

- has good levels of accessibility for staff and/or customers;
- does not adversely impact the amenity of neighbouring properties; and
- does not adversely impact the environment (see general policies in HwLDP).

Small scale industrial units (Class 4, 5 and 6) between 40 to 100m² will be encouraged as part of large residential developments (30 units or more) as a means of providing **mixed communities** with local employment/enterprise opportunities. Council support is dependent on the applicant demonstrating that there is no adverse impact on the proposed or existing residents of the area and the transport network and suitable waste management arrangements can be established. Siting and design and landscaping will likely be important mitigation measures for addressing potential amenity impacts. In areas of high industrial demand and where a public body has the resources to take forward the development, a gifted transfer of serviced land with suitable road access would be welcomed.

Proposals which seek to change the use of an industrial site will only be allowed in **exceptional cases**. Applications must be supported by an Industrial Land Impact Statement which provides a clear justification for the change of use. Where an applicant is seeking to demonstrate that

the retention of a site is not economically viable, the Council will require the applicant to provide detailed development appraisals. Consideration should be given to the viability of retaining the site:

- in its current format;
- following selective demolition;
- following clearance and complete redevelopment for new employment uses; and
- following clearance and redevelopment for mixed-use development incorporating an element of employment uses within it.

Change of use will only be permitted where there is no alternative site in the local area which can accommodate the proposed development.

Applicants will be expected to clearly demonstrate that the site has been actively marketed at a reasonable price that reflects the employment use for a minimum of 12 months.

This policy does not apply to any of the designated **town centres** listed in Policy 6 'Town Centre First'. Proposals to redevelop industrial sites to other uses will be supported in town centres.

All development proposals must be considered against the Agent of Change principle and ensure that established noise and other nuisance-generating uses (including industrial sites) remain viable and can continue or grow without unreasonable restrictions being placed on them.

Growing communities | Coimhearsnachdan a tha a' fàs

- 65** Our desired outcome is a future network of Inner Moray Firth communities that are environmentally, economically and socially sustainable. This means they must be well-designed, safe, socially inclusive, healthy, vibrant, easy to move around places with adequate supporting infrastructure and facilities.

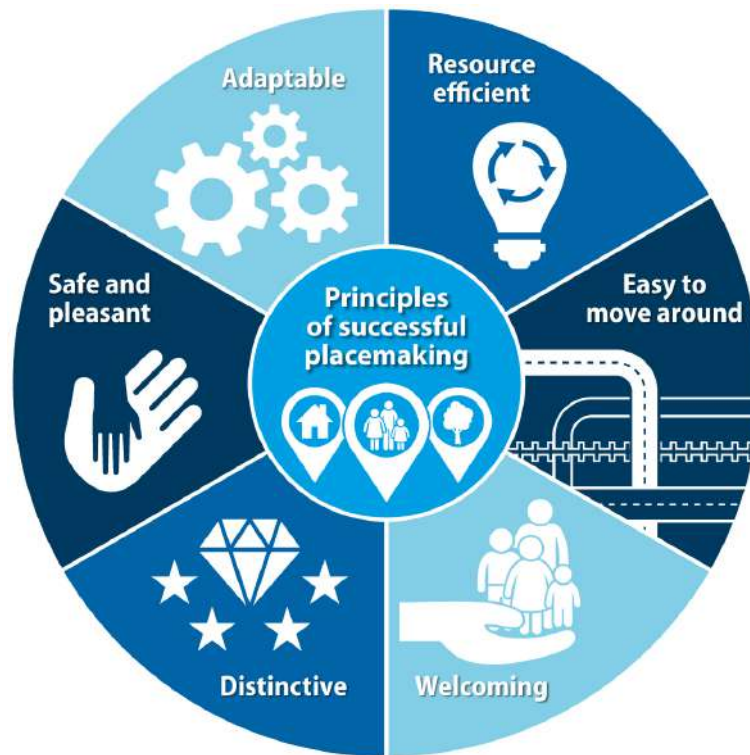
66 Past and current trends suggest that this ideal future Inner Moray Firth won't happen without policy intervention. Our likely future population will be stable but ageing. Our communities will continue to grow but often in locations that are environmentally unsustainable and where public infrastructure networks will struggle to cope. In terms of housing provision, waiting lists will not be cleared by the number of houses presently being built and there will be a shortfall in accommodation fully adapted to the needs of the ageing population. The following sections and policies set out how we propose to make positive changes.

Placemaking | Dèanamh àite

67 In recent years, across Highland, lifestyles and social attitudes have been changing, with more residents wishing to live in a friendly and welcoming community which has quick and easy access to shops, work places, community facilities and local services, allowing them to spend less time commuting and more time with family and friends. This coupled with the Council Climate and Ecological Emergency declaration in May 2019, requiring the Council to prioritise the protection of our finite resources is prompting our desire to move away from suburban low density, edge of town living. Instead, it is the Council's ambition to create sustainable, good quality, well-designed and connected communities built at the right density in the right location, all of which combine to achieve good placemaking whilst at the same time protecting our finite natural and biodiversity resources.

68 To achieve this, the Council is embedding the 6 fundamentals of placemaking into every stage of the design, planning and development process, through the use of various "Design Tools".

Figure 16 Placemaking principles



69 These individual Design Tools are designed to be used independently of each other at differing stages and for differing purposes of the development process, but should come together to attain a single cohesive and comprehensive scheme. The Design Tools are split between the initial design phase and the regulation process as shown in Table 4 'Placemaking design tools'.

Table 4 Placemaking design tools

Initial Design Tools to guide and shape the development from the outset:	
Development Briefs.	Provides clarity and guidance on the development requirements and principles for a specific site.
Masterplans.	Provide a clear and detailed direction for development, considering the relationship between uses, buildings, open spaces, and all transport routes, through the use of detailed maps and plans.

Section 3 - General policies | Poileasaidhean coitcheann

Charrette.	An intensive planning session where citizens, designers and collaborate work together to prepare a single vision for a site/development.
Design Review Panel.	Impartial and multi-disciplinary, expert review panel designed to provide constructive feedback at the pre-application stage of the planning process.
Pre-application Advice ⁽¹⁾ .	Council provided advice and information on the issues which require consideration as part of the planning application process.
Scheme Design Codes.	Used to set out a clear "code" for specific element of a design (e.g street layout). A valuable tool to deliver and achieve specific design principles established earlier in the development process, by making clear what can and can't be done.
Local Place Plans.	A plan developed by the community which gives them the opportunity to develop proposals for the development and use of land in the place where they live.
Placemaking Audit.	New Highland Council tool introduce for developers and Council to use to guide, inform and assess new developments.

Regulation Process Tools to describe, illustrate and support the development during assessment:

Design and Access Statements ⁽¹⁾ .	Design and Access Statements must be submitted to accompany all planning applications for permission for Major or National developments as defined for Development Management purposes.
Design Statements ⁽¹⁾ .	Design Statements must be submitted for those applications defined as "local developments" for Development Management purposes within the following areas:

- Conservation Areas;
- National Scenic Areas;
- Site of a Scheduled Monument;
- Curtilage of a Category A Listed Building; and
- Historic Garden/Designed Landscape.

1. These tools are statutorily required for various types of development.

70 Few schemes will require every Design Tool to be used, but each tool is designed to involve a creative and collaborative process which engages all interested parties. The aim and function of each is to create and deliver sustainable, distinctive and connected developments and wider communities, which respects and enhances the site, wider location and natural resources. Details of each Design Tool are contained in Appendix 5 - 'Glossary | Beag-fhaclair' and further information can be found within numerous [Planning Advice Notes and Guidance available on-line](#)⁽¹⁴⁾.

71 To bring together the good advice and policy which exists and ensure it is consistently applied, the Council has developed a Appendix 4 - 'Placemaking audit | Sgrùdadh dèanamh àiteachan' approach to cover both smaller scale and larger developments.

Policy 8

Placemaking

The Council ambition is for all future developments to create high quality successful places to live, work and relax which are energy, infrastructure and land-take efficient, whilst protecting and enhancing the built and natural environment.

14 <https://www.gov.scot/collections/planning-advice-notes-pans/>

Therefore all proposals must follow a site design-led approach, which must be demonstrated by outlining which Design Tool(s) have been utilised and why; how the scheme has evolved and the changes adopted as a result of using the Design Tool and feedback from the public consultation and/or consultees (if appropriate) within the Supporting Statement submitted as part of an application.

Developments proposals of 4 or more dwellings and major non housing applications must submit a completed Placemaking Audit based on the criteria outlined in the Placemaking Audit. Conformity with all the "Essential" criteria must be demonstrated as part of the application submission and adequate demonstration of also meeting the Audit's "Desirable" criteria will classify the proposal as having a net positive effect, and thus conformity with this policy.

Delivering development | A' libhrigeadh leasachadh

- 72** If future development is to be economically viable and environmentally sustainable then it must be capable of being supported by adequate capacity in local infrastructure networks and community facilities. Ideally, all development would simply be directed to places where this capacity already exists. However, this is not possible because few if any places have spare capacity in all networks and facilities and even if they did then people may not wish to live, work or send their children to school in these places. Conversely, many people wish to live, work or send their children to school in a limited number of popular places which results in the networks and facilities of these settlements becoming overburdened. The most obvious current example is school capacity within the City of Inverness where most schools have existing or projected capacity issues. In locations where there are particular challenges for the alignment of infrastructure and development the site specific Developer Requirements include the preparation of a Delivery Plan to describe the timing, funding and delivery of each element of infrastructure relative to each part of a development.

73 Previous Highland development plans have taken a view that all communities should grow organically - i.e. at a rate proportionate to their existing size and/or in line with past trends. The public and private sector costs of upgrading networks and facilities haven't been seen as a primary factor in deciding the Spatial Strategy. However, this Plan proposes a more focused approach. To address climate change and post pandemic economic recovery we wish to better target future growth at locations with environmentally sustainable transport choices and where network/facility capacity either exists or can be created at least cost to the public and private sector. Put simply, the Plan allocates fewer development sites than in the aIMFLDP but in more viable and sustainable places. We have been more precise in listing what network/facility capacity deficiencies we believe exist and how, when and by whom they should be remedied. We believe that this transparency should offer more certainty to developers and public agencies in setting their investment programmes and also to communities in knowing that capacity will be provided in parallel with new development.

Policy 9

Delivering Development and Infrastructure

The Council will assess each development proposal in terms of its impact on each relevant infrastructure network⁽¹⁵⁾ and community facility⁽¹⁶⁾ capacity. Developers will be required to demonstrate that adequate capacity to serve each proposal exists or can be created via a programmed improvement and/or by direct developer provision or funding. In doing so, developers should take account of the following.

-
- 15 Infrastructure network includes digital, water, green, sewerage, active travel, bus, road, rail, surface water drainage, electric vehicle charging and waste management networks.
- 16 Community facility include education, public sports, public greenspace, allotments/community growing, community meeting space, and health facilities.

Section 3 - General policies | Poileasaidhean coitcheann

- the Council's [Delivery Programme](#)⁽¹⁷⁾ which sets out further detail of current programmed capacity improvements and requirements.
- the Council's [Developer Contributions Supplementary Guidance](#)⁽¹⁸⁾ which specifies required financial contributions and standards in terms of network and facility improvements.
- settlement-specific Placemaking Priorities set out in this Plan.
- the site-specific Developer Requirements listed in this Plan for each main settlement allocation.

Developments on allocated sites and larger (4 or more homes or non residential equivalent) windfall proposals must be appropriately masterplanned. Proposals should comply with Policy 8 'Placemaking' and Appendix 4 - 'Placemaking audit | Sgrùdadh dèanamh àiteachan' in this regard. Timely provision of adequate infrastructure network and community facility capacity must be demonstrated through the developer's masterplan and be secured by condition and/or legal agreement. Proposals that don't demonstrate that adequate capacity exists or can be created will not comply with this policy.

Increasing affordable housing | A' dèanamh barrachd thaighean aig prìs reusanta

- 74** Many current and future residents of the Inner Moray Firth Plan area cannot and will not be able to afford to own or rent an adequate home. Highland's latest [Housing Need and Demand Assessment](#)⁽¹⁹⁾ (HNDA) evidences that despite recent high levels of affordable housing completions that there has been little impact on the backlog of unmet housing need. The

17 https://www.highland.gov.uk/info/178/local_and_statutory_development_plans/809/delivery_programmes

18 https://www.highland.gov.uk/directory_record/712087/developer_contributions

19 https://www.highland.gov.uk/info/205/planning_-_policies_advice_and_service_levels/556/housing_land_information

reasons and remedies for this are complex but one solution is to alter planning policy to encourage more affordable housing units. Policy 10 'Increasing Affordable Housing' seeks to achieve this.

- 75** The HNDA, the Highland Housing Register and house completions data record that almost two thirds of Inner Moray Firth housing need and market demand is for properties within the Inverness Housing Market Area and in particular within the City of Inverness. Apart from the issues of school and strategic road capacity, Inverness City is also the most environmentally sustainable and economically viable place to accommodate future growth. Accordingly, we believe it is reasonable to seek a higher proportion of affordable housing from larger developments within the City boundary.
- 76** The largest development sites may take many years to build out and most current planning permissions and associated legal agreements don't insist that affordable housing units are delivered in a timeous manner. For example, it is quite common for 25% of units to be delivered in each phase as affordable but with no guarantee for when each phase will commence. The Highland private housing market is relatively closed in that it has a limited number of volume builders who each control several large sites and therefore have a financial self interest in regulating the availability of new properties. This rationing of supply can stymie the commencement of later phases and the affordable units that could be built within them. We wish to encourage the owners and developers of the larger sites to see how the phasing and servicing of these sites can bring forward the provision of affordable units.
- 77** Supporting higher net housing densities should, other things being equal, improve the viability of a development on a given site. For private housing development this would be less acceptable because it may compromise internal space standards, site layout quality, marketability and even development value. However, for economically marginal affordable unit development sites, a planning policy that endorses a higher net density than that prevailing in the immediate locality may allow development to happen that otherwise would not attract public subsidy. Existing Highland planning policies presume in favour of a scale,

character and density of new development in keeping with that existing and adjoining. Policy 10 'Increasing Affordable Housing' proposes to remove that presumption for wholly affordable schemes where a proposal is also compliant with Policy 8 'Placemaking'. For example, an increase in net density reasonably could result from more flatted accommodation, taller buildings and/or more use of terraced blocks but not from foregoing adequate and useable public greenspace provision.

Policy 10

Increasing Affordable Housing

In accordance with Highland wide Local Development Plan Policy 32, Affordable Housing and its related Developer Contributions Supplementary Guidance, the Council will expect developers to contribute towards the delivery of affordable housing within the Inner Moray Firth area.

For all proposals that create 4 or more additional residential units, the Council will expect either to negotiate a Section 75 Agreement with the landowner(s) and other interested parties, or utilise other mechanisms to provide for a contribution towards affordable housing (as defined in Chapter 4 of the Guidance), such contribution being generally no less than 25% and within the City of Inverness Settlement Development Area (excepting land within the defined City Centre) no less than 35%. Negotiations will be subject to market and site conditions, and the final percentage contribution will reflect this, taking into account the financial viability of the proposal and other financial obligations.

For allocated sites with a total capacity of 50 or more homes and where public subsidy is available, the Council will expect an application to include details of servicing and phasing arrangements that prioritise the delivery of affordable units ahead of or if necessary then in parallel with market units. The Council will consider the early gifted transfer of a later phase landholding as one way of achieving this aim provided it can be serviced at a reasonable cost

and in a timeous manner. Exceptions will only be permitted where the developer can demonstrate that giving priority to affordable units will unduly affect the overall viability of the site or compromise the aim of tenure diversity within a large part of it.

Subject to this Plan's Placemaking Policy and within its Main Settlements, the Council will support affordable housing development at a higher net housing density than that existing on or adjoining a proposal site.

Self and custom build housing | Taigheadas fèin-thogte agus neo-àbhaisteach

- 78** Self and custom build housing is defined as homes built or commissioned by individuals or groups of individuals for their own use. Homes built this way, offer a unique alternative to standard market housing and offer the opportunity to create innovative, greener and more affordable homes than currently offered through standard housing options. The ability for self-builders to make their homes more energy efficient, adopt more sustainable construction methods and materials, will also help the Council achieve its Climate and Ecological Emergency declaration.
- 79** Highland rural areas have historically seen the greatest demand for and delivery of self build plots. However, in our City, towns and villages few self build plots become available and those that do, are often sold quickly and at a high price.
- 80** There is priority at a national level to increase self-build activity, with the Planning (Scotland) Act 2019 requiring each council to "prepare and maintain" a list of people interested in self-build across its area. Highland Council recently opened its Self Build Register, which can be completed [online](#)⁽²⁰⁾ and we would ask anyone interested in this form of development to complete the online form.

20 <https://www.highland.gov.uk/selfbuild>

- 81** The Council, like the Scottish Government is keen to increase the supply of self and custom build plots in sustainable locations and is therefore adopting a proactive and positive policy approach to encourage and grow urban self and custom build housing.

Policy 11

Self and Custom Build Housing

To accommodate demand and grow support for self and custom build home, whilst offering flexibility in the housing market within the urban area, the provision of at least 5% of the total residential units must be made available, for sale as serviced plots on all sites delivering 100 or more housing units.

To offer flexibility in the delivery of this policy, the site developer can market all or some of the serviced plots as "custom build sites" requiring the purchaser to use the main developer for the design and build phase. Alternatively, all serviced plots can be sold as a single entity to a formally enacted co-housing or community-led housing scheme (with the agreement of the Council, as planning authority) or sold off individually to self-builders.

The delivery of serviced plots will be controlled by the following means:

1. The site owner/developer can attach appropriate conditions regarding the finish and layout of individual plots or establish a Design Codes to cover all the serviced plots, in agreement with the Planning Authority. Any conditions or Design Codes should not render the plots unfeasible or cost prohibitive to develop and prevent innovative and environmentally friendly designs or MMC being utilised.
2. All plots should be marketed through recognised channels for a period of 12 consecutive calendar months and at the prevailing market value. If open market plot(s) remain unsold after the initial 12 months, they will revert to the site developer for their own build out. A marketing and pricing strategy should be submitted as part of the planning application submission for approval.

3. The site planning approval will include conditions requiring the serviced plots to be completed within 3 years of a self-builder purchasing a plot and prevent the self-builder residing on the site in temporary accommodation during the build.
4. Where the number of serviced plots exceeds 5 units, the location and phasing of the plots should be broken up into smaller groups and offered for sale at differing times, prior agreed with the Council, in accordance with the development overall phasing strategy.
5. The maximum number of serviced plots to be provided on any site required by this policy, is restricted to 10 plots to avoid over-supply within any development or area.

This policy is not applicable in the redevelopment of upper-floor accommodation within urban areas.

Should this policy render any site unviable, the developer can submit an open book viability assessment as part of the planning application submission. Where the viability assessment following independent review by the Council (the cost of which is to be borne by the applicant), confirms the provision of serviced plots in compliance with this policy is not viable, the number of plots required can be varied accordingly. Where exemptions are justified on viability grounds, the minimum number of plots necessary will be exempted from the requirements

Growing settlements | Tuineachaidhean a' Fàs

- 82** We wish to continue to support proportionate and appropriate rural development where it will help bolster the smallest, established settlements. We have termed these places "Growing Settlements", where the Plan supports a lesser scale of development than within the "Main Settlements" but a more positive approach than within the open countryside. We have only included settlements that have an established, sizeable cluster of development, have some development pressure, few environmental constraints to development, and facility/service networks that can accommodate additional housebuilding.

83 The Growing Settlements in the Plan area are listed in Table 2 'Settlement Hierarchy', located on the Map 1 'Spatial strategy' and the specific Placemaking Priorities for each are set out in Section 4 - 'Places | Àiteachan'. Our policy for guiding development in the Growing Settlements is set out as follows. Maps are included for each settlement in 'Growing settlements | Tuineachaidhean a' fàs' but please note that this is for illustrative purposes only and that the geographic extent of these images is of no policy significance.

Policy 12

Growing Settlements

A development proposal that is contained within, rounds off or consolidates a Growing Settlement listed in Tier 5 of Table 2 'Settlement Hierarchy' will be assessed against the extent to which it:

- takes account of the Placemaking Priorities identified for the individual Growing Settlement;
- is likely to help sustain, enhance or add to facilities with proposals being located within active travel distance of any facility present;
- is compatible in terms of use, spacing, character and density with development within that settlement and demonstrate high quality design;
- can utilise spare capacity in the infrastructure network (education, roads, other transport, water, sewerage etc.) or new/improved infrastructure can be provided in a cost efficient manner, taking into account the Council's requirement for connection to the public sewer other than in exceptional circumstances;
- avoid a net loss of amenity or recreational areas significant to the local community; and,
- would not result in adverse impact on any other locally important natural or cultural heritage feature, important public viewpoint/vista or open space.

Proposals which demonstrate overall conformity with the above criteria will be in accordance with this policy.

Meeting the needs of the ageing population | A' coinneachadh ri feumalachdan an t-sluaigh a tha a' fàs nas sine

- 84** As Scotland's population continues to age, the Inner Moray Firth area has seen an increase in the over 60 population of 15.9% between 2011 and 2019 and this demographic now accounts for nearly 30% of the total IMF population. This changing demographic is already having a financial impact on the Council and its partners in delivering sufficient homes which are suitable for our aging population.
- 85** Moreover, considerable ongoing costs are incurred by NHS Highland by patients being kept long-term in hospitals, due to housing unsuitable for their needs and therefore it is key for the Council to ensure our future housing stock is suitable for our changing demographic.
- 86** Whilst the Scottish Building Standards regime now require all new homes to be accessible to ambient disabled users, the Building Standards regulations currently stop short of requiring fully wheelchair liveable homes. Therefore, to ensure an adequate supply of suitable housing for this important demographic in the future, the Council has developed a comprehensive policy to provide for this housing tenure.

Policy 13

Accessible and Adaptable Homes

In order to provide resource efficiencies and allow for residents to adapt and live in their homes all their life, new housing must be designed and constructed in a way that enables them to be adapted to meet the changing needs of their occupants over their lifetime.

The Council therefore requires, 5% of dwellings to have a "wheelchair liveable" ground floor on sites of 50 or more residential units. If evidence at the time of a planning application indicates a lower level of need, then this element of the policy will be applied flexibly.

The Council will only consider exemptions to these requirements where the applicant can provide evidence to robustly demonstrate that any of the following specific circumstances apply:

1. It is not practically achievable given the physical characteristics of the site;
2. It would significantly harm the financial viability of the scheme;
3. Site specific factors mean that step-free access to the dwelling cannot be achieved;
4. The dwellings are located on the first floor or above of a non-lift serviced multi-storey development.

In terms of the requirements for "wheelchair liveable" ground floors, the following criteria from the [Housing for Varying Needs Guidance](#)⁽²¹⁾ will apply:

1. Access ramps should have a minimum width of 1200mm and the entrance must be step free with a level platform of at least 1500 x 1500mm at the accessible entrance door, clear of any door swing. (7.5.6 and 7.5.7).
2. A secure storage space of at least 1200 x 800mm for electrically powered scooters or outdoor chairs storage, equipped with a power socket. This may be external as part of a garage, carport or extended porch, or it may be internal as part of a utility area or store (7.14).
3. Ground floor hallways to be at least 1200mm wide, but a width of 1000mm is adequate for lengths of up to 900mm, provided there is no door opening at a right angle to the direction of the passage (10.2.3).

21 https://webarchive.nationalarchives.gov.uk/20131205120926uo_/

<http://www.archive2.official-documents.co.uk/document/deps/cs/HousingOutput/content/index.html>

4. Ground floor doors to the principle rooms to have a clear opening width of 870mm, with door ironmongery at a height between 750mm and 1050mm from the floor. (10.5.7 and 10.5.9).
5. A ground floor bedroom with built-in clothes hanging space and shelved clothes storage. The space should have a minimum clear depth of 600mm and a hanging rail that can be set at a height of 1400-1500mm from the floor (11.4.8).
6. Ground floor bathroom provided which permits for someone in a wheelchair to turn through 180°, i.e. a circular area of 1500mm diameter (see diagram at 2.5.1), without being impeded by the door (14.9.2). The position of the WC should allow frontal or side transfer with a clear space of at least 750mm on one side (14.11.1) and wash basin should be positioned with its centre line at least 500mm from any wall (14.12.1).
7. Living room windows, and bedroom windows where privacy is not affected, should have a sill height no greater than 600mm from the floor, which allows a seated person to see the view outside. Glazing bars or transoms should not be positioned between 600mm and 1500mm from floor level to give an unobstructed view (16.2.1).

Should this policy render any site unviable, the developer can submit an open book viability assessment as part of the planning application submission. Where the viability assessment, following independent review by the Council (the cost of which is to be borne by the applicant), confirms the requirements of this policy render the site unviable, the number of accessible and adaptable units can be varied accordingly. Where exemptions are justified on viability grounds, the minimum number of units necessary will be exempted from the requirements.

Connectivity | Ceangalachd

- 87** Most of us wish to be better connected to family, friends, work, education, community facilities, commercial opportunities, infrastructure networks, recreation, leisure, and the local environment. Although the impact of the pandemic and continuing improvements to digital

Section 3 - General policies | Poileasaidhean coitcheann

connectivity have brought some of these closer to home, many of us still need or want to travel to access these things. However, our travel can have negative impacts in terms of climate change, congestion, health, safety and the wider environment.

- 88** To address this, Section 2 - 'Spatial strategy | Ro-innleachd spàsail' promotes a pattern and mix of development that should minimise the need for unnecessary travel. If we co-locate people and what they need access to, in a compact settlement or neighbourhood with good internal connectivity then we should reduce the need for travel choices that produce harmful effects. For longer journeys, the following Plan policies and investment priorities will help encourage us all to make choices that minimise our harmful impacts but still provide for travel options that are convenient, reliable and economic.

Transport strategy | Ro-innleachd còmhdhail

- 89** Everyone in Highland should have fair access to affordable, healthy and sustainable transport⁽²²⁾ choices. This means walking, wheeling, cycling and public transport should provide the safest, most efficient and reliable choices for moving around. Transport has a fundamental role in tackling the climate and ecological emergency by ensuring road space is shared equally between the different transport modes that need it by ensuring sustainable options are prioritised, but do not unfairly disadvantage those that do need to travel by car.

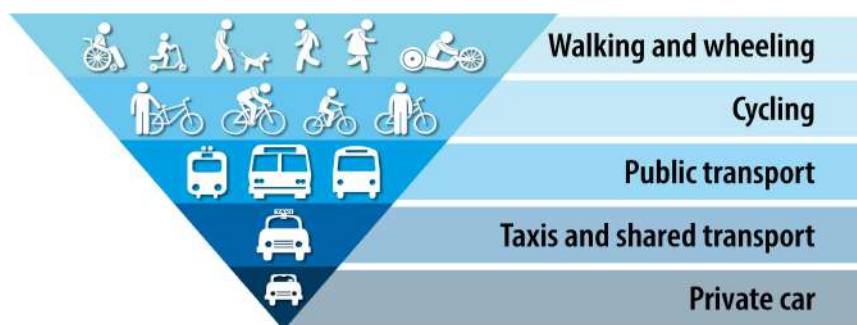
Modernising the transport network

- 90** The evidence is compelling that we cannot simply continue to build more roads to tackle congestion and encourage never-ending growth in car travel. In a lot of places in the plan area there is simply not enough space between buildings to fit more roads. Looking back at the places that have been delivered in the Plan area, road infrastructure has led to impacts on the quality of some places that are now dominated by the roads that serve them, making walking, wheeling, cycling and public transport less safe, attractive and competitive than

22 Sustainable transport is defined as walking, wheeling, cycling, public transport and on-demand transport.

driving, which has resulted in car-based living. This approach has to change to redefine the transport system we rely on so we can respond effectively to the global challenges we face. These principles are already established in [National Transport Strategy](#)⁽²³⁾, are reflected in the recent publication of the [Strategic Transport Projects Review 2](#)⁽²⁴⁾ Final Report for the Highlands and Islands, and in commitments such as the Scottish Government target to make a [20% reduction in car kilometres in Scotland by 2030](#)⁽²⁵⁾.

Figure 17 Transport hierarchy



- 91** Beyond development proposals, such an approach provides a stepping stone to change the emphasis of the Council's future investment programme towards supporting sustainable transport infrastructure. This does not necessarily mean increasing costs, but rather making best use of new infrastructure to support lots of modes of travel, for the same cost as building traditional transport infrastructure, for example, by allocating road space for bike and bus lanes. To ensure we have a healthy, active population, walking, wheeling and cycling should be the easiest way to move around. The location of new development and quality of active travel infrastructure available are key factors to address to unlock the Plan area's potential for being more active. The information in this Plan has been informed by a range of research, including up to date Active Travel audits and masterplans, which are available as supporting documents. There are also strong links between inactivity and people's health, and clear

23 <https://www.transport.gov.scot/our-approach/national-transport-strategy/>

24 <https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/>

25 <https://www.transport.gov.scot/consultation/consultation-on-the-20-reduction-in-car-km-route-map/>

consequences of car-based living for personal and public health. To ensure healthy, fair and equal access to transport this document identifies new development in locations that are close to facilities and services that are, or can be, well connected to a sustainable transport network.

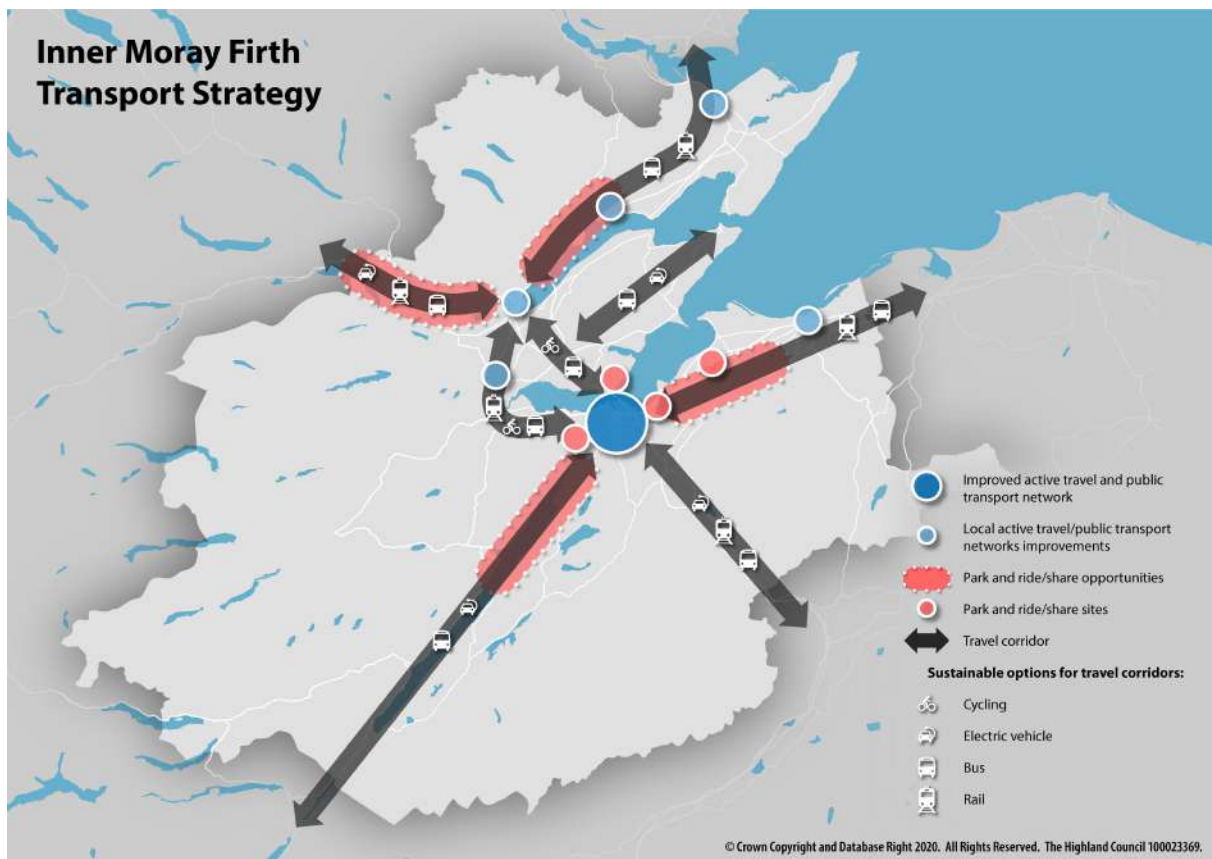
Congestion and electric vehicles

92 Tackling congestion is challenging, particularly in some of the area's towns and in Inverness, where it is most pronounced. Creating a more varied transport network where walking, wheeling, cycling and public transport are genuinely competitive with driving will make more efficient use of available space in a fairer way for all road users. It will reduce the amount of vehicles on the road, and therefore create more space for those that do need to travel by car. Whilst new technologies like low-emissions and electric vehicles have potential to reduce the carbon footprint of transport, they will not solve the issue of congestion because the same amount of road space is required for these vehicles as is required for fossil fuel vehicles. However, it is important to recognise the potential for such technologies to tackle the area's rural challenges where the only viable mode of transport is often private car. Combined with a range of active travel and public transport interventions in the more urban places, electric vehicles and, in future, other alternative fuel technologies such as hydrogen, can contribute to tackling carbon emissions associated with transport, in combination with active travel and public transport interventions. Infrastructure needs for most electric vehicle charging can be met at home, where vehicles are parked in driveways for most of the time and where access to private chargers is easier. For people without off street parking, and where there will be need to charge in public places, including tourists to the region, further investment may be required. The Highland Council's Climate Change Team is progressing work in this area, following a study into demand and feasibility of public charging infrastructure in 2020 which is detailed in Appendix 2 - 'Journey time competitiveness methodology | Modh-obrach farpaiseachd ùine siubhail'.

Transport Strategy

- 93 This Proposed Plan is supported by an ambitious new transport strategy that ensures the creation of a modern, sustainable transport network. This is expressed in Map 3 'Transport strategy'.

Map 3 Transport strategy



Sustainable transport interventions | Eadar-theachdan còmhdhail seasmhach

Sustainable transport interventions: Delivering the Transport Strategy

- 94 The Transport Strategy will be delivered through the Development Management process by applying Policy 14 'Transport' (which updates HwLDP Policy 56 - Transport) as well as ensuring the delivery of the plan-wide interventions and settlement-scale interventions identified here and in Placemaking Priorities, Settlements maps and Site Developer Requirements:

95 For Inverness this means:

1. Creating an exemplar, fully-connected active travel system, including delivery of [Active Freeways](#)⁽²⁶⁾, as defined by the Active Travel Network.
2. Prioritising buses on the network, particularly at known congestion points.
3. Creating a network of park and ride sites at entrances to the city.
4. Effective management of city parking to support a transition to sustainable travel.
5. Improving traffic management technology to make the existing transport network as efficient as possible.
6. Reducing parking space requirements in locations where public transport and active travel options provide viable alternatives.

For other towns and villages this means:

1. Delivering active travel improvements to connect communities within and between towns and villages, including delivery of Active Freeways, as defined by the Active Travel Network.
2. Maximising the use of and connections to existing and planned new rail halts and bus stops.
3. Creating mini park and ride/share sites on strategic routes.
4. Reducing parking space requirements in locations where public transport and active travel provides a viable alternative.

96 For more rural places this means:

1. Supporting communities to identify and deliver active travel connections that will make sustainable travel a realistic option.
2. Maximising the opportunities to utilise rail halts and park and ride/park and share sites.

26 <https://www.transport.gov.scot/media/49052/stpr2-phase-1-ast-project-1-active-freeways-3-feb-2021.pdf>

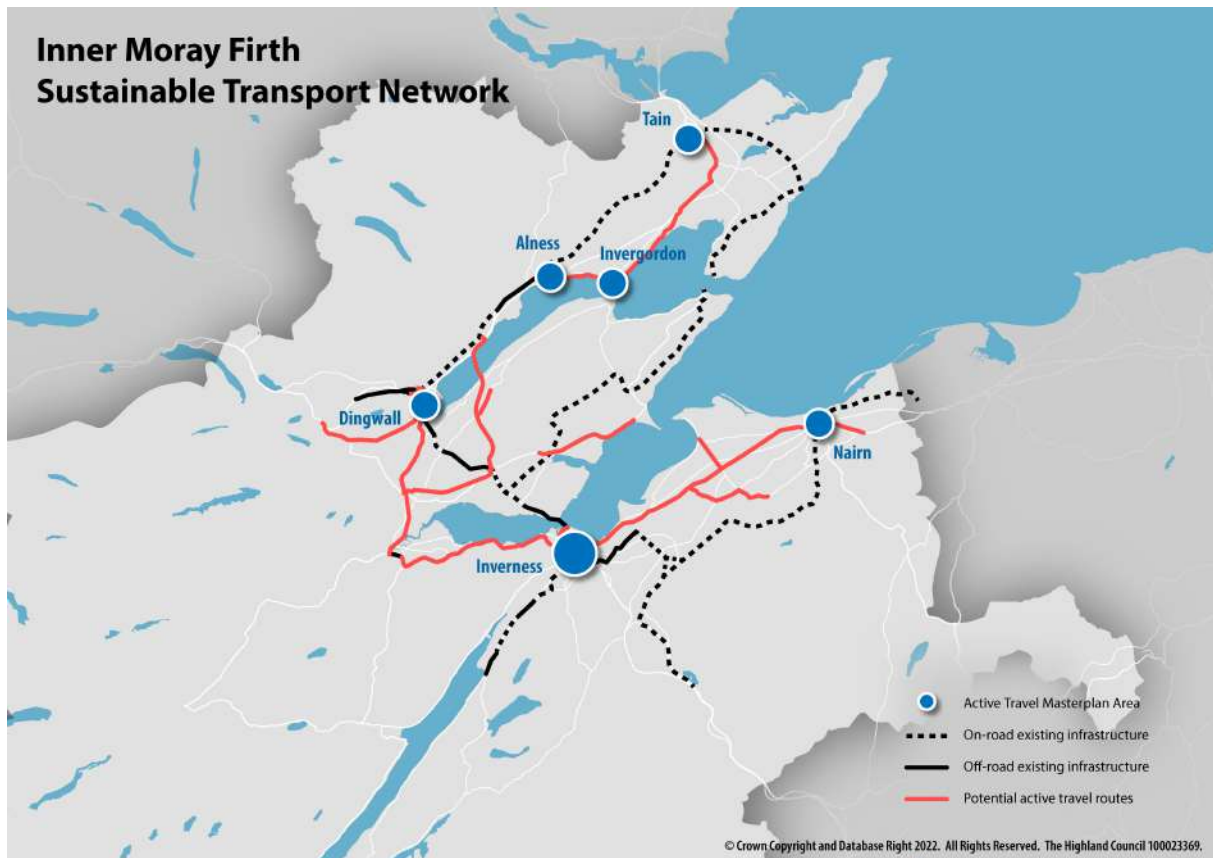
3. Supporting the delivery of electric vehicle charging infrastructure at key destinations that rural communities can benefit from.

For the whole Plan area this also means:

1. Delivering a comprehensive network of Active Freeways, as defined by the Active Travel Network and between-settlement connections as shown in Map 4 'Active travel network'. Funding for these interventions will be supported by Developer Contributions, as set out in Policy 14 'Transport'. These routes include, but are not limited to: Alness to Tain; Ardesier to Nairn; Arpafeelie to Cromarty; Avoch to Fortrose; Beauly to Inverness; Beauly to Muir of Ord; Conon Bridge to Dingwall; Dingwall to Alness; Inverness to Dores; Inverness to Nairn (Croy-Cawdor); Inverness to Tomatin; Muir of Ord to Conon Bridge; Muir of Ord to Tore; Tain to Invergordon; Tain to Seaboard Villages & Nigg; Tore to Ardullie; Tore to Inverness; Tore to Munloch, and Tornagrain to Cawdor.

Sustainable transport policy | Poileasaidh còmhail seasmhach

Map 4 Active travel network



Policy 14

Transport

To receive planning permission, development proposals must be able to demonstrate that walking, wheeling, cycling and public transport are at least as, or more competitive travel options for people using the development, than travelling by private car. The methodology that applicants must follow to demonstrate compliance with this policy requirement is set out in Appendix 2 - 'Journey time competitiveness methodology | Modh-obrach farpaiseachd ùine siubhail'.

Travel Plans must support any development proposal of 10 or more homes or more than 500m² retail, office, business or industrial development. This must demonstrate how the proposal will support a transition to sustainable transport. Any other development that the Council considers likely to have significant trip-generating impacts will also require to be supported by a Travel Plan. The Travel Plan must include the following information to comply with this policy:

1. Clear and measurable targets and objectives to deliver sustainable transport for that development.
2. The range of effective measures that will be implemented to mitigate the impacts of development that will deliver sustainable transport.
3. The monitoring and reporting framework that will be used to quantify the effectiveness of measures implemented, and when this will take place and be reported to the Council.
4. How the existing transport context has determined the measures considered most effective to deliver sustainable transport.
5. What mitigation will be implemented if such measures are found to be ineffective through monitoring, and how these measures will be monitored and reported to the Council.




Developer contributions will be secured to mitigate the impacts of development to support the transition to sustainable transport. These contributions are set out in the Council's Delivery Programme, and are referred to in the Developer Requirements for sites and in the Placemaking Priorities for settlements:

- Where an active travel or public transport priority scheme is identified in the Plan, financial contributions towards their delivery will be sought from development proposals within the settlement, or defined catchment, on a per home or floorspace equivalent basis.
- Where no specific intervention is required, a standard contribution per house or floorspace equivalent will be sought towards improving active travel and public transport infrastructure in the settlement or catchment area.

Main settlements | Prìomh thuineachaidhean

- 97** The Main Settlements make up the top tiers of the Settlement Hierarchy and are where we intend most future growth should occur. For each Main Settlement we have explained the factors affecting development, listed Placemaking Priorities that we think should guide any development proposal within that place and included a mapped list of specifically identified development sites. The choice of these sites is justified and a list included of what any developer of each site must do to bring forward a proposal that would be likely to obtain planning permission. Each site entry also includes a site area, acceptable land uses and if this includes housing then an indicative housing capacity.
- 98** The Main Settlement mapping also includes notations indicating Greenspaces and Green Networks and for the largest settlements Town Centre boundaries (to which the relevant general policies on these subjects will apply). Active Travel and Core Path Networks are also depicted.
- 99** The symbols representing the features in the settlement maps and those shown in 'Economic development areas | Raointean fais eaconamaich' are described in Figure 18 'Map legend'.

Figure 18 Map legend

	Active travel network		Settlement development area		Housing
	Core path		Adjacent settlement development area		Mixed use
	Proposed roads		Economic development area		Community
	Green network		Adjacent economic development area		Business
	Greenspace				Industry
	Town centre				Retail

Alness | Alanais

- 100** Alness is a key settlement within Easter Ross where significant housing, business, industrial and retail growth will continue to be supported. It is within easy reach of other nearby existing and emerging employment centres by both road and rail. It has an attractive setting, situated on the northern shore of the Cromarty Firth and the River Averon runs through the town. A quarry and forestry border the northern boundary of the town. The flood plains of the river pose a constraint to development, particularly south of the railway.
- 101** The town is a key service and employment centre with a rich diversity of businesses, services and shops. It has a thriving town centre with quality streetscape and planting. In 2018 it was awarded "Great British High Street" Scottish Champion Award Winner. The town benefits from good transport links with easy access on to the A9 and both train and bus links heading north and to Inverness. There has been some major investment in the town in recent years, a number of new businesses premises have opened, and a replacement secondary school campus has been provided. There are three primary schools, Obsdale Primary, Bridgend Primary and Coulhill Primary, situated in the east, centre and west of the town respectively.
- 102** Housing growth is focussed on several allocations around the town - AL01 Willowbank Park, AL02 Crosshills, AL03 Milnafua Farm, AL04 Whitehills, AL05 Dalmore and AL06 Obsdale Road. Land at Dalmore and Milnafua Farm is being actively developed and the site at Willowbank Park is partly developed.
- 103** There is potential for Alness East to be the future expansion area, providing a long-term direction of growth for the town. However at present, there are concerns about road safety both in terms of pedestrian/active travel around existing streets, with missing footpaths and narrow roads and cars using the existing unsuitable junction at Rosskeen to get onto the A9. For Alness East to progress in the longer term, it is very likely that a new/upgraded junction will be required onto the A9, and any further work on this aspect will require detailed assessment in agreement with Transport Scotland, which may include undertaking a STAG assessment.

- 104** Land at AL03 Milnafua Farm and AL04 Whitehills has the ability to continue to deliver housing in Alness East in the short to medium term. Land at AL03 will allow for the delivery of 73 houses covered by extant planning permissions and the associated Transport Assessment. Beyond the development of AL03 and AL04, no development should take place in Alness East prior to a new Transport Assessment being completed and a Masterplan prepared, in agreement with Transport Scotland for Trunk Road aspects, which may include undertaking a STAG assessment.
- 105** Business and industrial estates, mostly located to the south of the railway, support significant employment for the area. There remains scope for high quality business development at Alness Point. The whisky industry continues to be important to the town with two distilleries bringing significant social and economic benefits to Alness in terms of tourism, inward investment and employment opportunities. This is reflected by continuing to allocate land at Dalmore and Teaninich Distilleries for industrial development to safeguard their future and allow for expansion and intensification of operations.
- 106** As indicated in 'Employment | Ag obair', the Cromarty Firth has been shown to be ideally placed to be at the centre of the global green energy transition. With Alness being one of the main settlements in Easter Ross and its close proximity to the key ports and energy related employment hubs, there is potential for significant employment and regeneration opportunities in the town. In addition to this the [Climate Action Towns programme](#)⁽²⁷⁾ is giving the communities of Alness and Invergordon the chance to influence how the transition to net zero will affect them. To help realise this, the community, local businesses and public agencies need to work together to coordinate efforts and maximise resources.
- 107** There is potential for development at AL11 and AL15 both alone and in-combination to have an adverse effect on the integrity of Cromarty Firth SPA/Ramsar as a result of impacts on water quality, flood risk and recreational disturbance. Any development of these sites will

27 <https://www.ads.org.uk/introducing-climate-action-towns/>

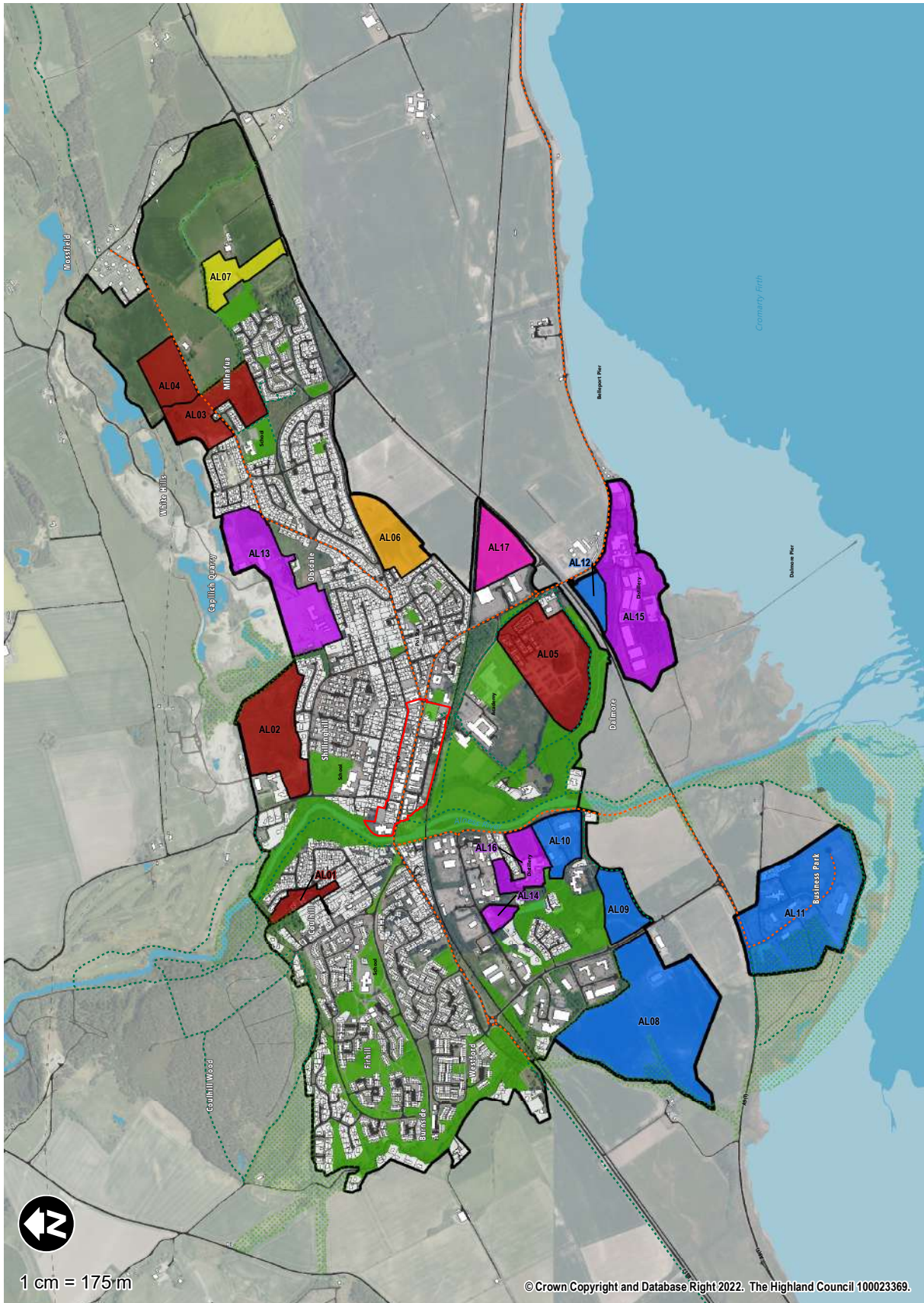
require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, mitigation for flood risk and a Recreational Access Management Plan.

Placemaking Priorities 1

Alness

- Preserve attractive setting of Alness
- Protect and enhance the vibrant town centre.
- Increase capacity on local primary schools.
- Improve and expand on active travel links between sites and between the town and coast.
- Maintain and enhance the high quality rural setting and quality greenspaces.
- Protect and enhance local Green networks as active travel routes.

Map 5 Alness



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Development Sites

Housing

AL01: Willowbank Park**Area:** 1.6 ha**Indicative housing capacity:** 5 (17 Total)**Developer requirements:** Retain and where possible enhance the core path network.**AL02: Crosshills****Area:** 9.1 ha**Indicative housing capacity:** 25 (170 Total)**Developer requirements:** Development masterplan which should include: Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; landscape buffer with Caplich Quarry.**AL03: Milnafua Farm****Area:** 6.7 ha**Indicative housing capacity:** 73**Developer requirements:** Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); site history and possible Land Contamination Site Investigation; retain and where possible enhance the core path network; road widening and footpath provision at Old Milnafua Road Road.**AL04: Whitehills****Area:** 4.0 ha**Indicative housing capacity:** 50

Developer requirements: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); road widening and footpath provision at Old Milnafua Road Road.

AL05: Dalmore

Area: 11.4 ha

Indicative housing capacity: 100 (115 Total)

Developer requirements: Drainage Impact Assessment; establish any presence of archaeological remains in advance of or during development; improve active travel linkages out with the site towards the Alness-Invergordon Cycle Route.

Mixed Use

AL06: Obsdale Road

Use(s): Housing, Business, Community
Area: 5.0 ha

Indicative housing capacity:
50 (75 Total)

Developer requirements: Drainage Impact Assessment; landscape and Visual Impact Assessment; safeguard fabric, historic character and/or setting of the nearby Carn Liath Cairn, Obsdale Scheduled Monument. layout of development within the allocation should respect the setting of the scheduled monument; programme of work for the evaluation, preservation and recording of any archaeological and historic features; improve active travel linkages out with the site.

Community

AL07: Achnagarron Farm

Area: 3.6 ha

Developer requirements: Safeguarded only for allotments or recreational use and development ancillary to those uses; protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Business

AL08: West and South of Dail nan Roca

Area: 22.7 ha

Developer requirements: Land allocated to support business and commercial uses; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; landscaping scheme which retains mature trees where possible and provides additional screen planting.

