

Agenda Item	8.5
Report No	PLN/054/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 30 September 2026

Report Title: 26/02844/FUL: The Highland Council
Land 55M NW of Rosemarkie Camping and Caravanning Club, Ness Road East, Fortrose

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Formation of car park

Ward: 09 – Black Isle

Development category: Local development

Reason referred to Committee: More than 5 objections

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

Recommendation

Members are asked to agree the recommendation to **GRANT** the application as set out in section 11 of the report

1. PROPOSED DEVELOPMENT

- 1.1 The proposed development comprises the formation of a new car park.
- 1.2 The development will provide a total of 48 parking spaces, consisting of 38 standard parking bays, 6 electric vehicle charging bays and 4 disabled parking bays. The car park is intended to provide additional parking capacity within an area that experiences high levels of tourist activity and associated parking demand.
- 1.3 The facility is proposed solely for the use of cars, with no provision made for vans, caravans or motorhomes. In terms of layout and surfacing, the development will comprise an asphalt spine road with standard parking bays formed in an open granular finish, while the disabled parking bays and electric vehicle charging bays will be surfaced in asphalt.
- 1.4 Access to the development is proposed via a new access from Ness Road East from the north. Entry to the car park will be controlled by a height restriction barrier to prevent access to vans, caravans and motorhomes, ensuring that the facility remains dedicated to car parking only. To the western boundary of the site, 4m to 6m high net fencing is proposed to provide protection from golf balls associated with the adjacent golf club practice range.
- 1.5 Surface water drainage will connect to the existing road drainage network and will be supplemented by a combination of channel drains; filter drains and solid drains to manage runoff from the development.
- 1.6 Supporting Information:
 - Visualisation 1 to 6 provides visual context for how the site will look in terms of its siting and design.
 - Arboricultural Impact Assessment/Method Statement carried out by Urban-Arb Consultants outlines the implications of the development, recommended arboricultural works and an arboricultural method statement.
- 1.7 Variations: None.

2. SITE DESCRIPTION

- 2.1 The site is located on land 55m north-west of Rosemarkie Camping and Caravanning Club, to the west side of the single-track coastal road from Fortrose and Rosemarkie Golf Club towards Rosemarkie.
- 2.2 The application site comprises a relatively level area of land with gentle slopes towards the east. The site is characterised by a mix of grassland, shrub vegetation

and scattered trees. A number of trees within the site are to be retained as part of the development.

- 2.3 The surrounding area is characterised by a mix of tourism and recreational uses. On the coastal side of the road, immediately east of the site, is the Rosemarkie Camping and Caravanning Club site, which accommodates caravans, campervans and associated visitor facilities. The site also adjoins Fortrose and Rosemarkie Golf Club, with the golf course extending around parts of the site, and the clubhouse and private car park situated to the south. There are no residential properties in the immediate vicinity of the site.
- 2.4 The site is located within the Sutors of Cromarty, Rosemarkie and Fort George Special Landscape Area (SLA). The SLA forms an important transitional landscape between the open coastal character of the Moray Firth and the more enclosed landscapes of the Cromarty and Inverness Firths, encompassing several key features of the Inner Moray Firth.
- 2.5 There is a Core Path running parallel to the east and the site is informally used by dog walkers.

3. PLANNING HISTORY

- 3.1 None

4. PUBLIC PARTICIPATION

- 4.1 Advertised: Unknown Neighbour 14 Days

Date Advertised: 07.08.2026

Representation deadline: 21.08.2026

- 4.2 Timeous representations: 83 Reps (82 Households)

No. of objections - 63

No. in support - 14

No. of general comments - 6

- 4.3 Late representations: None

- 4.4 Material objection considerations raised are summarised as follows:

a) Traffic, road capacity and road safety - ability of Ness Road East to accommodate additional traffic generated by the proposed 48-space car park. Existing congestion associated with Chanonry Point, the nearby campsite, golf club and tourist traffic. The development could attract further vehicle movements rather than alleviate parking pressures. Ness Road/Ness Road East junction has restricted

visibility with potential vehicle conflicts. Absence of supporting transport evidence demonstrating the proposal's anticipated traffic benefits.

Officer response: It is considered that the development is unlikely to result in a significant increase in overall visitor numbers or vehicle trips. The primary attractions within the locality, including Chanonry Point, Rosemarkie Camping and Caravanning Club, Fortrose and Rosemarkie Golf Club, and the wider coastal area, already draw substantial numbers of visitors. It is not considered likely that individuals would be encouraged to visit the area solely as a result of the provision of additional parking facilities. The purpose of the proposed development is to accommodate existing visitor demand and provide a formalised parking facility for those already travelling to the area.