AL09: South of Teaninich Road

Area: 3.4 ha

Developer requirements: Land allocated to support business and tourism uses; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; landscape and Visual Impact Assessment; safeguard the fabric, historic character and/or setting of the nearby B Listed Building Teaninich House; retain and where possible enhance the core path network.

AL10: Averon Way

Area: 3.5 ha

Developer requirements: Site partly developed. Any future proposals must: protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding; retain and where possible enhance the core path network.

AL11: Alness Point

Area: 19.2 ha

Developer requirements: Site partly developed. Any future proposals must: protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment required to inform layout and design. Only low vulnerability uses or operationally essential uses in areas shown to be at risk of flooding, to be accompanied by resilience measures; protect and enhance existing woodland and individual trees; no construction activity within Root Protection Area; Protected Species Survey; high quality siting, design and landscaping; improve active travel linkages out with the site towards the town centre; retain and where possible enhance the core path

network. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and mitigation for flood risk, and a Recreational Access Management Plan.

AL12: Field to North West of Dalmore Distillery

Area: 1.6 ha

Developer requirements: Protect and enhance existing woodland and individual trees.

Industry

AL13: Caplich Quarry

Area: 10.5 ha

Developer requirements: Continuation of existing quarry operation.

AL14: Alness Industrial Estate

Area: 1.0 ha

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect and enhance existing woodland and individual trees, integrate with existing green/blue networks; Protected Species Survey.

AL15: Dalmore Distillery

Area: 14.2 ha

Developer requirements: Land allocated to support the expansion and/or intensification of the distillery. Flood Risk Assessment (no development in areas shown to be at risk of flooding); land Contamination Site Investigation; protect and enhance existing mature trees; programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment, including details of active travel linkages. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and mitigation for flood risk, and a Recreational Access Management Plan.

AL16: Teaninich Distillery

Area: 3.5 ha

Developer requirements: Land allocated to support the expansion and/or intensification of the distillery; Flood Risk Assessment (no development in areas shown to be at risk of flooding); land Contamination Site Investigation; privacy/amenity setback from Distillery Cottages.

Retail

AL17: Invergordon Road East

Area: 4.4 ha

Developer requirements: Drainage Impact Assessment; Landscape and Visual Impact Assessment; programme of work for the evaluation, preservation and recording of any archaeological and historic features; access through existing retail site to the west; landscaping scheme which includes early structural planting to northern and south eastern boundaries.

Ardersier | Àird nan Saor

- 108** Ardersier has a population of just over 1,200 people and benefits from a range of local facilities including a primary school, several shops, a pharmacy and large children's play park. Despite its relatively close proximity to both Nairn (approximately 9km) and Inverness (15km) public transport options are limited.
- 109** A former fishing village, Ardersier is located on the southern coast of the Inner Moray Firth and is situated between the shoreline and a steep raised beach. Much of the available development land within the settlement is impacted by flood risk and/or a high water table. However, planning permission was granted in December 2019 for 117 homes to the south of the village. This represents the principal expansion site for the village. Alongside this there are a number of smaller scale redevelopment and infill development opportunities.
- 110** With the MoD's plans to close of Fort George, which lies just over a mile to the north, as a military base by 2032, it's future role and function will be important to the prospects of Ardersier. The large fortress, which has been in continuous active military use since the 18th-century and in more recent times provided a well established tourist attraction, has helped create and sustain services and facilities over and above many other similar sized villages. The Plan identifies the site as an Economic Development Area and allocates for a wide range of uses to encourage proposals to come forward.

Placemaking Priorities 2

Ardersier

- Improve sustainable transport connection to key employment destinations, particularly Inverness Airport, Nairn and Inverness, and delivery of the A96 Coastal Trail.

- Encourage the sensitive renovation and redevelopment of vacant and derelict sites within the village.
- Improve traffic management on the High Street. This should include measures which better manage the implications of traffic generated by new development in the area (particularly related to any conversion of Fort George), assist with the servicing of properties and for people to safely cross the public roads on required desire lines.

Map 6 Ardersier



Development Sites

AR01: South of Nairn Road

Area: 2.4 ha

Indicative housing capacity: 80

Developer requirements: Development in accordance with planning permission 18/03073/FUL. Any alternative proposals must address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; landscaping scheme which integrates with the built environment; safeguard historic character and setting of the Scheduled Monument (SM5001); Transport Assessment.

Mixed Use

AR02: East of Station Road

Use(s): Housing, Business,
Community, Retail

Area: 0.6 ha

Indicative housing capacity:
10

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of pluvial flooding); Drainage Impact Assessment; protect and enhance existing trees wherever possible and integrate with the green network; Land Contamination Site Investigation; high quality siting and design with positive contribution to the streetscape/settlement settings.

Auldearn | Allt Èireann

- 111** The small village of Auldearn is located about 3 km to the east of Nairn and lies on undulating land which influences the form and setting of the settlement. The village also lies in and around the site of the 1645 Battle of Auldearn and this has been a defining factor in the extent to which the settlement has developed over recent times.
- 112** Facilities and services are limited to a hotel/pub and a primary school. Over the past 20 years nearly 100 new homes have been built in Auldearn. The 175 pupil capacity primary school is located in the centre of the village and serves not just Auldearn but a large rural catchment. Due to steady growth within Auldearn and the wider school catchment, there are forecasted to be capacity pressures on the school over the next ten years.
- 113** The A96 dualling project includes a bypass of Nairn which incorporates a high capacity grade separation junction to the north of Auldearn. This will also result in the de-trunking of the section of existing A96 which runs alongside the village. Retaining high quality active travel connections which are convenient and attractive will be important for maintaining strong links to Nairn.

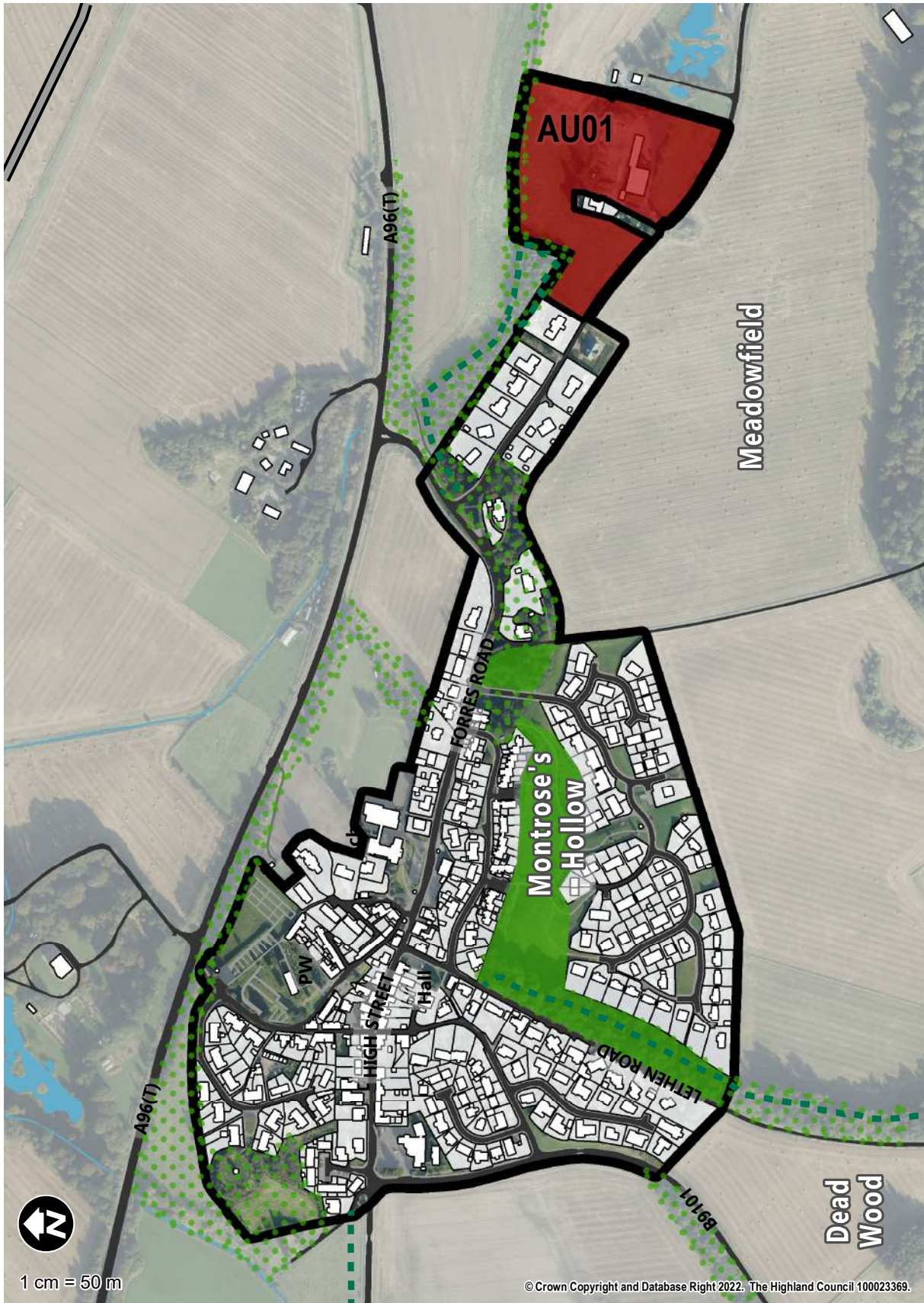
Placemaking Priorities 3

Auldearn

- Consolidate Auldearn with any new development helping to round off and infill the settlement.
- Ensure a coordinated approach to development with contributions towards the active travel network and areas of open space.
- Avoid any further uncoordinated ribbon development along Moyness Road.
- Safeguard the 1645 Battle of Auldearn battlefield from development.
- Preserve and enhance the green network within and around Auldearn, particularly areas of woodland and watercourses, for active travel use and biodiversity.



Map 7 Auldearn



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Development Sites

Housing

AU01: Land at Meadowfield

Area: 3.7 ha

Indicative housing capacity: 30

Developer requirements: Developer masterplan which should address: protect and where possible enhance watercourses/features including at least 6m buffer from built development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Transport Statement including details of road widening, 30 mph zone and street lighting and enhanced active travel connections to village centre and core path network; high quality siting and design, street design/hierarchy which makes positive contribution to the streetscape and is sympathetic to its gateway location; open space provision; landscaping scheme which includes measures to establish definitive settlement edge, such as natural stone walls and tree planting, and integrates natural features with the green/blue network.

Avoch | Abhach

- 114** Avoch's origins as a fishing village with an agricultural hinterland continue to shape its form and function. With just over 1,000 residents, Avoch's more recent expansion has been because of its attractive coastal location and views which have fuelled commuter and holiday accommodation demand. Water and sewage works capacity is plentiful and the settlement has a range of commercial and community facilities.
- 115** However, future expansion potential is limited by a range of physical, environmental and service capacity constraints. Coastal and fluvial flood risks and steep hill slopes limit where new building could and should happen. The local primary school is already over capacity. The central conservation area and the wooded margins of the village also constrain growth. Perhaps most importantly, Avoch is served by a spine road (the A832) which has capacity and safety issues and infrequent public transport options. Given this, we do not think it would be advisable to promote significant commuter/holiday accommodation growth in this settlement. Instead, we believe that existing planning permissions and land allocations should be completed but no new land identified for development.
- 116** The proposed allocations benefit from longstanding, in principle, support for development. The harbour would benefit from improvement to support existing activity and land at Muiralehouse is the least constrained option to support additional local employment, community and other facilities. Site AV01 benefits from a previous planning permission and a current allocation and application. The Memorial Field site is now complete.

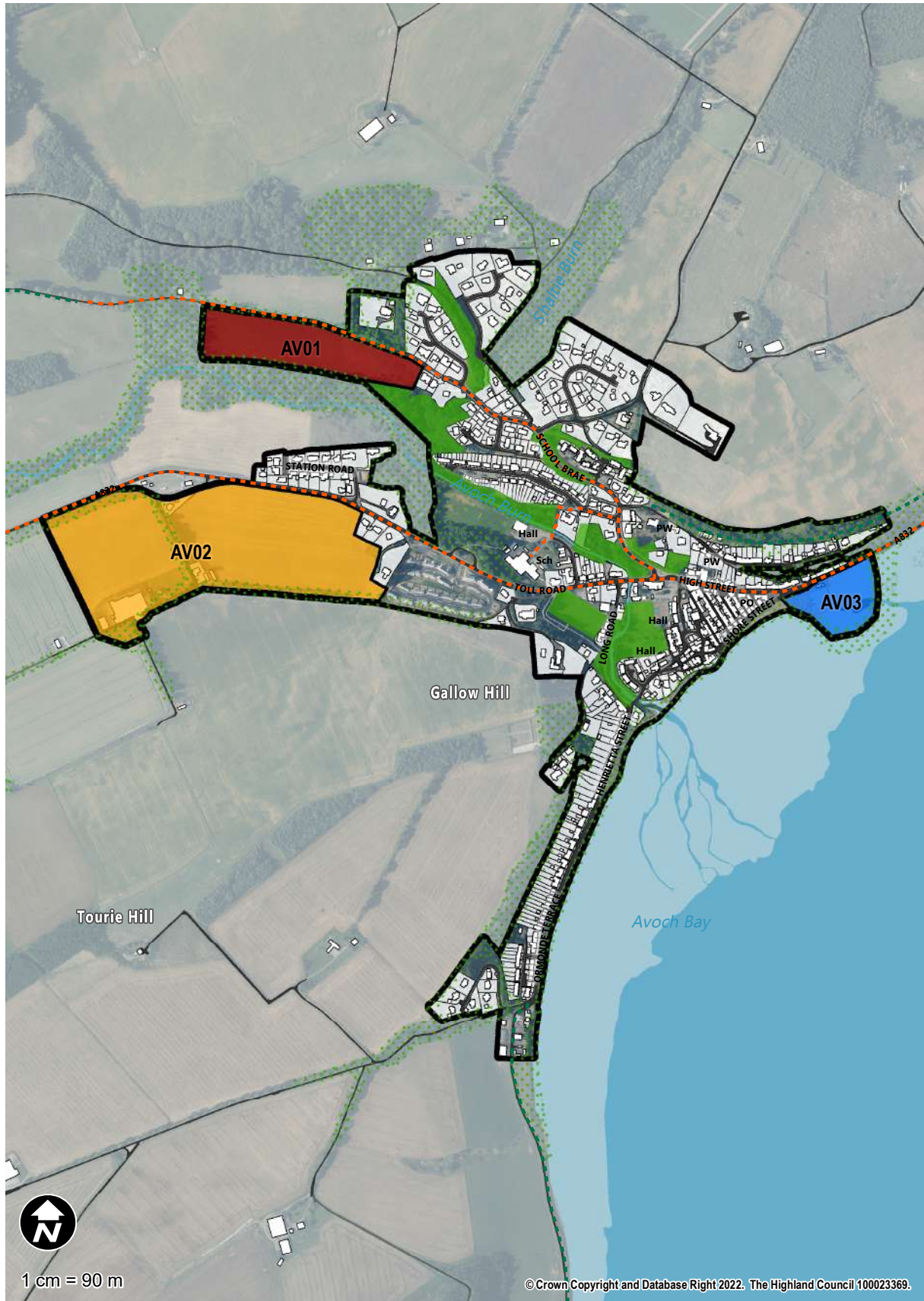
Placemaking Priorities 4

Avoch

- Limit new development to existing planning permissions and land allocations.
- Seek developer contributions and other funding towards the provision of a strategic active travel link between Munloch and Avoch.

- Protect the character of Avoch's central conservation area and its wooded margins.
- Improve linkages between new development west of the village and village centre facilities.
- Add extra primary school capacity.

Map 8 Avoch



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Development Sites

Housing

AV01: Rosehaugh East Drive

Area: 3.7 ha

Indicative housing capacity: 30

Developer requirements: Developer masterplan which should include/address: Drainage Impact Assessment; public sewer connection; mitigation highlighted by previous Tree Report; Protected Species Survey; assessment and mitigation of impact on Rosehaugh Designed Landscape; high quality architectural design; improved active travel connections to play park, Avoch Primary School and core path network; local traffic management measures. Demonstration of no adverse effect on the integrity of Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Mixed Use

AV02: Muiralehouse

Use(s): Housing, Community, Business, Industry
Area: 14.1 ha

Indicative housing capacity: 80

Developer requirements: Developer masterplan which should include/address: Drainage Impact Assessment; public sewer connection; Tree Survey, augmentation of tree belts and beech hedging as green networks and development setback; possible Land Contamination Site Investigation at farm buildings complex; visualisations to assess and mitigate landscape and visual impact; advance structural planting on western boundary; Archaeological Assessment; Transport Assessment including consideration of speed limit extension,

new/relocated bus stop provision, rationalisation of A832 accesses, new/improved active travel links to village facilities and Avoch to Munlochy strategic link; completion of community and business uses in parallel with housing; safeguard for possible new primary school site. Demonstration of no adverse effect on the integrity of Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Business

AV03: Harbour

Area: 1.8 ha

Developer requirements: Land allocated to support improvement of harbour facilities. Flood Risk Assessment required to inform layout and design. Only low vulnerability uses or operationally essential uses in areas shown to be at risk of flooding, to be accompanied by resilience measures. Requirement to ensure any dredging and disposal in accordance with Marine Scotland guidance and any NatureScot advice. High quality architectural design sympathetic to built heritage context for any permanent additional structures bordering the harbour. Demonstration of no adverse effect on the integrity of Moray Firth SPA and Moray Firth SAC by satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution or loss of, or damage or disturbance to bird feeding and roosting areas, as well as method statements and mitigation in relation to any piling, capital and maintenance dredging and disposal (in accordance with Marine Scotland Guidance and any Nature Scot advice), Marine Mammal Mitigation Plan, Boat traffic Management Plan. If the development involves access to the water then it should be done in accordance with the

Scottish Marine Wildlife Watching Code and the Wildlife Safe accreditation scheme and adherence to local codes such as the Dolphin Space Programme, as well as avoidance of any cumulative impact of boat traffic on the Moray Firth SAC.

Beaully | A' Mhanachainn

- 117** Beaully is an important local facilities centre for a wider rural hinterland and a tourist destination. It lies approximately 19km west of Inverness and houses around 1,500 people. Enclosed between the railway line and the River Beaully, its settlement form is compact and centred around an impressive "Village Square" Conservation Area which is characterised by substantial stonebuilt properties in tree lined streets. It is also a popular commuter town for those working in Inverness and Ross-shire and has the sustainable travel advantage of a rail halt. These factors and the abundance of reasonably flat and reasonably well drained land close to central facilities make it an ideal location for growth.
- 118** However, there are physical, environmental and service capacity constraints that should be respected. The rising slopes and wooded margins of the adjoining countryside combined with the River Beaully and its flood plain and high water table to the east and railway to the south and west limit where that growth could and should be supported. The Village Square and the central road network were not designed for a high level of vehicle traffic. Similarly the primary school accommodation is outdated.
- 119** Taking account of these development factors we believe that this Plan should support the continued expansion of Beaully but in a compact form and hand in hand with improvement to local facilities notably extension of the Priory Way loop road that will relieve pressure on the narrowest central road network and new accommodation at or close to the primary school.
- 120** The historic village square is key to Beaully's character and is designated as a Conservation Area. The Council will seek to protect, preserve or enhance its special architectural and historic interest. The Council may undertake a Conservation Area Management Plan which will consider key challenges and opportunities facing the conservation area, and provide guidance on the appropriate siting, scale, massing and materials for new development and for the alteration, extension and refurbishment of buildings throughout Beaully Conservation Area.

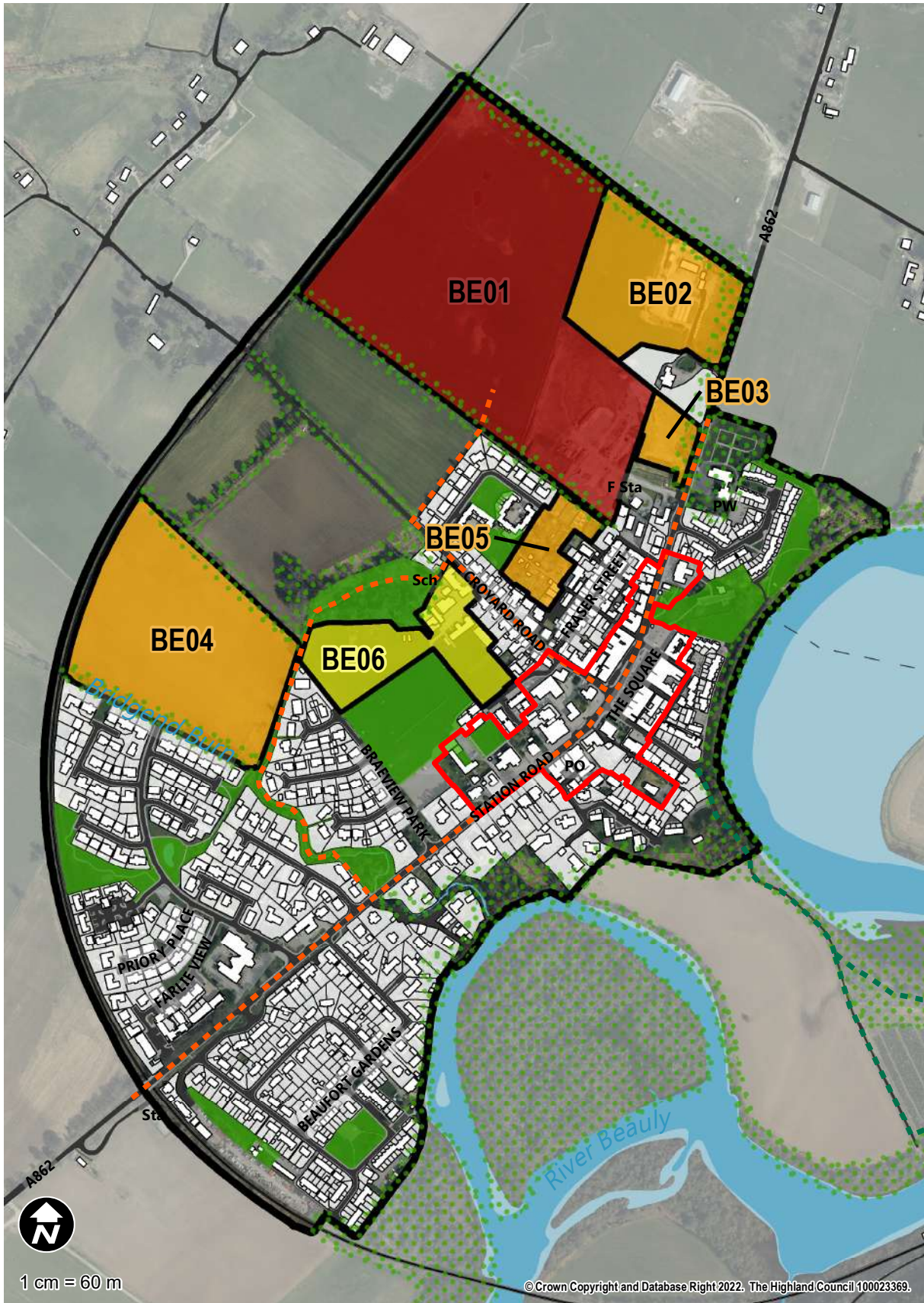
121 The allocated sites will maintain the compact settlement pattern of Beaully and respects its constraints. Other things being equal, compact mixed use development will encourage active travel because there will be the opportunity to walk or cycle to local employment and local facilities. A new primary school is supported in a central location. Business development is directed as close as possible to the town centre and passing trade to bolster footfall. The allotments at Fraser Street provide a community growing space but this could be provided elsewhere in Beaully. At least part of the allotments site, being flat and central to amenities, could be suited to housing accommodation specifically adapted for the elderly whether that is private flatted or institutional accommodation. New mainstream housing development is directed to more peripheral areas because of the limited capacity of Croyard Road and farm tenancy issues on land adjoining.

Placemaking Priorities 5

Beaully

- Expand the town respecting the physical limits of the railway line and River Beaully flood plain.
- Complete a peripheral loop road to ease issues created by the outdated central road network.
- Safeguard, enhance and create green networks especially along existing watercourses and adjoining the loop road.
- To provide land to encourage a more self contained community with local employment opportunities, more housing specifically adapted for the elderly, and better community facilities.
- Protect and enhance the town's historic and vibrant centre.
- Seek developer contributions and other funding towards the provision of active travel links within Beaully and to strategic links to Muir of Ord and Kirkhill.

Map 9 Beauly



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Development Sites

Housing

BE01: Beauly North

Area: 18.2 ha

Indicative housing capacity: 120 (340 Total)

Developer requirements: Developer masterplan which should include/address: retention and naturalisation of ditches as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); public sewer extension and connection; retain, setback development from and add planting along riparian strips and site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Beauly Primary School), contribution to Beauly to Muir of Ord strategic link, completion of distributor loop road through limits of site; details of phasing; land safeguard for possible cemetery provision.

Mixed Use

BE02: East Wellhouse

Use(s): Community (incl. Care Home),

Area: 3.7 ha

Business

Developer requirements: Developer masterplan which should include/address: retention and naturalisation of ditches as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); public

sewer extension and connection; retain, setback development from and add planting along riparian strips and site boundaries including TPO woodland on A862 frontage; visualisations to assess and mitigate landscape and visual impact; Transport Statement and mitigation including, new/improved active travel links to village facilities, contribution to Beauly to Muir of Ord strategic link, possible need for speed limit extension.

BE03: North East of Fire Station

Use(s): Community (incl. Care Home),
Business

Area: 0.6 ha

Developer requirements: Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries including TPO woodland on A862 frontage; Transport Statement and mitigation including, new/improved active travel links to village facilities, contribution to Beauly to Muir of Ord strategic link, road access only through BE01.

BE04: West of Cnoc na Rath

Use(s): Housing, Community
(incl. School, Allotments),
Business

Area: 6.5 ha

Indicative housing

capacity: 50 (90 Total)

Developer requirements: Developer masterplan which should include/address: retention and naturalisation of ditches as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); public sewer extension and connection; retain, setback development from and add planting along riparian strips and site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active

travel links to village facilities (especially to Beauly Primary School), completion of distributor loop road through limits of site; details of phasing; land safeguard for possible cemetery, secondary education and allotments provision if not accommodated on other sites. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

BE05: Fraser Street Allotments

Use(s): Housing (for Ageing Population Only), Community (incl. Allotments, Care Home) **Area:** 1.0 ha

Indicative housing capacity: 20

Developer requirements: Any housing or residential institution development must be of a design and layout specific to the needs of the ageing population. Developer masterplan which should include/address: retention and development setback from adjoining ditch and if possible its naturalisation with any crossing of it bridged not culverted; Flood Risk and Drainage Impact Assessments including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); Transport Statement and mitigation including, retained and improved active travel links to village facilities; equivalent off-site compensatory provision of any allotments lost as a result of development.

Community

BE06: Primary School and Playing Fields

Area: 2.5 ha

Developer requirements: Safeguarded only for larger, new and/or redeveloped primary school and associated playing field(s). Developer masterplan which should include/address: Drainage Impact Assessment including consideration of known local groundwater issues (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate landscape and visual impact, high quality architectural design; Transport Statement including assessment and improvement of Safer Routes to School from existing and proposed future housing areas.

Conon Bridge | Drochaid Sguideil

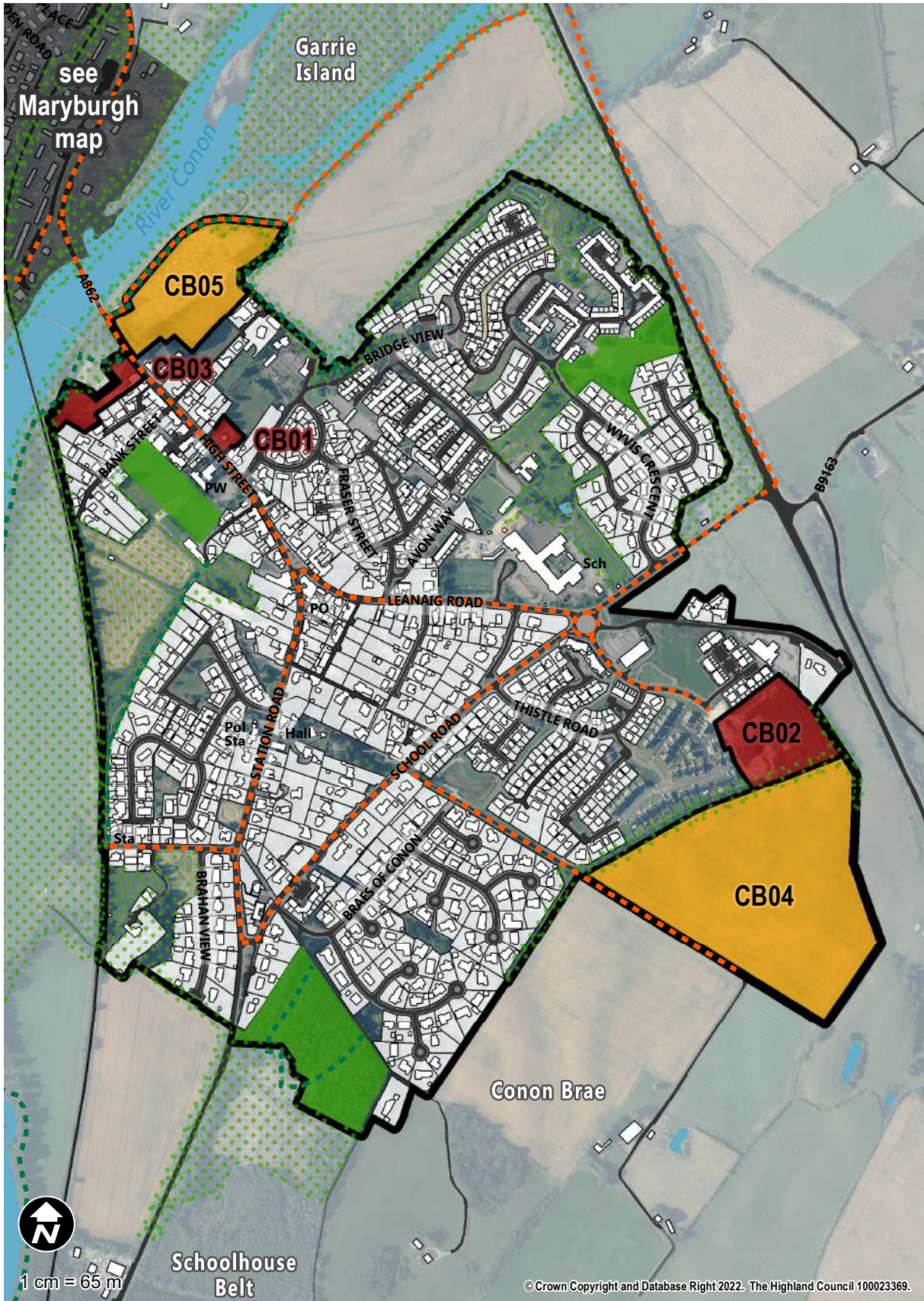
- 122** With over 2,000 existing residents, trunk road connectivity, a rail halt, an attractive outlook, no water and sewerage capacity constraints and a plentiful supply of development land, Conon Bridge is well placed to accommodate further growth.
- 123** However, other factors indicate that that growth should be phased in step with infrastructure capacities. The local primary school that also serves Maryburgh residents is over capacity, parts of the village are constrained by flood risk, and the settlement's generally northwesterly aspect is poor in terms of solar gain potential.
- 124** Taking account of these development factors we believe that the Plan should reassess and then reduce its existing development site commitments. Land at Braes of Conon is part serviced, has a willing landowner, an attractive outlook, likely developer interest, and is in reasonable proximity to the village's principal shop and primary school and is therefore allocated for new housing development. Flood risk and other issues are capable of mitigation. Sites at the former fish processing factory and public house have received recent planning permissions and the related flood protection scheme will be progressed.
- 125** There is potential for development at CB03 both alone and in combination with CB05 to have an adverse effect on the integrity of Conon Islands SAC. Furthermore, the development of these sites in addition to Maryburgh MB01, MB02 and MB03 have potential to have an adverse effect on the integrity of the Cromarty Firth SPA/Ramsar. These sites will be required to ensure avoidance of any adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by demonstrating mitigation measures described in developer requirements for the individual development sites.

Placemaking Priorities 6

Conon Bridge

- Support limited growth hand in hand with a programmed increase in local primary school capacity.
- Undertake flood defence works that will reduce the risk of flooding to existing properties and potential redevelopment sites.
- Locate new development closest to the rail halt, school and commercial facilities notably at Braes of Conon.
- Seek developer contributions and other funding towards the provision of an active travel link between Conon Bridge and Muir of Ord.
- Protect and enhance local woodland Green Networks as active travel routes, as natural flood defences and as heritage assets.

Map 10 Conon Bridge



Development Sites

Housing

CB01: Former Petrol Filling Station

Area: 0.2 ha

Indicative housing capacity: 10

Developer requirements: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding post flood protection scheme mitigation); retain, setback development from and add planting along site boundaries; Land Contamination Site Investigation; high quality architectural design; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School and Conon Bridge Rail Halt).

CB02: Braes of Conon (North)

Area: 1.8 ha

Indicative housing capacity: 27

Developer requirements: Development in accordance with application/permission 21/03207/FUL. For any alternative proposal, developer masterplan which should include/address: retention and naturalisation of adjoining watercourse as enhanced green network; Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); public sewer extension and connection; retain, setback development from and add planting along riparian strip; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School).

CB03: Former Public House and Adjoining Land

Area: 0.5 ha

Indicative housing capacity: 21

Developer requirements: Development in accordance with application/permission 18/03735/PIP. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments including completion of adjoining flood defence works (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strip and other site boundaries; visualisations to assess and mitigate via high quality architectural design, visual and adjoining listed building setting impact; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School). Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species, Recreation Access Management Plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives, minimum 6m buffer strip planted with native species between River Conon and development site.

Mixed Use

CB04: Braes of Conon (South)

Use(s): Housing,
Community, Business

Area: 8.9 ha

**Indicative housing
capacity:** 50 (115 Total)

Developer requirements: Developer masterplan which should include/address: retention and naturalisation of adjoining watercourse as an enhanced green network; Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); public sewer extension and connection; retain, setback development from and add planting along riparian strip and other site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School and Conon Bridge rail halt), extension of distributor loop through site, assessment of the safety and capacity of the nearby A835 junction, contribution to Conon Bridge to Muir of Ord strategic link; details of phasing including early availability of serviced sites for non housing uses.

CB05: Former Fish Processing Site

Use(s): Housing, Community, Business, Retail
Area: 2.6 ha

Indicative housing capacity: 72

Developer requirements: Development in accordance with application/permission 15/01202/FUL and related legal agreement. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments including completion of adjoining flood defence works (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strip and other site boundaries; visualisations to assess and mitigate via high quality architectural design, visual and adjoining listed building setting impact; Land Contamination Site Investigation; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Ben Wyvis Primary School and Conon Bridge Rail Halt). Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan

and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species, Recreation Access Management Plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives, minimum 6m buffer strip planted with native species between River Conon and development site.

Cromarty | Cromba

- 126** Cromarty has a beautiful, coastal, below raised beach setting and an extensive outlook afforded by its location towards the end of the Black Isle peninsula. The town's former sources of employment notably fishing have far less of a role to play but the legacy of built investment is of high quality and justifies the conservation area status of much of the settlement. Seasonal and cyclical employment opportunities are available from tourism and across the Firth at Nigg which is linked by an important ferry service.
- 127** The physical containment of the town below the raised beach and its built heritage quality limit appropriate infill options. It would be imprudent to encourage commuting from the town because of the lack of effective public transport travel options to major work centres, the length and carbon impact of car journeys and the village centre congestion issues along the A832. However, the ferry service to Nigg and homeworking do offer more sustainable alternatives. Steeper ground and good agricultural land to the south and east of the settlement and the Cromarty Firth to the north and west impose significant physical constraints on growth. The town's sewage works has very little spare capacity. More positively, Cromarty has no water supply or primary school physical capacity issues.
- 128** Taking account of these development factors we believe that this Plan should limit the number of new development sites. Land at Sandilands is the best candidate for expansion because of its centrality and visual containment. However, it has road access limitations an effective solution to which requires the reconfiguration of the Victoria Hall recreational facilities. There is local opposition to such reconfiguration and it would impose additional development costs. In order to preserve the prospects of at least one effective housing site, land south of the manse is also proposed for development. The landowner has shown a willingness to commit to structural landscaping, active travel improvements via the Paye and plots for self build by local people. The site is peripheral to the community and has landscape sensitivities

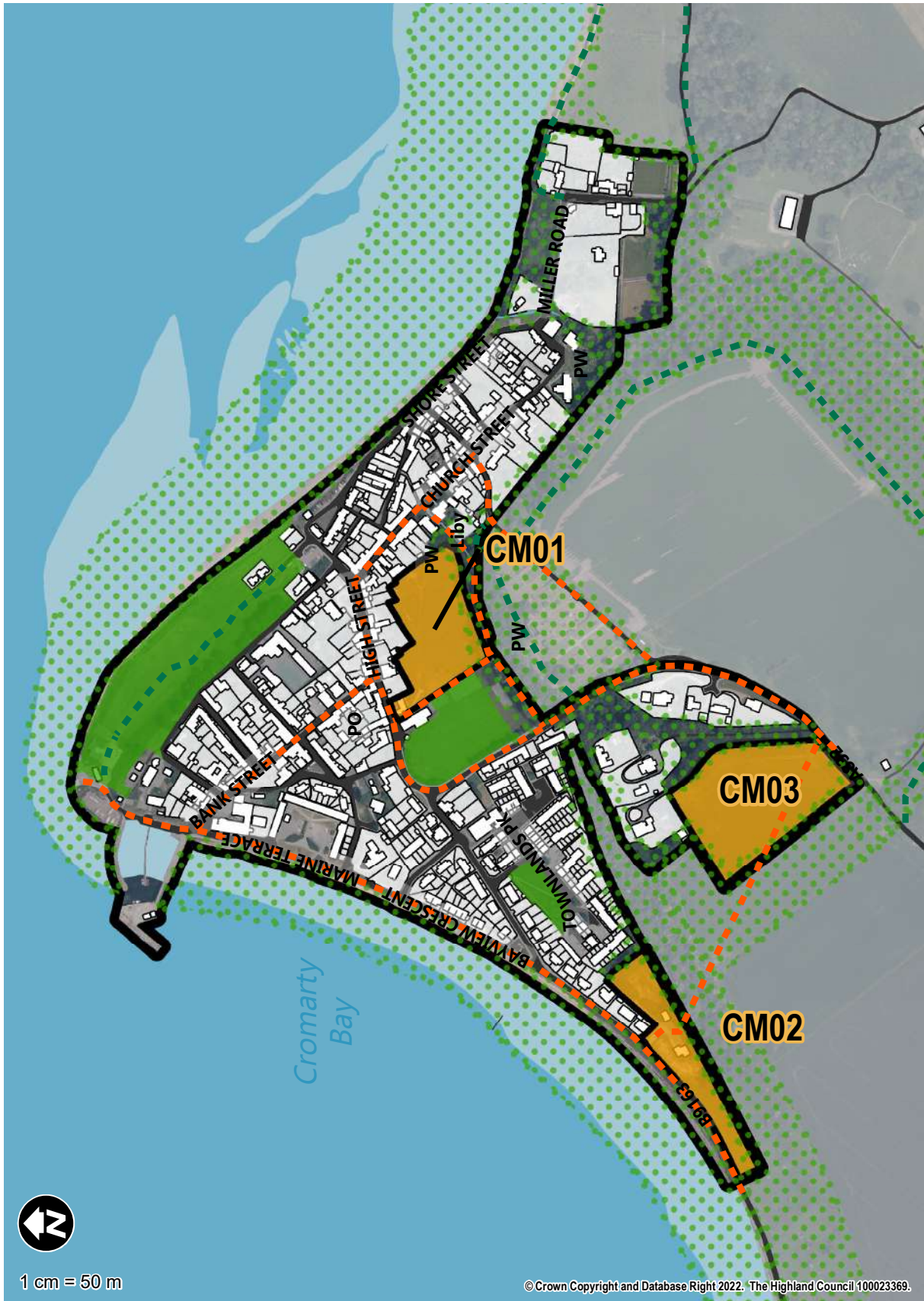
but in the Council's view, is the next best, effective option. Otherwise, only smaller scale infill development below the raised beach is likely to be acceptable including land for visitor management facilities at Bayview Crescent.

Placemaking Priorities 7

Cromarty

- Support growth via suitable infill development below the raised beach.
- Control the scale of growth within the limits of sewerage capacity.
- Encourage the sensitively designed development of the central Sandilands site or if it continues to prove ineffective then land south of the manse.
- Protect and enhance the town's heritage assets notably the conservation area, links and wooded margins. These wooded green networks should accommodate active travel routes to enhance the internal connectivity of the town.

Map 11 Cromarty



Development Sites

Mixed Use

CM01: Sandilands

Use(s): Housing, Community, Business
Area: 1.4 ha

Indicative housing capacity: 33

Developer requirements: Development in accordance with Sandilands Cromarty Development/Design Brief. Developer masterplan which should include/address: Drainage Impact Assessment; public sewer connection; retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate via high quality and sympathetic to built heritage context, architectural design and layout, the visual and conservation area/listed building fabric/setting impact; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Cromarty Primary School), optimum improved vehicular access(es); no net detriment reconfiguration of Victoria Hall recreational uses if required; phasing.

CM02: Bayview Crescent

Use(s): Community, Business

Area: 0.9 ha

Developer requirements: Safeguarded only for campervan service area and/or business use. Development in accordance with application/permission 19/05501/FUL including: maintenance of visibility splays; compensatory tree planting; connection to public sewer and waste disposal point. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along western site boundary; site history and possible Land Contamination Site Investigation; Transport Statement and mitigation including, new/improved active travel

links to village facilities. Demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

CM03: South of Manse

Use(s): Housing, Community **Area:** 1.9 ha

Indicative housing capacity: 25

Developer requirements: Safeguarded only for affordable housing including self build plots plus community woodland. Developer masterplan which should include/address: Drainage Impact Assessment; public sewer extension and connection; retain, setback development from and add planting along site boundaries (additions to west and north); visualisations to assess and mitigate via high quality architectural design (Design Code for self build plots) and layout, visual and adjoining listed building and Cromarty House Designed Landscape setting impact; Transport Statement to assess and provide mitigation in terms of optimum improved vehicular access, new/improved active travel links to village facilities (especially to Cromarty Primary School) via Paye and to White Dykes, contribution towards improvements identified within Transport Scotland's A9 Tore to North Kessock safety study,.

Croy | Crothaidh

- 129** Croy is a relatively small village located on the B9091 halfway between Inverness and Nairn. Despite its limited facilities and lack of sustainable transport options, the population of Croy has continued to increase with more recent housing developments located to the north and west of the settlement.
- 130** The Scotia Homes development to the west is well underway with 100 new homes permitted within phase one alongside a café and retail unit, now occupied by ANTA. Phase two will see a final 50 homes delivered and opportunity exists within the site to develop local enterprise and/or community facility to help create a sustainable community.
- 131** The new town of Tornagrain lies immediately to the north and as the rate of development has progressed there has been increasing pressure on local infrastructure including Croy Primary and the road network.
- 132** There is potential for development at CR01 both alone and in combination with CR02 and TG01 to have an adverse effect of the integrity of Loch Flemington SPA as a result of development effecting water quality and hydrology. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts for further detail) and a Recreational Access Management Plan to ensure no adverse effect on the integrity of the Loch Flemington SPA.

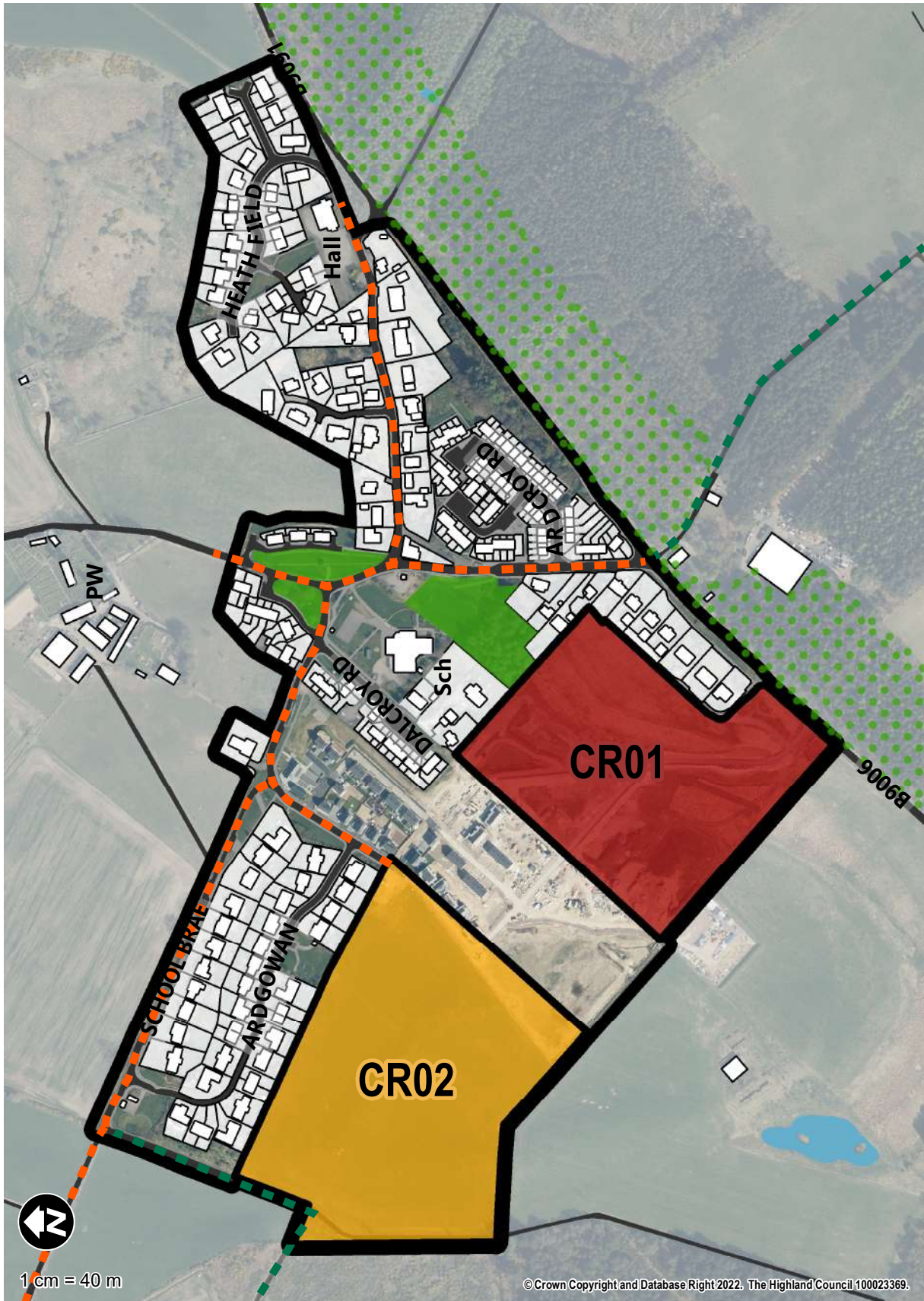
Placemaking Priorities 8

Croy

- Improve the transport network, particularly around the junction of the B9091 and the B9006 and along Croy Road to Tornagrain.

- Ensure that the new primary school at Tornagrain and secondary school at Inverness East are delivered at an appropriate time to avoid undue pressure on the existing schools.
- Improve active travel connections to key destinations, particularly the delivery of the A96 Landward Trail and North South Links routes.
- Preserve existing green networks, particularly the woodland between Croy and Tornagrain, and enhance their role as active travel routes and biodiversity sanctuaries.
- Facilitate the ecological recovery of Loch Flemington by requiring all development within the water catchment of the loch to use appropriate foul drainage arrangements, including mitigation which safeguards water quality and ensures no increase in phosphorous discharge to avoid an adverse effect on the integrity of Loch Flemington SPA.

Map 12 Croy



Development Sites

133 Housing

CR01: West of Primary School

Area: 5.1 ha

Indicative housing capacity: 50

Developer requirements: Development in accordance with planning permission 17/02509/FUL. Any alternative proposals must address: need to protect and where possible enhance wetland and small watercourse; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; high quality siting and design with positive contribution to the streetscape/settlement settings; Transport Assessment including suitable access arrangements, upgrades to wider road network and high quality active travel connections to key destinations; demonstration of no adverse effect on the integrity of Loch Flemington SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts for further detail) and Recreational Access Management Plan.

Mixed Use

CR02: North West of Primary School

Use(s): Housing, Community, Business
Area: 6.4 ha

Indicative housing capacity: 50

Developer requirements: Drainage Impact Assessment; high quality siting and design with positive contribution to the streetscape/settlement settings; Transport Assessment including details of suitable access arrangements, consideration of upgrades to wider road network and enhanced active travel connections to key destinations; explore potential for creating a new community and/or small scale commercial space; demonstration of no adverse effect on the integrity of Loch Flemington SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts for further detail) and Recreational Access Management Plan.

Culbokie | Cùil Bhàicidh

- 134** Culbokie's primary function is as a dormitory village of around 650 people many of whom are employed in Inverness and Easter Ross. Without effective non car accessibility to these jobs, it is not a sustainable location for further growth. It has grown in the past because of its attractive outlook across the Cromarty Firth and proximity to the A9 with its connection to major work and facility centres. The settlement has also benefited from adequate water, sewerage and school capacity.
- 135** We don't believe that the settlement should be earmarked for significant growth in the future. Culbokie's elevation and generally northwesterly aspect present climate and therefore heating challenges, the village population is declining and improving sustainable commuter travel options from this location would be cost prohibitive. Moreover the village's shape which has been elongated because of the local pattern of landownership and its availability for development. This extended linear pattern makes within village active travel less likely.
- 136** Taking account of these development factors we believe that this Plan should only support completion of already permitted sites, a brownfield redevelopment opportunity and completion of established infill sites. Sites CU01 and CU02 benefit from planning permission and provide for a mix of uses in a location as close as possible to the centre of the village. Land adjoining the old primary school is previously developed and underutilised.

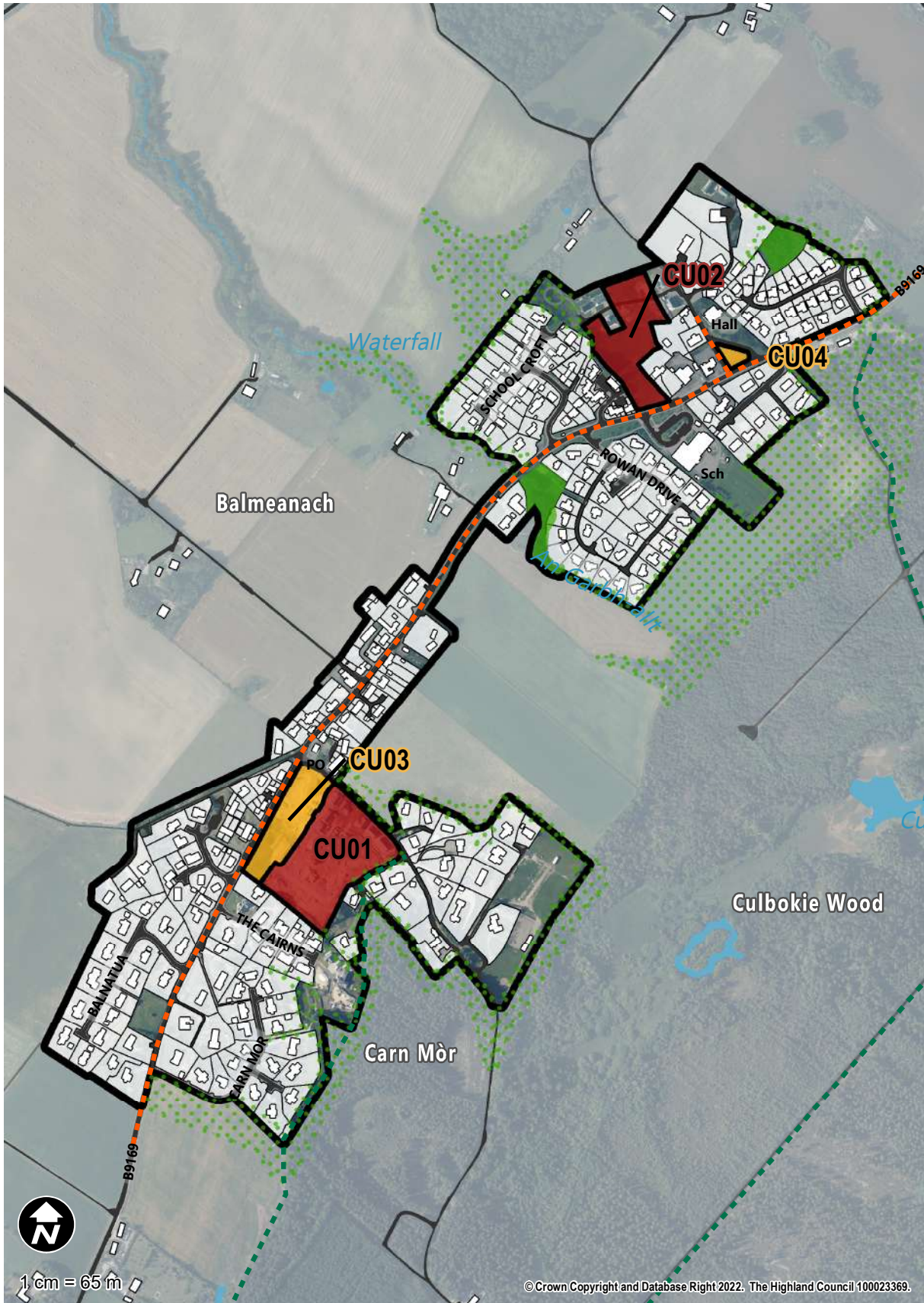
Placemaking Priorities 9

Culbokie

- Consolidate the village by completion of infill development sites.
- Limit the scale of new development in line with the village's limited infrastructure capacity.
- Promote a mix of housing, business and community sites in central locations.

- Retain the greenspace and green networks in and around the village.
- Promote and seek contributions towards better active travel connectivity within the village and to the A9 and for a community transport scheme.

Map 13 Culbokie



Development Sites

Housing

CU01: Land North of Cairns**Area:** 2.1 ha**Indicative housing capacity:** 33

Developer requirements: Development in accordance with planning permission 18/05808/FUL and its related legal agreement including phasing; timeous greenspace provision; Access Management Plan; archaeological survey and recording; Transport Statement mitigation. Site is under construction and will soon be fully complete at which point it will be deleted from the Plan.

CU02: Land North of Schoolcroft**Area:** 1.3 ha**Indicative housing capacity:** 20

Developer requirements: Fowlers Croft portion of site in accordance with planning permission 07/00812/FULRC. For balance of site, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Culbokie Primary School).

Mixed Use

CU03: Land South of Village Store

Use(s): Housing,
Community, Business

Area: 0.9 ha

**Indicative housing
capacity:** 6

Developer requirements: Development in accordance with planning permission 21/01930/FUL, 18/05806/PIP and 21/00660/MSC including greenspace provision; active travel provision; noise and lighting mitigation; affordable housing provision.

CU04: Land East of Old Primary School

Use(s): Community, Business

Area: 0.1 ha

Developer requirements: Supporting statement which should include/address: Drainage Impact Assessment; retention, setback from and new planting on site boundaries; archaeological survey and recording; design justification for any more than a single building unit.

Dingwall | Inbhir Pheofharain

- 137** Dingwall plays a significant role as the service centre for Ross and Cromarty, serving communities to the north and west as well as those in closer proximity. As a key service and employment centre that is in close proximity to Inverness and having the benefit of good transport links, there is likely to be demand for continued housing and employment growth in Dingwall. As such Dingwall is considered as a strategic main settlement where significant housing, business, industrial and retail growth will continue to be supported. The town has two schools – Dingwall Primary School and Dingwall Academy, both of which require major extensions. There are also known issues around car-parking and drop off points at the Primary School.
- 138** Public realm improvements in Dingwall Town Centre have been delivered in recent times through its Conservation Area Regeneration Scheme, which has seen the restoration of historic properties along the High Street. The historic core of Dingwall is key to its character and is designated as a Conservation Area. There is also potential for a new community woodland at Knockbain Farm.
- 139** Dingwall sits on National Cycle Route 1 but there are no dedicated places to store bikes nor any dedicated cycle lanes. Improvement of active travel routes in Dingwall must be a key priority, as well as the Peffery Way link to Strathpeffer and intra-settlement link to Evanton. In particular any new development around Dingwall North should ensure that active travel routes to the Primary School and the Academy are factored into the design of any development.
- 140** The growth of Dingwall continues to be shaped by the local landscape and its location at the head of the Cromarty Firth and convergence of the Rivers Peffery and Conon. Risk of flooding continues to be an issue for some sites particularly around the riverside and Dingwall Business Park. At Dingwall Business Park development proposals will be subject to Flood Risk Assessment and may require the River Peffery Flood Protection Scheme to be in place for some sections of the site to be developed.

- 141** The Kinnardie Link Road remains a key aspiration for the town. Its provision and completing the two gaps that would ultimately link Docharty Road and Old Evanton Road would help deliver improved transport infrastructure. The link in the north would also provide a possible circular route for public transport and would improve connectivity between the housing developments in Dingwall North for all modes of travel.
- 142** DW01, DW02, DW03 and DW04 are all viable, central housing sites for the short to medium term, with development either already happening on site or active interest in them. The development of these sites also aides progress with the provision of the road link between St Andrews Road and Chestnut Road.
- 143** Land is allocated community uses at DW09 as a potential site for a replacement St Clement's School. Land is allocated for community use at DW08 as a possible location for a new district park. This would provide space for recreation and would augment the green network. The diversity of business and industrial uses at the west of Dingwall make it an attractive place for both the location of new and expansion of existing businesses.
- 144** There is potential for development at DW06, DW07, DW08, DW09 and DW10, both individually and in combination with each other, to have an adverse effect on the integrity of the Cromarty Firth SPA and Ramsar as a result of impacts on water quality. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

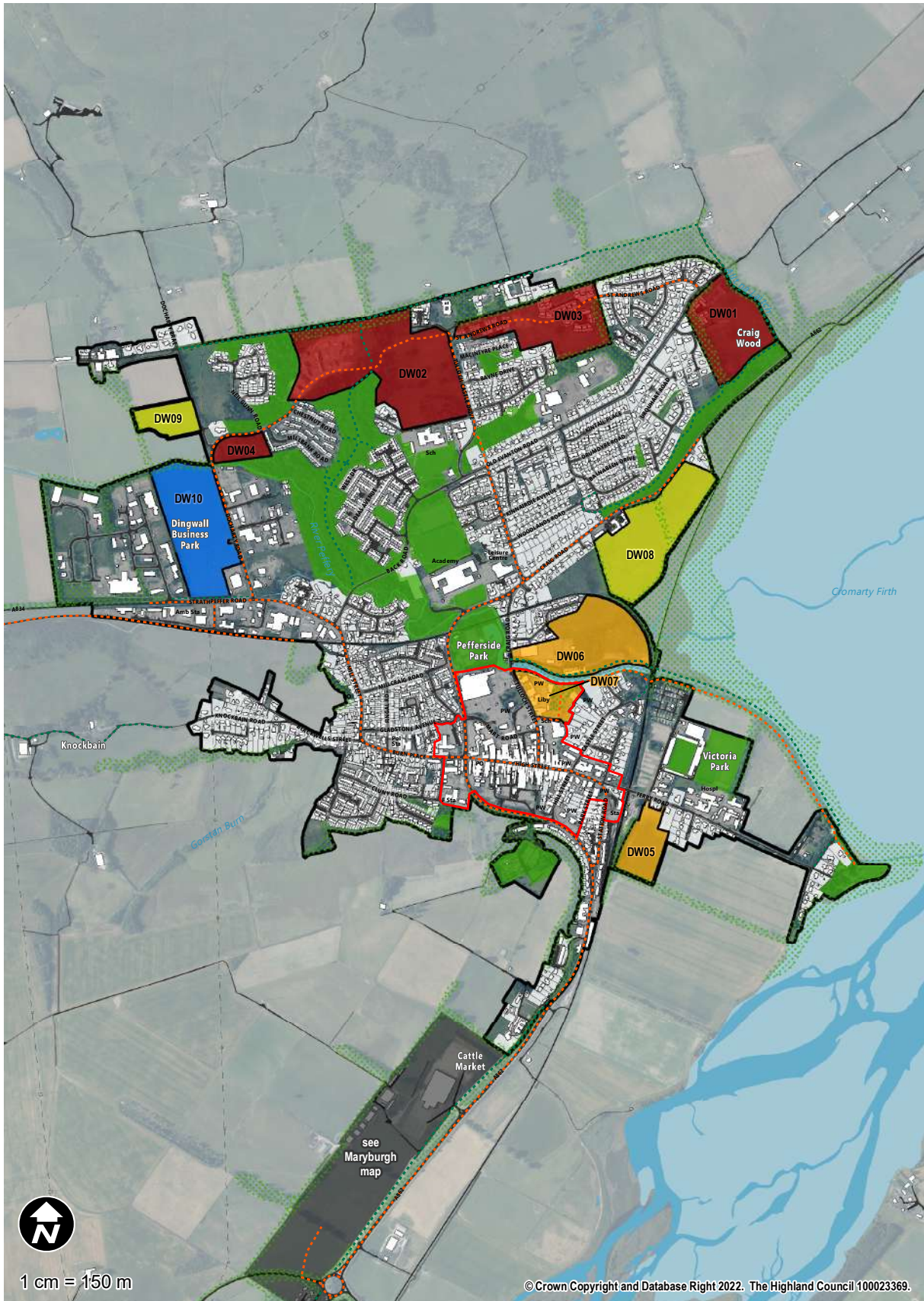
Placemaking Priorities 10

Dingwall

- Deliver improved transport infrastructure including the Kinnardie Link Road and the completion of the link between St Andrews Road and Chestnut Road.
- Improvement of active travel routes in the town and intra-settlement links between Dingwall and Evanton and the Peffery Way to Strathpeffer.

- Provide additional car-parking and drop-off points at Dingwall Primary School.
- Protect and enhance the Conservation Area and continue with the improvement of historic buildings on the High Street.
- Safeguard and enhance blue and green networks especially along the River Peffery.
- Potential for a new community woodland at Knockbain Farm.

Map 14 Dingwall



Development Sites

Housing

DW01: Dingwall North – Craig Road

Area: 6.4 ha

Indicative housing capacity: 28

Developer requirements: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; TPOs protected and retained; Landscape and Visual Impact Assessment; ensure connections to core paths; assessment and improvement of Safer Routes to School. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

DW02: Dingwall North - South of Tulloch Castle

Area: 15.5 ha

Indicative housing capacity: 98

Developer requirements: TPOs protected and retained; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; protect, enhance, integrate with existing green/blue networks; Landscape and Visual Impact Assessment; safeguard the fabric, historic character and/or curtilage setting of the Listed Building; establish any presence of archaeological remains in advance of or during development; retain and where possible enhance the core path network; assessment and improvement of Safer Routes to School; Primary School drop off/parking.

DW03: Dingwall North - St Andrews Road

Area: 7.3 ha

Indicative housing capacity: 38

Developer requirements: TPOs protected and retained; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; safeguard the fabric, historic character and/or curtilage setting of the Listed Building; establish any presence of archaeological remains in advance of or during development; assessment and improvement of Safer Routes to School.

DW04: Dochcarty Road East

Area: 1.4 ha

Indicative housing capacity: 40

Developer requirements: .Flood Risk Assessment (no development in areas shown to be at risk of flooding); any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; compensatory tree planting; Protected Species Survey; habitat survey and avoid areas of wetlands; improve active travel linkages out with the site; ensure connections to core paths; assessment and improvement of Safer Routes to School. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Mixed Use

DW05: Land Opposite Sherriff Court

Use(s): Business, Tourism,
Community, Housing

Area: 2.9 ha

Indicative housing capacity:
10

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment.

DW06: Dingwall Riverside (North)

Use(s): Business, Industry, Community **Area:** 7.9 ha

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; Protected Species Survey; Land Contamination Site Investigation; retain and where possible enhance the core path network. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and pollution.

DW07: Dingwall Riverside (South)

Use(s): Business, Retail, Community **Area:** 2.4 ha

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protected Species Survey; Land Contamination Site Investigation; maintain mature trees along boundaries; retain and where possible enhance the core path network. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and pollution.

Community

DW08: Craig Road

Area: 8.9 ha

Developer requirements: Safeguarded only for a District Park; morphological assessment and then improve and protect watercourse and wetland areas; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protected Species Survey; Habitat Survey. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and pollution and Recreational Management Plan.

DW09: Dingwall North - Dochcarty Brae

Area: 2.0 ha

Developer requirements: Safeguarded only for new St Clement's School and associated playing fields. Development masterplan should address: protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect and enhance existing woodland and individual trees, create new woodland where opportunities exist. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Business

DW10: Land to East of Dingwall Business Park

Area: 8.9 ha

Developer requirements: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; measures to improve watercourse morphology required; Flood Risk Assessment (no development in areas shown to be at risk of flooding); may require River Peffery Flood Protection Scheme to be in place for some sections of the site to be developed; existing flood bund will require to be upgraded and a maintenance regime established and adopted by the Council; Drainage Impact Assessment. Demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and pollution.

Dores | Duras

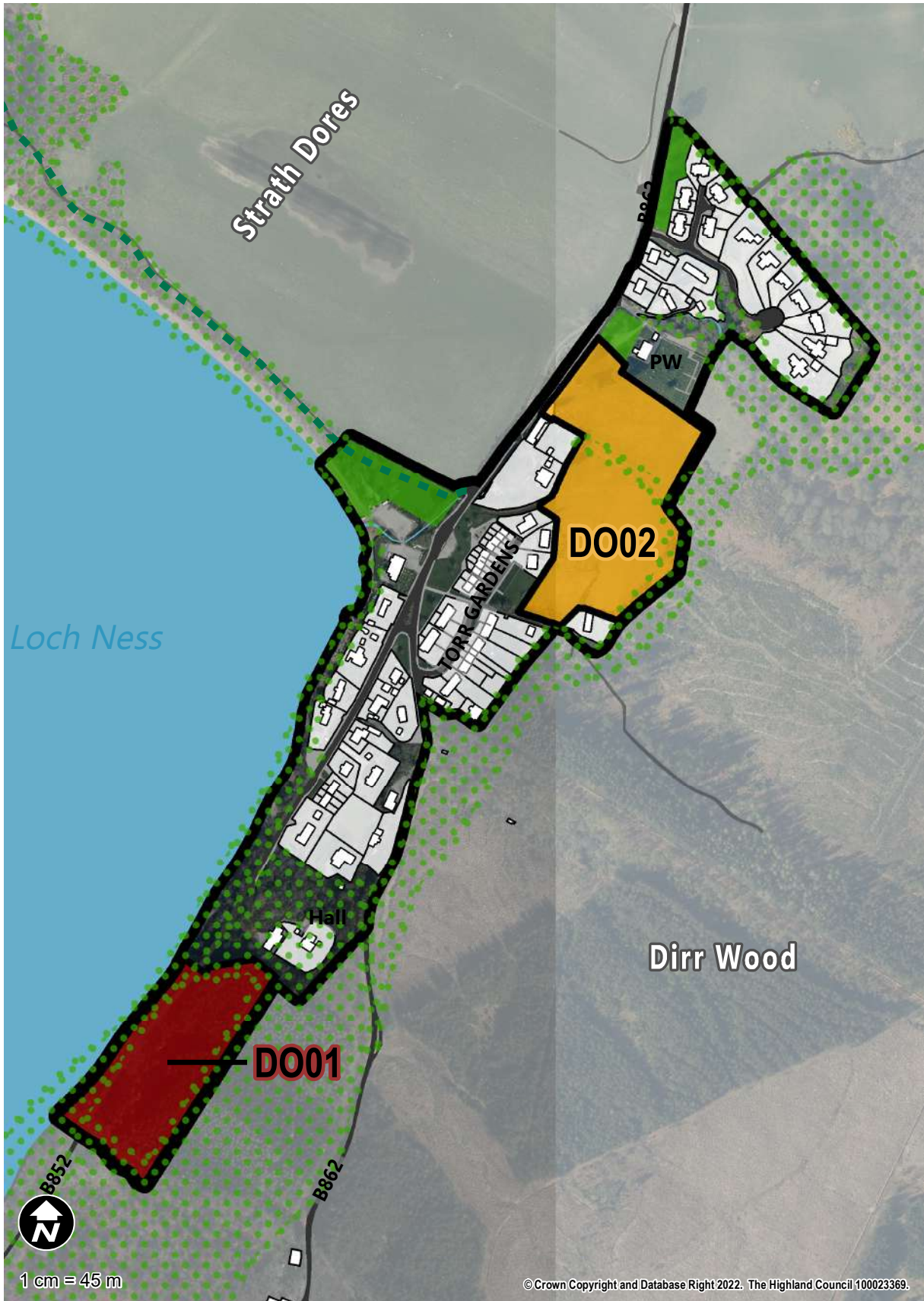
- 145** Dores is a small village of just 145 residents yet is a very popular visitor destination due to its attractive location, nestled on the western banks of Loch Ness and long, south facing pebble beach. These natural features, together with steep wooded hillsides to the east, have limited development options.
- 146** Facilities are limited to a primary school (currently at around 60% capacity but due to increase to 84% in 10 years time), a bar/restaurant, church and sports pitch. The bus service is the only means of public transport but despite its infrequency its timetable allows for limited commuting to Inverness.
- 147** Taking these factors into account the Plan supports a modest level of development including on land south of the Church which offers potential for a mix of housing and community uses and housing to the south of the village hall.

Placemaking Priorities 11

Dores

- Protect and enhance the playpark and grass sports pitch in the centre of the village.
- Increase car parking facilities to serve both the local community and visitors during peak times.
- Work with Scottish Water to upgrade the water supply capacity.

Map 15 Dores



Development Sites

DO01: Land South of Dores Hall

Area: 3.1 ha

Indicative housing capacity: 10

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Minimise tree removal with 20m holdback distance between retained trees and development; compensatory tree planting; high quality siting and design and landscaping strategy which ensures development provides positive contribution to the streetscape and settlement settings; appropriate archaeological survey and recording; Transport Statement which includes details of extension of 30mph speed limit and junction onto B853, new road access to Dores Village Hall, active travel connection to both hall and village centre.

Mixed Use

DO02: Land South of Church

Use(s): Housing, Community, Business, Tourism
Area: 2.2 ha

Indicative housing capacity: 25

Developer requirements: Flood Risk Assessment maybe required (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protection of watercourse through development setback and where possible enhance existing riparian area; protected species survey; site history and possible Land Contamination Site Investigation; high standard of architectural siting and design which takes account of the prominence and slope of site; protect setting of the adjoining Listed Building.

Drumnadrochit | Druim na Drochaid

- 148** Drumnadrochit benefits from a range of facilities beyond what would be expected for the size of the settlement and wider Glenurquhart catchment population. The principal settlement accommodates around 1,150 permanent residents and this figure has shown a slow but steady increase over the last 20 years. Its popularity is based upon its proximity to the work centre of Inverness, attractive setting close to Loch Ness, good range of local facilities and location straddling a major tourist route. The local high and primary schools have some spare capacity and investment to protect the village centre from flooding is programmed.
- 149** However, it is not a sustainable location for significant further growth. Car based travel to larger facilities and work is still necessary and improving public transport or active travel provision to Inverness would not be cost effective relative to the extra population that could reasonably be accommodated in Glenurquhart. Similarly, local water and sewerage capacity is constrained and additional investment to increase capacity is not programmed by Scottish Water. Add in the physical constraints of the steep surrounding hill slopes, areas of flood risk, the restrictions on new access to the A82 trunk road, and the environmental and amenity benefits of preserving local greenspace then we believe that a cautious approach to future growth is sensible.
- 150** Taking account of these development factors we believe that the "legacy" allocations at Drum Farm and adjoining the new Co-op store should be completed but that no new expansion areas should be promoted. The two large central sites represent previous, in principle, development commitments. DR02 is part permitted and part constructed. Land at Drum Farm can also help consolidate the settlement in a central location where, other things being equal, a mix of uses can promote more sustainable travel to local facilities and employment. Land to the rear of the post office will be better protected from flooding following completion of the programmed flood scheme and is also in an optimum central location close to other commercial facilities and the principal public car park. Other than these

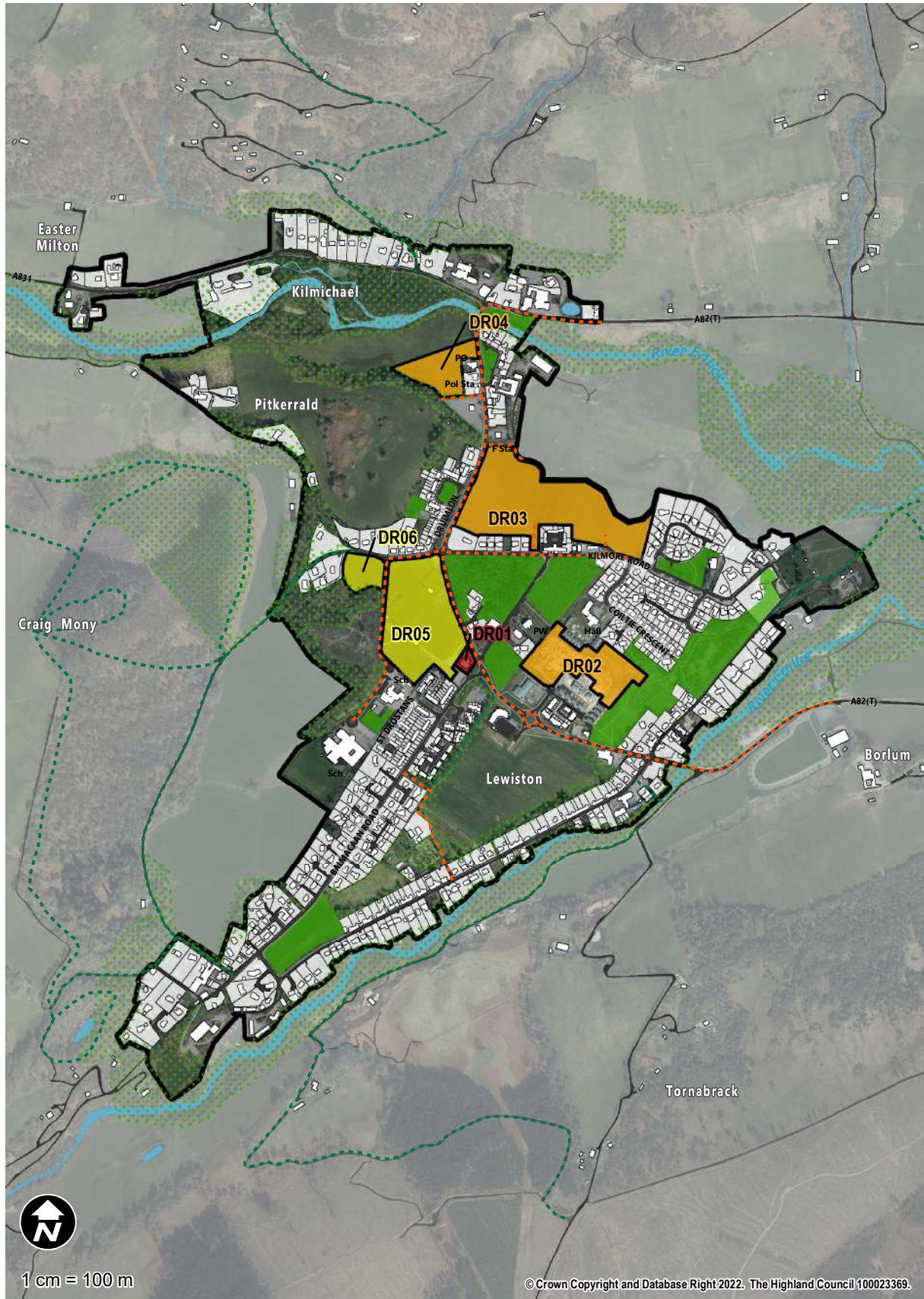
sites, expansion of shinty facilities would most sensibly be made adjoining the existing pitch and underutilised land closer to the high and primary schools may have potential for complementary education or other community use.

Placemaking Priorities 12

Drumnadrochit

- Consolidate the village by supporting the completion of its central development sites.
- Secure an improved range, quality and location of commercial and community facilities.
- Improve active travel accessibility to these more centralised facilities.
- Preserve the greenspaces and green corridors that permeate through the settlement and enhance their role as active travel routes.

Map 16 Drumnadrochit



Development Sites

Housing

DR01: Former A82 Retail Units

Area: 0.2 ha

Indicative housing capacity: 10

Developer requirements: Developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Glenurquhart Primary School), rationalisation of current parking and access arrangements; high quality of architectural design respecting site's prominence from A82 tourist route.

Mixed Use

DR02: Land Adjoining Supermarket

Use(s): Housing,
Community, Business, Retail

Area: 2.3 ha

**Indicative housing
capacity:** 43

Developer requirements: Development in accordance with planning permissions 13/03694/PIP and 17/02492/MSC including phasing; timeous delivery of non housing uses; active travel connections to off-site facilities and adjoining greenspace. Archaeological survey and recording; high quality architectural design sympathetic to built heritage context.

DR03: Drum Farm

Use(s): Housing, Community, Business, Retail
Area: 5.8 ha

Indicative housing capacity: 93

Developer requirements: Development in accordance with planning permissions 19/02762/FUL and 19/02761/FUL and related legal agreement including: phasing; timeous delivery of non housing uses; active travel connections to off-site facilities and adjoining greenspace; high quality of architectural design of frontage units respecting site's prominence from A82 tourist route. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; high quality architectural design sympathetic to built heritage context; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Glenurquhart Primary School), assessment of the safety and capacity of the nearby A82 junctions; phasing including early availability of serviced sites for non housing uses.

DR04: Land West of Post Office

Use(s): Community, Business, Retail
Area: 1.3 ha

Developer requirements: Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments taking account of effect of adjoining flood protection scheme (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian and other site boundaries; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; high quality of architectural design of frontage units respecting site's prominence from A82 tourist route; Transport Statement and mitigation including new/improved trunk road junction to

satisfaction of Transport Scotland. Prior completion of associated Drumnadrochit (River Enrick) Flood Protection Scheme and adjustment of uses and layout to take account of the level of protection it offers.

Community

DR05: Shinty Pitch and Adjoining Land

Area: 4.1 ha

Developer requirements: Safeguarded only for recreational use and development ancillary to that recreational use. Any built development application should: assess flood and drainage impacts (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; include visualisations to assess and mitigate landscape and visual impact respecting the site's prominence from A82 tourist route; retain/improve active travel links to other village facilities and its principal residential areas.

DR06: School's Junction

Area: 0.7 ha

Developer requirements: Safeguarded only for community building. Developer masterplan which should include/address: Drainage Impact Assessment (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along site boundaries; Protected Species Survey; Transport Statement and mitigation including connection to village's active travel network.

Evanton | Baile Eòghainn

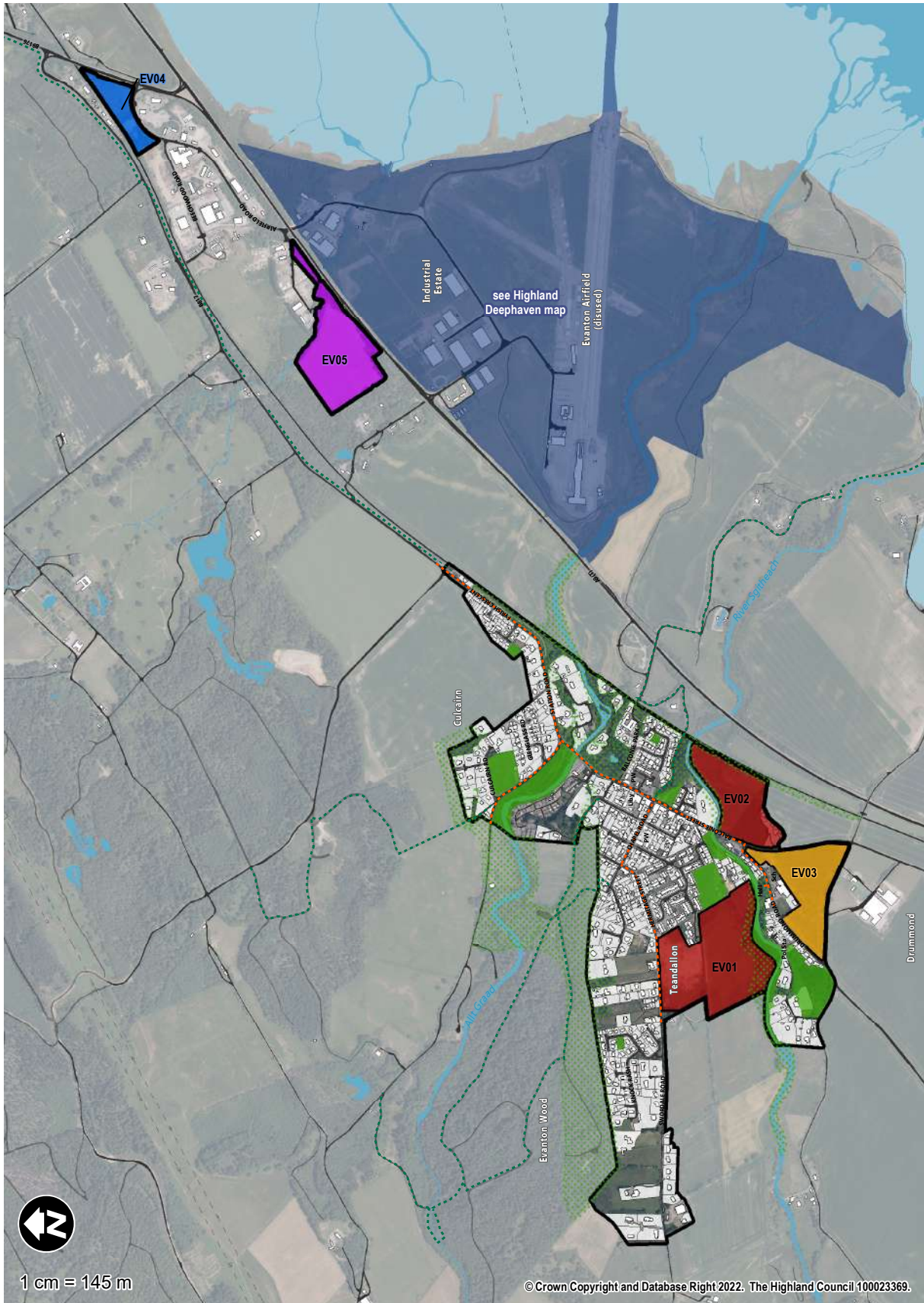
- 151** Evanton is an important village in East Ross with a population of around 1,400 which is suitable for continued modest growth. It provides a number of community facilities including a Primary School, however the school has limited capacity.
- 152** It is strategically located within 32km of employment centres at Inverness, Dingwall, Alness, Highland Deephaven, Nigg and Invergordon. There are opportunities for intensification/expansion at Highland Deephaven. This site is not shown within the village map as it is included within the section on Economic Development Areas.
- 153** Evanton has a distinctly rural environment; it is set within the River Glass and the River Sgitheach and is bordered by extensive areas of agricultural land and community owned woodland. The Novar Designed Landscape lies to the north east.
- 154** Significant housing expansion is already underway at Teandallon and it is expected that this site will provide land for housing supply in the medium to longer term. Other housing sites at Drummond Farm and Southeast of Evanton Bridge will provide additional choice. There remains a desire to achieve a bridge over the River Sgitheach between Teandallon and Drummond Road. This would primarily support an active travel link but may also provide a road link and could help alleviate internal road capacity issues.
- 155** There continues to be an aspiration to re-open the Rail Halt at Evanton. For this to progress a STAG appraisal would be required to assess viability. Achieving a rail halt would provide an alternative to driving cars for longer journeys and it could also provide an environmentally sustainable transport connection for employment at Highland Deephaven. There continues to be a good bus link to Inverness and active travel links to Alness.

Placemaking Priorities 13

Evanton

- Aspiration to re-open the rail halt; subject to STAG appraisal.
- Improved internal road provision, particularly along Swordale Road where capacity issues exist.
- Support active travel links to Alness.
- Support active travel links over the River Sgitheach and Allt Graad.
- Protect the Ancient Inventory Woodland and Scottish Semi-Natural Inventory Woodland.
- Address limited capacity at Kiltearn Primary School.

Map 17 Evanton



Development Sites

Housing

EV01: Teandallon

Area: 10.3 ha

Indicative housing capacity: 56 (140 Total)

Developer requirements: Development and phasing in accordance with planning permission 19/05404/FUL. Any alternative proposals must address: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Measures to improve watercourse morphology required; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Tree/woodland Survey and Management Plan; Protect, enhance, integrate with existing green/blue networks; Compensatory tree planting; Protected Species Survey; High quality siting and design with positive contribution to the streetscape/settlement settings; Improve active travel linkages out with the site, especially towards the Primary School over the River Sgitheach; Transport Assessment including new access road and bridge crossing linking Drummond Road over the River Sgitheach.

EV02: Southeast of Evanton Bridge

Area: 5.0 ha

Indicative housing capacity: 5 (30 Total)

Developer requirements: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact

Assessment; Holdback distance of 20 metres generally required between trees or woodland and new development; No construction activity within Root Protection Area; Protected species survey; Improve active travel linkages out with the site to the school.

Mixed Use

EV03: Drummond Farm

Use(s): Housing, Community **Area:** 5.4 ha

Indicative housing capacity: 5 (15 Total)

Developer requirements: Land allocated to support housing development and possible future expansion of Primary School; Drainage Impact Assessment; Holdback distance of 20 metres generally required between trees or woodland and new development; No construction activity within Root Protection Area; Protected Species Survey; High quality siting and design, particularly on higher part of site, with positive contribution to the streetscape/settlement settings.

Business

EV04: Airfield Road

Area: 1.9 ha

Developer requirements: Drainage Impact Assessment; Holdback distance of 20 metres generally required between trees or woodland and new development; No construction activity within Root Protection Area; Protected Species Survey; Access to be taken from Airfield Road; Privacy/amenity setback from existing houses; Boundary treatment and lighting to respect neighbouring residential amenity.

Industry

EV05: Evanton Industrial Estate

Area: 6.6 ha

Developer requirements: Land allocated to support business and industrial uses. Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Protected Species Survey; Holdback distance of 20 metres generally required between trees or woodland and new development; No construction activity within Root Protection Area; Safeguard Novar Garden and Designed Landscape (and its setting), including appropriate design and materials; consider potential effects with reference to Inventory; Access to be taken from Airfield Road.

Fort Augustus | Cille Chuimein

- 156** Fort Augustus only accommodates a stable, year round population of just over 600 but expands during the tourism season because it is well placed to capture trade passing along its trunk road, canal and long distance trail corridors. It also supports higher order facilities such as a high school because of its distance from any urban area. Education, water and sewerage facilities have adequate existing or programmed capacity.
- 157** In terms of constraints, the same transport, river and tourism corridors create severance of movement across the village, junction constraints, heritage features that should be protected, flood risk areas, and marked seasonal variations in demand and therefore employment. The patchwork ofcrofting tenancies and ownership within the village continues to thwart attempts to assemble larger development sites.
- 158** Taking account of these development factors we believe that this Plan should consolidate rather than seek to promote expansion of Fort Augustus. In practice, this means a preference for smaller infill sites. The fragmented pattern of landownership within the village and other constraints limit the land that is available and viable for significant development. Land south of the Old Convent is already part developed and could be extended. Land within and adjoining the village car park is in the most sustainable location and could be reconfigured to allow more and better laid out car parking plus enabling mixed use development.

Placemaking Priorities 14

Fort Augustus

- Support smaller scale infill expansion where land ownership and other constraints allow.
- Complete water supply improvements.
- Encourage comprehensively serviced mixed use development close to the village centre and south of the Old Convent.

Section 4 - Places | Àiteachan

- Avoid fluvial flood risk issues and mitigate the severance of active travel movement caused by the transport corridors.
- Safeguard and enhance local Green Networks.

Map 18 Fort Augustus



Development Sites

FA01: Glebe

Use(s): Housing,
Community, Business

Area: 1.6 ha

**Indicative housing
capacity:** 10

Developer requirements: Part complete. Potential second phase. Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strips and site boundaries; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Kilchuimen Primary School) and assessment of trunk road junction capacity.

FA02: Village Centre

Use(s): Housing, Community,
Business, Retail

Area: 3.3 ha

**Indicative housing
capacity:** 10

Developer requirements: Built development predominantly within current parking area and car park further reconfigured and expanded to west. Developer masterplan which should include/address: Drainage Impact Assessment; Tree/woodland Survey and Management Plan; Habitat and Protected Species Surveys; retain and setback development from existing planting but if tree loss then add compensatory planting to enhance green corridors within wider site boundary; visualisations to assess and mitigate landscape and visual impact; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Kilchuimen Primary School) including assessment of feasibility of disused railway line as active travel link connection, vehicular access through reconfigured car park.

Fortrose and Rosemarkie | A' Chananaich agus Ros Maircnidh

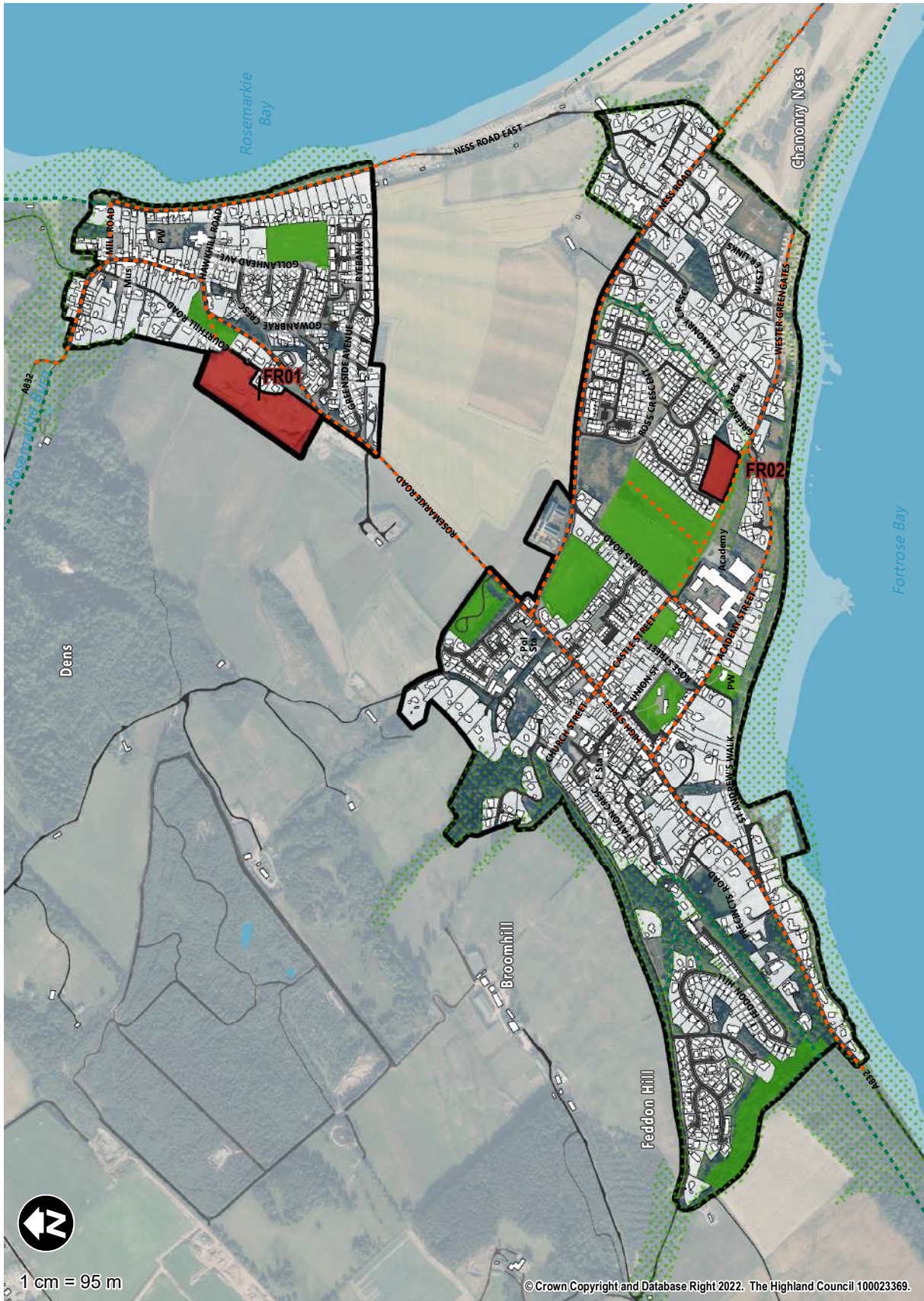
- 159** Fortrose and Rosemarkie combined house around 2,350 permanent residents. Because of this size and Fortrose's role as a "town centre" for a larger rural hinterland, higher order facilities such as the Academy and Leisure Centre are also present. Access to the Firth, good farmland and an attractive outlook are the factors that have attracted people to the area and most continue to do so.
- 160** However, this is not a sustainable location for further significant growth. All of the eastern Black Isle settlements are primarily served by the A832 spine road, which in passing through the constricted historic cores of those settlements results in congestion and other related issues. Moreover, the length of this connection and the existing and potential catchment population served means that it will not be cost effective to improve non car accessibility to the eastern Black Isle. Accordingly, we do not believe that these settlements should be earmarked for further residential growth beyond that already committed and that other investment should only be in line with this approach of consolidation rather than expansion.
- 161** Apart from being in an unsustainable location in terms of travel patterns, Fortrose and Rosemarkie have very limited additional waste water treatment capacity and both its high and primary schools are near or over capacity. Add in coastal flood risk, prime agricultural land, steep inland slopes and heritage constraints then the justification for constraint is even more pronounced.
- 162** Taking account of the above development factors we believe that this Plan should only allocate previously earmarked or permitted development sites. Land at Ness Gap and Greenside Farm benefits from planning permission and/or allocation in the current approved development plan. The Ness Gap land not already earmarked for housing development could be suitable for either community or relocated retail use.

Placemaking Priorities 15

Fortrose and Rosemarkie

- Consolidate rather than further expand the settlements.
- Secure local infrastructure improvements in parallel with this lower growth scenario particularly through developer funded traffic management measures.
- Complete allocated and permitted development sites at Ness Gap and Greenside Farm.
- Safeguard the setting, heritage features and distinct identities of the two principal settlements.
- Safeguard and secure enhancements to local Green Networks to improve active travel and habitat connectivity.

Map 19 Fortrose and Rosemarkie



Development Sites

Housing

FR01: Greenside Farm

Area: 2.6 ha

Indicative housing capacity: 50

Developer requirements: Site is under construction and will be deleted from the Plan when fully complete. Development in accordance with Planning Permission 15/03033/FUL and approved amendments including public sewer connection, landscaping and high quality architectural design sympathetic to built heritage context. Demonstration of no adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

FR02: Ness Gap

Area: 0.7 ha

Indicative housing capacity: 12

Developer requirements: Development in accordance with Planning Permission 18/03570/PIP including archaeological survey and recording. For any alternative proposals, developer masterplan which should include/address the same permission requirements plus: public sewer connection; high quality architectural design; Transport Statement and mitigation including, retention of amenity and convenience of adjoining core path, justification and mitigation for any road access not from Dolphin Drive.

Invergordon | Inbhir Ghòrdain

- 163** Invergordon has a rich and varied history, based largely around its naturally sheltered deep-water harbour. In the past 20 years, the harbour has become a hub of the local economy and with several major expansions it now supports a wide range of energy and cruise industry activities.
- 164** The town is well placed for development as it benefits from a wide range of facilities, including spare school capacity, health care and good transport links. A range of employment related development is supported within established industrial estates and at the harbour. The development allocations have also focused on previously used land where appropriate. Despite strong economic drivers, Invergordon's population declined since the census in 2011 to 3,900 people, a decrease of 2.5%. However, there are promising signs of strategic housing investment to the north west, at Cromlet and further potential at Invergordon Mains Farm. Furthermore, the town's assets and strategic maritime location also present significant opportunities for its future. Transport Scotland is currently investigating options to address existing road safety issues at Tomich Junction, future development found to place additional impact on this Trunk Road asset may be required to make financial contribution towards any improvements made.
- 165** Pre-pandemic, the cruise ship industry had grown with passenger numbers reaching nearly 200,000 annually. Whilst this industry has brought a major economic boost for the Highland economy, localised traffic and parking impacts have emerged within the town. Resolving these issues, together with regenerating key brownfield sites to create a more welcoming and attractive town are important priorities.
- 166** As indicated in 'Employment | Ag obair', recent reports have shown that the Cromarty Firth is ideally placed to be at the centre of the global green energy transition. In recognition of this, Opportunity Cromarty Firth (OCF) is a cross-sector partnership -including Port of Cromarty Firth - which is looking to take advantage of this position to create lasting employment and

regeneration opportunities for the town. To help ensure the area's competitiveness and capture the full benefits of the green energy transition, OCF intend to bid for Green Freeport status.

- 167** Coinciding with these economic activities for tackling climate change, the [Climate Action Towns](#) ⁽²⁸⁾ programme is giving the communities of Invergordon and Alness the chance to influence how the transition to net zero will affect them. Taking together the Climate Action Towns programme, opportunities associated with OCF and the growth of green energy, it is hoped that there can be major benefits and a lasting legacy for both people and place. To help realise this, the community, local businesses and public agencies need to work together to coordinate efforts and maximise resources.
- 168** There is potential for development at IG04 and IG05 both alone and in-combination to have an adverse effect on the integrity of Cromarty Firth SPA and Ramsar as a result of potential pollution, sedimentation, noise and disturbance effects. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, noise and disturbance.
- 169** There is also potential for development at IG05 to have an adverse effect alone and in combination with a number of development sites, including many of the Plan's Economic Development Areas, on the integrity of the Moray Firth SAC and Cromarty Firth SPA and Ramsar due to the creation of additional noise, disturbance and physical damage and potential for pollution from possible development. Specifically WH01, INW14, INC06, HD01 and NG01 (dolphins) for Moray Firth SAC and NG01 and HD01 for Cromarty Firth SPA. Any development

28 <https://www.ads.org.uk/introducing-climate-action-towns/>

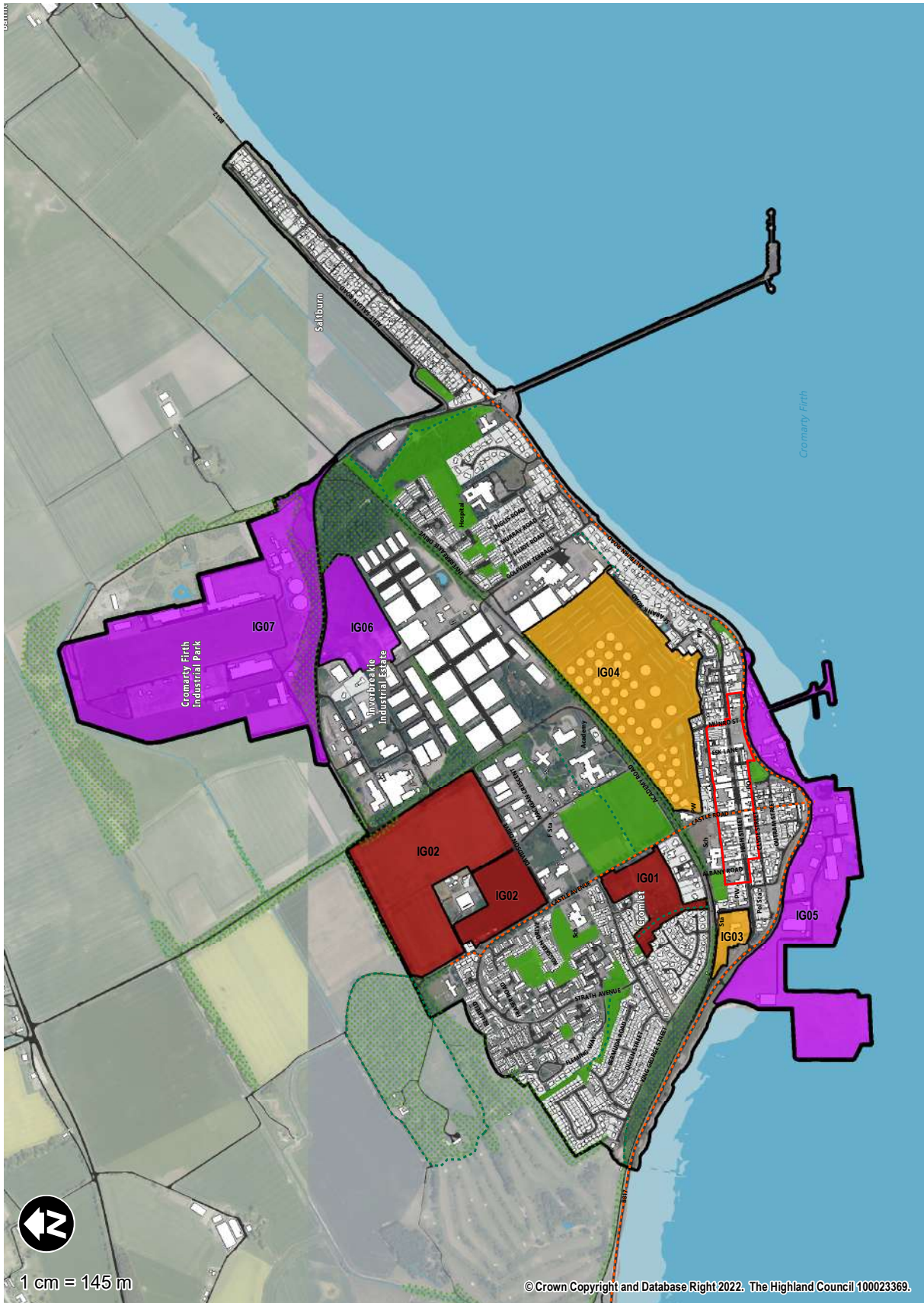
proposals at IG05 must demonstrate that there would be no adverse effect on the integrity of Cromarty Firth SPA/Ramsar and Moray Firth SAC by demonstrating mitigation measures described in developer requirements for IG05.

Placemaking Priorities 16

Invergordon

- Consolidate the town with growth focused on brownfield development and rounding off sites.
- Improve the public realm along the B817 and connections between the harbour area and the High Street to enhance the visitor experience and links with the local community.
- Redevelop and regenerate under utilised brownfield sites within the central area of the town.
- Support further business and industrial expansion at allocated and established employment sites.
- Continue to enhance the vibrancy and vitality of the town centre to better attract visitors such as those from cruise ships and travelling on the NC500.
- Support Transport Scotland in identifying suitable improvements to Tomich Junction and seek developer contribution towards its delivery.
- Proposals must demonstrate no adverse impact on the Cromarty Firth SPA as well as avoiding disturbance to features of the Cromarty Firth SSSI.
- Create and enhance multi-use green networks between the settlement and the coast where possible.

Map 20 Invergordon



Development Sites

Housing

IG01: Cromlet

Area: 4.3 ha

Indicative housing capacity: 93

Developer requirements: Development in accordance with planning permission 21/03683/PIP and related permissions. Any alternative proposals must address need to: protect and enhance existing woodland to the west; protected species survey; Land Contamination Site Investigation; retain the Black Path (Core Path) and enhance the areas of green space surrounding it.

IG02: Invergordon Mains

Area: 22.8 ha

Indicative housing capacity: 100 (400 total)

Developer requirements: Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance. Brief must address: protect and enhance existing woodland surrounding the site; high quality siting and design which makes positive contribution to the streetscape/settlement setting; landscaping scheme which protects and enhances the woodland surrounding the site and integrates with wider green network; Safeguard setting of the B-Listed Invergordon Mains building; Transport Assessment including consideration of impact on wider road network and potential mitigation; improve active travel linkages through the site to provide a permeable and connected layout.