Regarding the inadequacy of the local road network, the applicant states that concerns here mostly relate specifically to the Ness Road/Ness Road East junction, which is outwith the application site boundary, around 260m to the southwest. Due to the existing road geometry, and the positioning of gardens, there is very little scope to improve this.

b) Pedestrian safety and access - representations noted the absence of footways along Ness Road East, which is regularly used by walkers, families, dog walkers, wheelchair users and cyclists, and that the development could result in the loss of an existing informal pedestrian route through the site and may force pedestrians onto the narrow carriageway, potentially increasing conflict with vehicles. Representations also referred to the adequacy of pedestrian connections from the proposed car park to key destinations, including Chanonry Point and the beach, and the suitability of the proposal in supporting active travel and providing safe pedestrian access to and from the site.

Officer response: The proposal includes pedestrian access arrangements within the site, and there is no evidence that the development would materially worsen existing conditions for pedestrian safety on Ness Road East. While concerns have been raised regarding the loss of an informal route through the site, the Access Officer notes that the proposal will increase accessibility to the coast edge Core Path and recommends securing by condition a defined footway/path to the shore path for reasons of safety and amenity.

While the provision of a pedestrian link between the proposed car park and the shoreline would be a welcomed enhancement, the route and delivery of such infrastructure require further consideration. The creation of a pathway remains an aspiration of the Council and is currently being explored in conjunction with Fortrose and Rosemarkie Golf Club. As discussions are ongoing, it would not be reasonable to require its provision as part of the current application.

c) Biodiversity and ecological impacts – representations highlight the potential loss of habitat arising from vegetation clearance, including the removal of trees and scrub, and the possible effects on local wildlife; impacts on birds, bats, and wider biodiversity interests; the loss of a wildlife corridor and coastal habitat; and if the

ecological impacts of the development had been adequately assessed by ecological survey, and compliance with biodiversity requirements under NPF4.

Officer response: the Council's Ecology team have advised that subject to mitigation measures relating to native tree planting especially berry-bearing trees as well as native wildflowers, the ecological impacts of the proposal are considered acceptable. The Planning Authority can secure biodiversity enhancement measures through planning conditions. The Forestry team have noted that the loss of part of the existing tree resource is regrettable; however, the trees proposed for removal are all Category 'C' or 'U' specimens and no higher quality trees are affected. A replacement tree planting scheme is proposed and can be controlled by condition.

d) Urbanising form of development with hardstanding, parked vehicles, lighting and ticketing infrastructure, and golf-ball protection fencing.

Officer response: It is acknowledged that the proposal will alter the appearance of the site. However, the site is not located within an undeveloped landscape and is already influenced by neighbouring tourism and recreational uses, including the adjacent camping and caravanning club, golf course, clubhouse and existing large, surfaced car park.

The proposal has been designed to minimise visual impacts, including through the retention of existing trees and the provision of additional planting, which would provide a degree of screening and assist in integrating the development into its surroundings.

Whilst the golf-ball protection fencing will be visible, it is considered a necessary safety measure given the site's relationship to the adjacent golf driving range. In addition, opportunities exist to secure further landscaping and planting through planning conditions to assist in integrating the development into its surroundings.

Overall, while some change to the site's appearance is inevitable, the development is not considered to result in an unacceptable impact on landscape character or visual amenity. The proposal is considered to represent an appropriate form of development within an area already characterised by tourism, recreation and associated infrastructure.

e) residential amenity with the potential for noise and disturbance arising from vehicle movements, car doors closing and general activity and associated lighting infrastructure, overnight use of the facility.

Officer response: The site is not immediately adjacent to residential properties with the closest property approximately 70m to the south and is located within an area characterised by existing tourism and recreational uses, including the camping and caravanning club, golf course and associated visitor activity. As a result, the proposal is not considered likely to give rise to significant adverse impacts on residential amenity. Site lighting can be managed through design, specification, positioning and installation, which can be controlled by condition. Overnight use will be controlled by the height bar at the car park entrance. Accordingly, the proposal is

not considered to result in an unacceptable impact on the amenity of nearby residents.

f) loss of permeable ground, increased surface water runoff, flood risk, coastal inundation, potential oil and fuel contamination and drainage network capacity

Officer response: Concerns regarding drainage, flooding and pollution are acknowledged. The application is supported by a drainage strategy, as detailed on Drainage Layout Plan Drawing No. 106 Rev 02, which demonstrates that surface water drainage will connect to the existing roadside drainage network and will be supplemented by a combination of channel drains, filter drains and solid drains to manage runoff from the development.