Mixed Use

IG03: Land south west of Railway Station

Use(s): Housing, Community, Business, Retail
Area: 1.5 ha

Indicative housing capacity: 32

Developer requirements: Land Contamination Site Investigation; high standard of architectural siting and design which makes a positive contribution to the streetscape of the High Street and the B817; safeguard setting of the nearby listed buildings.

IG04: Disused fuel tank farm

Use(s): Housing, Community, Business, Industry
Area: 22.6 ha

Indicative housing capacity: 45

Developer requirements: Developer masterplan which should address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); protected species survey; Land Contamination Site Investigation; high quality of architectural siting and design in prominent locations, need for positive contribution to streetscapes and clear phasing strategy; permeable layout which enhances active travel connections within and through the site; demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, noise and disturbance and a Noise Mitigation Plan (including construction and operational phases and disturbance effects).

Industry

IG05: Invergordon Harbour

Area: 22.1 ha

Developer requirements: Flood Risk Assessment required if non harbour related development is proposed. No sensitive uses in areas shown to be at risk of coastal flooding; protected species survey; safeguard the fabric and historic character of historically important (WWII) buildings; improve active travel links between the Port and the town centre; demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar and Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, noise and disturbance, Noise Mitigation Plan (including construction and operational phases and disturbance effects), Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance.

Industry

IG06: Inverbreakie Industrial Estate

Area: 6.5 ha

Developer requirements: Protect existing woodland, including holdback distance of 20 metres, and enhance where possible; protect and where possible enhance watercourses/features including pollution control measures; protected species survey; demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Industry

IG07: Cromarty Firth Industrial Park

Area: 42 ha

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect existing woodland, including holdback distance of 20 metres, and enhance where possible; protected species survey; demonstration of no adverse effect on the integrity of Cromarty Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

City of Inverness | Cathair-bhaile Inbhir Nis

- 170** The City of Inverness is the major administrative, employment and service centre for the Highland region, and is commonly referred to as the "Capital of the Highlands". It is the most populated settlement and has seen a continued focus on major urban expansion in recent decades. Despite making up less than 0.1% of the land area of Highland, this compact, growing city is home to almost 30% of the Highland population.
- 171** The combined advantages of its ideal location for easy access to the abundant outdoor opportunities and other Highland and island destinations and its offer of modern city living make it an attractive place to live, work and do business.
- 172** Pressure for growth continues as it expands its offer of attractions as a modern, growing city, with strong transport links for all modes. Around 290 homes are built per year in the City (10 year average), which dominates delivery of housing in Highland, making up 29% of all homes built in the region (based on 2018 HNDA data).
- 173** Some of the housing delivered, particularly over the last decade, has created communities that are disproportionately dependent on the private car for making everyday journeys due to the location of these developments and the nature of their design. These neighbourhoods have typically been dominated by road-centred layouts which prioritise driving as the primary mode of travel, over walking, wheeling, cycling or public transport. The result of such an approach, as well as environmental and health, are adverse impacts on the quality and sense of place. This approach has occurred in a relatively small urban city where active travel and public transport should be the logical travel choices. These factors, coupled with the delivery of out of town retail development, have resulted in driving tending to dominate people's travel choices, even for shorter day to day trips, which contributes to increasing vehicles on the network and therefore congestion. In addition, the expansion of out of town retail development continues to impact on the city centre, which presents challenges when competing with car-based retail and maintaining its role as the vibrant and vital core of the city and region.

174 Infrastructure to support communities in Inverness is under pressure from the levels of growth being delivered. Major expansion of the City, including the delivery of much-needed affordable housing, is dependent on the Council committing funds from its Capital Programme to deliver infrastructure required at the right time to support new communities. For example, the preferred and long-established strategy for expansion of the City to the east is dependent on increasing education capacity through the delivery of new schools. Schools across the City are experiencing capacity issues, and an approach is in place to tackle these demands, including seeking financial support from developers to mitigate the impacts of their developments. Health centres are also under increasing pressure due to building capacity and staffing issues although the Council is working with NHS Highland on the future of primary healthcare provision in Inverness. Land for new infrastructure has been identified in approved planning policy documents, such as the Inverness East Development Brief, which identifies land for new schools, a doctor's practice and public parks and open space as well as a protocol for developers to contribute to funding the delivery of this infrastructure. This plan-led approach is the best way to support growth of the city, and ensures that communities are supported by the infrastructure they need, and it gives infrastructure providers, such as the Council, the confidence about where to target limited funds to address pressures of new development. Improving digital connectivity, combined with the widespread experience of home-working during the Covid-19 pandemic, will mean that working from home is a viable option for many City employees. The development of the City's largest expansion areas and regeneration sites is coordinated through detailed development briefs.

Policy 15

Development Briefs

The following policies will apply to the sites covered by each development brief, this is also highlighted in the Placemaking Priorities for each City district and in site Developer Requirements:

- Policy 15(a) 'Inshes and Raigmore Development Brief' (Appendix 6 - 'Development Briefs | Brath leasachaidh')
- Policy 15(b) 'Inverness City Centre Development Brief' (Appendix 6 - 'Development Briefs | Brath leasachaidh')
- Policy 15(c) 'Inverness East Development Brief' (Appendix 6 - 'Development Briefs | Brath leasachaidh')
- Longman Landfill Development Brief (in preparation)
- Policy 15(d) 'Muirtown and South Kessock Development Brief' (Appendix 6 - 'Development Briefs | Brath leasachaidh')
- Policy 15(e) 'Torvean and Ness-side Development Brief' (Appendix 6 - 'Development Briefs | Brath leasachaidh')

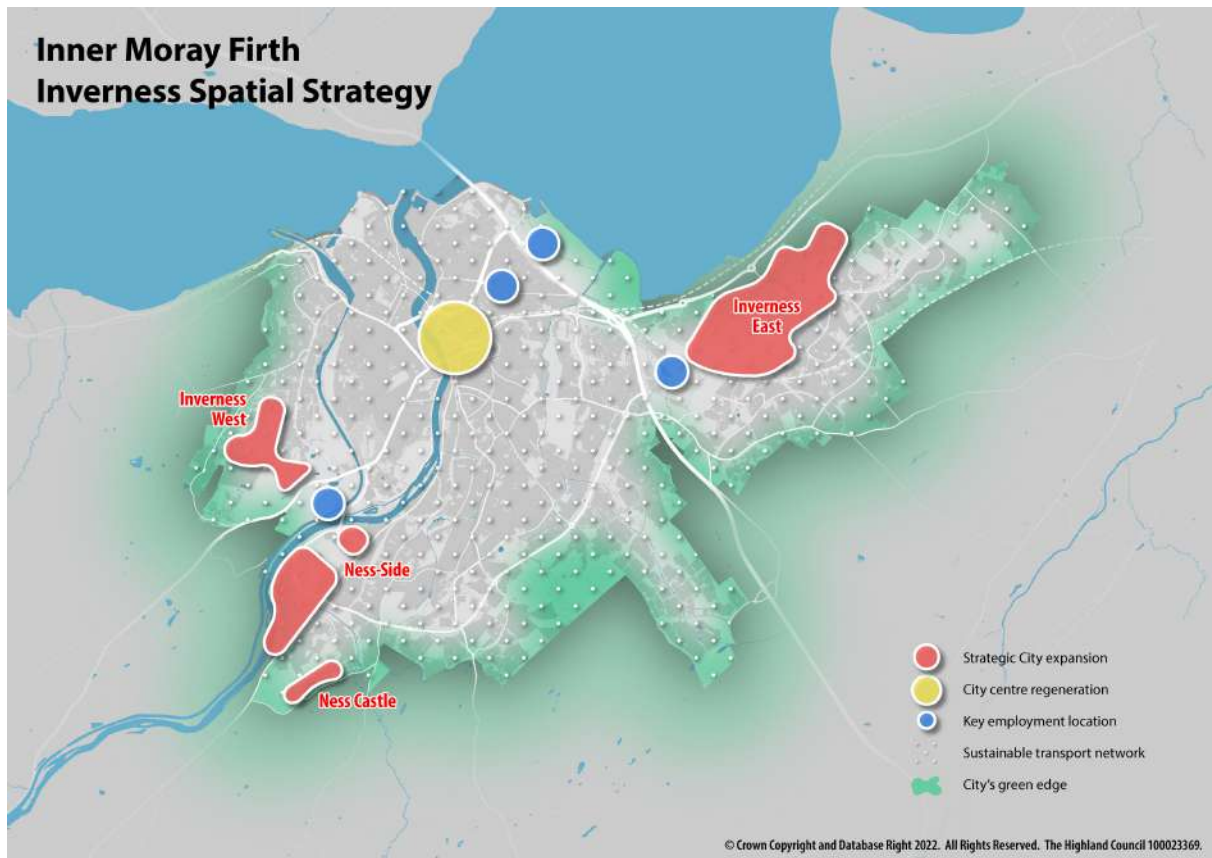
175 A range of employment land opportunities are identified in sustainable and economically viable locations. Within the industrial property market, there is a relatively old stock of premises but demand remains high. Occupancy is increasing and, with limited choice, many occupiers "make do" with what is available. A large proportion of this stock is likely to become obsolete over the next 10 - 20 years. This poses a risk to the area's future industrial competitiveness and could restrict economic growth. Work is currently underway to redevelop the former Longman landfill site for business and industrial uses, however, this is not expected to provide the single solution due to land contamination and licensing issues limiting the

extent of development within the lifetime of the Plan. Transport Scotland's [A9/A82 Longman Junction Improvement Scheme](#)⁽²⁹⁾ is currently at design stage, detailed development and assessment of the preferred option which could result in land being acquired to deliver this which could reduce the extent of developable land for other uses. There is therefore a pressing need to ensure enough land is identified in the Plan for industrial use. Within several of the City's districts new industrial sites are identified, based on a high-level assessment of potential sites. Therefore, in addition to Longman Landfill, additional land is identified at Torvean Quarry and Inverness Campus Phase 3, as well as supporting densification of industrial land uses in the existing Longman Industrial Estate.

- 176** The spatial strategy for the City needs to ensure that future development delivers sustainable places where people can make genuine choices about how to move around, are supported by good facilities, services and employment opportunities that are easily accessible. We have proposed a new Spatial Strategy for Inverness - Map 21 'Inverness City Spatial Strategy' - that reflects the Placemaking Priorities for the City. All future planning applications in Inverness will be assessed against their conformity with these city-wide priorities and spatial strategy, as well as those for the city district within which the proposal is located.

29 <https://www.transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme/>

Map 21 Inverness City Spatial Strategy



Placemaking Priorities 17

City-wide

- Support the regeneration of Inverness City Centre by directing footfall-generating uses there and by preventing an increase of out-of-town retail development.
- Celebrate the City centre as a core of living, working and leisure destinations for the Highland region.
- Deliver the City's housing needs in strategic expansion areas, shown on the Inverness Spatial Strategy Map, so that services and infrastructure can be effectively planned and delivered.

- Focus housing development within places that reduce the need to travel and where it is easy to walk, wheel, cycle or use public transport to reverse the trend of car-dependent suburban housing development.
- Bolster existing neighbourhood service centres and employment destinations by ensuring new development is conveniently located and well connected with them.
- Prioritise transport improvements that get more people walking, cycling and using public transport.
- Safeguard and enhance the green networks, including the city's green edge, that run through the City and those that surround it.

West Inverness | Inbhir Nis an Iar

- 177** This district hosts significant landscape assets that are defining features of the City, including the western riverfront of the Ness, the Caledonian Canal and the rising slopes of Craig Phadraig, Dunain Hill and Torvean Esker. Together, these features make up the limiting features for development and provide the west and southwestern wooded and farmed backcloth of the city, important both to its setting and character. Together with coastal flood risk, these features present landscape, visual, physical and environmental limits to further development.
- 178** Large parts of the planned transformation of the Torvean and Ness-side areas has been realised in recent years. This includes the completion of the West Link Road, new sports facilities at Canal Parks, a relocated golf course, Torvean Park, housing development and new and improved active travel routes in the wider area. Opportunities remain to fully realise the vision at Torvean North and Torvean South where a mix of leisure, community and commercial uses will provide new, exciting places for both visitors and local people to enjoy. Major housing development will focus on the completion of Westercraigs City expansion area.
- 179** Redevelopment at Muirtown Basin will support the regeneration of this area as well as new opportunities that can deliver new homes in sustainable locations. Opportunities also exist at Torvean Quarry to support community ambitions for new recreation facilities and provide a location business and industry developments.
- 180** Increased education capacity is required to support the growth of this part of the City. The Charleston Academy Campus has been allocated to help facilitate a masterplan of the wider area which incorporates current and future 3-18 education needs and sports facilities.
- 181** There is potential for site INW14 in west Inverness to have an adverse effect on the integrity of the River Moriston SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA alone and in combination with other development sites as a result of additional noise, pollution and disturbance through construction and operation of new business development

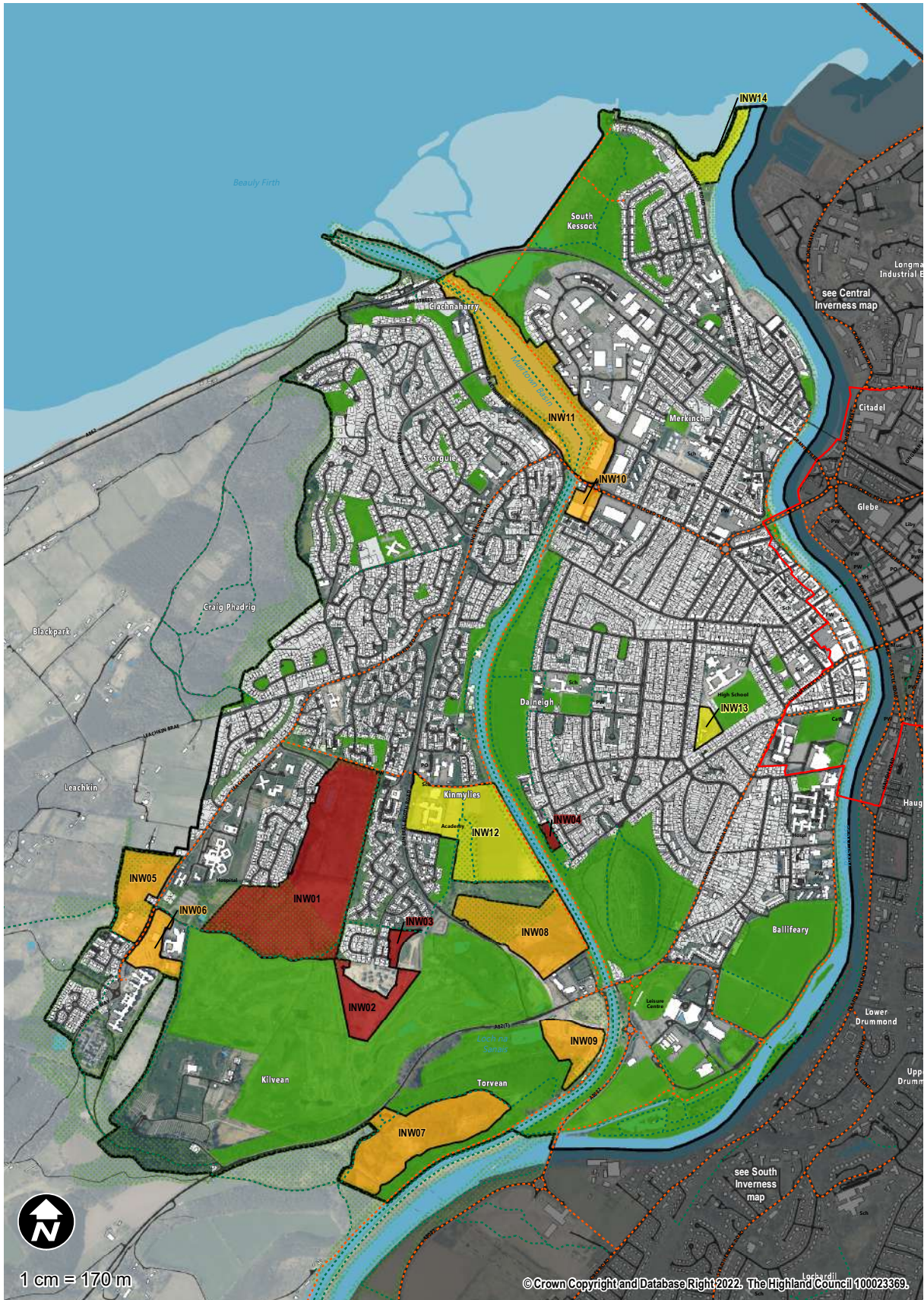
and from surface and wastewater discharge from development. The following sites have been identified as potentially having significant effect individually or together: INC06 and INW14 for River Moriston SAC; CS01, FG01, INC06, INW14, WH01 for Inner Moray Firth SPA; CS01, FG01, INC06, INW14, NG01, WH01 for Moray Firth SAC; CS01, FG01, HD01, INC06, INW14, NG01, WH01 for Moray Firth SPA. Any development proposals on these sites must demonstrate that there would be no adverse effect on the integrity of the River Morison SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by demonstrating mitigation measures described in developer requirements for the following individual development sites.

Placemaking Priorities 18

West Inverness

- Safeguard the setting of the City in the west and south west afforded by the wooded and farmed slopes by restricting development to the current built up areas of Westercraigs, Kinmylies and Scorguie.
- Support the completion of the Westercraigs City expansion area
- Promote the regeneration of Muirtown and South Kessock into vibrant mixed use neighbourhoods centred on new canal destinations that serve locals and visitors to the City.
- Encourage the creation of more walkable communities by supporting infill development in existing neighbourhoods.
- Promote redevelopment of the former Torvean Golf Course as a new City destination with parks and open space and new leisure, retail and food and drink destinations that celebrate the Caledonian Canal.
- Extend and enhance infrastructure networks
- Increase primary and secondary school capacity

Map 22 West Inverness



Development Sites

Housing

INW01: East of Stornoway Drive

Area: 23.9 ha

Indicative housing capacity: 90 (300 Total)

Developer requirements: Drainage Impact Assessment, Flood Risk Assessment (no development in areas shown to be at risk of flooding); protect and where possible enhance waterbody, provide buffer of at least 6m from built development; Tree survey and Management Plan, hold back distance of 20 metres between woodland on western boundary of the site and development, no construction activity within root protection area, Protected Species Survey; Land Contamination Site Investigation; safeguard the Great Glen Way Long Distance Trail at southern boundary, safeguard and provide connections to existing core paths and other active travel routes to the north, east and south boundaries; provide enhanced green network with no built development at southern, steeper part of site. Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance.

INW02: South of Golfview Road

Area: 4.3 ha

Indicative housing capacity: 117

Developer requirements: Development in accordance with planning permission 0.8/15/02422/PIP, related planning permissions and legal agreement. Any alternative proposals must provide: Flood Risk Assessment (no development in areas shown to be at risk of

flooding); Drainage Impact Assessment; Construction Environmental Management Plan; Protected Species Survey; Programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment; Outdoor Access Plan.

INW03: East of Golfview Road

Area: 0.8 ha

Indicative housing capacity: 12

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; safeguard and enhance adjacent play park and kick pitch; homes should overlook play area to north and King's Golf Course road to east; safeguard and enhance the setting and integrity of the Great Glen Way Long Distance Trail along northern boundary.

INW04: West of St Valery Avenue

Area: 0.4 ha

Indicative housing capacity: 16

Developer requirements: Drainage Impact Assessment; Tree Survey and Management Plan, holdback distance of 20 metres between woodland on western boundary of the site and development, no construction activity within root protection area; Protected Species Survey; incorporate adjacent amenity grassland into landscape design; safeguard the setting of the Caledonian Canal Scheduled Monument; retain and provide connections to the core path network that surrounds the site; provide direct improvements or developer contribution to open space north of St Valery Park.

Mixed Use

INW05: Westercraigs North

Use(s): Housing and Retail

Area: 5.3 ha

**Indicative housing
capacity:** 66

Developer requirements: Development in accordance with planning permission 12/01832/S42, related planning permissions and legal agreement. Any alternative proposals must provide: Drainage Impact Assessment; Tree/woodland Survey and Management Plan, holdback distance of 20 metres between trees and new development, no construction activity within root protection area; Protected Species Survey; Land Contamination Site Investigation; respect the fabric and setting of the nearby B Listed Craig Dunain Hospital, programme of work for the evaluation, preservation and recording of any archaeological and historic features; safeguard and improve quality and integrity of existing active travel routes, including a Core Path and the Great Glen Way Long Distance Trail that runs parallel to the south east section of the site; provide enhanced green network with no built development at western, steeper part of site; Transport Statement. Retail use limited to neighbourhood scale.

INW06: Westercraigs South

Use(s): Housing, Community
and Retail

Area: 2.6 ha

**Indicative housing
capacity:** 30

Developer requirements: Development of north part of site for residential use in accordance with planning permission 12/01832/S42 and 19/00524/MSC, related planning permissions and legal agreement. South east part of site: Mixed use community and neighbourhood scale retail development; Drainage Impact Assessment; holdback distance of 20 metres between trees and new development, no construction activity within root protection area, compensatory tree planting for any felled trees; Protected Species Survey; Land

Contamination Site Investigation; respect the fabric and setting of the nearby B Listed Craig Dunain Hospital, retention and conversion of former chapel building, programme of work for the evaluation, preservation and recording of any archaeological and historic features; safeguard, improve quality and connect to existing Core Paths and Great Glen Way Long Distance Trail close to the boundaries of the site; Transport Statement.

INW07: Torvean Quarry

Use(s): Community, Business, Industry **Area:** 11.6 ha

Developer requirements: Drainage Impact Assessment; provide developer masterplan which should: demonstrate compatibility with the management requirements of the Torvean Landform SSSI, and ensure the objectives of the designation and integrity of the SSSI is not compromised and damage to the Geological Conservation Review site is avoided; Protected Species Survey; protect and enhance existing woodland and individual trees, create new woodland where opportunities exist; Land Contamination Site Investigation; safeguard fabric, historic character and setting of Torvean Motte Scheduled Monument and safeguard setting of Caledonian Canal Scheduled Monument, safeguard the architectural and historic character and setting of Inverness (Riverside) Conservation Area, safeguard setting of Tomnahurich Cemetery Garden and Designed Landscape, consider potential effects with reference to Inventory; active travel connection to site from Caledonian Canal Towpath. Demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

INW08: Torvean North

Use(s): Housing, Community, Greenspace **Area:** 9.4 ha

Indicative housing capacity: 30

Developer requirements: Development in accordance with Policy 15(e) 'Torvean and Ness-side Development Brief', including safeguarding part of site for a new primary school if required by the Council. Protect and where possible enhance watercourse, provide buffer of at least 6m from built development, Drainage Impact Assessment; holdback distance of 20 metres between trees and development, no construction within root protection area; safeguard the fabric, historic character and setting of the Caledonian Canal Scheduled Monument.

INW09: Torvean South

Use(s): Housing (limited to one bedroom homes), Community, Business, Office, Leisure, Retail

Area: 3.6 ha

Indicative housing capacity: 10

Developer requirements: Development in accordance with Policy 15(e) 'Torvean and Ness-side Development Brief'. Protect and where possible enhance watercourse, provide buffer of at least 6m from built development, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; safeguard the integrity of the adjacent Torvean Landforms SSSI; development setback of minimum 20m from adjacent Ancient Woodland Inventory woodland; Protected Species Survey; safeguard the fabric, historic character and setting of the Caledonian Canal Scheduled Monument.

INW10: East of Muirtown Locks

Use(s): Housing, Business, Tourism, Retail

Area: 1.2ha

Indicative housing capacity: 60

Developer requirements: Wider principles of development, including public realm and active travel enhancements, in accordance with Policy 15(d) 'Muirtown and South Kessock Development Brief'. Protect and where possible enhance watercourse, provide buffer of at

least 6m from built development, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Land Contamination Site Investigation; developer masterplan must demonstrate improvements to the visual relationship with the Caledonian Canal by ensuring strong, active frontages onto the tow path and towards Telford Street and useable, attractive greenspace; safeguard fabric, historic character and setting of the Caledonian Canal Scheduled Monument; Active travel improvements to Telford Street to facilitate safer walking, wheeling and cycling infrastructure, including junction and crossing improvements. Any residential uses to be delivered in parallel with commercial uses.

INW11: Muirtown Basin

Use(s): Housing, Community, Business, Tourism, Leisure
Area: 16.6ha

Indicative housing capacity: 20

Developer requirements: Development in accordance with Policy 15(d) 'Muirtown and South Kessock Development Brief' with the exception of the location of residential development. Development restricted to uses equivalent to those currently on site and water related uses with the exception of the southern end of the site immediately adjacent to the canal where residential uses may be acceptable. In this area ground levels reduce flood impacts and appropriate mitigation would be required to permanently reduce flood risk. Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; protect and where possible enhance watercourse, provide buffer of at least 6m from built development, holdback distance of 20 metres between trees and development, no construction within root protection area; safeguard and enhance biodiversity value of wet woodland and lowland mixed deciduous woodland, including through connectivity to the Merkinch Local Nature Reserve, Protected Species Survey, integrate with existing blue and green networks; safeguard fabric, historic character and setting of the Caledonian Canal Scheduled Monument; safeguard the architectural and historic character and setting of the Clachnaharry Conservation Area and Listed Buildings

within and close to the site; retain and where possible enhance the core path network. Demonstration of no adverse effect on the integrity of the Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, Marine Mammal Mitigation Plan, any water access in accordance with Scottish Marine Wildlife Watching Code, Wildlife Safe accreditation scheme and local codes including the Dolphin Space Programme and avoidance of any cumulative impact of boat traffic.

Community

INW12: Charleston Campus

Area: 13.6ha

Developer requirements: Safeguarded only for education and sports related development. Masterplan of wider area which incorporates the current and emerging demands of Charleston Academy, adjacent Kinmylies Primary School, community facilities, enhanced sports facilities, including pitch provision, and planned new nursery. Protect and where possible enhance watercourse, provide buffer of at least 6m from built development, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan; minimise loss of existing trees, holdback distance of 20 metres generally required between trees or woodland and new development, no construction activity within root protection area, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy, compensatory tree planting; landscape plan and strategy that demonstrates sufficient provision of open space and green infrastructure across the site; Protected Species Survey;

site history and possible Land Contamination Site Investigation, high quality siting and design with positive contribution to the streetscape; safeguard historic character and setting of the Caledonian Canal Scheduled Monument, programme of work for the evaluation, preservation and recording of any archaeological and historic features; safeguard and improve quality and integrity of existing active travel routes including the Charleston Wood Links; Kinmylies Way to Caledonian Canal, Great Glen Way, and Caledonian Canal Tow Paths Core Paths; Transport Statement.

INW13: East of Dochfour Drive

Area: 1.1ha

Developer requirements: Safeguard and enhance community growing space; Drainage Impact Assessment; holdback distance of 20 metres required between trees and new development, no construction activity within root protection area, integrate with existing green network; site history and possible Land Contamination Site Investigation; safeguard the fabric, historic character and setting of the B Listed Inverness High School; Transport Statement depending on nature/intensity of proposal/s.

INW14: Merkinch Shore

Area: 2.4ha

Developer requirements: Development in accordance with Policy 15(d) 'Muirtown and South Kessock Development Brief'. Any built development restricted to water-related uses above mean high water spring only. Protection of Merkinch Local Nature Reserve and Longman and Castle Stuart Bays SSSI and Beaully Firth SSSI; Protect and enhance existing and trees and green and blue networks. Demonstration of no adverse effect on the integrity of the River Morison SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and

River Moriston, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation, pollution and disturbance, maintaining water quality and flow and controlling disturbance, piling, dredging and disposal sourcing of materials for land raising/reclamation, hydro-dynamic assessment of impacts of altered flows on sediment movement in relation to sub-tidal sandbanks, Recreational Access Management Plan including consideration of water based activities, must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, Noise and Vibration Mitigation Plan (including construction and operational phases and disturbance effects), Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance.

South Inverness | Inbhir Nis a Deas

- 182** The northwest-facing slopes of the City are made up of agricultural land, Fairways Golf Course, Leys Castle Designed Landscape and Daviot Wood. These assets mark the limiting features defining where development is acceptable. They provide the green network connections and undeveloped green backcloth that help to define the setting and character of the City and provide the entrance to more open countryside to the south.
- 183** The district is predominantly made up of established and more recent residential neighbourhoods. The area south of the Southern Distributor Road (A8082) has accommodated significant suburban housing development in recent decades, taking advantage of the attractive outlook across the Beaully and Moray Firths. However, this has resulted in some neighbourhoods being dependent on cars to make everyday journeys, due to the steep slopes, low density of development and remoteness of neighbourhoods from key employment and service/leisure destinations. Car-based out-of-town retail dominates the retail and service offer, which is mainly located along the southern distributor road.
- 184** Strategic city expansion sites at Ness-side and Ness Castle are active and will deliver further homes to meet current and future demand. Other sites across the district will enable the consolidation and completion of previous strategic expansion areas at Slackbuie, Inshes and Milton of Leys. Developer contributions towards the construction of the Southern Distributor Road will continue to be sought for developments in this district in line with rates set out in the Plan's Delivery Programme, unless otherwise stated in site Developer Requirements.
- 185** Redevelopment of the Raigmore Hospital site, including new public transport and active travel connections into the site from Raigmore housing estate and elsewhere; completion of the Inshes District Park; delivery of a new Primary School at Ness Castle, and expansion of facilities at Milton of Leys Primary School will help to meet employment and community needs for the district and City.

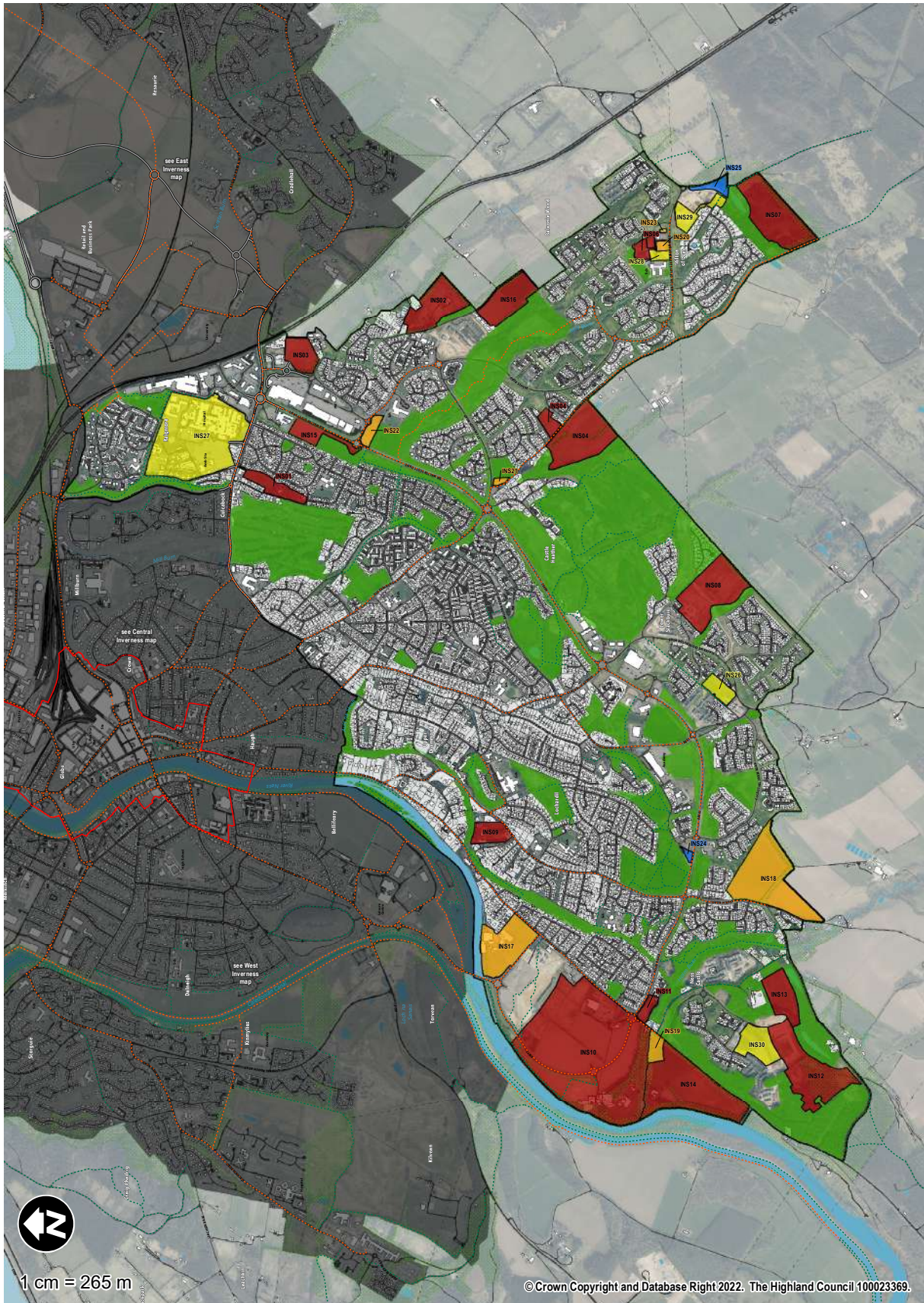
186 These strategic expansion sites will help to deliver the overarching spatial strategy and placemaking priorities for the City, as well as addressing the detailed Placemaking Priorities for the district and developer requirements for sites as follows.

Placemaking Priorities 19

South Inverness

- Support the long-term strategy of delivering new, sustainable city expansions at Ness-side and Ness Castle.
- Encourage more sustainable, walkable communities by delivering neighbourhood services and facilities, as well as housing, in central locations where it is easy to move around by active modes (walking, wheeling and cycling).
- Support the delivery of improved active travel and public transport provision by ensuring higher density development, where appropriate.
- Safeguard the character and setting of the City to the south by preventing further development on upper slopes.

Map 23 South Inverness



Development Sites

Housing

INS01:Drakies House

Area: 3 ha

Indicative housing capacity: 36

Developer requirements: Drainage Impact Assessment; Tree/woodland Survey and Management Plan including protection and enhancement of existing woodland habitat as green network, add compensatory new woodland where opportunities exist, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); Habitat Survey; Protected Species Survey; safeguard the fabric, historic character and setting of Drakies House Listed Building (LB35341), support sensitive development within the curtilage of the Listed Building, redevelopment of Listed Building to be responsive, sensitive and appropriate to its historic character; ensure active travel permeability of site is maximised (e.g links to Drakies housing estate to south at Thistle Road and public connections to Culcabock Avenue and Old Perth Road); reduced car parking standards acceptable if demonstration of appropriate alternative public transport and active travel mitigation.

INS02: Inshes Small Holdings

Area: 6.7 ha

Indicative housing capacity: 101

Developer requirements: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); Tree/woodland Survey and Management Plan, protect and enhance existing woodland, add new compensatory woodland where opportunities exist, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; protect, enhance, integrate with existing

green/blue networks; Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); Habitat Survey; Protected Species Survey; Landscaping plan and strategy to demonstrate the safeguarding and enhancement of habitat connectivity and strategy to provide meaningful, useable and well-overlooked openspace; safeguard the fabric, historic character and setting of Helen's Lodge Listed Building (LB8051), support sensitive development within the curtilage of the Listed Building, redevelopment of Listed Building to be responsive, sensitive and appropriate to its historic character. Access to site should be maximised, with at least two roads to serve site from Cloverfield Road and Inshes Road/West Park Avenue. Upgrading of the single track road heading north from the site to Meadowfield Avenue should provide traffic calming and priority measures for active travel users. Proportionate Developer Contributions towards these improvements will be required at the rates set out in Policy 15(c) 'Inverness East Development Brief'. Additional interventions to prevent car-based journeys for school trips is necessary.

INS03: Dell of Inshes

Area: 3 ha

Indicative housing capacity: 50 (150 Total)

Developer requirements:

Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); Tree/woodland Survey and Management Plan, protect and enhance existing woodland, add new compensatory woodland where opportunities exist, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; protect, enhance, integrate with existing green/blue networks; Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); Habitat Survey; Protected Species Survey; Landscaping plan and strategy to demonstrate the safeguarding and enhancement of habitat connectivity and strategy to provide meaningful, useable and well-overlooked openspace. Transport network improvements are necessary to service this site identified as East Link and Inshes Corridor Improvements,

including a new road and active travel junction from the B9006 to access this site. Developer Contributions towards these improvements will be required at the rates set out in Policy 15(c) 'Inverness East Development Brief'. Reduced car parking standards acceptable with demonstration of appropriate alternative public transport and active travel mitigation. Masterplan to ensure active frontages of buildings address current and new streets, including the link from the B9006; appropriate set back from A9 trunk road; and useable community and greenspace provided in central, well-overlooked locations within the site. Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance.

INS04: Druid Temple

Area: 10.8 ha

Indicative housing capacity: 155

Developer requirements: Minimum set back of development of 6m from top of bank of watercourse. No culverting of watercourse - bridges only. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey and Management Plan. Protect and enhance existing woodland and individual trees, create new woodland where opportunities exist. Protect, enhance, integrate with existing green/blue networks. Compensatory tree planting. Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey. Protected Species Survey. Landscaping Plan to demonstrate that open space will be provided to support play and recreation. Open space should be meaningful, functional, well overlooked and easily accessible to the neighbourhood. Development to have regard to adjacent open space and key recreation routes. Respect and safeguard the setting of the Leys Castle Garden and Designed Landscape. Maximise

active travel connectivity. Any connections to Milton of Leys Distributor Road should demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. General Wades Military Road should be safeguarded, with any intensification of traffic proposed supported by the provision of walking, wheeling and segregated cycling infrastructure.

INS05: Milton of Leys Centre

Area: 0.4 ha

Indicative housing capacity: 11

Developer requirements: Maximise active travel connectivity. Any connections to Milton of Leys Distributor Road must demonstrate what direct, segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Development should provide frontage to adjacent streets, meaningful, useable open space and car parking should be located sensitively to avoid dominating the public realm.

INS06: Milton of Leys Care Home

Area: 1.0 ha

Developer requirements: Development in accordance with Planning

Permission: 20/01512/FUL.

INS07: Bogbain West

Area: 10.1 ha

Indicative Housing Capacity: 100

Developer requirements: Development in accordance with Planning

Permission: 16/03620/FUL. For any other proposals: Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey and Management Plan. Protect and enhance existing woodland and individual trees, create

new woodland where opportunities exist. Protect, enhance, integrate with existing green/blue networks. Compensatory tree planting. Planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey. Protected Species Survey. Protection of watercourses through suitable buffer and pollution control measures. Landscape Plan and strategy to provide useable, public open and greenspace that is well over-looked and provides place of interest for meeting and recreation. Any connections to Milton of Leys Distributor Road must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Development should provide frontage to adjacent streets, meaningful, useable open space and car parking should be located sensitively to avoid dominating the public realm.

INS08: Earls Gate

Area: 9.9 ha

Indicative Housing Capacity: 110

Developer requirements: Development in accordance with Planning

Permission: 08/00244/FULIN. For any other proposals: Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Protect, enhance, integrate with existing green/blue networks. Compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey. Protected Species Survey. Respect and safeguard the setting of the Leys Castle Garden and Designed Landscape. Maximise active travel connectivity. Any connections to the public road network should demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport.

INS09: Drummond Hill

Area: 2.6 ha

Indicative Housing Capacity: 38

Developer requirements: Development in accordance with Planning

Permission: 17/05060/FUL.

INS10: Ness-side Central

Area: 9.9 ha

Indicative Housing Capacity: 300 (484 Total)

Developer requirements: Development in accordance with Planning Permission:

17/02007/FUL; 17/02008/FUL; and 17/02009/FUL. For any other proposals: Safeguard the integrity of the River Ness, no modifications to river bed, bank or shore. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Safeguard fabric, historic character and setting of the Caledonian Canal Scheduled Monument. Any connections to West Link Road must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Demonstration of no adverse effect on the integrity of the River Moriston SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

INS11: Holm Burn Place

Area: 1.1 ha

Indicative Housing Capacity: 10

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Masterplan to demonstrate habitat connectivity is maintained and enhanced where possible. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species

Survey. Pollution control measures to protect Holm Burn. Land Contamination Site Investigation. Any connections to the public road network should demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel.

INS12: Ness Castle West

Area: 11.7 ha

Indicative Housing Capacity: 357

Developer requirements: Development in accordance with Planning

Permission: 19/05065/S42. For any other proposals: Flood Risk Assessment (no development in areas shown to be at risk of flooding). No development that risks impacting on the Ness Castle Tree Preservation Order. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Maximise open space provided on site, incorporated into landscaping plan with green network connectivity. Safeguard fabric, historic character and setting of the Ness Castle Listed Building (LB8056). Any connections to Essich and Dores roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport.

INS13: Ness Castle East

Area: 3.9 ha

Indicative Housing Capacity: 10 (71 Total)

Developer requirements: Development in accordance with Planning

Permission: 19/05065/S42. For any other proposals: Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. No development that risks impacting on the Ness Castle Tree Preservation Order. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species

Survey. Maximise open space provided on site, incorporated into landscaping plan with green network connectivity. Safeguard fabric, historic character and setting of the Ness Castle Listed Building (LB8056). Any connections to Essich and Dores roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport.

INS14: Ness-side South

Area: 15.5 ha

Indicative Housing Capacity: 100 (200 Total)

Developer requirements: Safeguard the integrity of the River Ness, no modification to river bed, bank or shore. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Protection of watercourses through suitable buffer and pollution control measures. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Maximise open space provided on site, incorporated into landscaping plan with green network connectivity. Any connections to Essich and Dores roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Construction of new roundabout with priority cycling facilities to serve as primary access to site at intersection with Ness Castle main access. Secondary access to south to provide permeability of site. Footway provision along NW side of Dores Road. Demonstration of no adverse effect on the integrity of the River Moriston SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

INS15: Sir Walter Scott Drive

Area: 2.7 ha

Indicative Housing Capacity: 80

Developer requirements: Drainage Impact Assessment. Tree/ woodland survey and management plan, compensatory tree planting required for any trees removed to facilitate access road. and adequate set back of development from root protection areas and to avoid overshadowing. Maintain connectivity of green network throughout site (particularly across site east west where there is greatest risk of severance). Protected Species survey. Open space assessment to ensure integrity, functions and quality of Drakies Park greenspace is maintained and enhanced. Provision of multi-generational living and community space required (such as community growing space). Safeguard neighbourhood and residential amenity and character of the local area, to include appropriate design with existing residential properties, provision of strategic greenspace and landscape planting and high quality active travel connections. Vehicular access road only permissible from existing Sir Walter Scott Drive Roundabout (Play equipment replaced or relocated to suitable location, in consultation with local community), no vehicular connection to Drakies housing estate, but active travel links must be provided. Site should be designed to prioritise people over motor vehicles and appropriate street layouts, surface treatments and access arrangements should be used to achieve this prioritisation. Offsite transport network improvements are necessary to service this site, identified as East Link and Inshes Corridor Improvements, Developer Contributions towards these improvements will be required at the rates set out in Policy 15(c) 'Inverness East Development Brief'. Reduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation. Maintain connectivity for public access rights including connections to Core Path IN19.18 and consideration of an extension of access from IN19.47. Masterplan to ensure active frontages of buildings address current and new streets, appropriate set back from Sir Walter Scott Drive, and useable community and greenspace provided in central, well-overlooked locations within the site. Developer to prepare Development Brief ahead of statutory

pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance.

INS16: Wester Inshes

Area: 3 ha

Indicative housing capacity: 40 (100 Total)

Developer requirements: Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Landscaping plan and strategy to demonstrate provision of useable, well-overlooked open space integral to the site and amenity of neighbouring and new residents. Landscape design of eastern side of site to integrate development with wider countryside adjacent (lower density development, no tall boundary treatments, greenspaces and green networks integrating to adjacent farmland). Active travel access to site should be maximised, with direct, desire line active travel links (tarmac surface, lit infrastructure sufficient for walking, wheeling and cycling) connection to Inshes District Park, Copperwood Drive and Chestnut Way. Any upgrading of the single track road heading north from the site to Meadowfield Avenue must provide traffic calming and priority measures for active travel users. Proportionate Developer Contributions towards strategic infrastructure improvements will be required at the rates set out in Policy 15(c) 'Inverness East Development Brief'. Additional interventions to prevent car-based journeys for school trips may also be necessary, based on the outcome of Transport Assessment.

Mixed Use

INS17: Ness-side North

Use(s): Housing, Tourism,
Retail, Business

Area: 8.1 ha

Indicative housing

capacity: 100 (120 Total)

Developer requirements: Safeguard the integrity of the River Ness, no modifications to river bed, bank or shore. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Safeguard the historic character and setting of the Inverness (Riverside) Conservation Area and Caledonian Canal Scheduled Monument. Any connections to West Link and Dores Roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Demonstration of no adverse effect on the integrity of the River Moriston SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

INS18: Knocknagael

Use(s): Housing, Community
(Food Growing)

Area: 10.3 ha

Indicative housing

capacity: 100 (200 Total)

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Development to provide appropriate set back buffer and pollution control measures for adjacent watercourses; no development that will compromise the water quality status of the River Ness. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species

Survey. Site masterplan must enable each phase of housing development to deliver a parallel phase of community food growing that will be made available to new and existing residents, through management and agreement with [Knocknagael Ltd.](#)⁽³⁰⁾. Masterplan and location of community food growing space to be informed by Land Capability Classification for Agriculture mapping and site investigation to ensure the most productive soils are safeguarded for food growing uses within the site. Landscape masterplan must demonstrate provision of strategic open space to facilitate active travel and green/blue network connections across the site, and between community and residential uses, including mitigation of impacts of new development on existing residential amenity, settlement character and visual amenity. Safeguard historic character and setting of Drumdevan House Listed Building (LB8045). Any connections to the Southern Distributor Road must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Development should provide frontage to Essich Road and to new internal streets; car parking for both community food growing and for residents must be located sensitively, in less visually prominent locations, to avoid dominating the public realm. Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance. Demonstration of no adverse effect on the integrity of Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

30 www.knocknagael.org.uk

INS19: Ness-side South East

Use(s): Care Home, Business (Day Nursery) **Area:** 1.5 ha

Developer requirements: Safeguard the integrity of the River Ness, no modification to river bed, bank or shore. Flood Risk Assessment (no development in areas shown to be at risk of flooding). Drainage Impact Assessment. Protection of watercourses through suitable buffer and pollution control measures. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Maximise open space provided on site, incorporated into landscaping plan with green network connectivity. Any connections to Essich and Dores roads must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Developer Contributions to support increased frequency of public transport. Construction of new roundabout with priority cycling facilities to serve as primary access to site at intersection with Ness Castle main access. Footway provision along NW side of Dores Road.

INS20: East of Milton of Leys Primary School

Use(s): Housing, Retail,
Business

Area: 0.5 ha

**Indicative housing
capacity:** 15

Developer requirements: Drainage Impact Assessment. Contaminated Land Survey, ground survey to consider need for gas membranes to dwelling foundations in consultation with Council Contaminated Land Unit. Site masterplan to demonstrate provision of greenspace accessible to residents and the public, with active frontages of buildings overlooking it. Car parking must be kept to minimum required and should not be located in visually prominent locations. Any connections to Milton of Leys Distributor Road must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. Housing to be delivered in parallel to Retail and Business uses, with residential above commercial uses.

INS21: Old Edinburgh Road South**Use(s):** Retail, Community, Business **Area:** 0.3 ha

Developer requirements: Biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Principal elevations and active frontages of buildings must face Stevenson Road. Car parking should not be located in visually prominent locations (and not along the Stevenson Road boundary). Active travel infrastructure must be provided along the western boundary of the site (Old Edinburgh Road), including facilities for pedestrians to safely access formal crossing points on Stevenson Road.

INS22: Inshes Road

Use(s): Housing, Community **Area:** 1.2 ha **Indicative housing capacity:** 20
(Inshes Park)

Developer requirements: Drainage Impact Assessment. Maintain and enhance connectivity of green network throughout site. Protected Species Survey; Habitat Survey. Masterplan must demonstrate that development of the site provides a strong gateway and entrance to Inshes District Park, with access, parking and connections that serve the park. Residential development must be set back from Sir Walter Scott Drive, and sited to overlook Inshes District Park. Active Travel should be primary mode of travel for housing element of site, Travel Plan to demonstrate how no or low car-ownership can be achieved by development of the site.

INS23: Milton of Leys Centre East**Use(s):** Business, Retail **Area:** 0.1 ha

Developer requirements: Development in accordance with planning permission: 21/05038/FUL.

Community

INS26: Slackbuie Pitches

Area: 1.9 ha

Developer requirements: Protection of watercourse along north eastern edge through suitable buffer and pollution control measures. Support further use of site for community uses, that safeguard biodiversity, green network and sports functions of the site.

INS27: Raigmore Hospital

Area: 1.8 ha

Developer requirements: Drainage Impact Assessment. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Habitat Survey; Protected Species Survey. Buffer between watercourses and development with pollution control measures. Masterplan must demonstrate how new development or redevelopment of site will deliver a net gain of usable, accessible greenspace for patients and visitors, and must demonstrate a positive and enhanced relationship with adjacent residential neighbourhoods. No intensification of car parking onsite. Any redevelopment or intensification of uses onsite must be supported by a travel plan that demonstrates how the proposed development will deliver direct, convenient connections for walking, wheeling and cycling and public transport to the site. Provision of bus priority and active travel corridor connecting Raigmore Housing Estate with Old Perth Road. Upgrading of adjacent Core Paths as sustainable travel links for hospital staff and visitors. Assess potential for sustainable energy generation to support site's energy needs. Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure)

to be included in Brief. Council may adopt Brief as Supplementary Guidance. Demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

INS28: Miton of Leys Primary School

Area: 0.74 ha

Developer requirements: Development in accordance with planning permission: 21/01350/FUL.

INS29: North of Castleton Village

Area: 2.29 ha

Developer requirements: Development in accordance with planning permission: 16/03609/PIP.

INS30: Ness Castle Primary School

Area: 4.05 ha

Developer requirements: Development in accordance with planning permission: 19/05203/FUL.

Business

INS24: Culduthel Avenue Funeral Home

Area: 1.8 ha

Developer requirements: Development in accordance with planning permission:
18/05831/FUL.

INS25: North of Redwood Avenue

Area: 1.8 ha

Developer requirements: Drainage Impact Assessment. Tree/woodland Survey and Management Plan, compensatory tree planting and biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges). Masterplan to demonstrate sensitive development at gateway entrance to neighbourhood; active frontages should face onto Monarch Road, with no car parking to be located in visually prominent locations. Safeguard the connectivity and integrity of Core Path IN19.40, upgrading to sealed, lit path where appropriate.

Central Inverness | Inbhir Nis Mheadhanach

- 187** This district covers the city centre, the Longman Industrial Estate and the neighbourhoods of Crown, Haugh and Kingsmills. It is the heart of the City and Region and serves as a centre of commercial, leisure, administrative and transport activities.
- 188** Significant focus continues on the revitalisation of the city centre as a vibrant multi-functioning place to live, work and visit. Key regeneration sites have been the focus of development activity, with further public and private sector-led investments committed, including development of a major new tourist attraction at Inverness Castle; new hotels at Rose Street and Glebe Street; planned regeneration of Inverness Rail Station and the Victorian Market, and various other public realm and transport improvement projects. A new strategic vision, "Inverness Strategy", sets the scene for ambitious transformational change that will be realised during the lifetime of this Plan. Reallocation of road space to non-car modes during the COVID-19 pandemic demonstrated that the transport network is adaptable, and this experience will inform the best ways to support city centre transformation towards a safer, more attractive and vibrant place, as well as supporting people to walk, wheel and cycle for everyday journeys.
- 189** A range of important opportunities are either planned or have commenced that aim to get people living back in the city centre. Such an approach contributes to improving the district's vibrancy and vitality and provides opportunities for sustainable living, working and leisure. This theme remains a key priority and as such land is identified to support city centre living, employment uses and diversity of other uses and attractions on offer in the heart of the Highland capital, a key component of which will be establishing new, and enhancing existing, connections with the city's coastline from the River Ness downstream to the Moray Firth.