The Council's Flood Risk Management team have no record of flood events on this site. The risk of coastal flooding is minimal on account of SEPA's T200 data which suggests that the land is high enough to avoid a coastal flooding event.

4.5 Material support considerations raised are summarised as follows:

4.6 **a) longstanding shortage of parking** within Fortrose, Rosemarkie and the Chanonry Point area, with existing car parks frequently full, and visitors routinely park in inappropriate locations. The proposal would help accommodate existing visitor demand rather than create a new source of traffic.

b) address existing traffic and parking management issues by providing an alternative to roadside parking. It is anticipated that the development would reduce congestion and improve the safe movement of vehicles within the local road network, particularly during peak visitor periods.

c) conflicts between vehicles and pedestrians arising from existing parking pressures, with pedestrians walking on road due to parked vehicles obstructing footways and verges. The proposal is considered likely to improve pedestrian safety throughout Fortrose by reducing roadside parking and supporting safer movement within the area.

d) accessible parking spaces and improving access for people with mobility impairments and contribute to a more inclusive visitor experience.

e) importance of tourism to the local economy and proposal will help manage tourism-related pressures while supporting access to local attractions, businesses and recreational facilities.

f) ecological impacts can be appropriately mitigated with planting, habitat enhancement and biodiversity measures to ensure the proposal results in environmental improvement where possible.

g) inclusion of electric vehicle charging facilities would contribute to the transition towards lower-emission transport and improve the availability of charging facilities within the local area.

- 4.7 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet <https://www.highland.gov.uk/planning/view-comment-planning-applications>.

CONSULTATIONS

5.1 Fortrose & Rosemarkie Community Council

"Fortrose & Rosemarkie Community Council has, for a number of years, raised concerns about seasonal overflow parking, illegal roadside parking, and the stacking of motorhomes and caravans in the village and at Chanonry Point, including regular discussion of pressures around Marine Terrace. We recognise that the current situation is not sustainable and that this proposal represents the most substantial response to that problem brought forward in some years. The Community Council is supportive of this application in principle, while raising points for consideration by THC.

We are grateful to THC's Project Design Unit for engaging directly and substantively with questions raised during our consultation with residents, and welcome the following clarifications: We accept that this scheme is intended to capture existing, unmet parking demand rather than generate new traffic to the area, and that the site's location is judged to alleviate pressure on Chanonry Point and Rosemarkie without drawing additional visitors. This addresses a significant concern raised by objectors.

We welcome confirmation that the EV charging provision is a funding condition rather than the primary driver of the scheme, that the units proposed are not rapid chargers, and that a height restriction barrier is intended to prevent general overnight camping use. This substantially addresses concerns that charging provision would become a stand-alone attraction in its own right.

We would ask THC to address three remaining points before determination:

1. Pedestrian and driver safety on Ness Road East. Our concern is the sharp bend on Ness Road East, encountered either after turning in from Ness Road or when passing the golf club en route from the new car park. This bend already presents a hazard for drivers, and we understand from residents that it is of particular concern for pedestrians, given the absence of adequate footway provision along this stretch. We ask that THC's Roads team assess whether the additional traffic movements generated by the car park increase pedestrian risk at this location, and whether any mitigation for example, footway improvement, signage, or a reduced speed limit should be considered as part of this application.

2. Breeding birds and habitat loss. We understand construction is programmed for winter to avoid disturbing active nests, which is welcome as construction-phase mitigation. This does not, however, address permanent loss of nesting habitat: if trees and scrub used for nesting are removed, that habitat is unavailable in future seasons regardless of when works take place. Residents have reported that Yellowhammer (*Emberiza citrinella*, red-listed) and Whitethroat (*Curruca communis*, amber-listed) breed on the site. The Community Council has no direct means of verifying this but passed the information to Bryan Stout/Project Design Unit on 18 August 2026. We ask that this be assessed, and that replacement planting favour native species that support the same habitat function, as part of this application.

3. Creating a new car park will require new, well-signed routes to the beach and to Chanonry Point from the car park. The existing warning about the dangers of swimming in this area needs to be extended to face the car park as well as the beach.

The Community Council recognises that this application has generated strong feeling locally, in both directions. Members and residents have expressed a real sense of loss at the prospect of converting green space used for informal outdoor access, alongside a widely shared view that the current parking situation cannot continue unaddressed. We do not think these positions are incompatible with support for this scheme, provided the points above are resolved, and would welcome the opportunity to discuss habitat mitigation and access design directly with the project team.

We would also ask THC to consider, as this scheme progresses, how it can support wider improvements already sought by the Community Council including pedestrian safety, traffic calming on Marine Terrace and traffic management of Ness Road, Chanonry Crescent and Ness Place recognising that a well-designed car park can help unlock these rather than stand alone.”

- 5.2 **Forestry Team** - No objection. The applicant has provided a tree survey report along with tree schedule, Tree Constraints Plan and Tree Protection Plan to BS5837:2012. The tree survey identifies 41 individual trees on the site and 39 are recorded as category ‘C’ (low quality) and two are recorded as category ‘U’ (unsuitable for retention due to poor condition).

The AIA notes that 23 of the category ‘C’ trees and one category ‘U’ tree would need to be removed to accommodate the development. The proposal requires the removal of a significant proportion of the existing tree cover on the site and if the application is to be accepted the applicant would need to provide a robust replacement tree planting plan.

The Tree Protection Plan shows 17 trees to be retained along with Heras fencing panels with back stays as the tree protection barriers. This could be accepted.

Whilst the loss of part of the existing tree resource is regrettable, the trees proposed for removal are all Category 'C' or 'U' specimens and no higher quality trees are affected.

Subject to the implementation of the submitted arboricultural mitigation measures and a significantly improved replacement tree planting scheme, the proposal is acceptable, and can be secured by planning condition.

5.3 Access Officer - No objection.

5.4 Historic Environment Team (Archaeology) - No objection. The application lies within an area of archaeological potential, with a number of prehistoric burials, finds and structures discovered during the course of recent developments in the wider area. As such, there remains the potential for buried features or finds to be impacted by this development. While the risk of encountering buried deposits is not such as to warrant a full excavation, it is important that the nature and extent of any features is identified and recorded before destruction.

5.5 Transport Planning – The car park is intended to accommodate existing visitor demand associated with Chanonry Point and the wider area, rather than act as a new destination in its own right.

The proposed height restriction barrier at the entrance. is to discourage use by motorhomes, campervans and similar vehicles.

There do not appear to be any specific Scottish roads or planning standard that prescribes a minimum height clearance for wheelchair accessible vehicles (WAVs).

Most of the guidance approaches this from an accessibility and Equality Act perspective, i.e. ensuring disabled users can reasonably access and use the facility, rather than specifying a particular barrier height

Some adapted and wheelchair-accessible vehicles can be taller than a standard car and it would be unfortunate if users requiring the accessible bays were prevented from accessing the site.

As a point of reference only, and not as a design standard, WAVs can vary considerably in height. Lowered-floor MPV-based WAVs are often around 1.8-1.95m high, while van-based WAVs can be around 2.0-2.1m high, with some larger specialist conversions exceeding this. A figure of around 2.1m is commonly referenced in accessible parking guidance and industry literature, but that would not necessarily accommodate every type of WAV.

Advise that full details of the barrier are controlled by condition, allowing the accessibility implications to be properly considered before implementation.

The main transport considerations are likely to be the existing concerns around Ness Road East, pedestrian movements to and from the site, and whether the proposal genuinely helps manage existing parking pressures.

The proposed new access and tie-in to the public road will require the appropriate Road Opening Permit. As part of that process, the detailed design of the access, drainage and connection to the public road network would be assessed in the usual manner.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 National Planning Framework 4 (2023) (NPF4)

Policy 1 - Tackling the Climate and Nature Crises
Policy 2 - Climate Mitigation and Adaptation
Policy 3 - Biodiversity
Policy 4 - Natural Places
Policy 5 - Soils
Policy 6 - Forestry, Woodland and Trees
Policy 10 - Coastal Development
Policy 13 - Sustainable Transport
Policy 14 - Design Quality and Place
Policy 22 - Flood Risk and Water Management
Policy 29 - Rural Development
Policy 30 - Tourism