- 190** Major strategic opportunity for growth of employment uses is planned at the Former Longman Landfill site, with significant funding committed for [land remediation](#)⁽³¹⁾ and [strategic transport improvement projects](#)⁽³²⁾, part of the Inverness and Highland City-Region Deal. These proposals align with sites INC09 and INC11 and offer major opportunity for the City and region.
- 191** Elsewhere in this district most of the land is already developed and so opportunities are limited to refurbishment, redevelopment, remediation or reclamation. Such reuse can be delivered in an environmentally sustainable way, but will raise infrastructure capacity issues, albeit projects including the A9/A82 Longman Junction Improvement Scheme will support this development, and the Council will therefore continue work constructively with developers and Transport Scotland to manage development pressures in relation to the capacity of the local and trunk road networks, and the planning and phasing of upgrades to it. Key regeneration opportunities are identified at Farraline Park and Inverness Bus and Rail Station; Porterfield Prison; the former Longman landfill site, as well as Longman Phase 1 and Inverness Harbour.
- 192** These strategic projects and the vision for the city centre are reflected in the Placemaking Priorities and site preferences which will help to deliver the overarching spatial strategy for the city.
- 193** There is potential for a number of developments in central Inverness to have an adverse effect on the integrity of the River Moriston SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA, individually and in combination with each other, as a result of additional noise, pollution and disturbance through construction and operation of new business development and from surface and wastewater discharge from development. The

31 https://www.highland.gov.uk/info/20014/economic_development/715/city_region_deal_project_information/11

32 https://www.highland.gov.uk/info/20014/economic_development/715/city_region_deal_project_information/8

following sites have been identified as potentially having significant effect alone and/or combined: INC07-9 and INC11 for the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA; INC06 and INW14 for River Moriston SAC; CS01, FG01, INC06, INW14 and WH01 for Inner Moray Firth SPA; CS01, FG01, INC06, INW14, NG01 and WH01 for Moray Firth SAC; and CS01, FG01, HD01, INC06, INW14, NG01 and WH01 and for Moray Firth SPA. Any development proposals on these sites must demonstrate that there would be no adverse effect on the integrity of the River Morison SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by demonstrating mitigation measures described in developer requirements for the individual development sites.

Placemaking Priorities 20

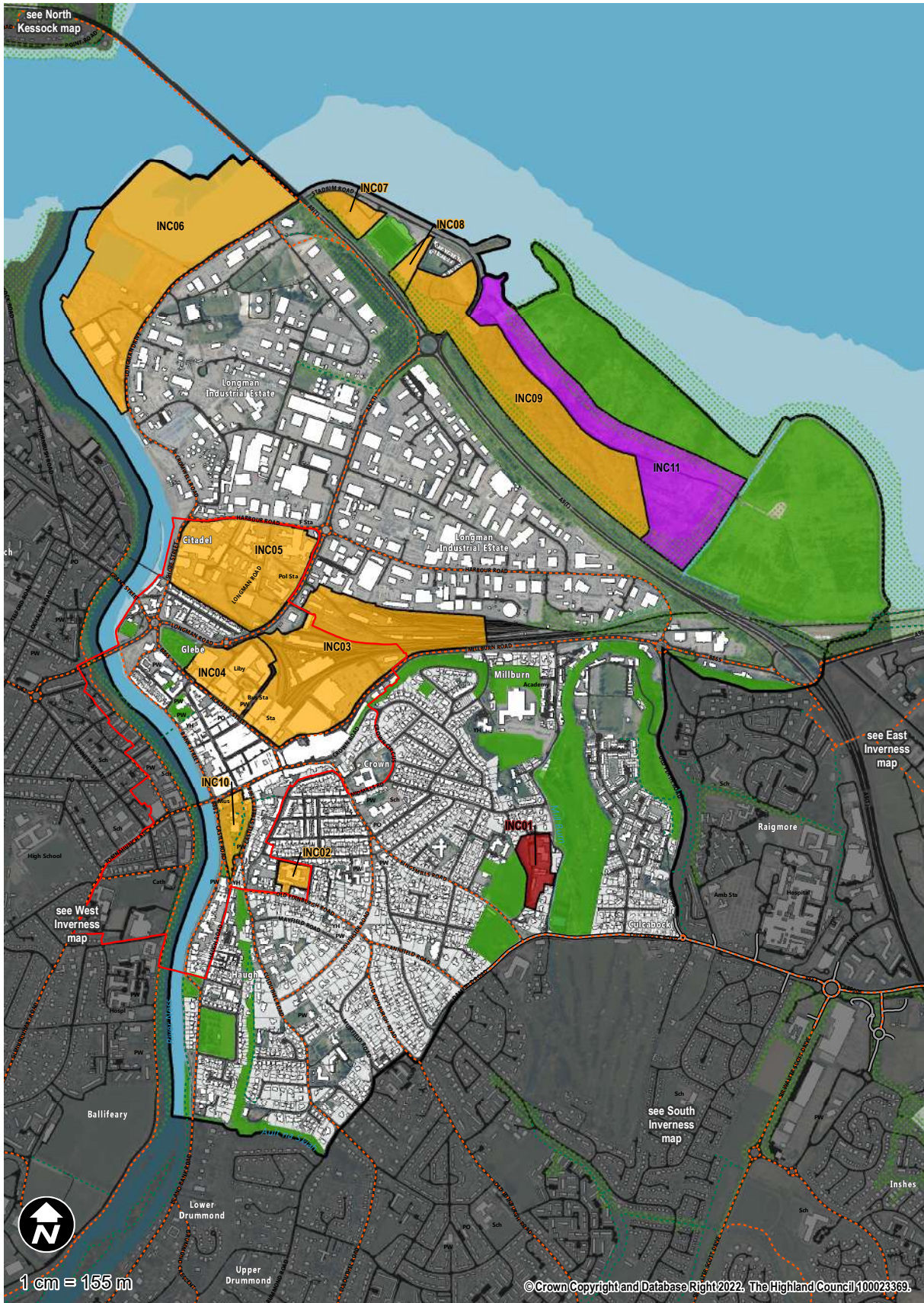
Central Inverness

- Consolidate the city centre and prioritise urban living through strategic expansion of residential-led mixed use development to the north (Longman Phase 1) and reuse/repurposing of existing buildings (e.g. empty and under utilised floorspace above retail units), while safeguarding viable retail, food and drink and business opportunities.
- Increase employment opportunities by supporting redevelopment of existing buildings for office, business, leisure, healthcare and other community uses.
- Support diversification of the economy, including the creation of new and unique visitor and leisure attractions that make best use of existing assets and improve the urban environment.
- Embed walking and cycling as the logical choice and easiest way to make every day journeys, including delivering active travel and public realm improvements across the city centre.
- Meet regional and local industrial land supply needs at the former Longman landfill site.

Section 4 - Places | Àiteachan

- Harness the district's built and cultural heritage assets to ensure the area is distinctive and attractive.
- Ensure development proposals comply with Policy 15(b) 'Inverness City Centre Development Brief'.

Map 24 Central Inverness



Development Sites

Housing

INC01:Diriebught Depot

Area: 2.4 ha

Indicative housing capacity: 70

Developer requirements: Protect and where possible enhance Mill Burn, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain; appropriate setbacks from neighbouring residential properties to safeguard amenity and privacy; Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment required; protect and enhance existing woodland and individual trees, create new woodland where opportunities exist; protect, enhance, and integrate with existing green/blue networks, planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); protected species survey; Land Contamination Site Investigation; demonstrate how reuse or recycling of existing site building materials has been maximised; ensure active travel permeability of site is maximised (direct active travel links to Fraser Park; Diriebught Road and Kingsmills Road), reduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation; developer to prepare Development Brief ahead of statutory pre-application submission; Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief; Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief, Council may adopt Brief as Supplementary Guidance.

Mixed Use

INC02: Porterfield Prison**Use(s):** Housing, Tourism**Area:** 1.1 ha**Indicative housing
capacity:** 30

Developer requirements: Drainage Impact Assessment; Land Contamination Site Investigation (confirm fuel storage arrangements for prisoner transfer vehicles); sensitive safeguarding of existing townscape character, particularly in considering any changes to prison walls, respect the fabric and setting of the Porterfield Prison Listed Building, development must be responsive, sensitive and appropriate to the historic character of the Listed Building and deliver a high standard of design, materials and construction, safeguard and promote sensitive development within the curtilage and setting of the Listed Building; assessment and safeguarding of the Inverness (Riverside) Conservation Area's architectural and historic character and appearance, including its setting; high quality design and materials that are complementary and appropriate to the historic characteristics of the Conservation Area; reduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation.

INC03: Inverness Public Transport and Freight interchange**Use(s):** Public Transport Interchange,
Ancillary Retail and Leisure, Storage
and Distribution**Area:** 22.5 ha

Developer requirements: Development in accordance with Policy 15(b) 'Inverness City Centre Development Brief'; Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Site History and possible Land Contamination Site Investigation; detailed Masterplan to demonstrate coherent, coordinated redevelopment that safeguards and enhances the character of the city; landscaping plan to

demonstrate increase in greenspace and biodiversity enhancements, including street trees; safeguard the fabric and setting of the multiple Listed Buildings within and adjacent to the site, development must be responsive, sensitive and appropriate to the historic character of the Listed Buildings and deliver a high standard of design, materials and construction, safeguard and promote sensitive development within the curtilage and setting of the Listed Buildings, safeguard the architectural and historic character and setting of the Inverness (Riverside) and Inverness (Crown) Conservation Areas, proposals must accord with the Conservation Area Appraisal and Management Plans; redevelopment should ensure the physical integration of bus and rail services; cycle parking should be increased and the provision enhanced, car parking should be rationalised and reduced or limited (no net increase in car parking) to reverse the adverse impacts of cars on the character, setting and air quality of the city centre, active travel link connecting Innes Street underpass to Falcon Square should be safeguarded and enhanced.

INC04: Inverness Central

Use(s): Housing, Community (Civic/ Green and Open Space), Retail, Business. **Area:** 5.2 ha

Indicative housing capacity: 40 (80 Total)

Developer requirements: Development in accordance with Policy 15(b) 'Inverness City Centre Development Brief'; Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Site History and possible Land Contamination Site Investigation, detailed Masterplan to demonstrate coherent, coordinated redevelopment that safeguards and enhances the character of the city; landscaping plan to demonstrate increase in greenspace and biodiversity enhancements, including street trees; safeguard the fabric and setting of the multiple Listed Buildings within and adjacent to the site; development must be responsive, sensitive and appropriate to the historic character of the Listed Buildings and deliver a high standard of design, materials and construction;

safeguard and promote sensitive development within the curtilage and setting of the Listed Buildings, safeguard the architectural and historic character and setting of the Inverness (Riverside) Conservation Area, proposals must accord with the Conservation Area Appraisal and Management Plan; redevelopment should ensure the physical integration of bus and rail services; Cycle parking should be increased and the provision enhanced, car parking should be rationalised and reduced or limited (no net increase in car parking) to reverse the adverse impacts of cars on the character, setting and air quality of the city centre, active travel link connecting Innes Street underpass to Falcon Square should be safeguarded and enhanced.

INC05: Shore Street City Centre Expansion

Use(s): Housing, Business, Retail, Industry, Community. **Area:** 14 ha

Indicative housing capacity: 50 (200 Total)

Developer requirements: Development in accordance with Policy 15(b) 'Inverness City Centre Development Brief'; Drainage Impact Assessment; Site History and possible Land Contamination Site Investigation; detailed Masterplan to demonstrate coherent, coordinated extension of Inverness City Centre that delivers high quality, useable and well-overlooked urban greenspace and a safe, convenient walkable neighbourhood, with neighbouring employment uses; safeguard fabric, historic and architectural character and setting of The Remains of Cromwell Fort Scheduled Monument (SM953), Cromwell Road, Clock Tower Listed Building (LB35193), and Inverness (Riverside) Conservation Area; development of site to be supported by a detailed masterplan, which must be informed by the [Health and Safety Executive Land Use Planning Methodology](#)⁽³³⁾ including [Land Use Planning Advice around Large Scale Petrol Storage Sites](#)⁽³⁴⁾; the masterplan must show that Development Types, as

33 <https://www.hse.gov.uk/landuseplanning/methodology.htm>

34 https://www.hse.gov.uk/foi/internalops/hid_circs/technical_general/spc_tech_gen_43/index.htm#Development-Type

defined by the HSE Land Use Planning Methodology, are compatible with the consultation zones taking account of the risks from the nearby Cromwell Road fuel storage area; improved active travel crossings over the A82 required in agreement with Transport Scotland. rReduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation; developer to prepare Development Brief ahead of statutory pre-application submission, Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief, Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief.

INC06: Harbour Gait

Use(s): Industry, Business, Retail, Cultural and Tourism
Area: 30 ha

Developer requirements: Consultation with Scottish Water on potential impacts on emergency sewer outfalls, Flood Risk Assessment required to inform layout and design, only low vulnerability uses or operationally essential uses in areas shown to be at risk of flooding to be accompanied by resilience measures, unless detailed hydrodynamic modelling can demonstrate that more vulnerable uses could be acceptable (as defined by the SEPA Land Use Vulnerability Classification), Drainage Impact Assessment; Coastal Processes assessment and mitigation, coastal protection works; protection of LNR and SSSI features; Land Contamination Site Investigation; assessment of potential for carbon release due to development and impacts on carbon rich mudflats; detailed masterplan to demonstrate increase in publicly accessible open space and improved connectivity of the blue/ green network; that landscape and seascape character is safeguarded and respected, and that the proposed new urban environment makes a positive contribution to the area; active travel improvements to connect site with Inverness city centre; respect the fabric and setting of the Kessock Bridge Listed Building, development must be responsive, sensitive and

appropriate to its historic character and deliver a high standard of design, materials and construction, as well as safeguard and promote sensitive development within the curtilage and setting of the Listed Building; Construction Environmental Management Plan to include assessment and mitigation of noise and other impacts on residents on west bank of the River Ness, demonstration of no adverse effect on the integrity of the River Morison SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and River Moriston, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation, pollution and disturbance, maintaining water quality and flow and controlling disturbance, piling, dredging and disposal sourcing of materials for land raising/reclamation, hydro-dynamic assessment of impacts of altered flows on sediment movement in relation to sub-tidal sandbanks, Recreational Access Management Plan including consideration of water based activities, must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, Noise and Vibration Mitigation Plan (including construction and operational phases and disturbance effects), Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance.

INC07: Stadium Road West

Use(s): Office, Business, Industry.

Area: 2 ha

Developer requirements: Drainage Impact Assessment, ensure foundation design/technique avoids undue disturbance and that foul and surface water discharges are captured and treated to an adequate degree; maintain and protect tree line through buffer between it and development; detailed masterplan to demonstrate improved public realm, improved connectivity of the blue/ green network; and that the proposed new urban environment makes a positive contribution to the area; active travel improvements to connect site with Inverness city centre, including connections to emerging projects at Inverness Harbour; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no adverse effect as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA, submission of a Construction Environmental Management Plan and Operational Environment Management Plan including prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Piling Method Statement (in accordance with JNCC guidance).

INC08: Stadium Road East

Use(s): Business, Industry.

Area: 1 ha

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan; protect, enhance, integrate with existing green/blue networks, planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges); Habitat Survey, Protected Species Survey; Detailed masterplan to demonstrate improved public realm, improved connectivity of the blue/ green network; and that the proposed new urban environment makes a positive contribution to the area; Active Travel improvements to connect site with Inverness city centre, including connections to emerging projects at Inverness Harbour; safeguard the integrity of the Longman Airfield Pillbox Historic

Environment Record site; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no adverse effect as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA, submission of a Construction Environmental Management Plan and Operational Environment Management Plan including prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Piling Method Statement (in accordance with JNCC guidance).

INC09: Former Longman Landfill West

Use(s): Business, Industry, Temporary Stop **Area:** 20 ha

Site for Travelling People.

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan to determine what woodland to be safeguarded, create new woodland where opportunities exist, including in adjacent Greenspace; protect, enhance, integrate with existing green/blue networks, planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges), Habitat Survey; Protected Species Surveys, including Badger Surveys and mitigation (including relocation options); foundation type and construction method must minimise percussive impact of piling; Assessment and mitigation of leachate pollution risks; Masterplan to determine a clear, well-defined settlement edge, including appropriate, high quality designed buildings and landscape, having regard to the outer seaward public links area, Masterplan must demonstrate improved public realm; improved connectivity of the blue/ green network; appropriate setbacks of development for employment uses that would compromise the optimal waste management facilities' location, including a potential Energy from Waste Plant; Investigate the possibility of a heat network associated with a potential Energy from Waste plant facility on the adjoining land;

and that the proposed new urban environment makes a positive contribution to the area; active travel improvements to connect site with Inverness city centre, including connections to emerging projects at Inverness Harbour and future Longman Roundabout improvements works, improved public transport connectivity, the extent of development may be limited by the delivery of the Transport Scotland A9/A82 Longman Junction Improvement Scheme, including diversion of utilities; a development brief may be adopted by the Council as Supplementary Guidance to the Development Plan to develop a cohesive and strategic approach to the development of the Longman area, covering the above requirements, any development proposed in advance of the development brief will require to comply with the Developer Requirements set out here; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no adverse effect as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA, submission of a Construction Environmental Management Plan and Operational Environment Management Plan including prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Piling Method Statement (in accordance with JNCC guidance).

INC10: Inverness Castle and Bridge Street

Use(s): Housing, Business, Retail, Community, Tourism. **Area:** 2.19 ha **Indicative housing capacity:** 35

Developer requirements: Development in accordance with Policy 15(b) 'Inverness City Centre Development Brief'. Protected species survey - species could still be affected by development on site due to noise, lighting etc; Castle's grassed banks greenspace to be safeguarded from development to safeguard woodland and maintain integrity of green network; refurbish or re-use existing buildings and materials wherever possible, sensitive safeguarding of existing townscape character, particularly in considering any changes to

prison walls, respect the fabric and setting of the Listed Buildings within the site, development must be responsive, sensitive and appropriate to the historic character of the Listed Buildings and deliver a high standard of design, materials and construction; safeguard and promote sensitive development within the curtilage and setting of the Listed Buildings, assessment and safeguarding of the Inverness (Riverside) Conservation Area's architectural and historic character and appearance, including its setting; High quality design and materials that are complementary and appropriate to the historic characteristics of the Conservation Area; reduced car parking standards are acceptable on site with demonstration of appropriate alternative public transport and active travel mitigation.

Industry

INC11: Former Longman Landfill East

Use(s): Industry (including Energy from Waste Plant). **Area:** 19 ha

Developer requirements: Flood Risk Assessment, taking into consideration wave overtopping and climate change, required to assess coastal flood risk (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; protect remaining woodland including suitable buffer between it and development, Tree Survey and Management Plan; protect, enhance, integrate with existing green/blue networks, planting plan for biodiversity enhancement measures (such as tree planting, wildflower meadow, hedges), Habitat Survey; Protected Species Surveys, including Badger Surveys and mitigation (including relocation options); foundation type and construction method must minimise percussive impact of piling; Demonstration of no adverse effects on the integrity of the Beaully Firth waterbody, Moray Firth Special Area of Conservation and Special Protection Area and Inner Moray Firth Special Protection Area, assessment and mitigation of leachate

pollution risks; investigate the possibility of a heat network associated with a potential Energy from Waste plant facility on this site; masterplan to determine a clear, well-defined settlement edge, including an appropriate, high quality designed building and landscape, having regard to the outer seaward public links area; active travel improvements to connect site with Inverness city centre, including connections to emerging projects at Inverness Harbour and future Transport Scotland A9/A82 Longman Junction Improvement Scheme, improved public transport connectivity; a development brief may be adopted by the Council as Supplementary Guidance to the Development Plan to develop a cohesive and strategic approach to the development of the Longman area, covering the above requirements, any development proposed in advance of the development brief will require to comply with the Developer Requirements set out here; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no adverse effect as a result of disturbance to or pollution of the SPA or adjacent bird feeding and roosting areas linked to the SPA, submission of a Construction Environmental Management Plan and Operational Environment Management Plan including method statements and mitigation in relation to: piling (in accordance with JNCC guidance); dredging and disposal (in accordance with Marine Scotland Guidance); sourcing of materials for land raising/reclamation; hydro-dynamic assessment of impacts of altered flows on sediment movement in relation to sub-tidal sandbanks and prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Marine Mammal Mitigation Plan.

East Inverness | Inbhir Nis an Ear

- 194** This district is defined by the Inner Moray Firth waterbody to the north, the settled agricultural landscapes to the east, and the wooded and farmed slopes to the south. These assets form the limiting features to development for this part of the city. These assets define the limits to development, coupled with steeper upper slopes, fluvial flood risk, the Highland Mainline Railway, the A96 trunk road and the proximity to the Culloden Battlefield site.
- 195** Historic development east of the A9 trunk road in Culloden, Smithton, Westhill and Cradlehall has established the residential role of the east of the city. A range of local-scale facilities and employment are present but most major employment and service opportunities are more than 1km distant, which has led to a dependence on cars for moving around. Recent investment at Inverness Campus has enabled the delivery of public transport and active travel links over the A9 and Highland Mainline railway and further investment is planned to connect this district, including to the city centre.
- 196** Major Inverness and Highland City-Region Deal funds are committed in the area through the East Link road project that, alongside future dualling of the A96, will help unlock the opportunity to realise the long-established spatial strategy to expand the city at Stratton and Ashton Farms, which has an up to date Development Brief in this Plan. Key development sites are already active, including at Stratton, with other major sites offering potential to deliver much needed affordable and open market housing, such as the consented Balloch Farm site. Sites throughout Inverness East have the potential to impact on the existing trunk road network if progressed in advance of East Link and/or the A96 Inverness to Aberdeen dualling scheme. The Council will therefore continue work constructively with developers and Transport Scotland to manage development pressures in relation to the capacity of the local and trunk road networks.

- 197** Similar to the rest of the city, education capacity is limited in this district. The delivery of housing will depend on public support to contribute to funding new primary and secondary school capacity which, coupled with existing committed transport investment, will unlock this strategic expansion area.
- 198** Other development opportunities include: diversifying uses at local neighbourhood centres to support more walkable communities; supporting the redevelopment of Culloden Academy to address existing school capacity issues, and diversifying uses of land adjacent to Inverness retail park to provide land for business and industrial development.
- 199** There is potential for many developments in East Inverness to have an adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA alone and in-combination as a result of additional surface and wastewater discharge from development and noise, disturbance and physical damage from recreational activities.
- 200** Specifically, the following development sites could affect these European sites individually and/or combined: INE02-08, INE10-13, INE15-17, INE19-20 and INE22 for Inner Moray Firth SPA/Ramsar; INE02-03, INE08, INE10-11, INE13, INE15-16, INE19-20 and INE22 for Moray Firth SAC; and INE02-03, INE08, INE10-11, INE13, INE15-16, INE19, INE20 and INE22 for Moray Firth SPA.
- 201** All development proposals on the sites listed above must demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA individually and/or combined by demonstrating the following mitigation measures: public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Recreation Access Management Plan, which brings together components relating to open space, paths provision and the wider green network (including mitigation works in connection with the Inverness-Nairn Coastal Trail) and satisfactory submission of a Construction Environmental Management Plan including prevention of sedimentation and

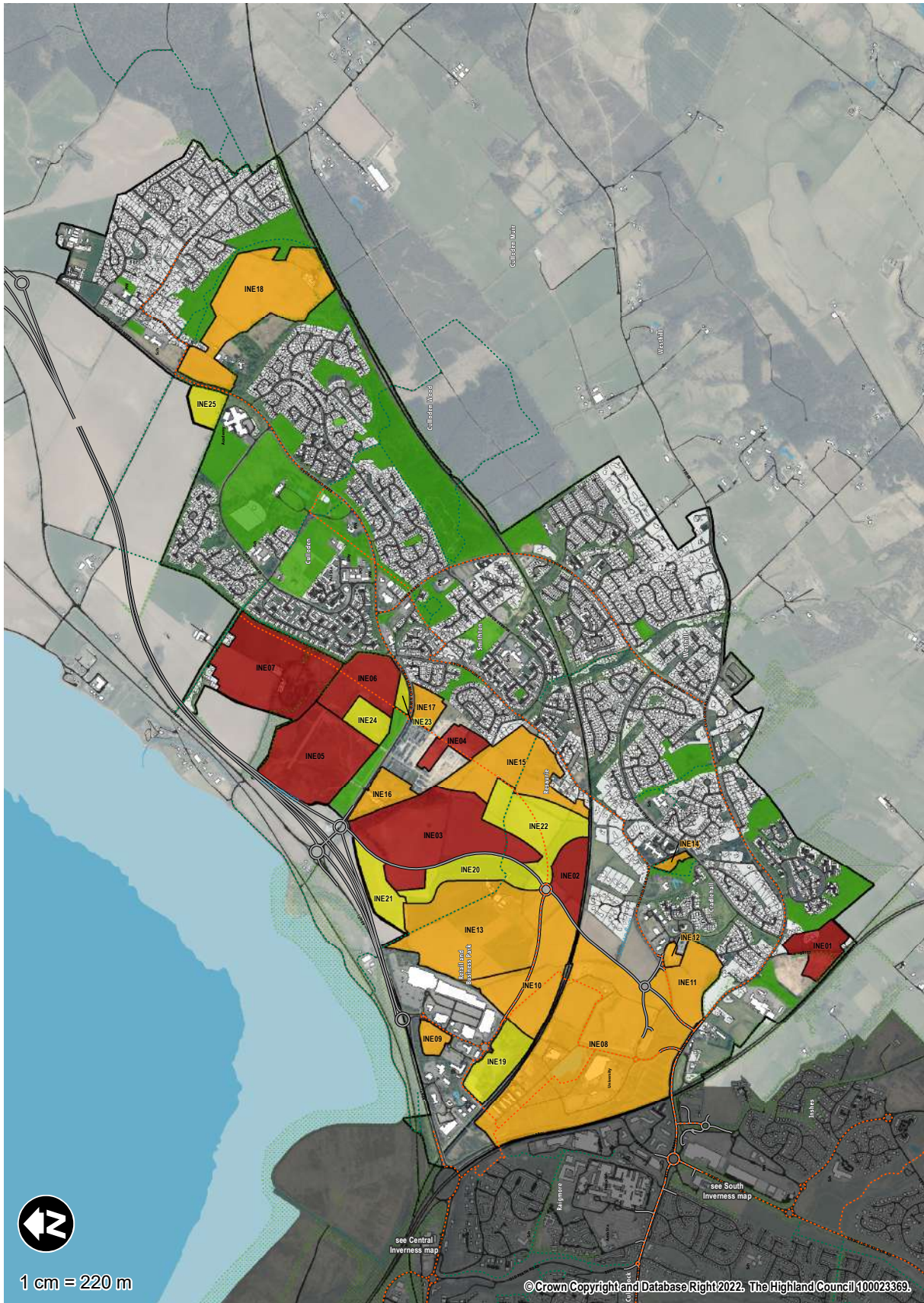
pollution. Type of mitigation required is dependent on the nature and scale of proposals. Further detail for individual sites in Inverness East can be found in the Plan's supporting Habitats Regulation Appraisal and Appropriate Assessment.

Placemaking Priorities 21

East Inverness

- Apply Policy 15(c) 'Inverness East Development Brief' to deliver modern, sustainable, mixed use city expansion.
- Support further development of the Inverness Campus as a world-class business location for life sciences, digital healthcare and technology.
- Support the diversification of uses at neighbourhood centres to achieve vibrant mixed use employment and retail uses.
- Safeguard the green network, character and setting of the City by limiting development to the existing built edges of Culloden, Balloch, Westhill and Cradlehall.
- Development active travel links and improve connectivity for people and wildlife.

Map 25 East Inverness



Development Sites

Housing

INE01: Easterfield

Area: 5.2 ha

Indicative housing capacity: 74

Developer requirements: Land west of B9177: development in accordance with planning permission 18/05593/PIP and related planning permissions. Land east of B9177: Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; holdback distance of 20 metres between trees or woodland and new development, no construction activity within root protection area; Protected Species Survey; Land Contamination Site Investigation; Landscape and Visual Impact Assessment; programme of work for the evaluation, preservation and recording of any archaeological and historic features; improvement of active travel linkages out with the site, including direct link to Culloden Road; Transport Assessment; Noise Assessment of A9(T) road traffic.

INE02: Ashton South

Area: 5.5 ha

Indicative housing capacity: 110

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourse, including measures to improve watercourse morphology, buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

INE03: Ashton East

Area: 25 ha

Indicative housing capacity: 90 (480 Total)

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Measures to improve watercourse morphology, existing riparian area should be protected, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; protect and enhance existing woodland and individual trees; Protected Species Survey; appropriate set back from planned recycling centre directly north; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

INE04: Stratton South

Area: 3.6 ha

Indicative housing capacity: 91

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 16/02161/S42, related planning permissions and legal agreement.

INE05: Stratton North

Area: 18.4 ha

Indicative housing capacity: 160 (295 Total)

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 16/02161/S42, related permissions and legal agreement. Drainage Impact Assessment.

INE06: Stratton East

Area: 8.8 ha

Indicative housing capacity: 235

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 16/02161/S42, related planning permissions and legal agreement. Drainage Impact Assessment; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

INE07: Milton of Culloden South

Area: 20.9 ha

Indicative housing capacity: 330 (350 Total)

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Measures to improve watercourse morphology, existing riparian area should be protected, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan, any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy; Protected Species Survey; Safeguard fabric, historic character and setting of Milton, ring-ditch 320m SSE of Scheduled Monument, redevelopment of B Listed Stratton Lodge Hotel that is responsive, sensitive and appropriate to its historic character, future of Stratton Lodge Listed Building must be secured prior to development of remainder of site, safeguard setting of Battle of Culloden Battlefield; consider potential effects with reference to Inventory, programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment, access must be taken from a new route formed from Barn Church Road.

Mixed Use

INE08: Inverness Campus

Use(s): Community, Business, Office **Area:** 56.7 ha

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 09/00887/PIPIN and related permissions.

INE09: Eastfield Way

Use(s): Business, Office, Leisure, Tourism, **Area:** 1.9 ha

Storage and Distribution.

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance existing riparian area, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain; any permanent woodland removal to be assessed against Scottish Government Control of Woodland Removal policy, compensatory tree planting, holdback distance of 20 metres generally required between trees and new development, no construction activity within root protection area for areas where trees can be retained; Protected Species Survey; site history and possible Land Contamination Site Investigation; high quality siting and design to reflect prominent position, active frontage to adjacent streets, meaningful, useable open space and car parking should be located sensitively to avoid dominating the public realm along Eastfield Way; Transport Assessment, reduced car parking standards acceptable with demonstration of appropriate alternative public transport and active travel mitigation, any connections to the public road network must demonstrate what direct, pedestrian and segregated cycle infrastructure will be delivered to support sustainable travel. For footfall generating proposals sequential assessment of city centre options and impact assessment on city centre.

INE10: Ashton Southwest

Use(s): Community, Business, Office, Tourism, **Area:** 15.2 ha
Industry, Leisure.

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, measures to improve watercourse morphology, Flood Risk Assessment (no development in areas shown to be at risk from flooding), Drainage Impact Assessment; safeguard fabric, historic character and setting of Ashton Farm Cottages, ring ditch 425m SW and pit circles 460m WSW of Scheduled Monument; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

INE11: Castlehill

Use(s): Housing, Business, **Area:** 8.4 ha **Indicative housing**
Office, Community, **capacity:** 125
Greenspace.

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Drainage Impact Assessment; Tree Survey and Management Plan; holdback distance of 20m between woodland and development; no construction within root protection area; safeguard the setting of Castlehill House B Listed Building.

INE12: Castlehill Road

Use(s): Housing, Business, **Area:** 0.9ha **Indicative housing**
Office, Retail **capacity:** 10

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Drainage Impact Assessment; safeguard the setting of Castlehill House B Listed Building.

INE13: Ashton West

Use(s): Housing, Community, Business, Retail, **Area:** 28.5 ha

Indicative housing capacity: 90 (685 Total)

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, measures to improve watercourse morphology; Drainage Impact Assessment; Flood Risk Assessment (no development in areas shown to be at risk from flooding); holdback distance of 20 metres between trees and development, no construction within root protection area; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

INE14: Cradlehall Court

Use(s): Housing, Business, Office, Retail, Greenspace, **Area:** 0.9 ha

Indicative housing capacity: 15

Developer requirements: Protect existing riparian area and where possible enhance watercourse, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain; Drainage Impact Assessment; tree survey and protection plan, protect and enhance existing woodland and individual trees, holdback distance of 20 metres generally required between woodland and new development, no construction activity within root protection area; Protected Species Survey; vehicular access must be taken from Cradlehall Court and active frontage provided at this location, retain and upgrade core paths within the site, provision of direct active travel connection from Caulfield Road.

INE15: Ashton Central

Use(s): Housing, Community (Education), Business, Retail. **Area:** 13.9 ha

Indicative housing capacity: 180 (220 Total)

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, measures to improve watercourse morphology, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; holdback distance of 20 metres between trees and development, no construction within root protection area; programme of work for the evaluation, preservation and recording of any archaeological and historic features.

INE16: Stratton West

Use(s): Housing, Retail, Park and Ride **Area:** 4.1 ha

Indicative housing capacity: 60

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, existing riparian area should be protected, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, measures to improve watercourse morphology, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; holdback distance of 20 metres between woodland and development; no construction within root protection area.

INE17: Stratton Central

Use(s): Housing, Community, Business, Retail. **Area:** 2.5 ha

Indicative housing capacity: 65

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Drainage Impact Assessment.

INE18: Balloch Farm

Use(s): Housing, Community. **Area:** 23.4 ha

Indicative housing

capacity: 180 (298 Total)

Developer requirements: Development in accordance with planning permission 19/04213/PIP and any related planning permissions. Any alternative proposals must provide a developer masterplan which should: reserve north western section of site and woodland to east for community use; protect and where possible enhance watercourse close to western site boundary, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; tree/woodland survey and Management Plan; Holdback distance of 15 metres between trees or woodland and new development, no construction activity within root protection area, protect, enhance, and integrate with existing green/blue networks; Protected Species Survey, Construction and Environment Management Plan; Land Contamination Site Investigation; assessment and safeguarding of Culloden House Garden and Designed Landscape and Culloden Battlefield and their setting, consider potential effects with reference to relevant Inventory, Assessment and safeguarding of the Culloden Battlefield Conservation Area's architectural and historic character and appearance, including its setting, programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment, provide connections to existing core paths and wider footpath network, including to Balloch and Moray Park streets in Culloden; Noise Assessment.

Community

INE19: Highland Prison

Area: 6.6 ha

Developer requirements: Safeguarded only for new prison. Development in accordance with Policy 15(c) 'Inverness East Development Brief', planning permission 17/02529/PIP and related permissions.

INE20: Ashton Park

Area: 8.1 ha

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Measures to improve watercourse morphology including naturalisation of the watercourse and provision of a large riparian area, Flood Risk Assessment (no development in areas shown to be at risk from flooding), Drainage Impact Assessment; holdback distance of 20 metres between woodland and development, no construction within root protection area; development that directly impacts archaeological remains must undertake appropriate archaeological survey and recording, preference for avoidance by design and preservation in situ of any remains.

INE21: Inverness East Recycling Centre

Area: 5 ha

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Protect and where possible enhance watercourses, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or

traditional style bridges, no culverting for land gain, Protected Species Survey, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment.

INE22: Ashton District Park

Area: 12.2 ha

Developer requirements: Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Measures to improve watercourse morphology including naturalisation of the watercourse, provide buffer of at least 6m from built development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk from flooding), Drainage Impact Assessment. Detailed design of park including its water features and final contouring to achieve net betterment to down catchment development areas in terms of increased flood storage and attenuation within the park; development that directly impacts archaeological remains must undertake appropriate archaeological survey and recording; preference for avoidance by design and preservation *in situ* of any remains.

INE23: Stratton Health Centre

Area: 1.1 ha

Developer requirements: Safeguarded only for new health centre. Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Holdback distance of 20 metres between trees and development where possible; compensatory tree planting; Protected Species Survey; no development within frontage onto Barn Church Road to allow for adequate visibility splay.

INE24: Stratton Primary School

Area: 3.3 ha

Developer requirements: Safeguarded only for new primary school. Development in accordance with Policy 15(c) 'Inverness East Development Brief'. Programme of work for the evaluation, preservation and recording of any archaeological and historic features.

INE25: Culloden Academy Redevelopment

Area: 3 ha

Developer requirements: Safeguarded only for secondary school redevelopment. Developer masterplan which should address: phasing of redevelopment; protect and where possible enhance watercourse, provide buffer of at least 6m from development, any crossings should be bottomless arched culverts or traditional style bridges, no culverting for land gain, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage Impact Assessment; Tree/woodland Survey and Management Plan, holdback distance of 20 metres generally required between trees or woodland and new development, no construction activity within root protection area; Protected Species Survey; Landscape and Visual Impact Assessment; high quality siting and design that creates a building frontage to the street; safeguard the setting of the Culloden House A Listed Building and Culloden House Policies Conservation Area, safeguard the setting of Culloden House Garden and Designed Landscape and Battle of Culloden Battlefield, consider potential effects with reference to their inventories, programme of work for the evaluation, preservation and recording of any archaeological and historic features; Transport Assessment, new access from Barn Church Road in accordance with planning permission 21/03000/FUL; Noise Assessment.

Kiltarlity | Cill Taraglain

202 Kiltarlity parish's main settlement at Allarburn has a dormitory function. Local employment opportunities, commercial facilities and public transport connectivity are all very limited. As such it is not a sustainable location for significant further growth. With an immediate village population of around 470, a constrained local road network and limited water supply and waste water treatment capacity, the settlement cannot support major future development without a similar increase in public investment and that level of investment would not be cost effective relative to investing in other areas. The parish church burial ground may reach capacity within the Plan period so we believe it would be prudent to safeguard land for its future extension. As such, we believe future development should be limited to completing sites that already benefit from allocation in the existing development plan and/or have planning permission. The local primary school and sewage works can accommodate this limited expansion. Land at Glebe Farm is part developed, part serviced and close to the local primary school. The Old Mill is a brownfield redevelopment opportunity that could provide local employment opportunities. Additional lair capacity is likely to be needed at the parish burial ground within the Plan period so a proportionate expansion area is safeguarded.

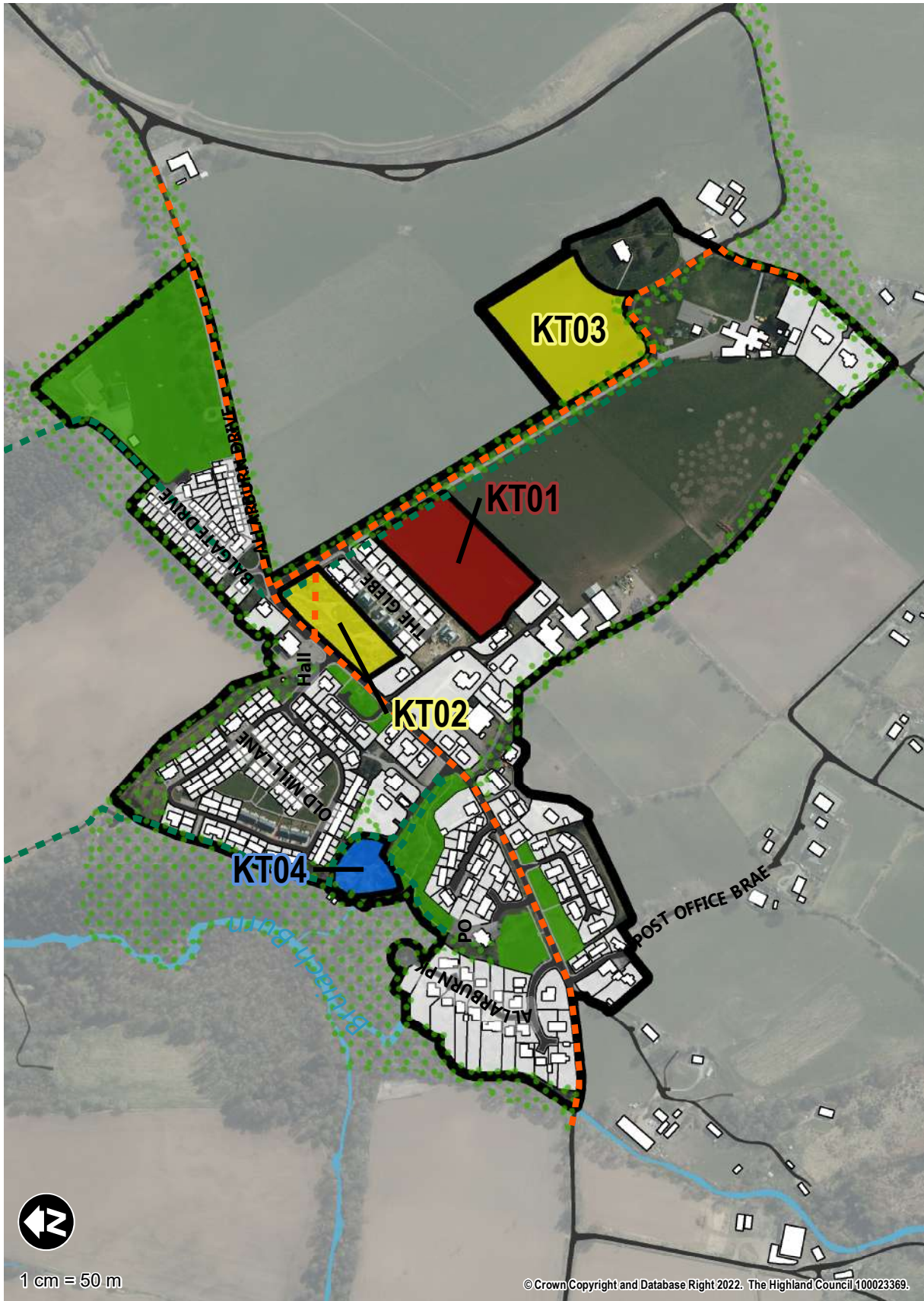
Placemaking Priorities 22

Kiltarlity

- Consolidate Allarburn village as a compact hub of facilities to serve the wider parish catchment and to safeguard land for the expansion of the parish burial ground.
- Limit further housing development to the capacity of existing education, water and sewerage assets.
- Direct that development to the core of the settlement. In the longer term, a further phase of development between the school and the Glebe would be the optimum location for future growth.

- Mature woodland, amenity area and recreational pitch features surround and punctuate the village, are important to its character, and therefore merit protection. The tree belts in particular are vital as Green Networks and as visual breaks and frames for public views.
- Retain and enhance active travel connectivity within Kiltarlity in particular to its facilities such as the village hall, primary school and burial ground.

Map 26 Kiltarlity



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Development Sites

Housing

KT01: Glebe Farm Phase 2

Area: 1.5 ha

Indicative housing capacity: 40

Developer requirements: Dependent upon prior purposeful community use of Phase 1 frontage land (KT02). Developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries; high quality architectural design sympathetic to built heritage context; Transport Assessment and mitigation including, new/improved active travel links to village facilities and contribution to Beauly to Inverness strategic link.

Community

KT02: Glebe Farm Frontage Land

Area: 0.7 ha

Developer requirements: Safeguarded as per extant legal agreement only for community building and public open space . Any built development submission should include/address: Drainage Impact Assessment; retain, setback development from and add planting; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to other village facilities (especially to Tomnacross Primary School and village hall).

KT03: Kiltarlity Parish Church

Area: 1.7 ha

Developer requirements: Safeguarded only for burial ground extension. Developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; high quality architectural design sympathetic to built heritage context; archaeological survey and recording; assess and mitigate impact on setting of adjoining listed building; Transport Statement and mitigation including extension of existing primary school to village active travel link.

Business

KT04: Old Mill

Area: 0.4 ha

Developer requirements: Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strip and other site boundaries; Transport Statement and mitigation including retained and enhanced road and active travel links to rest of village.

Kirkhill | Cnoc na Cille

- 203** With a permanent population of around 750, Kirkhill is a large village in Highland terms but has a largely dormitory function with local employment opportunities, commercial facilities and public transport connectivity all very limited. As such it is not a sustainable location for significant further growth. Its side road network is constrained, its primary school over capacity and its water supply and waste water treatment capacity limited. As such, the settlement cannot support major future development without a similar increase in public investment and that level of investment would not be cost effective relative to investing in other areas.
- 204** As such, we believe future development should be limited to completing sites that already benefit from allocation in the existing development plan and/or have planning permission. The local primary school, with a small extension, and sewage works can accommodate this limited expansion. Land at Groam Farm is permitted, close to the local primary school and is already part serviced. The builder's yard is central to the community, has been underutilised for several years and would therefore benefit from redevelopment.

Placemaking Priorities 23

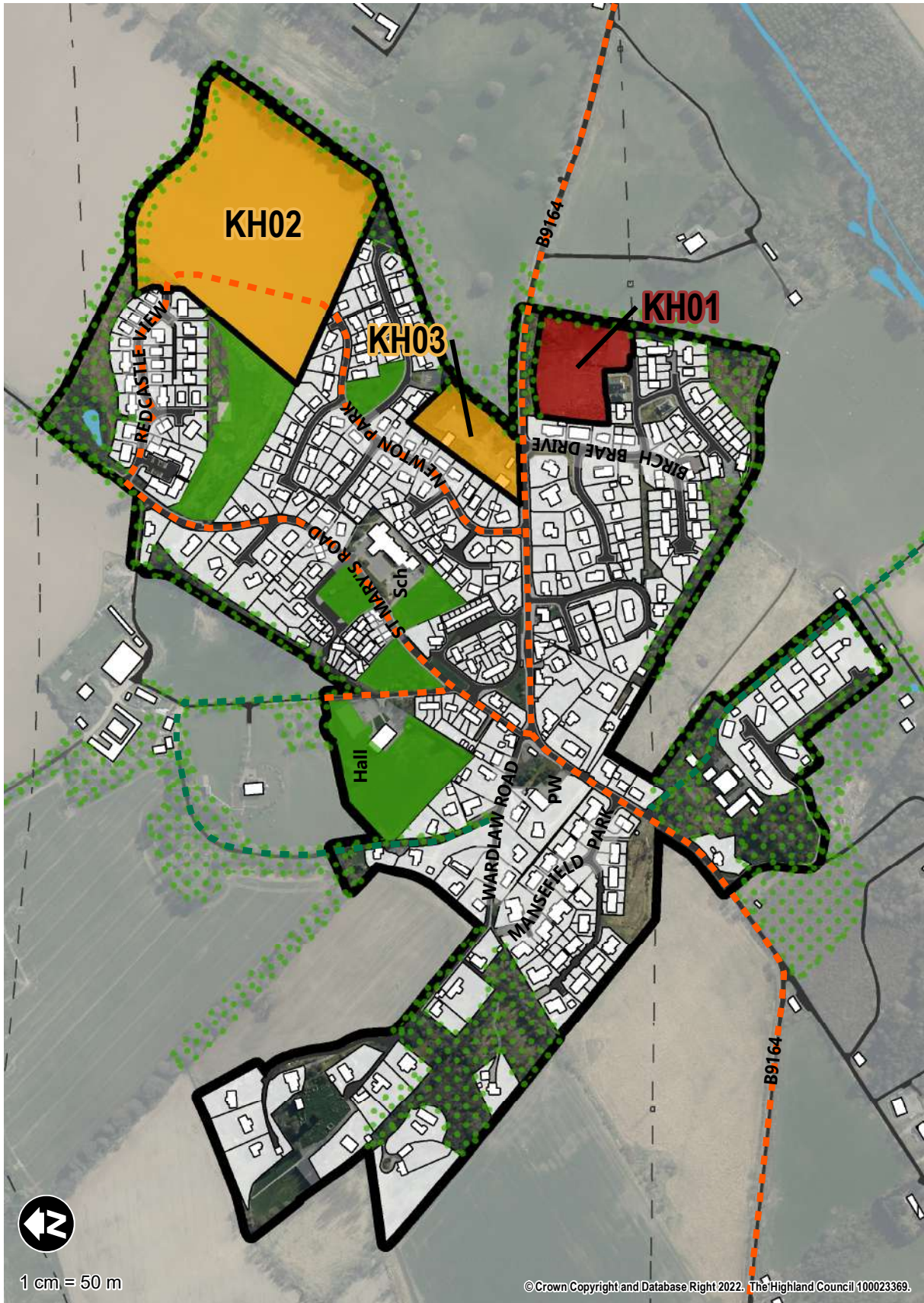
Kirkhill

- Consolidate Kirkhill with new development closest to its facilities but to curtail larger, peripheral expansion.
- Limit further housing development to the capacity of education, water and sewerage assets.
- Direct that development to land at Groam Farm which is part developed, part serviced and close to the local primary school and is the optimum location for consolidating the village in a compact form.

Section 4 - Places | Àiteachan

- Mature woodland, amenity area and recreational pitch features surround and punctuate the village, are important to its character, and therefore merit protection.
- Seek developer contributions and other funding towards the provision of an active travel link between Kirkhill and both Beaully and Inverness.

Map 27 Kirkhill



Development Sites

Housing

KH01: East of Birchbrae Drive

Area: 1.1 ha

Indicative housing capacity: 25

Developer requirements: Developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along northern and eastern site boundaries; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Kirkhill Primary School), contribution to Beauly to Inverness strategic link; setback from high voltage overhead line.

Mixed Use

KH02: Groam Farm

Use(s): Housing,

Area: 5.7 ha

Indicative housing

Community, Business, Retail

capacity: 94

Developer requirements: Development in accordance with planning permission 19/04259/FUL and related legal agreement including enhancement of sustainable travel links and gifted transfer of community site to community group. For any alternative proposal, developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Kirkhill Primary School), contribution to Beauly to Inverness strategic link, completion of loop road through site (connecting Redcastle View and Newton Park); details of phasing; land safeguard for non housing uses and gifted, serviced site for community use.

KH03: Contractor's Yard

Use(s): Housing, Community, Business, Retail
Area: 0.8 ha

Indicative housing capacity: 10

Developer requirements: Developer masterplan which should include/address: Drainage Impact Assessment; retain and setback development from adjoining woodland; Protected Species Survey; site history and possible Land Contamination Site investigation; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Kirkhill Primary School), contribution to Beauly to Inverness strategic link, site junction improvement.