6.2 Highland Wide Local Development Plan 2012 (HwLDP)

28 - Sustainable Design
29 - Design Quality and Place-making
31 - Developer Contributions
36 - Development in the Wider Countryside
43 - Tourism
49 - Coastal Development
51 - Trees and Development
55 - Peat and Soils
58 - Protected Species
64 - Flood Risk
66 - Surface Water Drainage
77 - Public Access

6.3 Inner Moray Firth Local Development Plan 2 (2024) (IMFLDP2)

Policy 1 Low and Zero Carbon Development

Policy 2 Nature Protection, Restoration and Enhancement

Policy 8 Placemaking

Policy 9 Delivering Development and Infrastructure

6.4 Highland Council Supplementary Planning Policy Guidance

Special Landscape Area Citations (June 2011)

Biodiversity Enhancement Planning Guidance (2024)

Standards for Archaeological Work (March 2012)

Sustainable Design Guide (Jan 2013)

Trees, Woodlands and Development (Jan 2013)

Roads and Transport Guidelines for New Developments (2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

The Black Isle Local Place Plan

8. PLANNING APPRAISAL

- 8.1 Sections 25(1) and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended), collectively require that this application be determined in accordance with the development plan unless material considerations indicate otherwise. Section 24(1) requires that all planning applications must now be determined in accordance with the provisions of NPF4 and those of any the relevant, extant Local Development Plan unless material considerations provide justification otherwise. Section 24(3) states that in the event of any incompatibility between a provision of the National Planning Framework and a provision of a local development plan, whichever of them is the later in date is to prevail.

Determining Issues

- 8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

Planning Considerations

- 8.3 The key considerations in this case are:
- a) compliance with the development plan and other planning policy
 - b) siting and Design
 - c) transport Impacts and Road Safety
 - d) amenity
 - e) landscaping, Trees and Biodiversity

- f) flood Risk and Drainage Impact
- g) any other material considerations

Development plan/other planning policy

- 8.4 The application site is located on the eastern boundary of the Fortrose and Rosemarkie Settlement Development Area, as identified in the Inner Moray Firth Local Development Plan 2. Although situated on the connecting road between the two settlements, the proposal would not physically or visually bring them closer together or result in their coalescence. The site occupies an intermediate location and would relate more closely to the established grouping of tourism and recreational development formed by the adjacent caravan park and golf course. The proposal is therefore considered to accord with HwLDP Policies 28 (Sustainable Design) and 29 (Design Quality and Place-Making).
- 8.5 HwLDP Policy 28 (Sustainable Design) supports developments which promote and enhance the social, economic and environmental wellbeing of the people of Highland. This policy assesses proposals on the extent to which they: are compatible with public service provision (water and sewerage, drainage, roads, schools, electricity); are accessible by public transport, cycling and walking as well as car; impact on individual and community residential amenity; etc. Policy 29 (Design Quality and Place-Making) ensures that applicants demonstrate sensitivity and respect towards the local distinctiveness of the landscape, architecture, design and layouts in their proposals.
- 8.6 NPF4 Policy 30 (Tourism) states that proposals for tourism related development will take into account:
- The contribution made to the local economy;
 - Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
 - Impacts on communities;
 - Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;
 - Accessibility for disabled persons;
 - Measures taken to minimise carbon emissions;
 - Opportunities to provide access to the natural environment.

The proposal is considered to accord with the objectives of NPF4 Policy 30, as it is compatible with the character and scale of the surrounding area and is not expected to generate a significant increase in visitor numbers. Rather, it would help manage existing visitor demand by providing suitable parking infrastructure for those already visiting the area. The proposal also includes accessible parking spaces and would support the safer and more effective management of parking within the locality

- 8.7 The site occupies a strategic location, on the link road connecting Fortrose and Rosmarkie SDA, whilst principally serving visitors to Rosemarkie Beach and Chanonry Point. The proposal therefore contributes positively to this policy as it provides opportunities to provide access to the natural environment. The proposal also accords with HwLDP Policy 43 (Tourism), as its scale and nature are proportionate to its location within the settlement boundary. It would complement the existing and allocated tourism facilities within the settlement while supporting responsible access to, and the effective management and appreciation of, the area's natural, built and cultural heritage.
- 8.8 The proposal aligns with NPF4 Policy 13 (Sustainable Travel), in particular part (a), which supports proposals that improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs, including electric vehicle charging infrastructure. The development incorporates electric vehicle charging facilities and would provide infrastructure that supports access to the core paths (HR5 and RC18.02) as well as nearby walking routes at Rosemarkie Beach and Chanonry Point.
- 8.9 The proposal aligns with HwLDP Policy 34 (Settlement Development Areas) as the policy supports proposals within Settlement Development Areas so long as they meet the requirements of HwLDP Policy 28. This policy also seeks the assessment of how compatible proposals are with the existing pattern of development and landscape character; this proposal is considered to extend an existing tourism and recreational use, and therefore it is acceptable.
- 8.10 The proposal seeks to address an identified need arising from the limited capacity of the existing car park at Chanonry Point, which is insufficient to accommodate current visitor demand. It would provide essential parking infrastructure and help reduce unsafe and inconsiderate parking on surrounding roads and in informal locations. By facilitating the more effective management of visitors travelling by car, the proposal would help lessen adverse impacts on local residents, businesses and the wider environment. The development would therefore make a positive contribution to the sustainable management of the rural area and is considered to accord with NPF4 Policy 29 (Rural Development).
- 8.11 The proposal is considered to accord with NPF4 Policy 10 (Coastal Development) part (a). The site lies within a developed coastal area, and the proposed car park and associated infrastructure would not require additional coastal protection measures, result in the loss of natural coastal defences, or increase the risk of coastal flooding or erosion. Given the nature and location of the development, it is also anticipated to remain supportable in the long term, taking account of projected climate change and future sea level rise. As such, the proposal is consistent with the objectives of Policy 10(a). Likewise, the proposal accords with HwLDP Policy 49 (Coastal Development), as it is located on the landward side of the road and would not interrupt scenic views over open water. An area of coastal flood risk is identified

adjacent to the eastern boundary; however, this lies outwith the application site. The proposed car park is not itself at risk from coastal flooding and is not expected to increase coastal flood risk elsewhere.

Siting and Design

- 8.12 The application site comprises an area of generally level, undeveloped rough grassland situated on the landward side of Ness Road East. It is open in character, with areas of scrub, hedgerow planting and a few mature trees around its boundaries. Its open character contributes to the coastal setting; however, the site is visually influenced by the adjoining road, camping and caravanning site, golf course, parking areas and other existing development. The proposed car park would therefore be viewed in the context of established tourism and recreational users rather than as an isolated feature within an undeveloped coastal landscape.
- 8.13 NPF4 Policy 29 (Rural Development) requires development in rural areas to be suitably scaled, sited and designed to reflect the character of the area. In this instance, the proposed car park would be appropriately located alongside established tourism and recreational uses and would not represent an isolated form of development within the coastal landscape. Appropriate surfacing, boundary treatments, landscaping and sensitive lighting would assist in integrating the development into its surroundings and limiting its visual impact on the SLA.
- 8.14 The proposal is considered to accord with NPF4 Policy 14 (Design, Quality and Place). It would improve the quality and functionality of the area by formalising existing visitor parking demand and reducing indiscriminate parking. The car park would provide a safe, pleasant and accessible facility, including accessible spaces and electric-vehicle charging points, while improving connections to nearby walking routes, Rosemarkie Beach and Chanonry Point. Its location beside established tourism and recreational uses, responds appropriately to the distinctive character of the locality. It would therefore relate logically to the existing pattern of development. Appropriate landscaping, surface water drainage and bat and bird sensitive lighting would help integrate the development into its coastal setting, protect environmental quality and support a sustainable and adaptable facility. Overall, the proposal reflects the six qualities of successful places: Healthy, Pleasant, Connected, Distinctive, Sustainable and Adaptable.
- 8.15 In improving parking provision within the local area, the location is considered to be appropriately located to serve established visitor destinations, including Chanonry Point, Rosemarkie Beach, Fortrose and Rosemarkie. Existing parking provision within the area is limited and is frequently insufficient to accommodate visitor demand, resulting in pressure on surrounding roads and the use of informal parking areas. The proposed car park would provide a purpose-built and centrally located facility, improving accessibility for visitors while supporting the safer and more effective management of existing parking demand.

- 8.16 A number of representations raise concerns regarding the potential for golf balls from the adjacent golf course to enter the proposed car park, creating a risk to vehicles and members of the public. To address this, a golf-ball protection net fence measuring between 4m and 6m in height is proposed along the shared eastern boundary. Although the fencing would be visible, it is considered necessary and proportionate to the identified safety risk. Its colour, finish and detailed design can be controlled to minimise its visual prominence.