Maryburgh | Baile Màiri

- 205** Maryburgh is a dormitory settlement with a resident population of 1,150. This population has seen a slight decline in recent years and few houses have been built locally. More positively, water and sewerage capacity is adequate to support further growth, landowners are prepared to make land available and there are few physical constraints that would inhibit development.
- 206** However, the village primary school has closed and the alternative at Conon Bridge is already over capacity, there are very few local job opportunities, no confirmed housebuilder interest in the settlement and the road network leading to the peripheral expansion site options is single track and difficult to widen.
- 207** Taking account of these development factors we do not believe that Maryburgh is a sustainable and viable location for significant future growth. Allocated land at Conon Bridge is closer to a larger shop, the primary school and a rail halt. One site with an existing planning permission should be reaffirmed at Maryburgh but otherwise major housing growth should be restricted. The project to enhance a community hub is worthy of reference.
- 208** Allocating land for local employment growth creates fewer sustainability issues in that local jobs could reduce the village's dependence on longer distance commuting. Land for industrial and business uses between the Dingwall Marts and the trunk road roundabout is proposed for business and industrial development. The land south of the former primary school benefits from a recent planning permission and is under construction. There is also a community led proposal to refurbish/redevelop part of the former primary school site for a hub facility. Land west of the A835 roundabout offers the best prospect of a viable housing development and a previously permitted scheme at Birch Drive now appears more practicable in landownership terms.
- 209** There is potential for a number of development sites in Maryburgh, specifically, MB01, MB02 and MB03, to have an adverse effect on the integrity of Conon Islands SAC. Furthermore, the development of these sites in addition to Conon Bridge CB03 and CB05 in have potential to

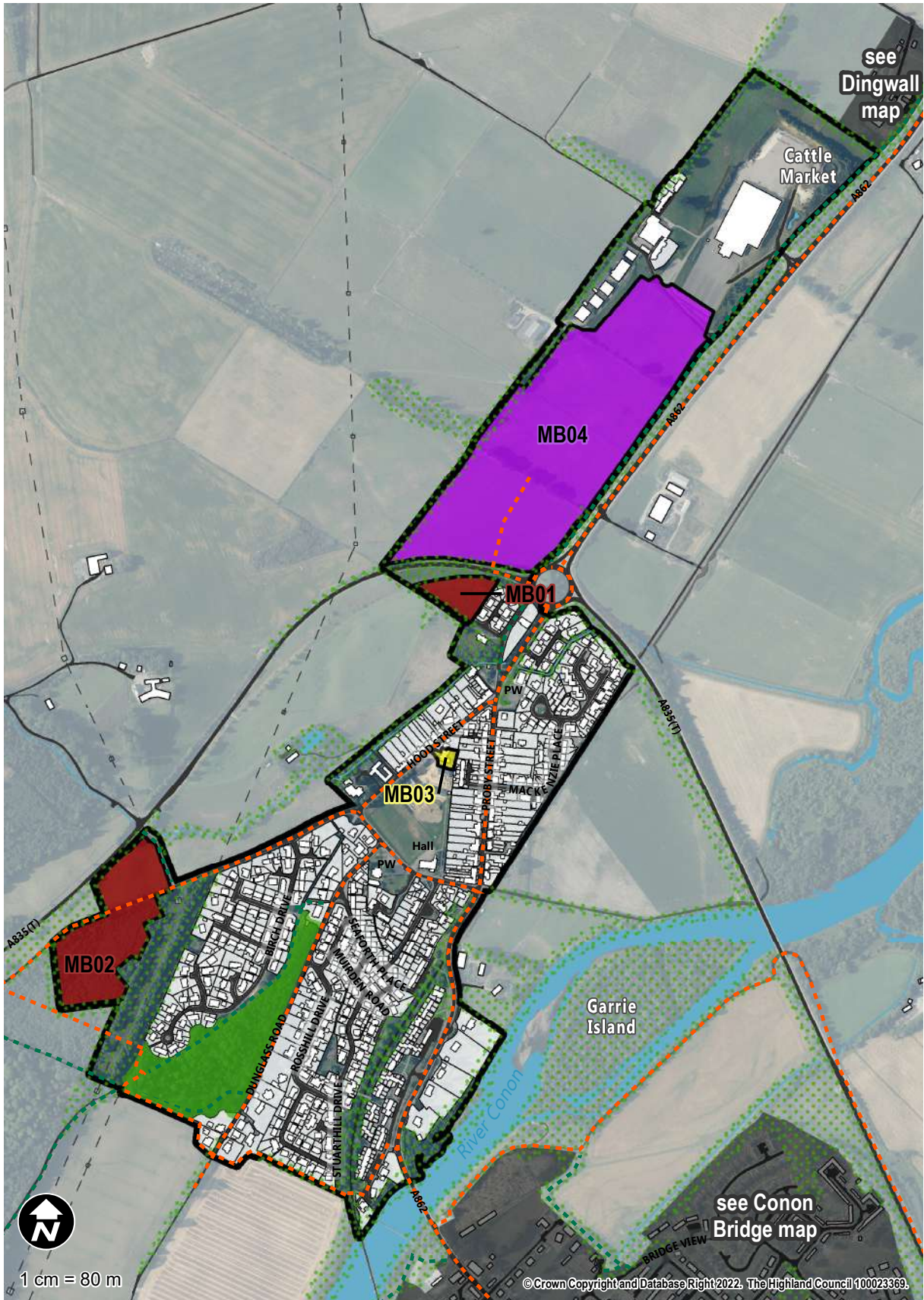
have an adverse effect on the integrity of the Cromarty Firth SPA/Ramsar. These sites will be required to ensure avoidance of any adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by demonstrating mitigation measures described in developer requirements for the individual development sites.

Placemaking Priorities 24

Maryburgh

- Limit the scope for new housing development sites to the land that is least constrained and to local infrastructure capacity notably the new primary school.
- Explore the potential for expanding local employment opportunities by allocating land between the trunk road roundabout and the Dingwall Marts.
- Otherwise respect the trunk road, side road, woodland and flood risk constraints that inhibit expansion.
- To safeguard and enhance active travel and green network connectivity.

Map 28 Maryburgh



Development Sites

Housing

MB01: Land West of Maryburgh Roundabout**Area:** 0.7 ha**Indicative housing capacity:** 15

Developer requirements: Developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); setback development from adjoining watercourse; retain, setback development from and add planting along site boundaries; possible Protected Species Survey; Transport Statement and mitigation including, new/improved active travel links to village facilities and Marts employment area (MB04). Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species and Recreation Access Management Plan recreational access management plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives.

MB02: Land at Birch Drive**Area:** 3.4 ha**Indicative housing capacity:** 30

Developer requirements: Development in accordance with Planning Permission 14/02406/PIP including compensatory woodland provision; new/enhanced active travel connections; improvement of vehicular access. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact

Assessments (no development in areas shown to be at risk of flooding); public sewer extension and connection; Tree/woodland Survey and Management Plan; Habitat and Protected Species Surveys; retain and setback development from existing woodland but if loss necessary then compensatory planting; assessment and mitigation of impact on Brahan Designed Landscape; archaeological survey and recording; Transport Assessment and mitigation including, widened vehicular access, new/improved active travel links to village facilities including Ben Wyvis Primary School; development setback from overhead lines. Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species and Recreation Access Management Plan recreational access management plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives.

Community

MB03: Northern Part of Former Primary School

Area: 0.1 ha

Developer requirements: Conversion only for community use. Development in accordance with Planning Permission 21/01645/FUL. Demonstration of no adverse effect on the integrity of Conon Islands SAC and Cromarty Firth SPA/Ramsar by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the River Conon, satisfactory submission of a

Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and avoiding spread of invasive non-native species and Recreation Access Management Plan recreational access management plan which brings together components relating to open space, paths provision and the wider green network and possible off-site initiatives.

Industry

MB04: Land North of Maryburgh A835 Roundabout

Area: 13.6 ha

Developer requirements: Developer masterplan which should include/address: retention and naturalisation of ditches as enhanced green networks with bridged not culverted crossings; Drainage Impact Assessment; public sewer extension and connection; retain, setback development from and add planting along watercourses and site boundaries (including structural planting on upper slopes); Protected Species Survey; visualisations to assess and mitigate landscape and visual impact (siting and footprint of units to minimise cut/fill and underbuilding); high quality architectural design sympathetic to built heritage context; archaeological survey and recording; Transport Assessment and mitigation including, retain and enhance existing frontage active travel link and add/improve active travel link to Maryburgh, new/enhanced access to A862; details of phasing. Demonstration of no adverse effects on the integrity of the Cromarty Firth SPA/Ramsar by the retention and setback of development from boundary woodland.

Muir of Ord | Am Blàr Dubh

- 210** Muir of Ord has unusual characteristics for a Highland settlement being built on plentiful, relatively flat and relatively well drained land. Similarly, the town has few infrastructure constraints - water, sewage treatment and school capacities are adequate. This welcoming context has supported strong recent growth and the population is rising towards 3,000. Crucially, Muir of Ord has a good range of local facilities, local employment opportunities and an improving rail service connection. We therefore believe it is a sustainable location for further growth.
- 211** However, this growth should be subject to stepped improvements in infrastructure network capacities. Notably the local road network has particular pinch points which require resolution. Localised surface water drainage problems also inhibit development in particular parts of the settlement.
- 212** Taking account of these development factors we believe that this Plan should reallocate the majority of previously identified allocations except at Broomhill and Ord Hill where the previous permissions are almost complete and at Corrie Road where land has not come forward for development. Land at Lochan Corr and South of The Cairns has firm development interest and are respectively, close to community facilities and employment opportunities. Central recreational facilities would benefit from safeguarding, possible reconfiguration to improve active travel access to them and enhancement. Industrial areas on the margins of the town provide valuable local employment opportunities and their expansion should be supported subject to impact on adjoining uses.

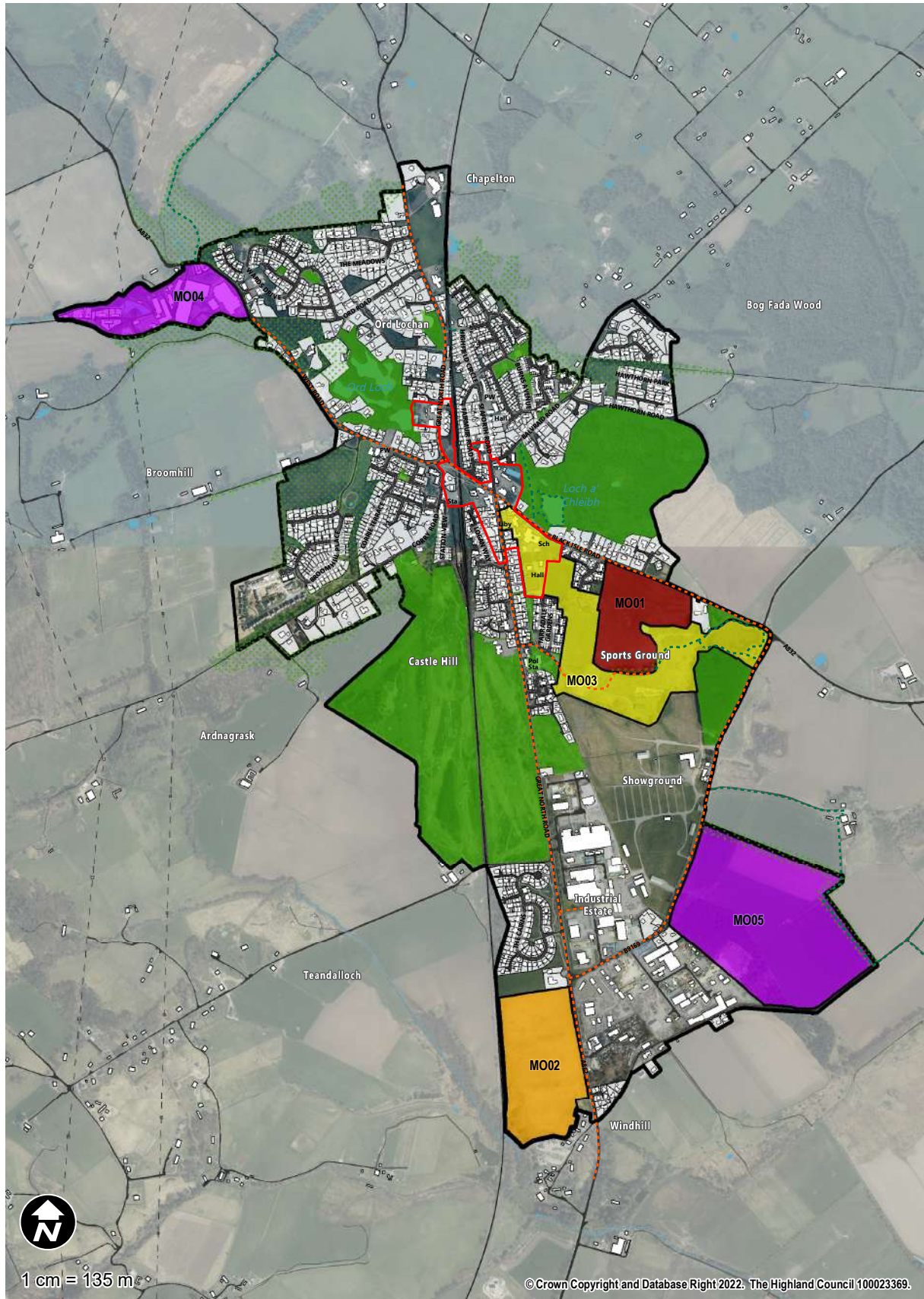
Placemaking Priorities 25

Muir of Ord

- Support the continued growth of the town in locations that best support local facilities and promote sustainable travel patterns.

- Secure developer contributions to help resolve remaining infrastructure and facility deficiencies.
- Reallocate existing development sites near Lochan Corr and The Cairns because they are closest to facilities and offer the prospect of sustainable travel.
- Safeguard and enhance recreational facilities at the heart of the village.
- Seek developer contributions and other funding towards the provision of an active travel link between Windhill and Tarradale Mains, and also between Conon Bridge and Muir of Ord.

Map 29 Muir of Ord



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Development Sites

Housing

MO01: Lochan Corr

Area: 6.5 ha

Indicative housing capacity: 104

Developer requirements: Development in accordance with Planning

Permission 18/05159/PIP and related legal agreement including: sustainable travel connectivity improvements; traffic management measures; community facility and education contributions. For any alternative proposal, developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting particularly along site boundaries; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Tarradale Primary School), contribution to Dingwall to Muir of Ord strategic link, traffic management measures; details of phasing. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Mixed Use

MO02: Land South of The Cairns

Use(s): Housing, Business,
Retail

Area: 10.3 ha

**Indicative housing
capacity:** 60

Developer requirements: Development in accordance with Planning

Permissions 19/00233/MSC, 19/00234/MSC and 13/04534/PIP and related legal agreement including: sustainable travel connectivity improvements; community facility and education contributions; and, in situ preservation of scheduled monument and appropriate setting setback. For any alternative proposal, developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate landscape and visual impact; in situ preservation of scheduled monument, appropriate setting setback and wider archaeological survey and recording; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to Tarradale Primary School), contribution to Beauly to Muir of Ord strategic link; details of phasing; serviced land safeguard for non housing uses. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Community

MO03: Recreation and Leisure Areas

Area: 14.7 ha

Developer requirements: Safeguarded only for community uses (including improved education and recreation provision). Any built development should be accompanied by a masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); setback development from and add planting; possible Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; archaeological survey and recording; Transport Statement and

mitigation including new/improved active travel links to rest of village. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar and Moray Firth SAC by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Industry

MO04: Glen Ord Distillery

Area: 6.7 ha

Developer requirements: Safeguarded only for continuation, intensification and/or expansion of existing distillery and related uses. Developer masterplan which should include/address: retention and naturalisation of watercourses as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strips and site boundaries; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to rest of village.

MO05: Land East of Industrial Estate

Area: 21.2 ha

Developer requirements: Land safeguarded for expansion of existing industrial estate. Developer masterplan which should include/address: Drainage Impact Assessment; public sewer extension and connection; retain where possible, setback development from and add compensatory native planting along northern site boundary; Protected Species Survey;

Section 4 - Places | Àiteachan

visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to rest of village and strategic (both active travel and public transport) links to Dingwall and Beaully; details of phasing.

Munlochy | Poll Lochaidh

- 213** Munlochy is a small village with a population of 500 and a primarily dormitory function. Commuter housing pressures are created by the settlement's location close to major work centres and its attractive outlook towards Munlochy Bay and a surrounding wooded countryside. Servicing capacity is also good with water supply, sewage treatment and education provision all capable of accommodating limited expansion.
- 214** However, Munlochy lacks sufficient local employment opportunities or good enough public transport connectivity to make it a sustainable location for further growth. It is also a village that straddles a busy road that acts as a through route for other commuter traffic travelling to and from a large part of the Black Isle. Side road capacity is also limited.
- 215** Taking account of these development factors we believe that this Plan should constrain future development potential to the completion of existing allocated and permitted sites. All of the above sites benefit from allocation in the approved development plan and/or a planning permission. They are also relatively unconstrained for example 3 of the 4 sites could utilise existing road and foul sewer access/connection points. Redevelopment of the site north of the A832 should lead to a net environmental improvement.

Placemaking Priorities 26

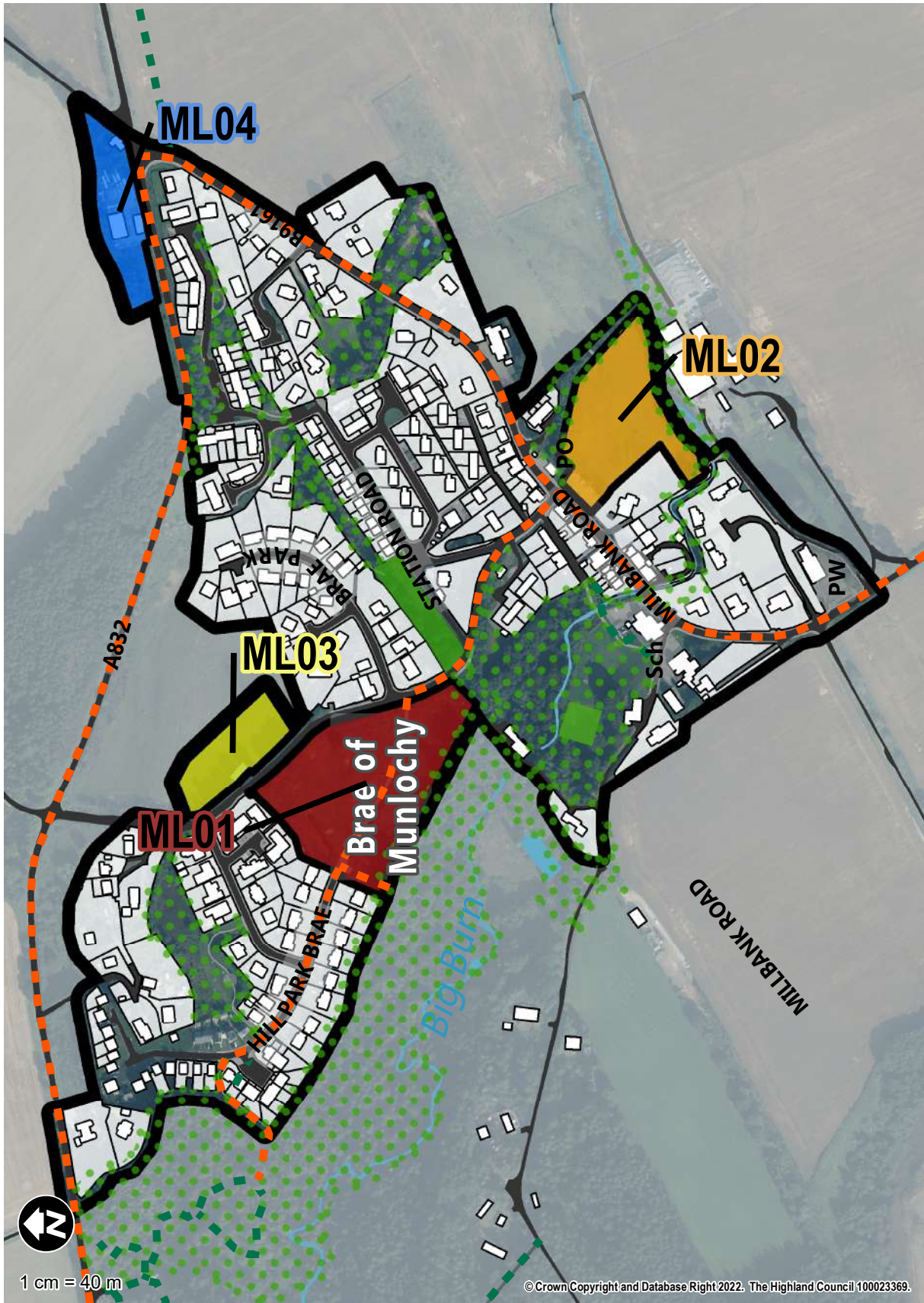
Munlochy

- Consolidate not expand the village.
- Avoid the need to invest in new infrastructure such as the primary school by limiting growth to a level that can be accommodated by existing facilities.
- Support the completion of development at already earmarked sites.

Section 4 - Places | Àiteachan

- Seek developer contributions and other funding towards the provision of an active travel link between Munloch and Avoch.
- Safeguard and enhance local green networks in particular the wooded watercourses that add character to the village.

Map 30 Munlochy



Development Sites

Housing

ML01: Hillpark Brae

Area: 2.0 ha

Indicative housing capacity: 32

Developer requirements: Development in accordance with Planning Permission 20/01682/FUL including enhanced active travel links to village facilities (especially primary school) and adjoining woodland. For any alternative proposal, developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along riparian strip; Protected Species Survey; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Munloch Primary School).

Mixed Use

ML02: Land South of the Post Office

Use(s): Housing, Community, **Area:** 1.3 ha

Business, Retail

Indicative housing

capacity: 15

Developer requirements: Development in accordance with Planning Permission 18/00229/FUL. Expanded car park, commercial land and public open space to be developed in parallel with housing development. For any alternative proposal, developer masterplan which should include/address: Flood Risk and Drainage Impact Assessments (no development in areas shown to be at risk of flooding); retain, setback development from and add planting along riparian strips and site boundaries; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including,

new/improved active travel links to village facilities (especially to Munlochry Primary School), contribution to Munlochry to Avoch strategic link, details of phasing including timeous delivery of non housing uses. Demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Community

ML03: Station Brae

Area: 0.8 ha

Developer requirements: Safeguarded only for possible replacement/additional primary school use. Expansion onto adjoining land if feasibility assessment justifies it. Developer masterplan which should include/address: retention and naturalisation of ditch as enhanced green networks with bridged not culverted crossings; Drainage Impact Assessment; public sewer extension and connection; retain, setback development from and add planting along riparian strip and other site boundaries; Protected Species Survey; Transport Statement and mitigation including, new/improved active travel links to rest of village.

Business

ML04: Land North of A832

Area: 0.7 ha

Developer requirements: Safeguarded for redevelopment / refurbishment of existing garage and transport hub operation. Developer masterplan which should include/address: Drainage Impact Assessment; retain where possible, setback development from and add (if necessary compensatory) planting along site boundaries; Protected Species Survey; site history and possible Land Contamination Site Investigation; visualisations to assess and mitigate landscape and visual impact; Transport Statement and mitigation including improvements to the A832/B9161 junction for any significant expansion or intensification of uses and therefore vehicular movements.

Nairn | Inbhir Narann

- 216** Nairn is the third largest settlement in Highland and provides a wide range of economic and social functions for the wider Nairnshire county. Given its attractive coastal setting the town is also a well established tourism and leisure hub. It has seen a slight increase in population since the 2011 census with the number of residents standing at just over 10,000.
- 217** The town suffers from the existing A96 trunk road running through the town centre causing long standing congestion problems. There is support and pressure for the Scottish Government to deliver on its committed A96 dualling programme by 2030 which includes the Auldearn/Nairn to Inverness section as the first stage to progress as soon as possible. The delivery of a bypass of the town and the related de-trunking will improve health and safety and allow for major regeneration to occur. It will also support the aspirations for related improvements to the public realm and built environment, including: making King Street more pedestrian friendly, introducing more greenery and new mixed use development fronting streets. The Council will therefore continue to work constructively with developers and Transport Scotland to support the earliest delivery of this infrastructure, as well as managing development pressures in relation to the capacity of the local and trunk road networks. These are set out in more detail in the Nairn Community Town Centre Plan - which is non-statutory supplementary guidance.
- 218** The need to prioritise and invest in the town centre continues and is reinforced by the Town Centre First policy and shared delivery of the Community Town Centre Plan. As such, land is allocated in Nairn Town Centre for a flexible range of uses and the eastern quarter of the former Showfield and Achareidh for relatively small scale housing developments. The strategic, longer term vision for Nairn includes land alongside Granny Barbour Road to the east and Sandown to the west. Whilst the Sandown Development Brief will remain as statutory supplementary guidance, it is subject to ongoing consideration of Common Good Land issues. Both sites have the ability to provide the necessary levels of infrastructure to fully address the impacts of development and integrate them within the town.

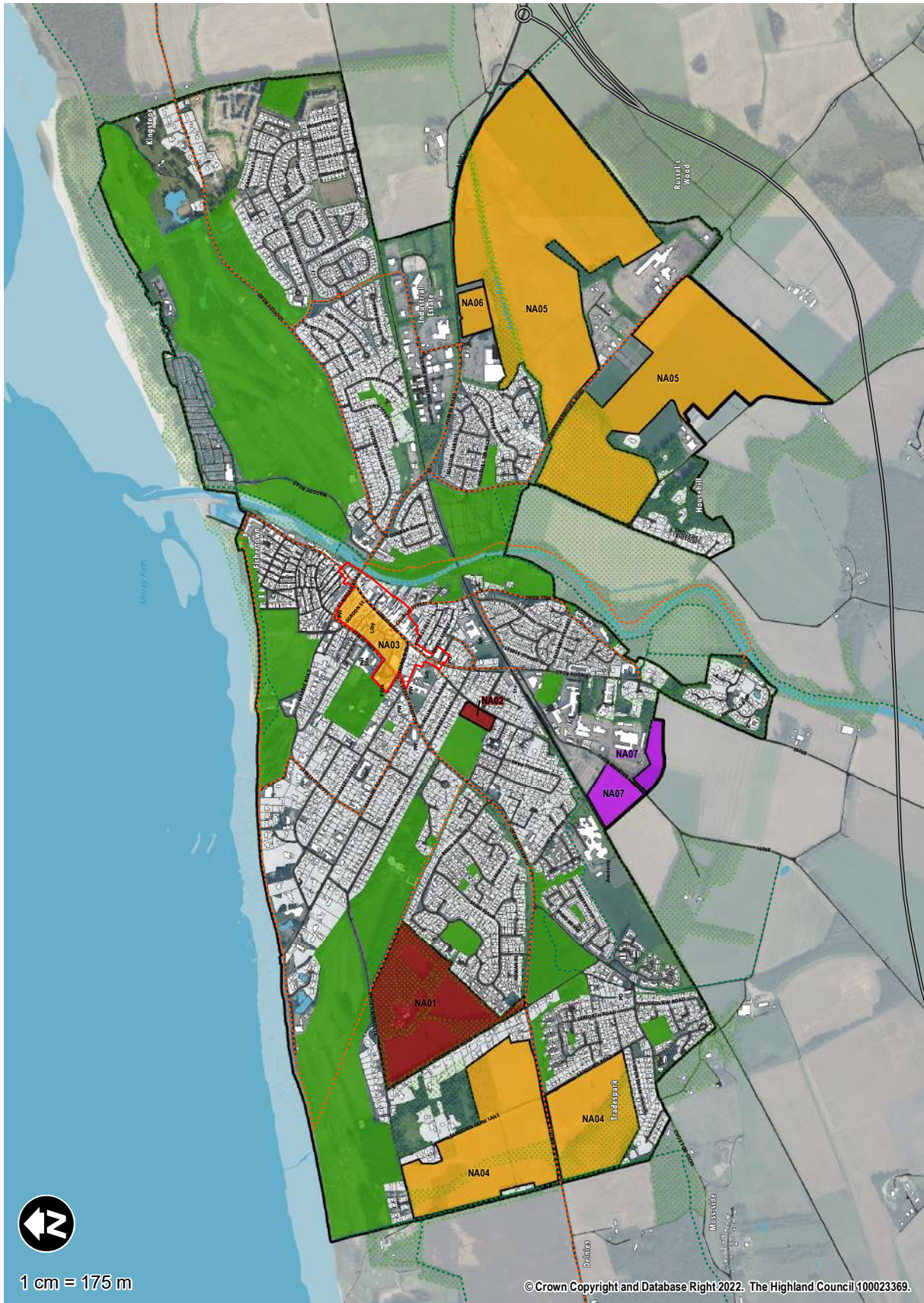
- 219** The community organisations and Nairn and Nairnshire Community Partnership have recently been working well together to progress and build upon the existing masterplans and strategies for the town. This work could include the preparation of a Local Place Plan. The Local Development Plan, including Placemaking Priorities 27 'Nairn', set the framework for ongoing work and should be used to help shape the priorities for the place and people.
- 220** Continued investment in certain pieces of infrastructure will be needed to support the area to prosper. The much-needed replacement of the secondary school will help to create a modern and dynamic learning environment. Whilst there are no current capacity issues in either the primary or secondary schools, a new school may be necessary to accommodate significant growth in the east. Nairn also has combined sewer overflow issues which has led to pollution to the Nairn bathing beaches in the past. Following major investment in the network over recent years it has helped both beaches achieve upgrading of the water quality rating from "Poor" to "Good".
- 221** There is potential for development at NA04 both alone and in combination with NA01 to have an adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA as a result of impacts on water quality and recreational disturbance. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and a Recreation Access Management Plan including awareness raising of potential impacts of water-based activities, satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail to avoid any adverse effects on the integrity of Moray Firth SAC and Moray Firth SPA.

Placemaking Priorities 27

Nairn

- Strengthen Nairn's role as the strategic market, service and social centre of Nairnshire.
- Consolidate the expansion of Nairn with growth focused on areas which are well connected to the town and facilities and can deliver improved active travel links.
- Replace the existing secondary school with a modern, sustainable and dynamic learning environment for students.
- Implement the Nairn Community Town Centre Plan to make the town centre more accessible, attractive, and promote regeneration and tourism opportunities.
- Further regenerate and enhance the harbour as a leisure and tourist destination and create better connections with the town centre.
- Maximise the potential benefits from the A96 bypass by creating a more attractive environment and improved active travel links.
- Preserve and enhance green networks within and surrounding Nairn, particularly those along the coast and inland to neighbouring settlements, for both active travel use and biodiversity. This should include the delivery of the A96 Coastal and Landward Trails.
- Concerted effort to maintain, and improve wherever possible, the water quality of the beaches in Nairn.
- Support the delivery of a community led Local Place Plan for Nairn and its role in helping to shape development and investment decision making.

Map 31 Nairn



Development Sites

Housing

NA01: Achareidh**Area:** 18.4 ha**Indicative housing capacity:** 30

Developer requirements: Developer masterplan which should address: Drainage Impact Assessment; Tree/Woodland Survey and Management Plan, protect and enhance existing woodland and individual trees, create new woodland where opportunities exist; protected species survey; safeguard and promote sensitive development within the curtilage and setting of the Listed Building; Transport Assessment/Statement including details of suitable access arrangements and upgrades to the public road; improve active travel linkages through the site and connections outwith to Newton Path (NA04.09), Tradespark Road and the residential area/playing field to the east; demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and a Recreation Access Management Plan including awareness raising of potential impacts of water-based activities, satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.

NA02: Former Showfield East**Area:** 0.8 ha**Indicative housing capacity:** 20

Developer requirements: Drainage Impact Assessment; overall net enhancement of retained greenspace including provision of reconfigured sports pitch of at least equivalent size and quality with sufficient surrounding land for spectators and enhanced parking and access provision; site history and possible Land Contamination Site Investigation; landscaping

scheme which provides high quality boundary treatment that complements surrounding area including remaining area of greenspace; ensure permeable layout with enhanced active travel links through the site.

Mixed Use

NA03: Nairn Town Centre

Use(s): Housing, Business,
Retail, Community

Area: 4.6 ha

**Indicative housing
capacity:** 20

Developer requirements: Development in accordance with Nairn Community Town Centre Plan which focuses on improving street environment, expanding activities, making better use of area between King Street and High Street and improving active travel links between town centre and surroundings; Land Contamination Site Investigation maybe required; high quality siting and design with positive contribution to the streetscape/settlement setting and complements the local built heritage including the Listed Buildings.

NA04: Sandown

Use(s): Housing, Business,
Community

Area: 36.3 ha

**Indicative Housing
capacity:** 150 (350 Total)

Developer requirements: Development in accordance with Sandown Development Brief. Masterplan should address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); protect and enhance green network for both recreational and biodiversity purposes; Land Contamination Site Investigation may be required; high standard of architectural siting and design and landscaping scheme which makes positive contribution to streetscape of A96 and entrance to the settlement from the west; provision of lights controlled pedestrian crossing on the A96 Trunk road; high quality active travel route

alongside the A96 from the site to the existing path network at entrance to Duncan Drive; demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and a Recreation Access Management Plan including awareness raising of potential impacts of water-based activities, satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.

NA05: Nairn East

Use(s): Housing, Business,
Community, Industry

Area: 98.3 ha

Indicative Housing

capacity: 250 (650-850 Total)

Developer requirements: Developer to prepare Development Brief ahead of statutory pre-application submission. Engagement Strategy (to describe how the community, Council and other relevant agencies will input) to be agreed by the Council in advance of preparation of Brief. Delivery Plan (to specify the timing, location and funding of supporting infrastructure) to be included in Brief. Council may adopt Brief as Supplementary Guidance. Brief must address: morphological assessment and measures which protect, enhance and integrate existing watercourses and riparian areas within green/blue network and as positive recreational and environmental features. Return Burn to natural corridor wherever possible; any crossings of watercourses should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; contaminated land survey required for redevelopment of disused Achnacloch landfill; protected species survey; high standard of architectural siting, design, density and layout which creates distinctive and sustainable neighbourhoods and makes a positive contribution to the character of the town and streetscape of routes through and adjoining the site; landscaping scheme which creates

network of green, healthy, and resilient spaces which are well connected and accessible; protect and enhance woodland; archaeological survey and recording (with excavation as necessary) and with subsequent post-excavation analysis, publication and archiving; respect the fabric and setting of Listed Buildings at Househill; Transport Assessment to include details of early delivery of enhanced active travel connections to town centre and other key destinations, public transport provision, and vehicular connection between A96 and Granny Barbour Road; retain and enhance the core path and National Cycle Network routes which adjoin the site; development setback from distribution mains water pipe; phasing to be planned around the timely delivery of necessary infrastructure, services and facilities; land safeguarded for potential new primary school (to be transferred to Council at nil cost and not be used in any way to offset need for each housing unit to contribute at new school rates); demonstration of no adverse effect on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

NA06: East of the Retail Park

Use(s): Housing, Business,
Community

Area: 2.1 ha

**Indicative housing
capacity:** 40

Developer requirements: Developer masterplan which should address: high standard of architectural siting and design and landscaping strategy which together make a positive contribution to the streetscape of the A96; archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Transport Assessment including details of suitable access arrangements and to determine appropriate connections with adjoining allocation NA09 Nairn East (preferably shared access onto A96); upgrade core path linking Nairn to Auldearn along development frontage; demonstration of no adverse effect

on the integrity of the Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth.

Industry

NA07: Sawmill Expansion

Area: 4.8 ha

Developer requirements: Drainage Impact Assessment; holdback distance of 20 metres between new development and adjoining Rhuallan TPO (no construction activity within Root Protection Area); landscaping scheme which minimises the visual impact of development, enhances the entrance(s) to Nairn and connects to the wider blue and green networks; archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Transport Assessment including mitigation to address likely additional level of vehicular trip generation and its impact on road network in and around Nairn; enhancement of active travel connections to the town centre.

North Kessock | Ceasag a Tuath

- 222** North Kessock accommodates around 1,200 permanent residents and benefits from close proximity to the City of Inverness in terms of relatively easy access to employment, water, sewerage and other infrastructure provision. Secondary education provision is further afield but both primary and high school capacities are adequate. The village's A9 junction has been upgraded and an improvement to the Kessock Bridge A9/82 junction is programmed to be completed in the next 10 years. The village also has a sheltered, southerly aspect and room for expansion is available on gently undulating land.
- 223** More negatively, there is one feasible location for growth, to the west of the village. The A9 and its adjoining high pressure gas pipeline constrain growth to the north and the Beaully Firth and its associated flood risk and heritage interests constrain expansion to the south. Land to the west is prime farmland. Infill opportunities are limited by both topography and the need to safeguard valued greenspace.
- 224** The approved development plan allocation and planning permissions at Bellfield were predicated on a new golf course being constructed at that location. Over the last 5 years, the demand for new golf courses not associated with existing championship courses in Highland has waned. It is now unlikely that such a new course at this location could attract sufficient membership and visitor demand to make it viable.
- 225** Given the above factors, we believe that limited development would be acceptable on land to the west of the village. Because it lies at the northern gateway to the City of Inverness, North Kessock could also play a strategic role in managing travel and visitor impacts by accommodating a Park and Ride facility and a campervan servicing site. Land at Bellfield Farm (East) benefits from a previous development allocation and is unlikely to be feasible for business/commercial development in connection with a golf course. It may still support commercial or community use together with limited housing development. Land adjoining the A9 junction is the optimum location for an interceptor park and choose/ride

site to encourage changes to more sustainable travel modes. Similarly, the existing A9 northbound car park and adjoining land is underutilised and could better manage the impacts of campervan visitor demand.

Placemaking Priorities 28

North Kessock

- Support limited, mixed use expansion to the west of the settlement.
- Secure infrastructure improvements that play a strategic role in managing travel and visitor impacts.
- Presume against infill development on greenspaces within the village where they offer amenity, recreational and/or nature conservation value.
- Safeguard and enhance green network and active travel connectivity.

Map 32 North Kessock



Development Sites

Mixed Use

NK01: Bellfield Farm

Use(s): Housing,
Community, Business

Area: 11.1 ha

**Indicative housing
capacity:** 80

Developer requirements: Developer masterplan which should include/address: Drainage Impact Assessment and development setback from western boundary field drain and lochan; public sewer extension and connection; retain, setback development from and add planting along site boundaries; visualisations to assess and mitigate landscape and visual impact; Transport Assessment and mitigation including, new/improved active travel links to village facilities (especially to North Kessock Primary School), extension of Sgriodan primary road to site, contribution towards improvements identified within Transport Scotland's A9 Tore to North Kessock safety study, retain core path and traffic manage by design vehicles crossing it; details of phasing; serviced land safeguard for and timeous provision of non housing uses. Demonstration of no adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

NK02: Land Adjoining A9 Junction

Use(s): Community (Park and
Ride/Choose), Retail

Area: 2.6 ha

**Indicative housing
capacity:** 0

Developer requirements: Safeguarded only for Park and Ride/Choose facility and complementary retail provision. Developer masterplan which should include/address: Drainage Impact Assessment; retain, setback development from and add planting along

site boundaries so far as compatible with road user visibility requirements; Protected Species Survey; visualisations to assess and mitigate landscape and visual impact; archaeological survey and recording; Transport Assessment and mitigation including, new/improved active travel links to rest of village and wider strategic route network, no vehicular access to land north of A9.

Business

NK03: A9 Northbound Car Park

Area: 2.0 ha

Developer requirements: Safeguarded only for continuation of existing use and/or campervan service area. Developer masterplan which should include/address: Drainage Impact Assessment; public sewer connection; retain, setback development from and add planting especially along site boundaries and adjoining TPO woodland; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to village facilities, evidence of no intensification of trunk road junction or improvement of junction to satisfaction of Transport Scotland; adequate on-site campervan waste management facilities. Demonstration of no adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

Seaboard Villages | Na Trì Port Mara

- 226** The Seaboard Villages of Balintore, Hilton of Cadbol and Shandwick lie on the east coast of the Fearn Peninsula. They are considered a sustainable location for a small amount of growth. Historically the villages evolved around the coast with the economy focused on fishing. There was significant expansion of the villages in the 1970s owing to the oil boom, however development has since slowed pace. There are some renewed employment opportunities in the local area, most significantly at the Port of Nigg.
- 227** Expansion of the village's is constrained by the steep coastal slope and the "Shandwick Stone" Scheduled Monument to the north. There are also areas of prime agricultural land close to the villages, in particular at its south west boundary. Land around the seafront adjacent to New Street, provides valued amenity and greenspace, attractive public views over the sea and retains the historic settlement pattern.
- 228** The rich history and picturesque location of the villages mean the area is an attractive place for visitors and there is potential for this to provide economic and employment opportunities. Land is allocated South of Shore Street for tourism use with the potential for a caravan site/holiday pods.
- 229** In recent times the villages have suffered from a decrease in bus services which has an impact on residents being able to access employment opportunities elsewhere; there may be opportunities to seek developer contributions towards a Dial-a Bus service. The local primary and secondary school have some spare capacity.

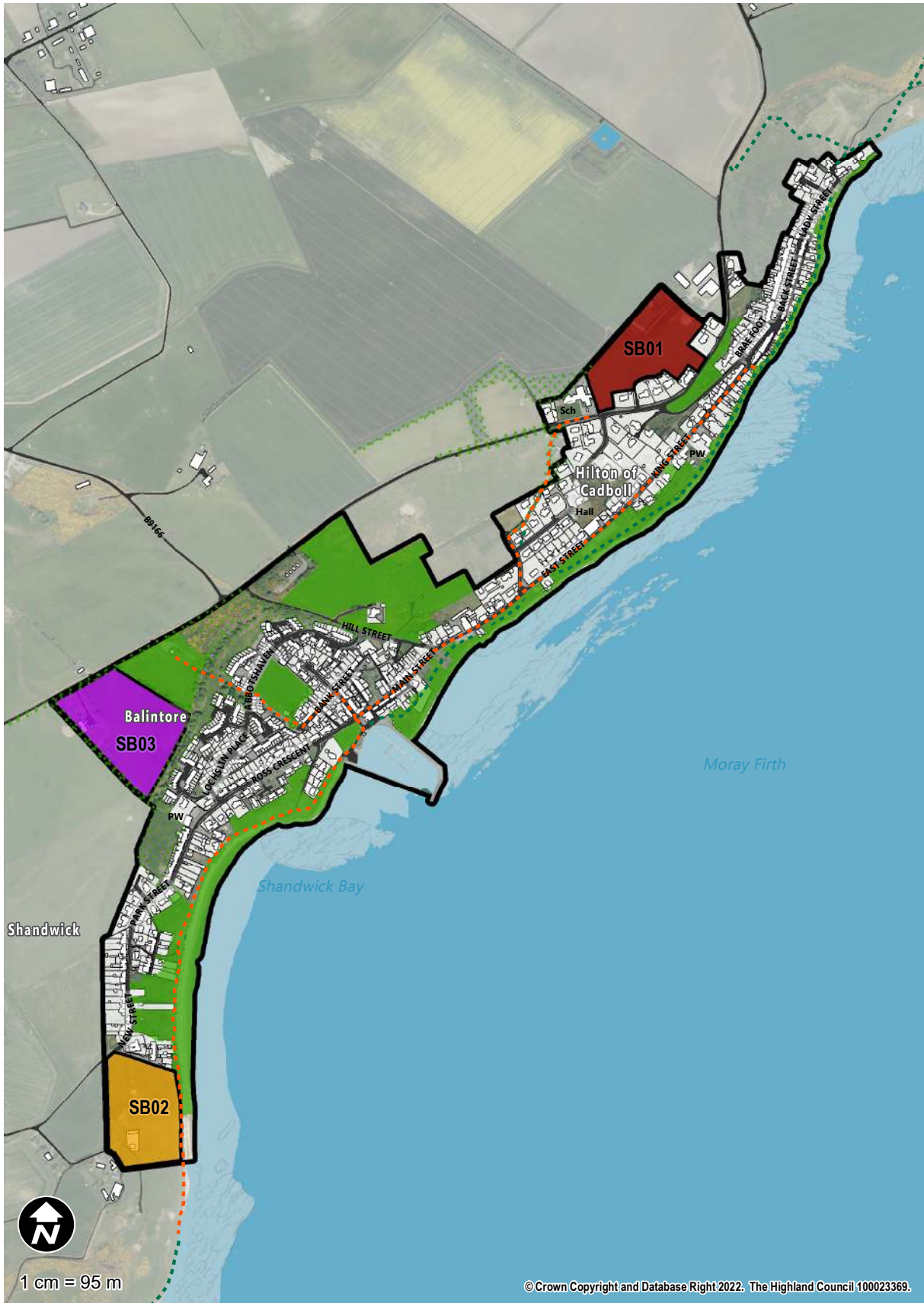
Placemaking Priorities 29

Seaboard Villages

- Focus limited housing growth close to existing facilities.
- Key infrastructure improvements.

- Protect the setting of the 'Shandwick Stone' Scheduled Monument and areas of prime agricultural land.
- Improve and enhance the shore paths.
- Proposals must demonstrate how they will avoid sedimentation and pollution reaching the Moray Firth SPA and the Moray Firth SAC.

Map 33 Seaboard Villages



Development Sites

Housing

SB01: Land East of Primary School

Area: 3.3 ha

Indicative housing capacity: 32

Developer requirements: Improve active travel linkages between the site, school and village.

Mixed Use

SB02: Land South of Shore Street

Use(s): Housing, Tourism

Area: 3.4 ha

Indicative housing capacity: 5

Developer requirements: Land allocated to support tourism uses (caravan/holiday pod site) and a limited amount of housing. development masterplan should address: Flood Risk Assessment (no development in areas shown to be at risk of flooding; Drainage Impact Assessment; coastal protection works may be required; high quality siting and design with positive contribution to the streetscape/settlement settings; programme of work for the evaluation, preservation and recording of any archaeological and historic features; retain and where possible enhance the core path network; improve active travel linkages out with the site; safeguard area around oil pipeline. Demonstration of no adverse effect on the integrity of Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth.

230 Industry

SB03: Balintore Industrial Estate

Area: 4.2 ha

Developer requirements: Land allocated to support business and industrial uses; improve active travel linkages out with the site.

Strathpeffer | Srath Pheofhair

- 231** Strathpeffer is an exemplary spa town unique to the Highlands that is contained amidst a splendid natural setting. Its traditional core, which is designated as a conservation area, is characterised by many fine examples of Victorian and early 20th century architecture and attractive woodland.
- 232** The village's outstanding built heritage, combined with high quality agricultural land, ancient and plantation woodland, historic Designed Landscapes and steep gradients, allows for only modest growth of the settlement.
- 233** Tourism has historically played an important role in Strathpeffer's economy and this continues, with the local area particularly in and around Loch Kinellan and Nether Kinellan Nature Reserve being popular destinations for walkers.
- 234** There has been recent housebuilding at Kinellan and further modest growth is allocated here at Kinellan North and at Nutwood. A small amount of serviced housing land at Ulladale Crescent continues to remain within the settlement boundary. There is also potential in the village for redevelopment of existing buildings and small-scale housing development on brownfield infill sites.
- 235** The accessibility of Strathpeffer by sustainable modes of transport and employment opportunities are limited, however the active travel link to Dingwall, the Peffery Way should be encouraged.

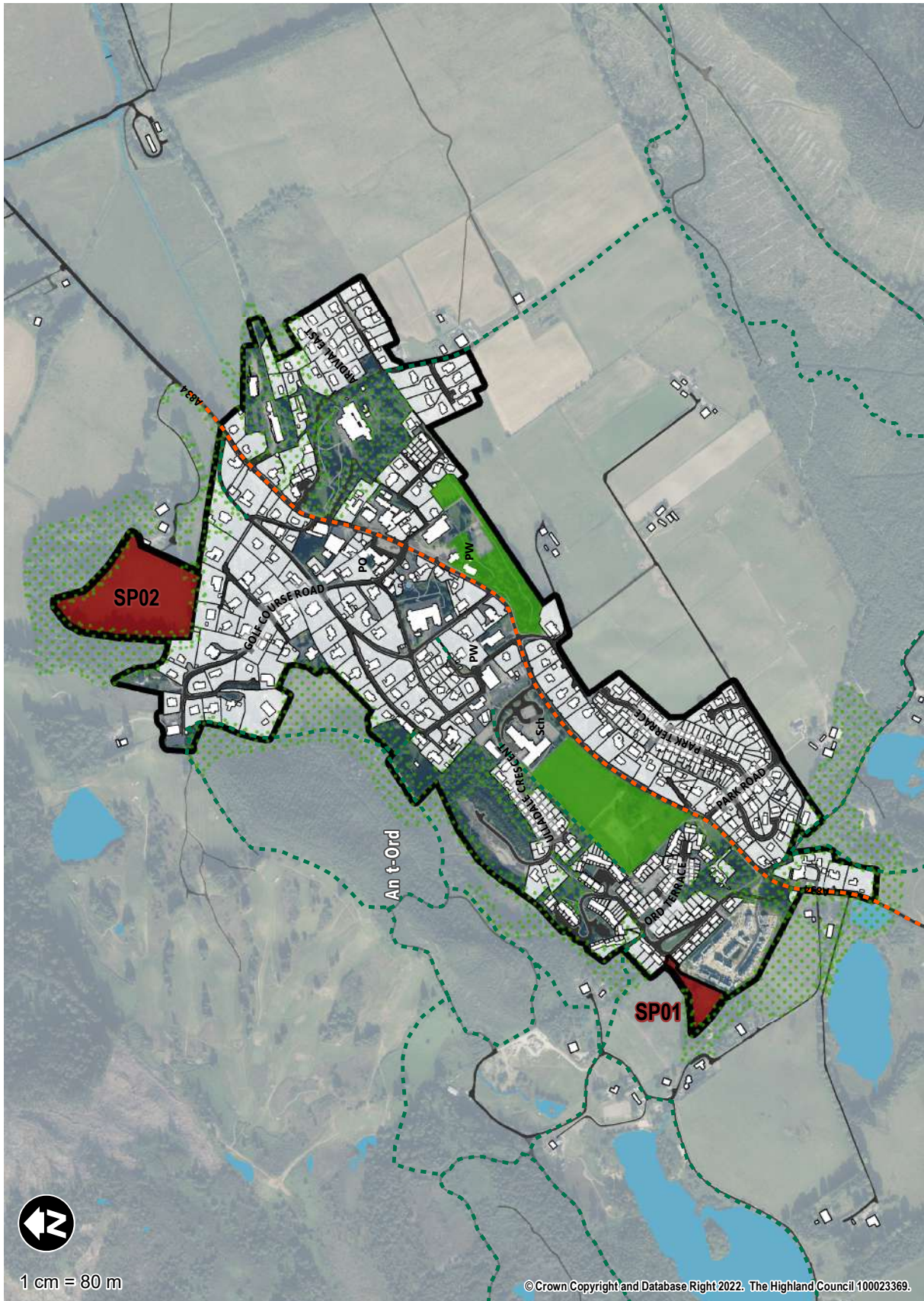
Placemaking Priorities 30

Strathpeffer

- Support Peffery Way active travel link to Dingwall.
- Enhancement of tourist attractions and facilities.
- Protection and enhancement of outstanding built and natural heritage features.

- Main development focus should be on small infill brownfield sites and existing buildings being re-developed.
- Retain the greenspace and green networks in and around the village.

Map 34 Strathpeffer



1 cm = 80 m

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Development Sites

Housing

SP01: Kinellan North

Area: 0.4 ha

Indicative housing capacity: 7

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Protected Species Survey; setback from existing trees and woodland which includes an appropriate tree root protection area; retain and where possible enhance the core path network.

SP02: Nutwood

Area: 3.0 ha

Indicative housing capacity: 15

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Protected Species Survey; protect and enhance existing woodland and individual trees, no construction activity within Root Protection Area; programme of work for the evaluation, preservation and recording of any archaeological and historic features; safeguard the architectural and historic character and setting of the conservation area, including appropriate design and materials; improve active travel linkages out with the site towards Eagle Stone and the village centre.

Tain | Baile Dhubhthaich

- 236** Tain is a strategic growth centre for the East Ross area due to its close location to many large scale employers and availability of a wide range of services.
- 237** The historic core of Tain and its Conservation Area are key components of the character of the town and it is important that the historical core of the town is protected. The Grove is a large traditional detached house and grounds at Lamington Street, which sits within Tain Conservation Area but is not a listed building. It has lain vacant for many years and was damaged by fire in 2014. The redevelopment of this site is an important element of the wider desire to improve the town centre environment and develop new uses for redundant spaces and buildings.
- 238** It has been a long-held aspiration to deliver a new 3-18 school campus in the town. It is intended to replace existing school buildings at Craighill and Knockbreck Primary Schools, St Duthus and Tain Royal Academy and replace them with a single campus on land to the rear of the existing Craighill Primary School. The development of the campus and the subsequent re-use of the existing Academy site at TN08 will influence the scale and direction of growth for the town, by providing a centrally located brownfield site which is suitable for a mix of housing, small scale business use and community uses.
- 239** In recent times housing development has been delivered on land to the west of the A9 at Rowan Drive. Further land to the west of the A9 at Croft Arthur, Ardlarach Farm and Viewfield is allocated for housing. This will provide a long-term supply of housing land for the town. Land at Croft Arthur has the potential to provide opportunities for self-build housing plots. This wider area would benefit from a masterplan approach to development. For the 10 year period of the Plan it is considered that these sites would not be built out fully and this is reflected in the indicative housing capacity figures. Any proposals in this area will be required to prepare a Transport Appraisal, in consultation with Transport Scotland and other agencies, that addresses the potential impact on the trunk road junctions between these sites and

Tain, which may include undertaking a STAG assessment. Land at Kirksheaf Road and East of Burgage Drive, alongside the Academy site will provide more central locations for housing growth.

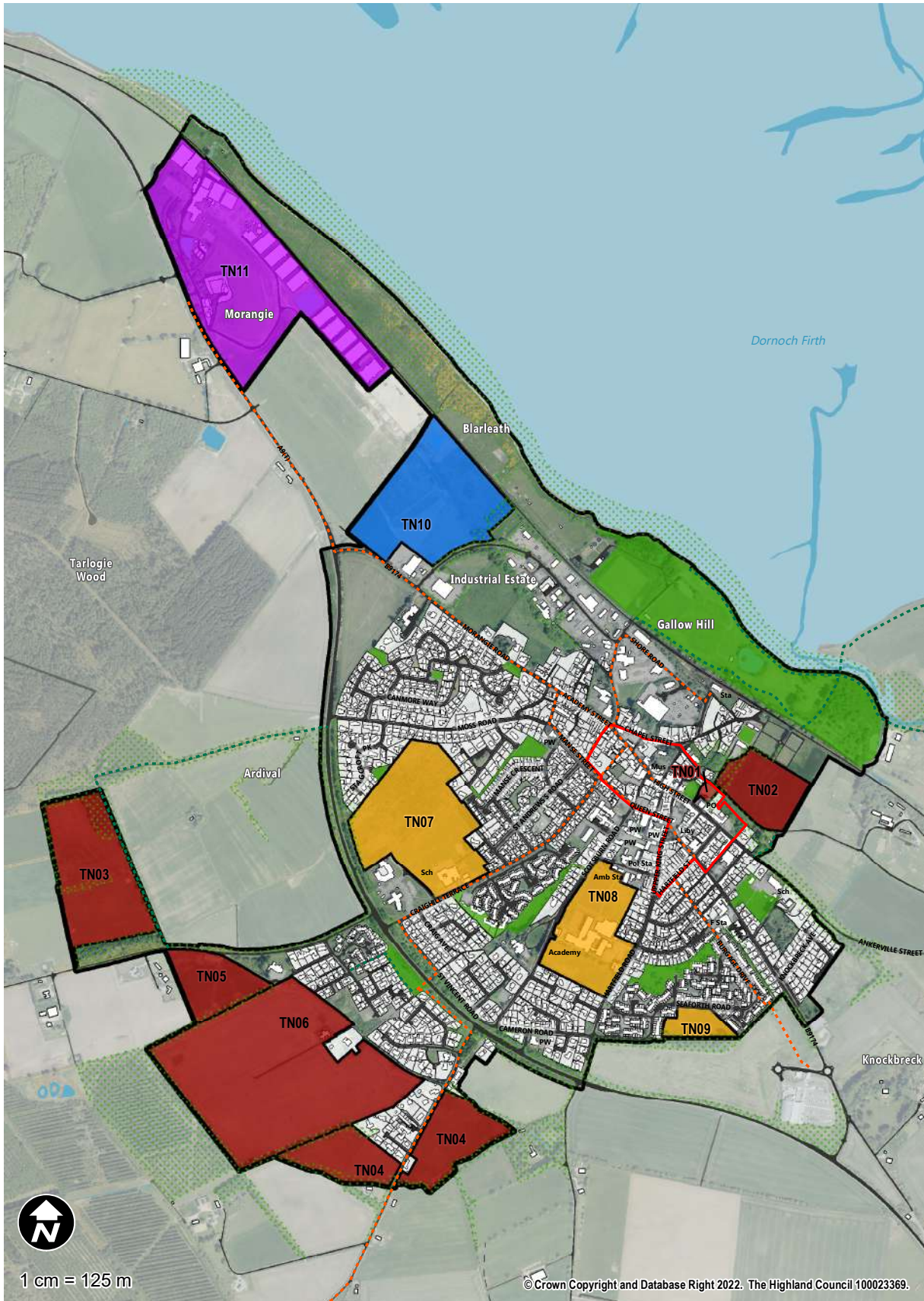
- 240** Business and industrial land allocations at Blarliath and Glenmorangie continue to provide valuable local employment opportunities. Glenmorangie Distillery is an important local employer as well as a large tourist attraction and it generates a significant visitor footfall. An active travel link between the distillery and the town centre would provide sustainable travel opportunities for both employees and visitors and would also encourage more visitors to spend time in Tain when visiting the distillery. Transport Scotland has implemented a 50 mph speed limit on the A9 Trunk Road around Tain, and a Case for Change Report is currently exploring options to address safety issues related to the current A9 junctions.
- 241** There is potential for development at TN03 both alone and in combination with TN04, TN05 and TN06 to have an adverse effect of the integrity of Morangie Forest SPA as a result of loss of habitats and/or species from potential recreational disturbance from residents of new housing. Any development of these sites will be required to assess and demonstrate measures which ensure avoidance of any adverse effect of the integrity of Morangie Forest SPA.
- 242** There is also potential for development at TN10 and TN11, both individually and combined, to have an adverse effect on Dornoch Firth and Morrich More SAC and Dornoch Firth and Loch Fleet SPA as a result of impacts on water quality. Any development of these sites will require a public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and an Otter Survey.

Placemaking Priorities 31

Tain

- Delivery of a new 3-18 campus.
- Ensure the historical core of the town is protected.
- Improve town centre environment, diversify activity and improve accessibility.
- Active travel link between the town and Glenmorangie Distillery.
- Develop new uses for redundant space and buildings, including The Grove and Tain Picture House.
- Preserve blue and green networks and enhance their role as active travel routes.
- Enhance the role of woodland for active travel opportunities.
- Avoid any adverse effect on adjacent European nature conservation sites.

Map 35 Tain



Development Sites

Housing

TN01: The Grove

Area: 0.2 ha

Indicative housing capacity: 8

Developer requirements: Development in accordance with planning permission 18/03191/FUL. Any alternative proposals must address: protect and enhance existing individual trees; Protected Species Survey; high quality design and materials that are complementary and appropriate to the historic characteristics of the conservation area.

TN02: Kirksheaf Road

Area: 3.7 ha

Indicative housing capacity: 10

Developer requirements: Formation of suitable access and enhancements to local road network; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; high quality design and materials that are complementary and appropriate to the historic characteristics of the adjacent conservation area.

TN03: Ardlarach Farm

Area: 8.7 ha

Indicative housing capacity: 10 (20 Total)

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Protected Species Survey; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; improve active travel linkages out with the site. Demonstration of no

adverse effect on the integrity of Dornoch Firth and Morrich More SAC and the Dornoch Firth and Loch Fleet SPA by preparation of a Recreational Access Management Plan which includes awareness raising and promotion of existing paths that are away from sensitive areas and information on keeping to tracks and keeping dogs on leads during breeding season. Construction work should not happen between 15 March to 15 May to avoid disturbance of Capercaillie breeding season.

TN04: Croft Arthur

Area: 7.6 ha

Indicative housing capacity: 10 (40 Total)

Developer requirements: Developer masterplan which should address: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; Protected Species Survey; high quality siting and design with positive contribution to the settlement setting; safeguard and promote sensitive development within the setting of the Listed Building; improve active travel linkages out with the site. Demonstration of no adverse effect on the integrity of Dornoch Firth and Morrich More SAC and the Dornoch Firth and Loch Fleet SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, preparation of a Recreational Access Management Plan which includes awareness raising and promotion of existing paths that are away from sensitive areas and information on keeping to tracks and keeping dogs on leads during breeding season. Construction work should not happen between 15 March to 15 May to avoid disturbance of Capercaillie breeding season.

TN05: West of Viewfield Road

Area: 3.4 ha

Indicative housing capacity: 5 (25 Total)

Developer requirements: Developer masterplan which should address: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; Protected Species Survey; high quality siting and design with positive contribution to the settlement setting; improve active travel linkages out with the site. Demonstration of no adverse effect on the integrity of Dornoch Firth and Morrich More SAC and the Dornoch Firth and Loch Fleet SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, preparation of a Recreational Access Management Plan which includes awareness raising and promotion of existing paths that are away from sensitive areas and information on keeping to tracks and keeping dogs on leads during breeding season. Construction work should not happen between 15 March to 15 May to avoid disturbance of Capercaillie breeding season.

TN06: Viewfield

Area: 22.5 ha

Indicative housing capacity: 50 (300 Total)

Developer requirements: Developer masterplan which should address: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root

Protection Area; Protected Species Survey; site history and possible Land Contamination Site Investigation; high quality siting and design with positive contribution to the settlement setting; improve active travel linkages out with the site. Demonstration of no adverse effect on the integrity of Dornoch Firth and Morrich More SAC and the Dornoch Firth and Loch Fleet SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, preparation of a Recreational Access Management Plan which includes awareness raising and promotion of existing paths that are away from sensitive areas and information on keeping to tracks and keeping dogs on leads during breeding season. Construction work should not happen between 15 March to 15 May to avoid disturbance of Capercaillie breeding season.

Mixed Use

TN07: Land to Rear of Craighill Primary School

Use(s): Community, Housing **Area:** 10.6 ha

Indicative housing

capacity: 10 (40 Total)

Developer requirements: Community use safeguarded for a Community Campus (3–18 School Campus), associated playing fields and infrastructure. Developer masterplan which should address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; holdback distance of 20 metres generally required between trees or woodland and new development; no construction activity within Root Protection Area; protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts

or traditional style bridges. No culverting for land gain; boundary treatment and lighting to respect neighbouring residential amenity; assessment and improvement of safer routes to school from existing and proposed future housing areas.

TN08: Tain Royal Academy

Use(s): Housing, Community, **Area:** 6.2 ha

Business

Indicative housing

capacity: 50 (100 Total)

Developer requirements: Drainage Impact Assessment; holdback distance of 20 metres generally required between trees and new development; No construction activity within Root Protection Area; landscaping scheme which integrates with the green network; high quality siting and design with positive contribution to the streetscape.

TN09: East of Burgage Drive

Use(s): Housing, Community **Area:** 1.4 ha

Business

Indicative housing

capacity: 40

Developer requirements: Community use safeguarded only for greenspace; Protected Species Survey; holdback distance of 20 metres generally required between trees and new development. no construction activity within Root Protection Area; landscaping scheme which integrates with the green network; site history and possible Land Contamination Site Investigation.

Business

TN10: Blarliath

Area: 10.3 ha

Developer requirements: Protected Species Survey; high quality siting and design that will avoid adverse impacts on the special qualities of the Dornoch Firth NSA. Demonstration of no adverse effect on the integrity of Dornoch Firth and Morrich More SAC and the Dornoch Firth and Loch Fleet SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and mitigation to protect any otters present, and a survey indicating whether or not otters are present should accompany any planning application that is within 250 metres of a watercourse, coast, loch or pond, other than for the modest extension or alteration of an existing building.

Industry

TN11: Glenmorangie

Area: 19.4 ha

Developer requirements: Protected Species Survey; protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; holdback distance of 20 metres generally required between trees and new development; no construction activity within Root Protection Area; landscaping scheme which integrates with the green network; high quality siting and design that will avoid adverse impacts on the special qualities of the Dornoch Firth NSA; active travel link between the distillery and the town. Demonstration of no adverse effect on the integrity of Dornoch Firth and Morrich More SAC and the Dornoch Firth and Loch Fleet SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water

quality and avoids sedimentation and other pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution and mitigation to protect any otters present, and a survey indicating whether or not otters are present should accompany any planning application that is within 250 metres of a watercourse, coast, loch or pond, other than for the modest extension or alteration of an existing building.

Tomatin | An Tom Aiteann

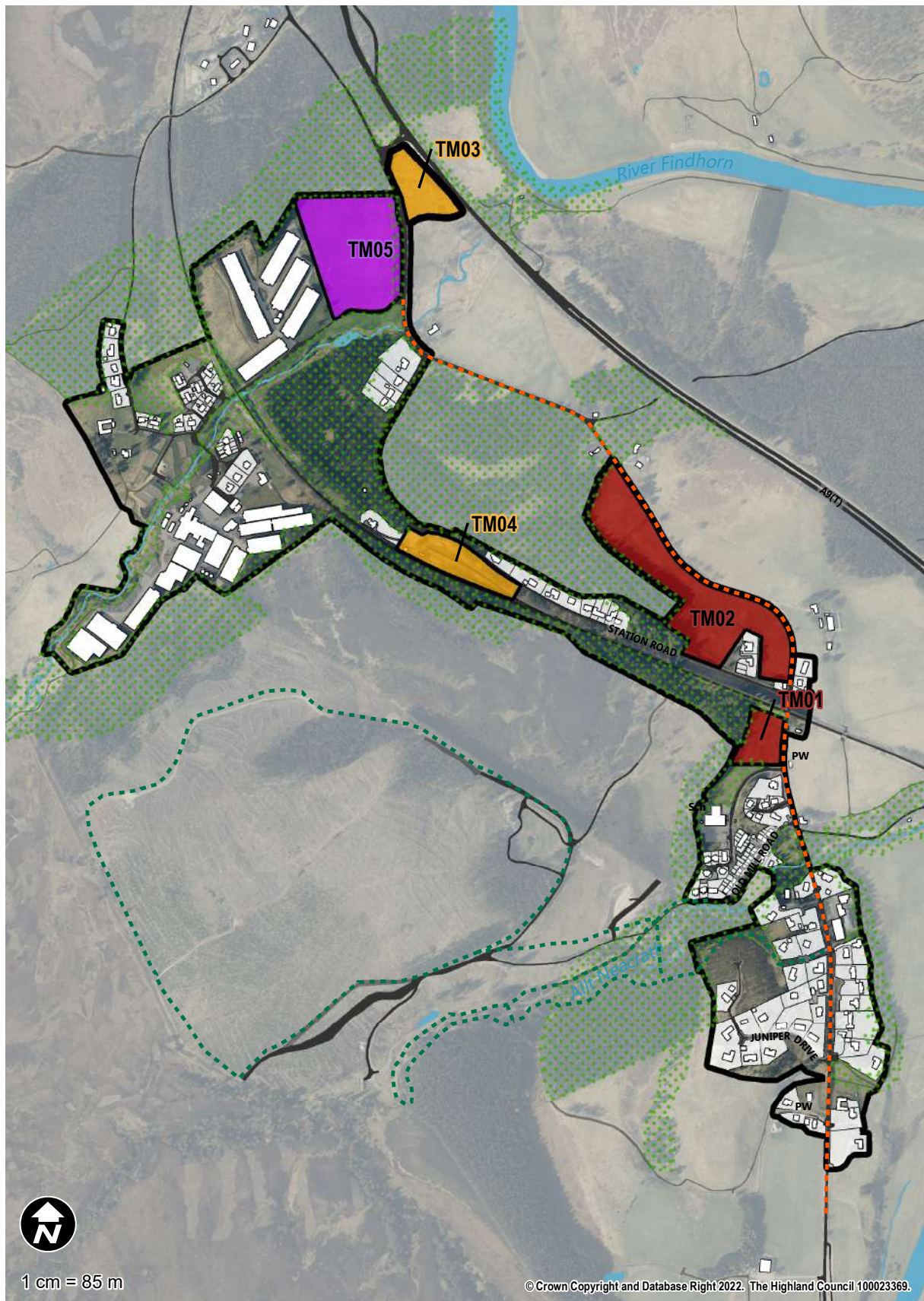
- 243** Tomatin is a small village, approximately 26km south of Inverness which emerged mainly as a result of its connection to Tomatin Distillery and its position along the A9.
- 244** In recent years, the village has benefited greatly from several new community facilities, including a community hall/sports venue and office space which opened in November 2019. This also saw the previous hall being converted into a village shop. These facilities have largely been brought about by a proactive community and having clear framework for utilising community benefit derived from the surrounding windfarms. The local community groups are currently at the early stages of preparing a revised community action plan for Strathdearn which is expected to set out the priorities for the next five years.
- 245** Whilst the distillery remains the main economic driver in the area, the consented plans for major redevelopment of the former Little Chef site including the creation of a hotel, shops and filling station provides opportunity to diversify the economy. Other opportunities for commercial development exist at the distillery and former rail station.
- 246** As well as a number of opportunities for small scale infill housing and rounding off across the settlement, larger development allocations are located on either side of the railway viaduct. These allocations have the ability to be well connected to close to facilities and integrated with the existing built development.
- 247** Due to limited capacity within the existing waste water treatment works, investment may be required to upgrade the current facilities. All prospective developers are encouraged to engage early with Scottish Water to assess the impact of development and identify whether further works are necessary.

Placemaking Priorities 32

Tomatin

- Create a new mixed-use development close to the A9 junction to take advantage of its upgrade and the passing trade and employment opportunities that may flow from it.
- Develop new housing, particularly affordable housing to help retain young people and attract new people to the community.
- Create a continuous active travel connection between Tomatin and Moy.
- Explore potential for reinstating a rail halt to enhance public transport options for residents, attract business and tourists and reduce traffic on A9.
- Consider vehicle parking improvements at the community hub, including provision of EV charging points and disabled spaces.
- Preserve and enhance green networks within and around the settlement, particularly areas of woodland and watercourses, for the benefit of active travel use and biodiversity.

Map 36 Tomatin



1 cm = 85 m

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Development Sites

Housing

TM01: North of Aird Park

Area: 0.8 ha

Indicative housing capacity: 12

Developer requirements: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect, including development setback, from the woodland adjoining the site; site history and possible Land Contamination Site Investigation; protect the fabric and setting of the Listed railway viaduct through high quality siting and design and development setback; public sewer connection, early engagement with Scottish Water required.

TM02: North West of Railway Viaduct

Area: 4.7 ha

Indicative housing capacity: 36

Developer requirements: Flood Risk Assessment may be required for small watercourse (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; peat management plan maybe required to demonstrate how impacts on peat have been minimised, and vegetation survey to demonstrate how impacts on wetlands have been avoided. Presence of deep peat and wetlands may limit area that can be developed; high standard of architectural siting and design which makes positive contribution to the streetscape and main road through Tomatin; protect the fabric and setting of the Listed railway viaduct through high quality siting and design and development setback; Transport Statement which sets out details of access arrangements, 30mph zone extension, active travel provision within and through the site, including pavement adjoining main road which connects to existing pavement at the railway viaduct; public sewer connection, early engagement with Scottish Water required.

Mixed Use

TM03: Former Little Chef

Use(s): Business, Tourism, Retail

Area: 1 ha

Developer requirements: Development in accordance with planning permission 18/00962/FUL. Any alternative proposals must address need for high quality architectural design commensurate with village gateway and tourist route location; public sewer connection, early engagement with Scottish Water required.

TM04: Former Railway Station

Use(s): Business, Industry

Area: 1.3 ha

Developer requirements: Safeguard the adjoining undisturbed woodland interests; Protected species survey; upgrading of road to adoptable standards; land safeguard for future possibility of rail halt; public sewer connection, early engagement with Scottish Water required.

Industry

TM05: Distillery expansion

Area: 3.8 ha

Developer requirements: Safeguard the eastern tree belt and enhance where possible; high standard of architectural siting and design; Public sewer connection required. public sewer connection, early engagement with Scottish Water required.

Tore | An Todhar

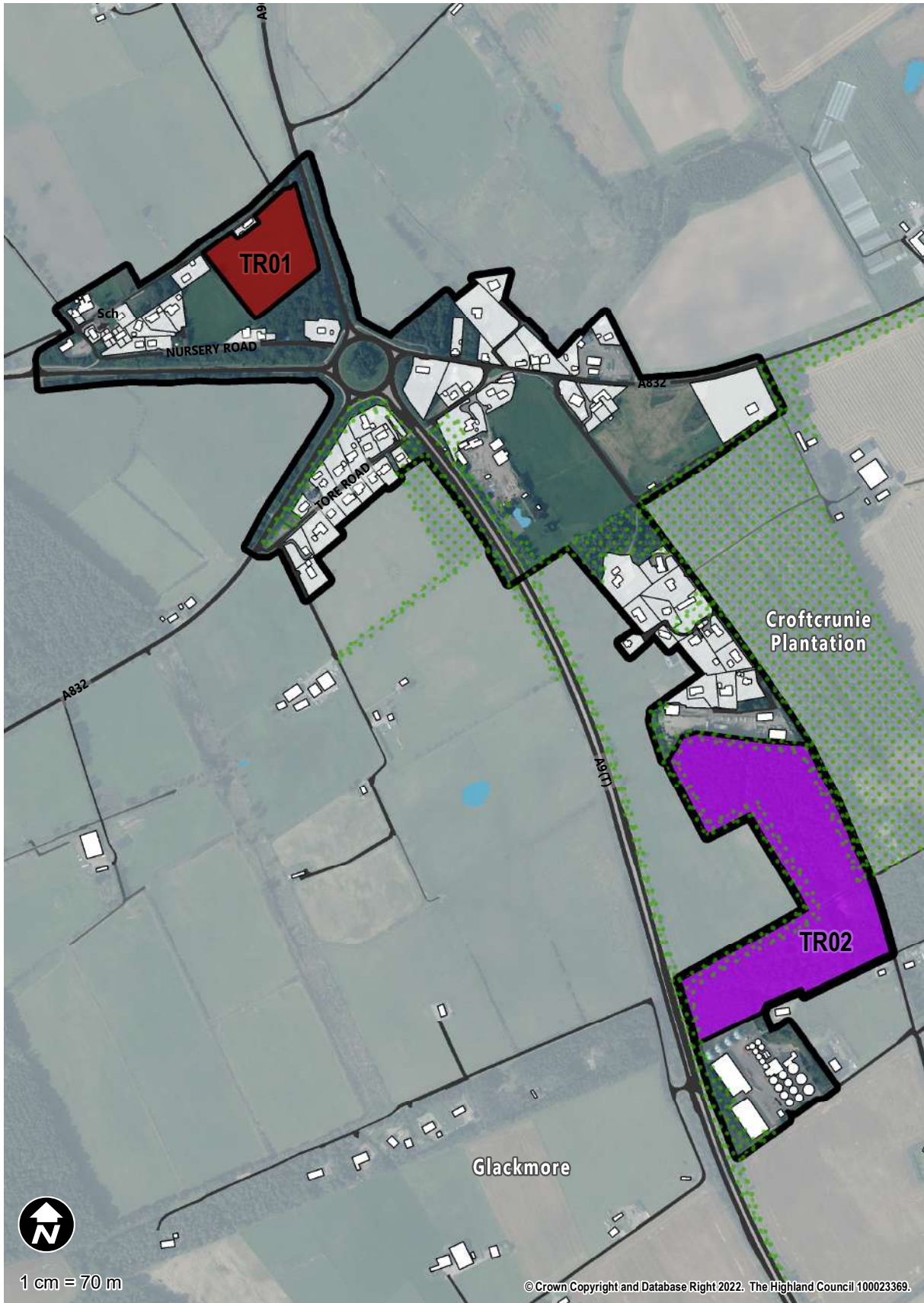
- 248** In the Council's approved development plan for the period post 2021, Tore is identified as a major expansion settlement. This was predicated on forecasts of significant population growth and a buoyant housing market and the successful diversion of growth from Inverness, Easter Ross and particularly from the rest of the Black Isle to the village. Tore is still in a strategically competitive location, central to Inner Moray Firth employment opportunities and at the intersection of trunk and A roads.
- 249** However, we now believe that a large new/expanded settlement at Tore would not meet our reassessed priorities such as addressing climate change through promoting more sustainable travel patterns and encouraging development in viable locations - i.e. where there is spare existing capacity in supporting infrastructure networks or new capacity can be added in a cost effective way by the public and private sectors. Tore has few existing, local jobs and the major road corridors inhibit active travel across the settlement in particular to and from the primary school and bus stops. Moreover, major expansion would require similarly significant up front investment in primary school and sewerage facilities.
- 250** Taking account of these specific development factors and the Plan's proposed spatial strategy of directing development to sustainable and viable locations, we believe that this Plan should only promote very limited infill development at Tore. Land at Woodneuk benefits from a previous planning permission, would infill a cluster of existing development and is close to the primary school. Tore is a competitive location for industrial and storage uses and existing enterprises may require to be expanded. Treed land north of the grain mill has potential to absorb expansion of existing operations including larger scale buildings into the local landscape.

Placemaking Priorities 33

Tore

- Only support limited infill development at Tore.
- Control that expansion to the limited capacity of local primary school and sewerage facilities.
- Define a development envelope that supports the infilling of the clusters of buildings that make up the settlement of Tore.
- Safeguard and enhance local green network and active travel connectivity particularly across the main roads that currently inhibit movement.

Map 37 Tore



Development Sites

Housing

TR01: By Woodneuk

Area: 2.0 ha

Indicative housing capacity: 14

Developer requirements: Development in accordance with Planning

Permission 20/00563/FUL and its related legal agreement including woodland retention and development setback from planting; enhanced active travel connectivity; flood risk / drainage mitigation; local road widening. For any alternative proposal, these requirements plus: retention and naturalisation of ditches as enhanced green networks with bridged not culverted crossings; Flood Risk and Drainage Impact Assessments; public sewer connection; Protected Species Survey; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to village facilities (especially to Tore Primary School), contribution towards improvements identified within Transport Scotland's A9 Tore to North Kessock safety study.

Industry

TR02: Land North of the Grain Mill

Area: 8.2 ha

Developer requirements: Developer masterplan which should include/address: retention and naturalisation of ditches as enhanced green networks with any crossings bridged not culverted; Drainage Impact Assessment; public sewer connection; retain any native woodland, setback development from it and add compensatory, native planting along watercourse and site boundaries as visual and noise screen; Protected Species Survey;

Section 4 - Places | Àiteachan

visualisations to assess and mitigate landscape and visual impact; archaeological survey and recording; Transport Statement and mitigation including, new/improved active travel links to rest of village, contribution towards improvements identified within Transport Scotland's A9 Tore to North Kessock safety study; retention of existing access rights through site.

Tornagrain | Tòrr na Grèine

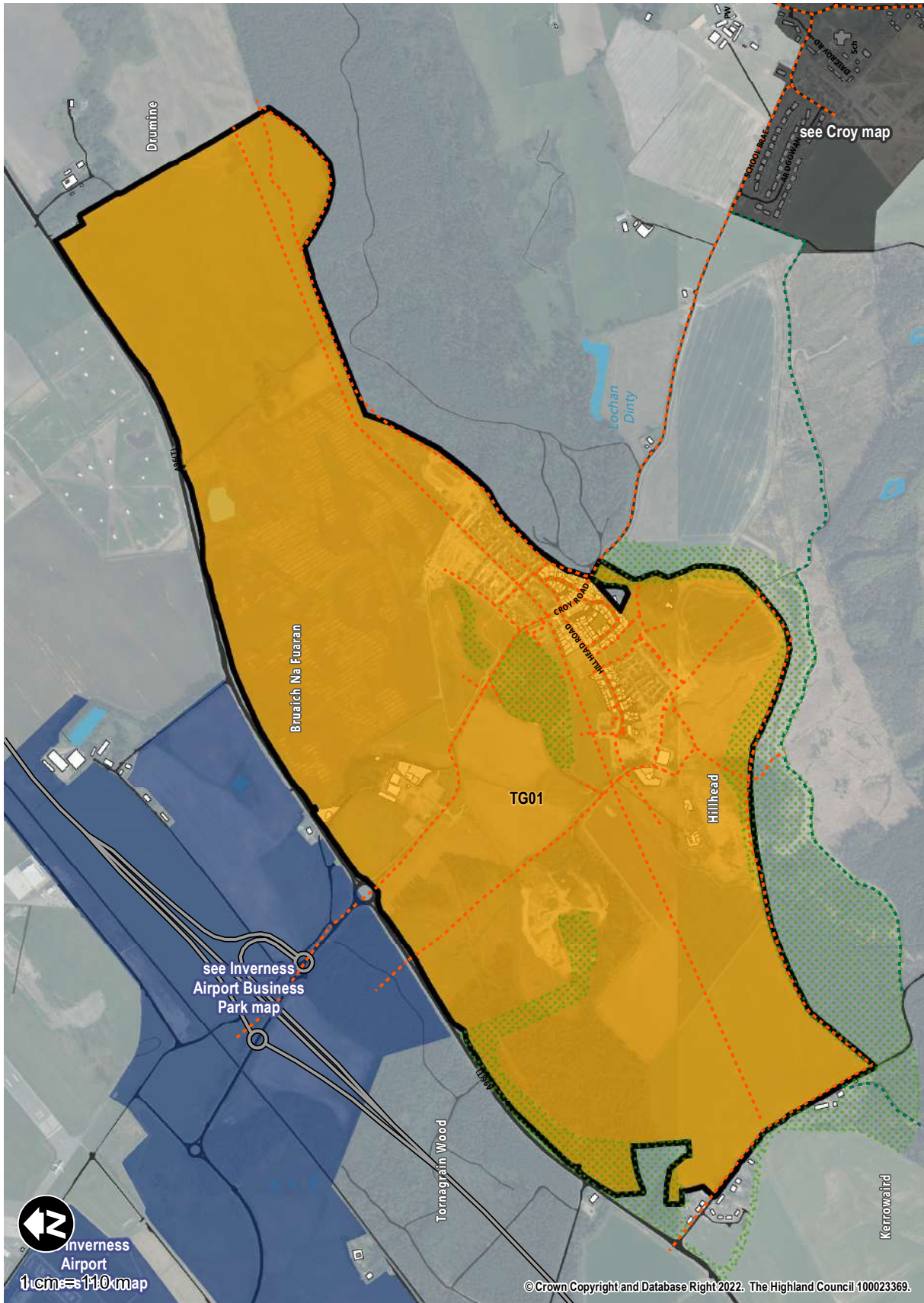
- 251** Tornagrain is a planned new town which lies between Inverness and Nairn. Over the next 30 to 40 years it is expected that almost 5,000 homes will be built together with new schools, shops and a range of other facilities. Since the first residents moved in during 2017, house sales have been steadily increasing and there been nearly 200 homes built.
- 252** Due to its high quality design and layout, with many traditional features, it already looks much like a long-established, attractive village. Several community facilities have been created in the first phase, including a nursery, tennis courts, and shop unit. In line with the overall planning consent, the town will be progressed on a phased basis, comprising 7 main phases of development.
- 253** Being a new town, the timely delivery of key facilities and infrastructure must continue to be delivered in line with development, particularly enhancements to connectivity to avoid reliance on private vehicles and education provision.
- 254** There is potential for development at TG01 both alone and in combination with CR01 and CR02 to have an adverse effect of the integrity of Loch Flemington SPA as a result of development effecting water quality and hydrology. There is also potential for development at TG01 both alone and in combination with IA01 and IA02 to have an adverse effect of the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA as a result of impacts on water quality and disruption. Any development proposals at Tornagrain must demonstrate that there would be no adverse effect on the integrity of Loch Flemington SPA, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by demonstrating mitigation measures described in developer requirements for TG01.

Placemaking Priorities 34

Tornagrain

- Continue the timely delivery of key facilities and infrastructure, particularly enhancements to connectivity and education provision.
- Upgrade the A96 roundabout prior to Phase 2 of development and Transport Scotland to deliver the A96 dualling between Inverness and Tornagrain prior to Phase 3 (unless demonstrated that additional phases can be suitably accommodated).
- Ensure affordable housing is delivered and meets the needs of the wider community.
- Enhance options for active travel and other sustainable transport modes to key employment destinations, including Inverness Airport Business Park, and through the delivery of the A96 Landward Trail and North South Links.
- Maintain the delivery of high-quality design and layout by following the principles set out in the masterplan and design code.
- Preserve and enhance green and blue networks within and around the settlement, particularly areas of native woodland and watercourses, for the benefit of active travel use, water management and biodiversity.
- Safeguard the Kildrummie Kames SSSI and GCR designations

Map 38 Tornagrain



Development Sites

Mixed Use

TG01: Tornagrain New Town

Use(s): Housing, Community, **Area:** 221.3 ha

Business, Retail, Industry

Indicative total housing

capacity: 900 (3,840 Total)

Developer requirements: Development in accordance with the approved planning permission 09/00038/OUTIN. Further developer masterplans for individual phases or any alternative proposals to address: Protect and where possible enhance watercourses/features. Provide buffer of at least 6m from built development. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; safeguard and enhance green corridors throughout the site as positive recreational and wildlife features; protected species survey; safeguard qualifying interests of Kildrummie Kames SSSI and GCR sites; high quality siting and design with positive contribution to the streetscape/settlement setting; landscaping scheme; archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Transport Assessment including details of upgrades to trunk and local roads, high quality active travel routes to key destinations including to Dalcross rail station and Inverness Airport Business Park and enhanced bus service; demonstration of no adverse effect on the integrity of Loch Flemington SPA, Inner Moray Firth SPA and Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system which safeguards water quality and ensures no increase in phosphorous discharge and avoids sedimentation and other pollution reaching the Loch (see Policy 3 Water and Waste Water Infrastructure Impacts for further detail), satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, and Recreational Access Management Plan.



Economic development areas | Raointean fàis eaconamaich

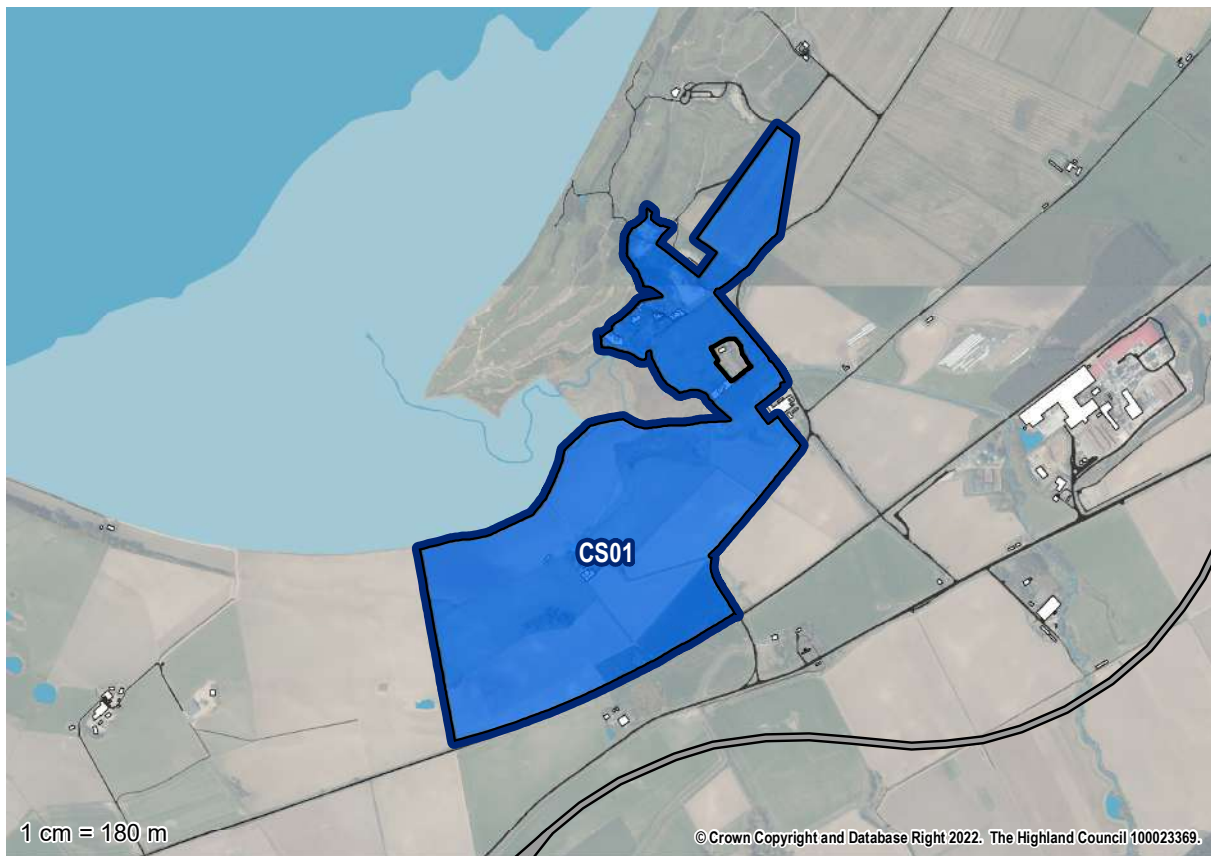
255 The Main Settlements detail employment land allocations within the Plan area's main towns and villages but there are several other strategic sites which can generate significant economic activity outwith these settlements. The Plan identifies these sites as Economic Development Areas (EDAs) and allocates them for suitable employment uses.

Castle Stuart | Caisteal Stiubhart

256 Castle Stuart Golf Course is a modern championship link course overlooking the Moray Firth. Planning permission was granted in 2006 for two championship golf courses and a range of leisure facilities, including 141 tourist lodges and apartments, 75 bed luxury hotel and spa and office space. The first phase was completed in 2009 which included one links course and the iconic Art Deco style clubhouse.

257 There is potential for CS01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to the creation of additional noise, disturbance and physical damage and pollution during construction and operation. Specifically, WH01, INW14, INC06 and FG01 for Inner Moray Firth SPA/Ramsar; WH01, INW14, INC06, FG01 and NG01 for Moray Firth SAC and WH01, INW14, INC06, FG01, NG01 and HD01 for Moray Firth SPA. Any development proposals at CS01 must demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA either alone or in combination with other sites by demonstrating mitigation measures described in the developer requirements for CS01.

Map 39 Castle Stuart



Development Sites

Business

CS01: Castle Stuart

Area: 91.6 ha

Developer requirements: Development in accordance with planning permission 05/00316/FULIN and related permissions. Any alternative proposals must address: protect and where possible enhance the watercourse and areas of mature woodland, with development setback and integration with the green/blue networks; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protected species survey; safeguard areas of prime agricultural land wherever

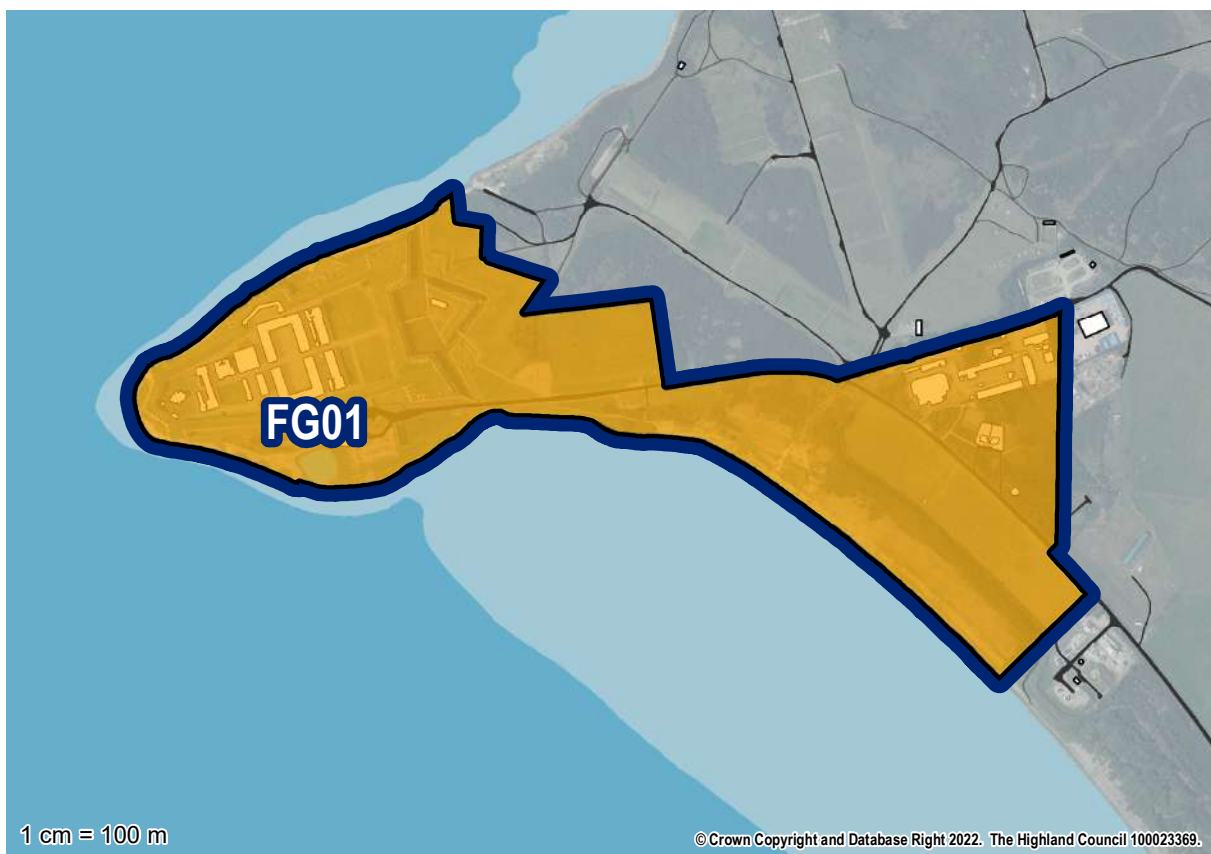
possible; high standard of architectural siting and design; landscaping strategy which minimises visual impact of development and integrates greenspaces with wider green/blue network; safeguard fabric, historic character and/or setting of the Scheduled Monument and Listed Buildings; appropriate archaeological survey and recording (preference for avoidance by design and preservation in situ); Transport Assessment including details of access strategy, road hierarchy and active travel/public transport linkages to wider area; demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by no loss of or disturbance to or pollution of bird feeding and roosting areas of the SPA or linked to the SPA public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, Noise and Vibration Mitigation Plan, Recreational Access Management Plan including consideration of water based activities, must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail.

Fort George | Gearastan Dheòrsa

Fort George is one of the most imposing and well known military barracks in the UK. It has been in active military service for over 250 years and in more recent times has also become a well established tourist attraction. Located just over a mile to the north of Ardersier, the fort has been a defining part of the local area, helping to shape it economically and culturally. However, the Ministry of Defence (MoD) announced in 2017 the closure of the military base by 2032 with only the firing/training range adjoining the fort to remain in use. Ensuring that there is a suitable and viable future use(s) for the Fort following the MODs departure is therefore imperative for the site and the wider region.

There is potential for FG01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to the creation of additional noise, disturbance and physical damage and potential for pollution from possible development. Specifically, WH01, INW14, INC06 and CS01 for Inner Moray Firth SPA; WH01, INW14, INC06, CS01 and NG01 for Moray Firth SAC and WH01, INW14, INC06, CS01, NG01 and HD01 for Moray Firth SPA. Any development proposals at Fort George must demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA either alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for FG01.

Map 40 Fort George



Development Sites

Mixed Use

FG01: Fort George

Use(s): Long Term Housing, Community, Business, Tourism, Retail, Industry
Area: 50.1 ha

Developer requirements: Ensure no adverse impact on the water quality of the Moray Firth; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Coastal protection assessment (may affect developable areas, particularly along edge south of the B9006); protected species survey; site history and possible Land Contamination Site Investigation maybe required; noise assessment maybe required; Landscaping scheme which protects and enhances existing woodland and integrates them with blue/green network for biodiversity and active travel purposes; safeguard the fabric, historic character and/or curtilage setting of the Listed Buildings; Transport Assessment including details of impact and mitigation on local roads and Ardersier High Street/village centre, suitability of existing junction A96/B9006 and assess potential for public transport provision; protect the Ardersier - Fort George Core Path and deliver segregated shared use footway/cycletrack to Ardersier which is suitable for year round use; Demonstration of no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA as result of loss of or disturbance to or pollution of bird feeding and roosting areas of the Firth linked to the Firth, preparation of Recreational Access Management Plan including satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, submission of a Construction Environmental Management Plan including method statements and mitigation in relation to: piling (in accordance with JNCC piling guidance); dredging and disposal (both for capital and maintenance spoil) (in accordance with Marine Scotland Guidance); sourcing of materials for land raising/reclamation; hydro-dynamic

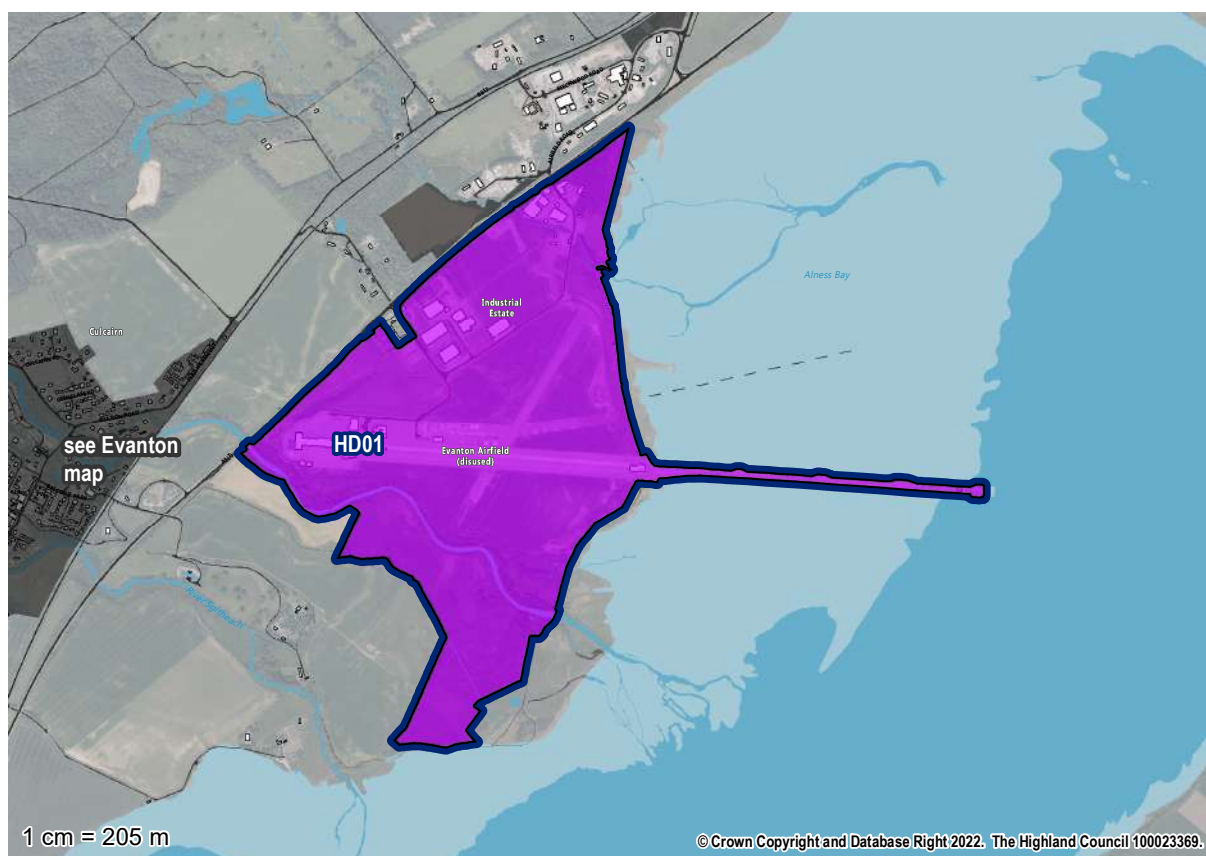
assessment of impacts of altered flows on sediment movement in relation to sub-tidal sandbanks; prevention of sedimentation and pollution, public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Noise and Vibration Mitigation Plan, Boat Traffic Management Plan, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers, Oil Spill Contingency Plan.

Highland Deephaven | Caladh domhainn na Gàidhealtachd

- 258** A former WWII airfield which is partly occupied by a number of well established industrial and commercial units together with large areas of flat open land which is currently used for agricultural purposes. The largest single occupier is Technip UK which has a purpose built spoolbase, specialising in advanced pipeline fabrication for pipelay vessels servicing the offshore industry. Highland Deephaven benefits from good transport links to the A9 Trunk Road and marine access to the Cromarty Firth. There is also the potential for a spur off the Far North Railway Line and rail halt to be created for commercial freight.
- 259** As indicated in 'Employment | Ag obair', recent reports have shown that the Cromarty Firth is ideally placed to be at the centre of the global green energy transition. In recognition of this, Opportunity Cromarty Firth (OCF), a cross-sector partnership including Highland Deephaven, is looking to take advantage of this position to create lasting employment and regeneration opportunities for the area. To help ensure the area's competitiveness and capture the full benefits of the green energy transition, OCF intend to bid for Green Freeport status.
- 260** There is potential for HD01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Dornoch Firth and Morrich More SAC, Moray Firth SAC, Cromarty Firth

SPA/Ramsar and Moray Firth SPA due to the potential for additional noise, physical disturbance, alterations to subtidal sand banks and pollution. Specifically, HD01, WH01 and NG01 for Dornoch Firth and Morrich More SAC; NG01, WH01, INW14, INC06 and IG05 for Moray Firth SAC; NG01 and IG05 for Cromarty Firth SPA and NG01, WH01, INW14, INC06, FG01, CS01 and HD01 for Moray Firth SPA. Any development proposals at HD01 must demonstrate that there would be no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Moray Firth SAC, Cromarty Firth SPA/Ramsar and Moray Firth SPA by demonstrating mitigation measures described in developer requirements for HD01.

Map 41 Highland Deephaven



Development Sites

Industry

HD01: Highland Deephaven

Area: 150.2 ha

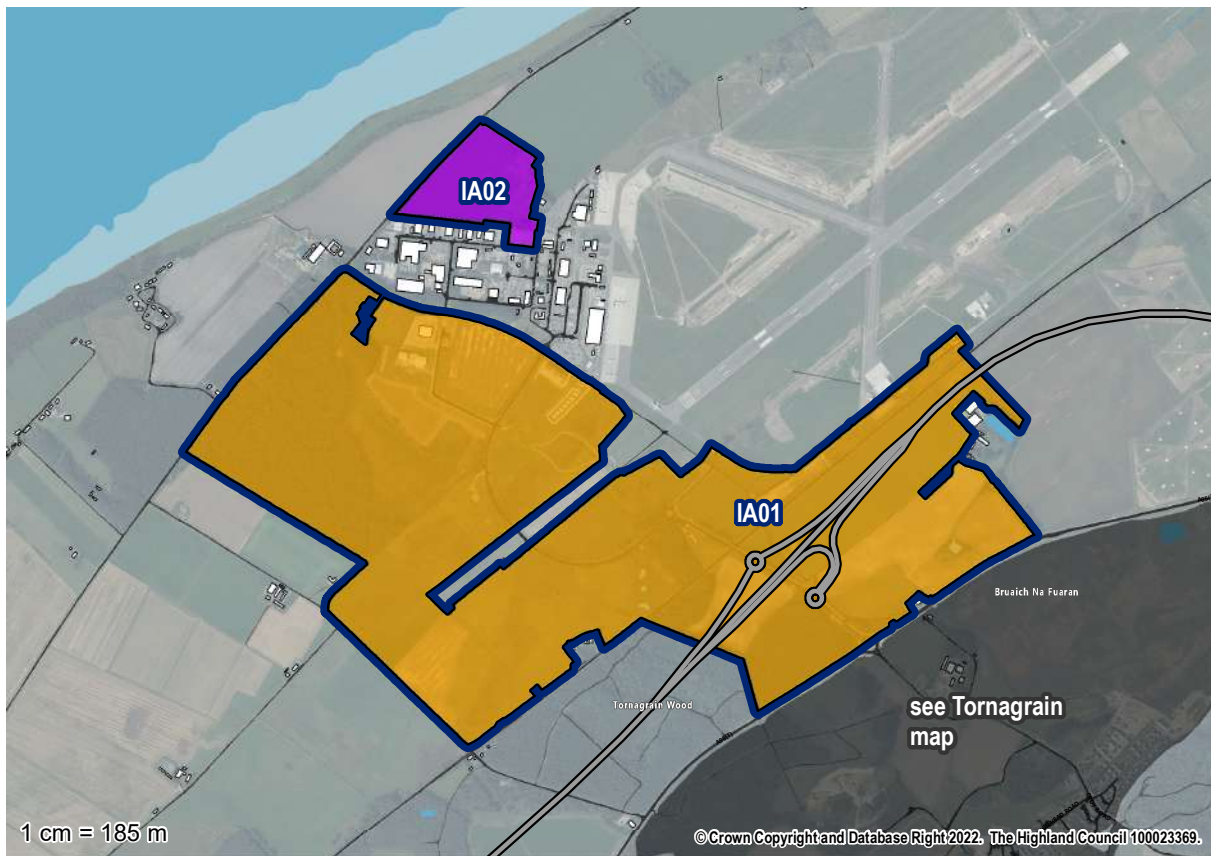
Developer requirements: Developer masterplan which should address: protect and enhance watercourses/features including existing riparian areas. Any crossings should be bottomless arched culverts or traditional style bridges. No culverting for land gain; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; coastal erosion survey which identifies developable areas and mitigation measures; protected species survey; Land Contamination Site Investigation; high standard of architectural design and landscaping scheme which minimises the visual impact of development, particularly from the A9 and integrates greenspaces within the blue/green network; protect and enhance where appropriate existing woodland; safeguard potential for new rail halt and sidings to be formed to serve the industrial operations, jetty extension and marine frontage; Demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Moray Firth SAC, Cromarty Firth SPA/Ramsar and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan including prevention of sedimentation and pollution, impact and mitigation on qualifying species including harbour seals, mitigation for disturbance and noise, Recreational Access Management Plan including consideration of water based activities, must include satisfactory provision and/or contribution towards open space, path and green network requirements, Noise and Vibration Mitigation Plan (including construction and operational phases and disturbance effects), Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows

on sediment movement in the firth in relation to subtidal sandbanks, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance.

Inverness Airport Business Park | Pàirc Gnìomhachais Port-adhair Inbhir Nis

- 261** Inverness Airport Business Park includes 200 ha of land set out for business and enterprise uses, with recent completions including a 130 bed hotel, regional distribution centre and modern, flexible industrial units. The Council owned Dalcross Industrial Estate, which lies to the west of the airport, is well established and is currently fully built out and at capacity. The site's benefit from being located beside the region's main hub airport, alongside the A96 and near to the A9 trunk road. A new railway station on the main Inverness to Aberdeen line is also due to be completed by 2022/2023.
- 262** There is potential for development at IA01, both alone and in combination with IA02 and TG01, to have an adverse effect of the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA as a result of impacts on water quality and disruption. Any development proposals at IA01 and IA02 must demonstrate that there would be no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for IA01 and IA02.

Map 42 Inverness Airport Business Park



Development Sites

Mixed Use

IA01: Inverness Airport Business Park

Use(s): Business and Industry

Area: 199.4 ha

Developer requirements: Development in accordance with planning permission insert 13/01826/MSC and related permissions. Any alternative proposals must address: Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protect and where possible enhance the watercourse, wetlands and areas of mature woodland, with development setback and integration with the green/blue networks; Habitat Survey; protected species survey including badger survey; high standard of

architectural siting and design with positive contribution to the streetscape; landscaping strategy which minimises the visual impact of development; archaeological walkover survey in first instance with possible programme of archaeological works/mitigation; Improve active travel linkages to key nodes within and outwith the site, including the new rail halt, and local residential centres, such as Tornagrain. Provision of unsegregated shared use paths on either side of airport road and maintenance commitment/improvement of existing cycleway; introduce reduced speed limit on the C107 through the airport and business park; demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution.

Industry

IA02: Dalcross Industrial Estate Expansion

Area: 10.4 ha

Developer requirements: Drainage Impact Assessment; high standard of architectural siting and design of development facing the B9039; landscaping strategy to minimise visual impact; Transport Assessment which includes details of access arrangements (new access road maybe required from the B9039), enhanced bus service and active travel links; demonstration of no adverse effect on the integrity of Inner Moray Firth SPA and Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation

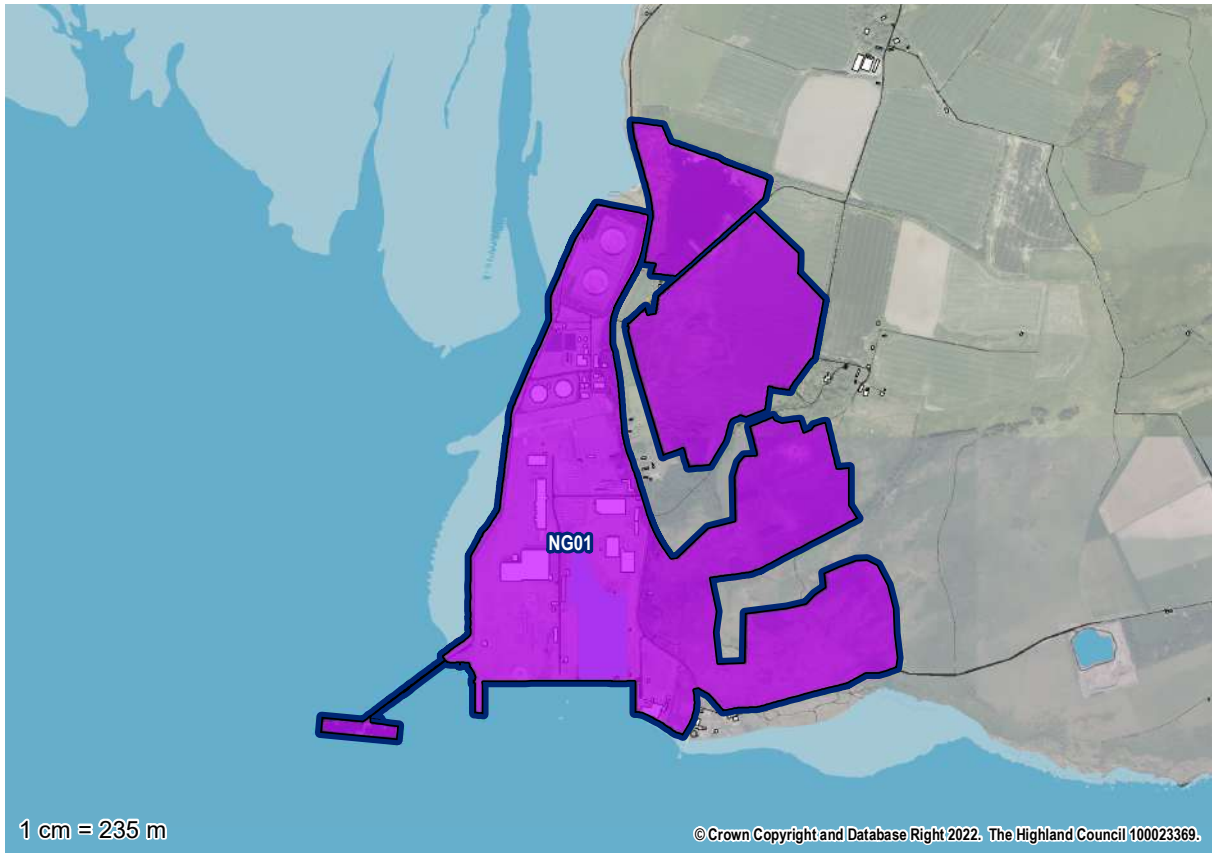
and pollution reaching the Firth and satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution.

Nigg Energy Park | Pàirc Cumhachd Neig

- 263** Nigg is one of the UK's most important energy industry facilities, providing multi sector capability which combines some of the largest dry dock and construction and assembly workshops in Europe with over 900 metres of deepwater quayside. A major upgrade and extension to the South Quay was completed in 2015 and construction started in 2021 on the a new East Quay, both of which enhance Nigg's ability to attract and compete for energy related activities.
- 264** As indicated in 'Employment | Ag obair', recent reports have shown that the Cromarty Firth is ideally placed to be at the centre of the global green energy transition. In recognition of this, Opportunity Cromarty Firth (OCF), a cross-sector partnership including Global Energy Group (GEG) who own and operate Port of Nigg, is looking to take advantage of this position to create lasting employment and regeneration opportunities for the area. To help ensure the area's competitiveness and capture the full benefits of the green energy transition, OCF intend to bid for Green Freeport status.
- 265** The recently announced plans to build a £110-120M, state-of-the-art offshore wind tubular rolling facility at Port of Nigg are a clear signal of this transition and the opportunities which exist. Located within the existing port facility, the factory, which will be the first of its type in the UK, capitalises on the existing infrastructure and skills on offer at the Port and the Firth's close proximity to the pipeline of marine renewable energy projects.

- 266** In the medium term, opportunities exist to redevelop the north oil terminal which is located to the north of existing yard. It has been owned and operated by Repsol Sinopec but, under contact, returns in a decommissioned state to GEG's by 2025. An agreement was reached in 2020 for GEG to take early ownership of the associated jetty which has provided additional deep water berthage.
- 267** Land to the east of the B9175 was previously identified for longer term industrial expansion. However, with increasing demand for large scale, strategically located facilities and the recognised advantages of establishing a green energy cluster within the Cromarty Firth, the land is now being considered for shorter term industrial development.
- 268** There is potential for NG01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Dornoch Firth and Morrich More SAC, Cromarty Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to the creation of additional noise, disturbance and physical damage and potential for pollution from possible development. Specifically, HD01 and WH01 for Dornoch Firth and Morrich More SAC; WH01, INW14, INC06 and IG05 (dolphins) for Moray Firth SAC; IG05 for Cromarty Firth SPA and WH01, INW14, INC06, FG01, CS01 and HD01 for Moray Firth SPA. Any development proposals at NG01 must demonstrate that there would be no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Cromarty Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for NG01.

Map 43 Nigg Energy Park



Development Sites

Industry

NG01: Nigg Yard

Area: 242.2 ha

Developer requirements: Developer masterplan which should address: Need to ensure no adverse impact on the water quality of the Outer Cromarty Firth; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; protected species survey; protect and enhance existing woodland and individual trees, create new woodland where opportunities exist and integrate within the green/blue network; Landscape and Visual Impact Assessment; archaeological walkover survey in first instance with possible

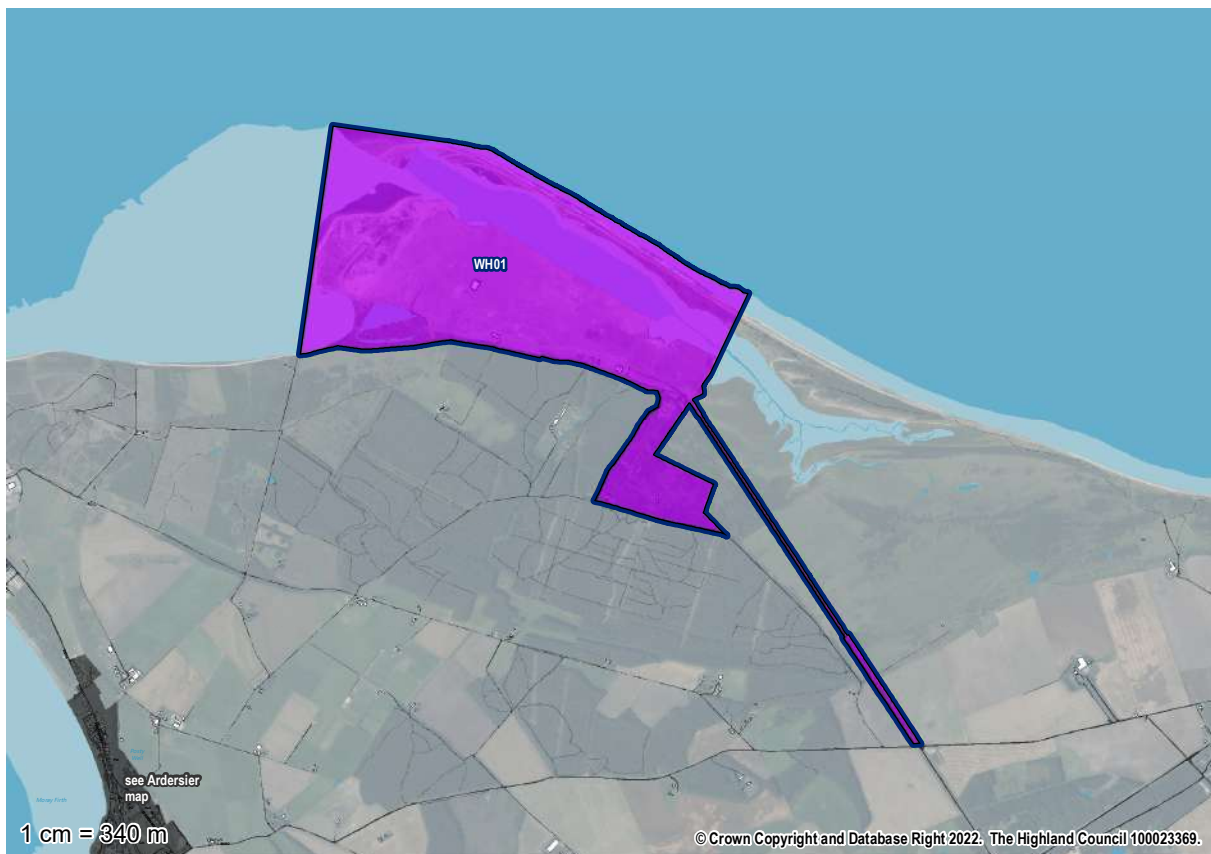
programme of archaeological works/mitigation; safeguard fabric, historic character and setting of the Scheduled Monuments (Dunskeath Castle SM3319 and batteries and camps SM13750) and Listed Buildings at Pitcalzean House; Transport Assessment including details of potential impact and alterations to B9175, measures which promote the transport hierarchy; protect and enhance wherever possible the National Cycle Network and Castlecraig Core Path; noise assessment and inclusion of necessary mitigation; demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Cromarty Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation, pollution, noise, disturbance and avoiding spread of invasive non-native species (Common Cord Grass *Spartina Anglica*), Recreational Access Management Plan including consideration of water based activities, plan must include satisfactory provision and/or contribution towards open space, path and green network requirements, potential impact on harbour seals should be addressed, assessment to consider impact and any required mitigation for harbour seals that use near by haul out sites, Noise Mitigation Plan (including construction and operational phases and disturbance effects), Oil Spill Contingency Plan, Boat traffic Management Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance.

Whiteness | Ceann Geal

- 269** At around 300ha, the former fabrication yard is one of the largest brownfield ports in the UK and has laid vacant for 20 years. It is located within close proximity to main centres of population, including Ardersier, Nairn, Tornagrain and Inverness and benefits from direct access to the A96 trunk road and marine access via a large quayside.
- 270** The site was purchased in 2021 and the new owners have aspirations for it to become a leading 'energy transition facility' involved in decommissioning oil rigs, manufacturing of offshore wind components, energy from waste facility and concrete production plant. Permission in principle consent was renewed in 2019 for a renewable energy hub and the initial works, such as dredging, have commenced as part of that.
- 271** As indicated in 'Employment | Ag obair', the Inner Moray Firth area has been shown to be ideally placed to be at the forefront of the global green energy transition. Due to the vast scale of the site and with a clearer vision under its new owners, Whiteness has potential to be play a major role in the development of the industry and create significant employment opportunities and help to bolster communities along the A96 corridor.
- 272** There is potential for WH01 to have an adverse effect, alone and in combination with a number of development sites (including many of the Plan's Economic Development Areas), on the integrity of the Dornoch Firth and Morrich More SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA due to impacts on habitats and species because of the creation of additional noise and physical disturbance from commercial and/or recreational marine activities; also construction and operational impacts, alteration to the tidal currents and tidal processes and water quality. Specifically, HD01 and NG01 for Dornoch Firth and Morrich More SAC; INW14, INC06, CS01, FG01 for Inner Moray Firth SPA/Ramsar; NG01, INW14, INC06 and IG05 (dolphins) for Moray Firth SAC and NG01, INW14, INC06, FG01, CS01 and HD01 for Moray Firth SPA. Any development proposals at WH01 must demonstrate that there would be no adverse effect on the integrity of the Dornoch Firth and Morrich More

SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA either alone or in combination with other sites by demonstrating mitigation measures described in developer requirements for WH01.

Map 44 Whiteness



Development Sites

Industry

WH01: Whiteness

Area: 292.5 ha

Developer requirements: Development in accordance with planning permission 18/04552/PIP and related permissions. Any alternative proposals must address: Protect and enhance watercourses, ponds, wetlands and lochans. Provide buffer of at least 6m from built

development; Flood Risk Assessment (no development in areas shown to be at risk of flooding); Drainage Impact Assessment; Access Management Plan (to assess and reduce impacts on bird features and seal haul out site) and Vessel Management Plan (to assess and reduce impacts to dolphins and other cetaceans); protected species survey; Transport Assessment including details of access strategy and active travel/public transport linkages to urban centres; landscaping scheme which protects and enhances wherever possible woodland within/adjoining site and integrates it with wider green/blue network; demonstration of no adverse effect on the integrity of the Dornoch Firth and Morrich More SAC, Inner Moray Firth SPA/Ramsar, Moray Firth SAC and Moray Firth SPA by public sewer connection and comprehensive sustainable urban drainage system to deal with surface water run-off to avoid sedimentation and pollution reaching the Firth, satisfactory submission of a Construction Environmental Management Plan and Operational Environmental Management Plan both including prevention of sedimentation and pollution, mitigating disturbance, impacts of vessel movements, dredging and disposal and the modification of coastal processes, Boat Traffic Management Plan, Noise and Vibration Mitigation Plan, Oil Spill Contingency Plan, Hydro-Dynamic study to assess the impact of altered flows on sediment movement in the firth in relation to subtidal sandbanks. Recreational Access Management Plan including consideration of water based activities, plan must include satisfactory provision and/or contribution towards open space, path and green network requirements, including mitigation associated with the Inverness to Nairn Coastal Trail, full compliance with appropriate regulatory frameworks for ballast water discharge, dredging and disposal and ship-to-ship transfers including Marine Scotland dredging and disposal guidance (both for capital and maintenance spoil) and JNCC piling guidance, no adverse effect on the integrity of the Inner Moray Firth SPA/Ramsar including any modification to the natural processes of the spit and associated capital and maintenance dredging and disposal operations.

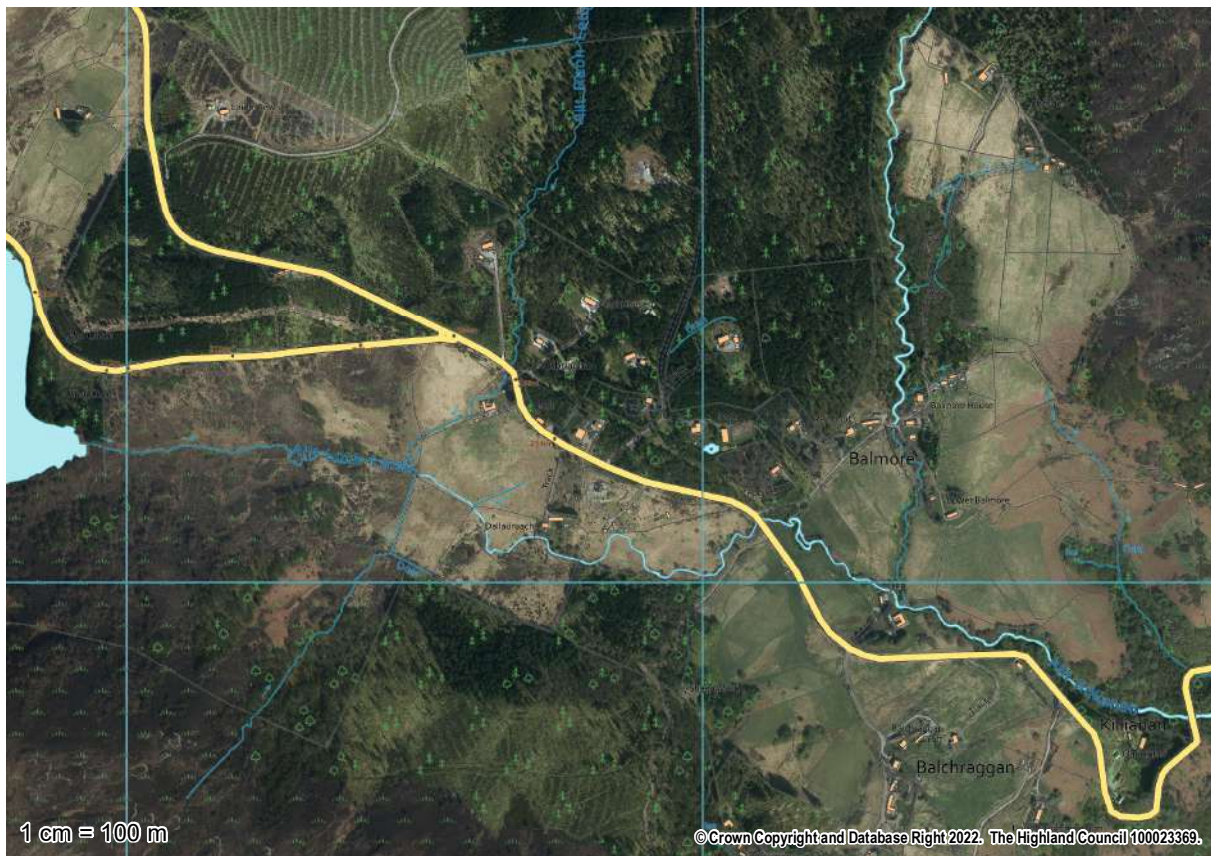
Growing settlements | Tuineachaidhean a' fàs

273 Although we intend that the majority of future growth is accommodated within the most environmentally sustainable and economically viable settlements, we recognise that Highland has a tradition of more dispersed rural settlement than other parts of Scotland. Accordingly, we propose to retain a list of the smallest, established settlements where appropriate, limited 'infill' growth will still be encouraged. To bring this Plan into alignment with our other Highland local development plans we call them 'Growing Settlements'. We have only included places that have some development pressure, few environmental constraints to development, and facility/service networks that can accommodate additional building. These are listed as Tier 5 settlements in the Plan's Table 2 'Settlement Hierarchy' and have a corresponding general policy Policy 12 'Growing Settlements'. The following section, for each settlement sets out key assets/opportunities and Placemaking Priorities, which will be applied in determining planning applications in each place. Illustrative material showing the locality is included for each settlement but please note that this is for contextual purposes only and of no policy significance.

Abriachan | Obar Itheachan

274 The scattered crofting township at Abriachan sits high above Loch Ness on its northern flank and parts of the community offer an attractive, elevated outlook across and along the loch. There is a village hall but many other local facilities have closed because of the proximity of facilities in Inverness and Drumnadrochit. The Great Glen Way passes through the community and offers recreational and tourism economy benefits. Housebuilding within the community has been slow but steady but there is a need to diversify employment opportunities to add to tourist trail accommodation and crofting. There are active local community groups who have pioneered many local enterprises and initiatives including ownership of the Abriachan Forest with its diverse recreational and educational activities and trails.

Map 45 Abriachan



Placemaking Priorities 35

Abriachan

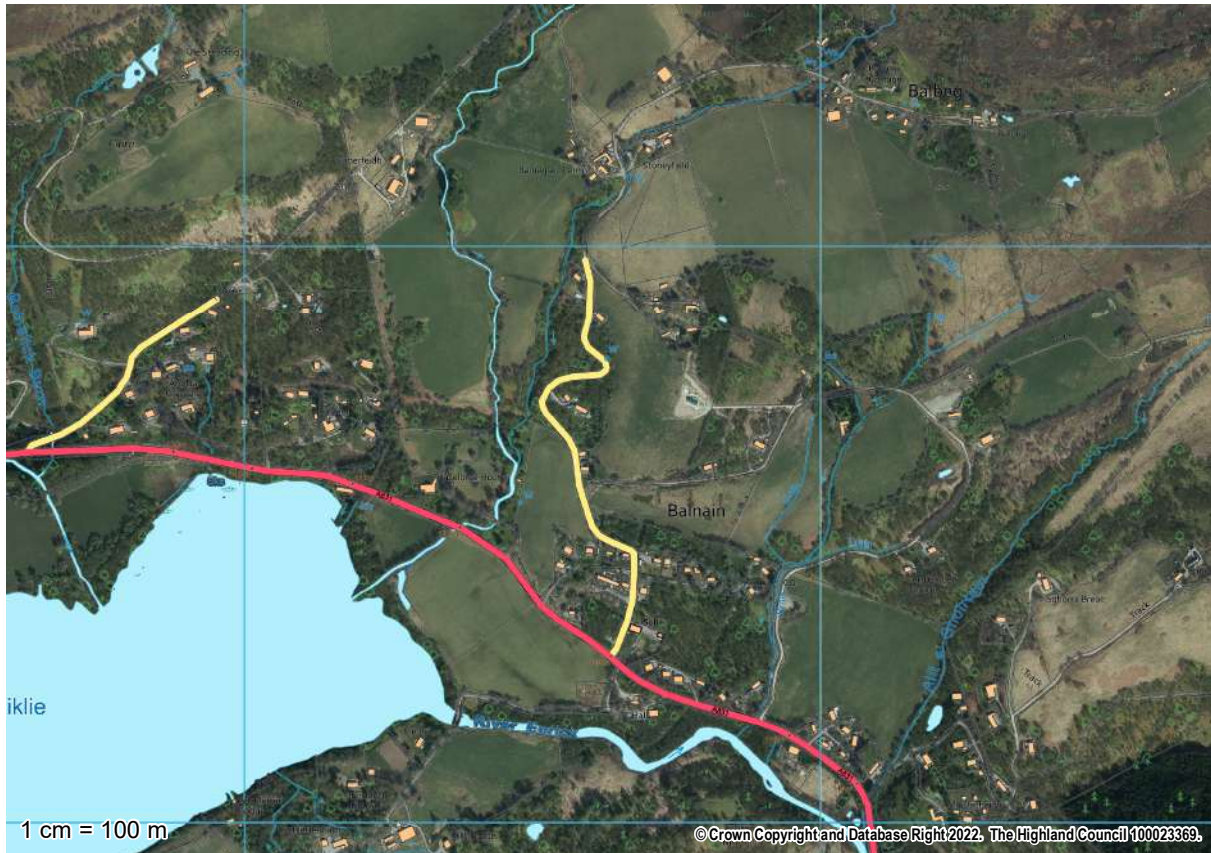
- Respect the historic pattern of crofts and absence of a public sewerage system which necessitate continuity of the loose scatter of buildings and small existing groups of buildings at Balchraggan and Balmore.
- Take account of the limitations of the substandard horizontal and vertical alignment of the township road and its largely unadopted side roads which reduce the scope for safe vehicular access.
- Avoid the more visually prominent land either side of the road which should remain substantially open.

- Respect the settlement's elevation and climatic exposure which suggest that new building plots should be located where they offer some shelter from landform and/or retained planting.
- Protect the identity and setting of the community by avoiding its sporadic extension.

Balnain | Baile an Àthain

275 Balnain lies alongside the A831, some 5km west of Drumnadrochit and within commuting distance of Inverness. It provides facilities for a scattered population throughout Glenurquhart. Local farming, forestry and estate work supports most local jobs. Opportunities to develop local tourist facilities and accommodation may arise with further promotion of the A831 tourist route and the Western Glens, and based on Glenurquhart's archaeological, fishing and forest based recreation assets. Existing development is clustered around the primary school and hall, flanked by rising farm and woodland.

Map 46 Balnain



Placemaking Priorities 36

Balnain

- Support further small scale housing development where it will help underpin local community facilities.
- Direct most future development north of the A831 so as to protect the fine outlook west across open ground bordering Loch Meikle and avoid land at risk to flooding or erosion.
- Respect the limited local waste water treatment capacity.
- Support community initiatives to enhance local amenities, including management of the woodland beside the school, refurbishment of the play area and creation of a visitor

focal point with better signage of local attractions and places of interest, and improved priority for active travel movement.

- Better protect and enhance local greenspaces and Green Networks as conduits for the movement of people, wildlife and flood waters particularly along and across watercourses and woodland areas.

Barbaraville | An Cladach

276 Barbaraville is a small village on the north shore of Nigg Bay, approximately 6km to Invergordon. It is located within the hinterland. In recent times there has been a small amount of housebuilding, with the most recent large expansion being at the private retirement village. The village would benefit from improved active travel routes to Invergordon and east towards the village hall.

Map 47 Barbaraville



Placemaking Priorities 37

Barbaraville

- Preserve public views across the Cromarty Firth.
- Enhance green and blue networks.
- Development must avoid sedimentation and pollution reaching the SPA, so as to avoid any adverse effect on integrity, plus protect the interests of the SSSI and Ramsar.

Cannich | Canaich

277 Cannich is a small village in a compact physical form occupying the glen floor between steep slopes. That glen floor is shared with the Rivers Cannich and Glass and their associated flood risk areas which curtail where further development can occur. However, Cannich lies at a strategic point on the A831 tourist route equidistant from the main gateway centres of Drumnadrochit and Beaully and is the most important entry point for visitors to the Western Glens. Its distance from other centres also allows it to support a number of local facilities including a shop and school. Traditional forest and hydroelectricity employment are giving way to conservation and recreation management opportunities for which the village could provide a broader range of upgraded services. The local road system is "pinched" at the bridge or largely single track. Local water and sewerage facilities are adequate but of limited capacity. Currently, there is no confirmed private or affordable housing developer interest in the settlement but sites are available and development within the village would help sustain local services and take pressure off the surrounding countryside.

Map 48 Cannich



Placemaking Priorities 38

Cannich

- Diversify local employment opportunities taking advantage of Cannich's Western Glens visitor gateway location.
- Support further central housing development in parallel with this diversification including at the land adjoining the camping and caravan site.
- Respect the physical constraints of the settlement by not supporting development within or adjacent to the fluvial flood risk areas and not allowing sporadic development up the glen sides.

- Support a scale of development that helps sustain local facilities but doesn't overburden the limited capacity in the local water and sewerage network.
- Better protect and enhance local greenspaces and Green Networks as conduits for the movement of people, wildlife and flood waters particularly along and across watercourses and woodland areas.

Cawdor | Caladair

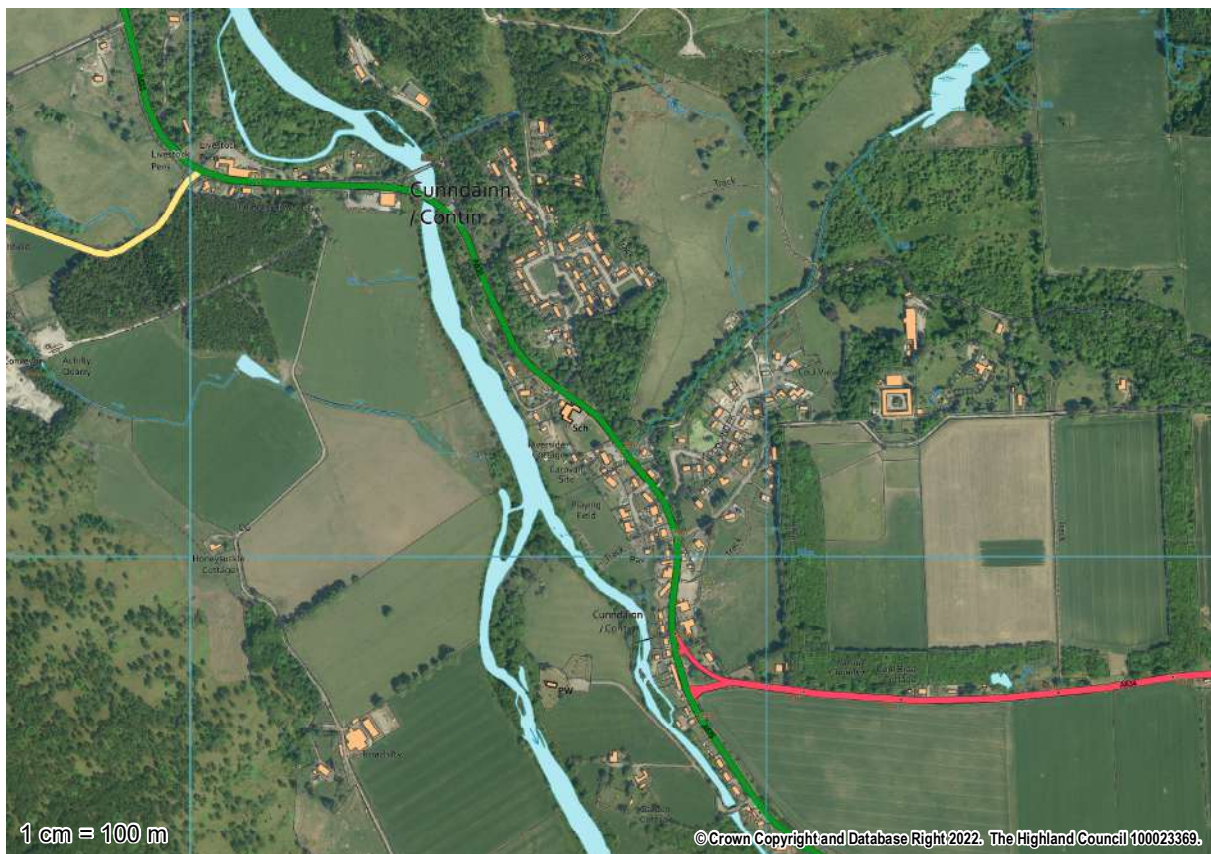
278 Cawdor is a small village with a population of just over 100 residents and located approximately 8km south-west of Nairn on the B9090. Its history is closely associated with Cawdor Castle and the majority of the estate buildings date to the 18th century and lie within a Conservation Area.

279 With much of its infrastructure at capacity, limited range of facilities and poor public transport accessibility it is not suitable for significant levels of growth. There is opportunity, however, for small scale infill and rounding off developments within the village. Any development needs to be designed to a high architectural standard to protect the distinct character of the existing settlement.

Contin | Cunndainn

280 Contin is an attractive village which is a gateway to the North West Highland. It straddles the A835 on a prime location on the North Coast 500 tourist route. The Blackwater River runs along the western edge of the village. The village no longer has a Primary School, pupils go to Strathpeffer Primary School and Dingwall Academy. However a new community hall has been built on the playing field of the old Primary School. There has a small amount of housebuilding in recent years and there is potential for small amounts of infill development.

Map 50 Contin



Placemaking Priorities 40

Contin

- Maintain Five Acre Wood as green space.

Section 4 - Places | Àiteachan

- Ensure development is set back from any mature trees.
- Any development close to Black Water River will need to ensure that it is not at flood risk.
- Any proposed tourist facilities near the filling station should ensure frontage onto the A835.
- Ensure no impact on Preas Mairi Chambered Cairn Scheduled Monument or its setting.
- Promote active travel links which connect to existing paths.
- Sits within the Hinterland so infill development opportunities should be pursued.
- Improve public transport connectivity.

Farr and Inverarnie | Fàrr agus Inbhir Fheàrnaidh

281 Far and Inverarnie include several relatively small settlement clusters strung out over 2km alongside the B851. There has been a relatively high number of new houses built within the local area over the past 20 years, with distinct groups at Farr and Inverarnie. Farr Primary School has a healthy roll which is expected to continue around the same level into the future but Inverness Royal Academy is under increasing pressure.

282 To help ensure new development is sustainable and well connected, it should be integrated within Farr and Inverarnie and not lead to further sporadic or ribbon development.

Map 51 Farr and Inverarnie



Placemaking Priorities 41

Farr and Inverarnie

- Future development must only add to the existing clusters at Farr and Inverarnie. The limits of development should be Croftcroy junction to south and the Hall to north.
- Land immediately adjacent to the East of Farr hall must be safeguarded for community/local retail use such as a village store and/or coffee shop.
- Deliver new affordable housing including within suitable small-scale developments.
- Risk of flooding will limit further development in certain areas particularly further westwards towards the bridge over River Nairn and the area surrounding the bridge over the River Farnack.
- Safeguard areas of woodland from development.

- Create a continuous active travel connection between the two settlements.
- Continue to develop community and recreational facilities and enhance the environmental features within the community-owned School Wood and Milton Wood.
- Enhance green and blue networks as part of retaining woodland and creation of active travel connections.

Foyers | Foithir

283 Foyers is a small settlement with pockets of development spread along the River Foyers at its entrance to Loch Ness. It benefits from a range of facilities including a shop and medical centre. There is also a waste water treatment works which serves Foyers.

284 The steep slopes and mature native woodland provide an attractive setting for Foyers and the area has a rich heritage with several listed building, including the A listed former aluminum factory. These features, however, have also limited development options. In addition, Foyers Primary school, which is rated "poor" in terms of both condition and suitability, has a low roll and it is expected to decline further in the coming years. The reduction in families has likely been exacerbated by a trend towards the conversion of existing houses to tourist accommodation.

285 The Council supports the delivery of the [Stratherrick and Foyers Community Action Plan](#)⁽³⁵⁾ which was finalised in late 2021. The action plan establishes a shared vision for the area and sets out key priorities and planning issues, including the need to increase affordable housing, protect the environment and improve transport infrastructure.

35 <https://www.communityfuture.net/>

Map 52 Foyers



Placemaking Priorities 42

Foyers

- Use the Stratherrick and Foyers Community Action Plan as a material consideration in determining planning applications and investment decisions.
- Deliver well designed affordable housing to encourage families and young people to the area and strengthen the community and demand for its facilities.
- Need for better roads maintenance and signage together with enhancements to safe walking and cycling routes to schools.
- New housing should to be located close to facilities, such as the school and shop, or added to existing clusters of development.

- Support the renovation/redevelopment of Boleskine House to help boost the local economy.
- Make the most of the commercial and active travel opportunities arising from the National Cycle Network running through the village.
- Protect and enhance all areas of woodland from development.
- Enhance multi-use green and blue networks, such as the area around River Foyers, and nature-based solutions, such as retaining natural buffer strips, to protect the water environment and support biodiversity.

Garve | Gairbh

286 Garve sits along the Black Water River, 8km north west of Contin on the A835, the main road to Ullapool. It also benefits from having a train station which is serviced by the regular Kyle of Lochalsh service. The Blackwater River creates an attractive backdrop for the village, however there is also potential for flooding along the river and flood risk assessments may be required for some development. There is a rich built heritage with several Historic Environment Records in the local area, including Little Garve Bridge. There are several core paths around the area – Village River path, Silverbridge circuit, Tor Breac forest track and Kinellan to Strathgarve. The village benefits from a range of facilities including a village hall, small playing field, Wyvis Natural Play Park, food takeaway, recycling point and a Primary School. Strathgarve Primary School has a low roll and is expected to decline further. The hotel has recently ceased trading however the community has aspirations for the site and it should continue to play an important role in the community.

Map 53 Garve



Placemaking Priorities 43

Garve

- New houses should be directed towards existing clusters.
- Discourage ribbon development along A832 or A835 especially north of village within Gorstan crofting area.
- Support re-development opportunities at the hotel and the land adjacent to it.
- Safeguard areas of native and ancient woodland, Scottish Semi-Natural Woodland Inventory and Red Squirrel Priority Woodland from development.
- Continue to develop community and recreational facilities.

- Improve public transport connectivity.
- Enhance green and blue networks to protect the water environment and for recreational purposes at the Black Water River.

Gorthleck | Goirtlig

287 Gorthleck is a reasonably dispersed settlement located along the northern banks of Loch Mhor. It has seen steady levels of housing development over the last 10 years with most located in a reasonably contained area, approximately 1km from the school. Stratherrick Primary is a slightly more modern school than many other rural schools. As a result it is rated as "fair" in terms of condition and suitability. The lack of public drainage system may, however, limit development opportunities.

288 The Council supports the delivery of the [Stratherrick and Foyers Community Action Plan](#)⁽³⁶⁾ which was finalised in late 2021. The action plan establishes a shared vision for the area and sets out key priorities and planning issues, including the need to increase affordable housing, protect the environment and improve transport infrastructure.

36 <https://www.communityfuture.net/>

Map 54 Gorthleck



Placemaking Priorities 44

Gorthleck

- Use the Stratherrick and Foyers Community Action Plan as a material consideration in determining planning applications and investment decisions.
- Housing development should continue to be focused in close proximity to the school and typically be infill between existing clusters of development.
- Further development along side roads will be required to upgrade the roads to adoptable standards.
- Preserve public views across Loch Mhor.

- Safeguard the pockets of native and ancient woodland from development.
- Enhance multi-use green and blue networks, such as watercourses and Loch Mhor, and nature-based solutions, such as road side verges and planting, to protect the water environment and support biodiversity.

Hill of Fearn | Baile an Droma

289 Hill of Fearn sits on the B9165 approximately 8 km south east of Tain and benefits from views over the countryside towards Nigg and the Seaboard Villages. It is surrounded by flat, good quality prime agricultural land. The village benefits from range of facilities including a hotel, shop and butchers, garage, post office, recycling point and a Primary School. Hill of Fearn Primary School is at about 50% capacity and is expected to remain at current levels. Fearn Railway Station, which is on the Far North Line, is located 2km from the village. The most recent house building has been at Monks Walk, apart from this there has been limited amounts of housing development. Except for a small line of houses along the western side of B9165 Main Road, the rest of the housing all sits to the north and east of the B9165.

Map 55 Hill of Fearn



Placemaking Priorities 45

Hill of Fearn

- Safeguard areas of Scottish Semi-Natural Woodland Inventory and Ancient Woodland Inventory to the north of the village from development.
- May be opportunity for limited amounts of housing development infill. Older parts of village have some sections of vennels or alleys, these should be preserved.
- Discourage development encroaching in a linear pattern along B9165 Station Road towards Fearn. Equally discourage development to the south of the B9165 Station Road.
- Village green area should be protected from development.
- Enhance blue and green networks.
- Development proposals should have regard to Tallich SSSI.

Inchmore | An Innis Mhò

290 Inchmore's role as a community hub for the northern Aird has passed to Kirkhill where the the local primary school is located and to where the Plan directs most local growth. Limited infill development should still be possible but there are constraints to development such as non adopted side roads, high voltage overhead lines, flood risk that affects the eastern end of the settlement and previously allocated development land has not been released to developers or has ground conditions issues. Inchmore's location on the old A9 still offers it some strategic significance and in the future this could be as an important node on public transport routes and a strategic active travel link connecting Inverness to Beaulieu and beyond.

Map 56 Inchmore



Placemaking Priorities 46

Inchmore

- Direct any further, smaller scale housing and other development to land adjoining the former village hall and away from more steeply sloping and visually prominent land to the south, and land subject to unacceptable flood risk to the east.
- Limit the scale of any development to the capacity of local infrastructure in particular the capacity of junctions onto the A862, of Kirkhill Primary School and of Glen Convinth Water Treatment Works.
- The settlement has very limited public greenspace and therefore the few attractive features such as the former school playing field, road side verges and woodland clusters should be protected from future development proposals.
- Land safeguards and/or developer contributions towards the Inchmore section of the Beauly to Inverness strategic active travel link.

Inver | An t-Inbhir

291 Inver is a small clustered settlement with a village hall community hub. The village occupies an attractive location on the coast, however this brings with it potential for flooding and coastal erosion. There are several Core Paths around the village. There has been a small amount of housing completions in recent years. Inver Primary School is an important community hub, currently sitting at over 70% capacity and forecast to rise to over 80% capacity over the next 15 years.

Map 57 Inver



Placemaking Priorities 47

Inver

- May be development potential to immediate south east of settlement.
- Potential for development along Shore Street heading towards the Primary School.
- Preserve open views to the north over the Morrich More and Dornoch Firth by ensuring adequate distances between houses and preventing infill development on the road between Tain and Portmahomack.
- Development must avoid sedimentation and pollution reaching the SPA and SAC, so as to avoid any adverse effect on integrity, plus protect the interests of the SSSI and Ramsar.
- Enhance green network along the coast.

Marybank | Bruach Màiri

292 Marybank is a small clustered village situated at the entrance to Strathconon overlooking the confluence of the Rivers Conon and Blackwater which originally served the sporting estates and farming communities of Strathconon, Fairburn and Balnagown. Marybank's location is also a conduit for residents and visitors at the gateway to Strathconon. The village sustains facilities that includes a primary school and a community hall but has lost its shop and post office. Recently, development pressure for multiple house developments has been low but an upgrade to the local septic tanks based sewage works should now allow such development.

Map 58 Marybank



Placemaking Priorities 48

Marybank

- Support the local community's desire to bring back a village shop facility possibly as an enhancement of facilities at the community hall.
- Protect the stands of mature trees, particularly on roadside verges, that are important to the amenity of Marybank and to extend and augment this 'policy' planting across the village and to connect with other green networks.
- Protect and improve local water quality by additional riparian planting especially in the watercourses that flow into the River Conon and may affect its associated European natural heritage designations.
- Subject to addressing these constraints to support clustered expansion of the village most acceptably east of Balloan Road and South of Ord Road.
- Support other development as infill opportunities rather than extending single plot depth "ribbon" development along the frontage of the settlement's roads as they pass into surrounding open countryside.
- Improve public transport connectivity.

Milton of Kildary | Baile Mhuilinn Anndra

293 Milton of Kildary sits just off the A9 trunk road. The Balnagown River flows through the village and it benefits from the attractive backdrop of ancient and native forestry. Balnagown Castle and its Garden and Designed Landscape, provide an attractive wider setting. The village offers a primary school, village shop, village inn and community centre. In the heart of the village is the green on which stands a mercat cross. The village sits within the hinterland and there has been small amounts of housebuilding in recent years. Milton Primary School is currently sitting at 60% capacity and is expected to remain at similar levels. In recent times the village

has suffered from a decrease in bus services which has an impact on residents being able to access employment opportunities elsewhere; there may be opportunities to seek developer contributions towards a Dial-a-Bus service.

Map 59 Milton of Kildary



Placemaking Priorities 49

Milton of Kildary

- Safeguard areas of native and ancient woodland, Scottish Semi-Natural Woodland Inventory and the Tree Preservation Order at Balnagown Bridge and East Lodge.
- Protect and where possible enhance access to Core Paths through enhancement of multi-use green networks.

- Protect and enhance the village's heritage assets notably the Conservation Area and several listed buildings.
- Development proposals should demonstrate how they will avoid sedimentation and pollution reaching the Cromarty Firth SPA, so as to avoid any adverse effect on integrity, plus protect the interests of the SSSI.

Portmahomack | Port MoCholmaig

294 Portmahomack is a picturesque village positioned on the Tarbat peninsula in Easter Ross, around 16km east of Tain, adjacent to the Moray Firth SPA and SAC. It is situated on a sandy bay and has a small harbour. Due to the proximity to the coast there is potential for coastal flooding. It has a range of services and amenities including a Primary School, Carnegie Hall, shop, post office, golf course several cafes/restaurants and a hotel. Tarbet Old Primary School is sitting at over 80% capacity and is expected to remain over and above that level. The village has a rich built heritage with several listed buildings in the village, mainly along the shore and a Pictish monastic settlement Scheduled Monument, which has been subject to archaeological excavation. The Tarbat Discovery Centre is a local heritage centre and museum. There has been relatively few housing completions in recent years.

Map 60 Portmahomack



Placemaking Priorities 50

Portmahomack

- Protect and where possible enhance access to Portmahomack to Tarbatness and Portmahomack to Inver Core Paths.
- Support local community with efforts to enhance the harbour and its facilities.
- Seaward land on the western approach into the village should not be built on to safeguard public views over water.
- Potential for infill development.
- Development proposals should demonstrate how they will avoid sedimentation and pollution reaching the SAC and SPA, so as to avoid any adverse effect on integrity.

Rhicullen/Newmore | Ruighe a' Chuilinn/An Neimh Mhòr

295 Rhicullen/Newmore is a compact group of housing collected around Newmore Primary School. It is close to two major service centres being only 5km to Invergordon and 6km to Alness. The Primary School is sitting at just over 70% capacity and is expected to stay relatively stable with projected increases towards the end of the decade. The village sits within the hinterland. There are known safety and capacity issues at the A9 Tomich junction which will be a growth constraint.

Map 61 Rhicullen/Newmore



Placemaking Priorities 51

Rhicullen/Newmore

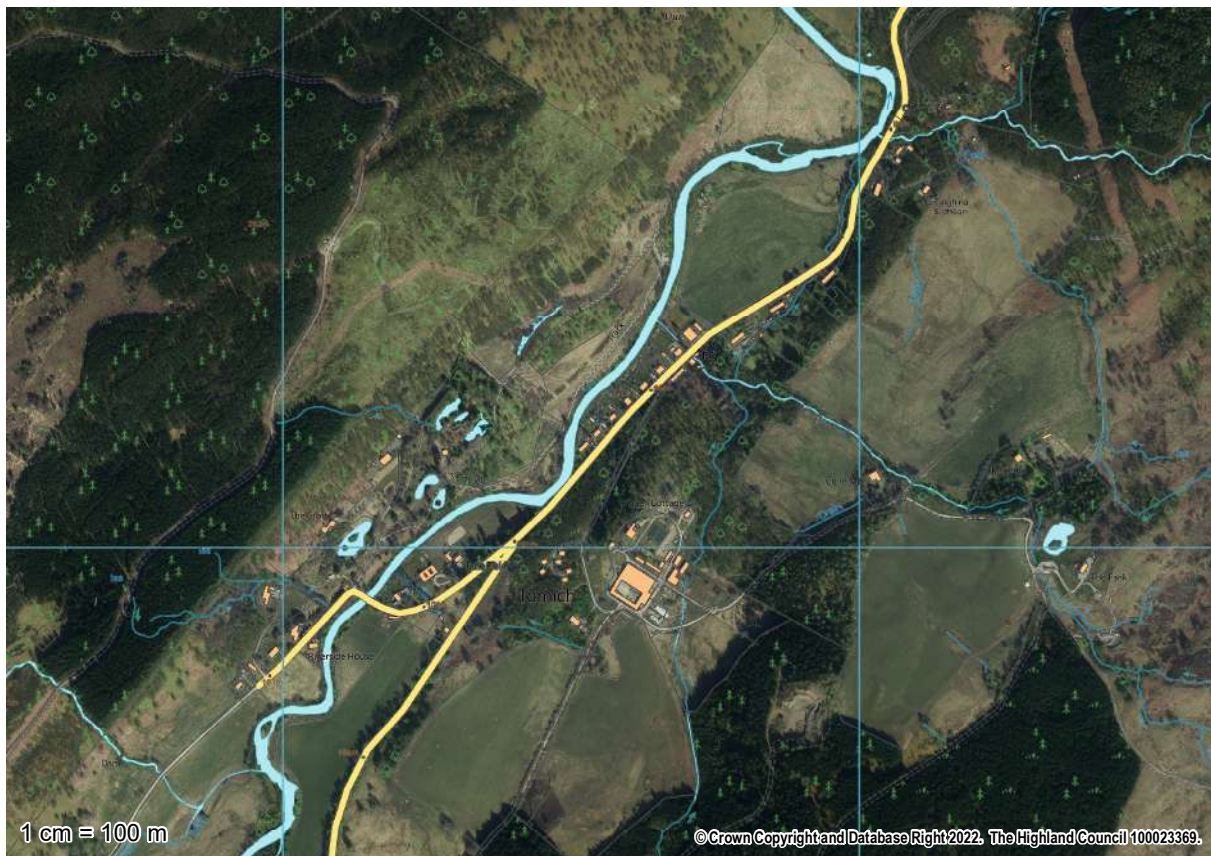
- Any new housing should be clustered around the existing housing group.

- Limit development to consolidation on east-west axis.
- Safeguard areas of native and ancient woodland and Scottish Semi-Natural Woodland Inventory to the north and south of the village from development.
- Playing field should be protected from development.
- Rhicullen Training Trenches Scheduled Monument to be safeguarded from development.

Tomich | An Tomaich

296 Tomich is a "planned" conservation village at the heart of the Guisachan Estate and is afforded Conservation Area status because of its collectively high standard of architectural design quality. Water and sewerage facilities have limited spare capacity and there are adjoining flood risk areas. There are no community facilities although there is a limited hours post office, an hotel and a large self catering complex. The village is remote from other settlements and higher order services but still offers some limited potential for infill development.

Map 62 Tomich



Placemaking Priorities 52

Tomich

- Protect the architectural character of the settlement which is strongly linear in form.
- Support limited expansion opportunities that are in keeping with maintaining and if necessary then extending this linear form.
- Support the further expansion of visitor facilities at Tomich particularly where these are also available to the permanently resident population.
- Better protect and enhance local greenspaces and green networks as conduits for the movement of people, wildlife and flood waters particularly along and across watercourses and woodland areas.

Whitebridge | An Drochaid Bhàn

- 297** Whitebridge is a small dispersed rural settlement at the south western side of Loch Ness. Facilities are very limited, with the closest shop being at Foyers and school children attending Stratherrick Primary in Gorthleck.
- 298** Environmental sensitivities which may affect development proposals include: areas of land at risk of flooding from River Fechlin and Allt Breinbeag; crofting interest to the south at Drummond; and, both the bridges at Whitebridge are of historical interest with the Old Bridge being A Listed and the New Bridge being B Listed.
- 299** The Council supports the delivery of the [Stratherrick and Foyers Community Action Plan](#)⁽³⁷⁾ which was finalised in late 2021. The action plan establishes a shared vision for the area and sets out key priorities and planning issues, including the need to increase affordable housing, protect the environment and improve transport infrastructure.

37 <https://www.communityfuture.net/>

Map 63 Whitebridge



Placemaking Priorities 53

Whitebridge

- Use the Stratherrick and Foyers Community Action Plan as a material consideration in determining planning applications and investment decisions.
- Support the hotel to continue to provide an important role within the community.
- Ensure development respects the setting of the Listed Buildings.
- Safeguard the pockets of native and ancient woodland from development.
- Enhance the role of watercourses, including River Fechlin, as part of green and blue infrastructure to deliver nature-based solutions to tackling flooding, and wetlands and natural buffers.