Transport Impacts and Road Safety

- 8.17 Ness Road East is a single-track road subject to a 20mph speed limit, and vehicle speeds are generally constrained by its alignment and existing conditions. The proposed access is designed to provide appropriate visibility splays of 2.4m x 90m in both directions, meeting the Councils access standards.
- 8.18 Pedestrian safety and access, including pedestrian connectivity between the proposed car park and key destinations, including Chanonry Point and Rosemarkie Beach have been highlighted.
- 8.19 While these concerns are acknowledged, the proposal is intended to reduce roadside and informal parking by providing a purpose-built parking facility. Removing a proportion of parked vehicles from Ness Road East would reduce obstruction and vehicle–pedestrian conflict, providing pedestrians and other road users with more space and improving conditions along the route. The road is also single-track and subject to a 20mph speed limit, which helps constrain vehicle speeds.
- 8.20 Furthermore, the applicant has confirmed that users of the facility will be directed towards the shore-side paths and beach, rather than encouraged to walk along the road. Although the site is currently used informally for dog walking and concerns have been raised that its loss could increase pedestrian activity on Ness Road East, sufficient alternative provision is available nearby. This includes the beach and the remaining land to the north, which is owned by Scottish Water and has also been made available for dog walking. The proposal is therefore not expected to result in a significant increase in pedestrian use of the road.
- 8.21 Although the Access Officer has suggested that a dedicated footway be provided to connect the proposed car park with the shore path and Chanonry Point, the precise route has not yet been determined. The applicant has discussed formalising a route with the operators of the campsite, as this is likely to follow the pedestrian desire line. There is also support in principle for an alternative route over Common Good land along the northern edge of the golf club car park, which could be developed if required. However, these options are not part of the Planning Application, and no route, design or delivery arrangements have been agreed. The proposal

incorporates a footway within the site to guide pedestrians towards the pay-and-display machine and an appropriate road-crossing point.

Amenity

- 8.22 The nearest residential property is located approximately 70m to the south of the application site and is separated from it by Ness Road East, and within an area already characterised by tourism and recreational activity, including Fortrose and Rosemarkie Golf Club, Rosemarkie Camping and Caravanning Club, and visitors travelling to Chanonry Point and Rosemarkie Beach. The proposed use is therefore compatible with the established character and function of the area and, given the separation from the nearest residential receptor, would not result in unacceptable noise, disturbance or loss of amenity.
- 8.23 The applicant has also proposed improved directional signage throughout the wider area, which would assist in directing visitors to the car park and encourage more efficient use of available parking facilities. This is expected to improve visitor management and help alleviate parking-related issues elsewhere within Fortrose and Rosemarkie.
- 8.24 Taking account of the site's location, the absence of immediately adjoining residential properties, and the role of the development in managing existing visitor demand, the proposal is not considered likely to result in unacceptable impacts on residential amenity and is considered appropriate within its local context.

Landscaping, Trees and Biodiversity

- 8.25 NPF4 Policy 3 (Biodiversity) requires local development proposals to include appropriate and proportionate measures to conserve, restore and enhance biodiversity in accordance with national and local guidance. The proposal includes landscaping and compensatory tree planting, which would enhance tree cover, provide additional habitat and assist in screening and integrating the development into its surroundings.
- 8.26 NPF4 Policy 6 (Forestry, woodland and trees) (a) states that development proposals that enhance, expand and improve woodland and tree cover will be supported. Part (b) states that development proposals will not be supported where they will result in:
 - ii. Adverse impacts on native woodlands, hedgerows and individual trees of high biodiversity value, or identified for protection in the Forestry and Woodland Strategy.
- 8.27 HwLDP Policy 51 (Trees and Development) states that the Council will support development which promotes significant protection to existing hedges, trees and woodlands on and around development sites.
- 8.28 The applicant has submitted an Arboricultural Impact Assessment (AIA) and Method Statement, together with a Tree Schedule, Tree Constraints Plan and Tree

Protection Plan, prepared in accordance with BS 5837:2012. The assessment identifies that the trees proposed for removal are limited to those classified as Category C and Category U, representing specimens of low quality or limited retention value. No trees of high arboricultural value are proposed to be removed. This approach is considered consistent with NPF4 Policy 6 and HwLDP Policy 51

- 8.29 Representations refer to impact on birds. It should be noted that the site does not contain habitat of such significance that its loss would be likely to result in an unacceptable impact on local bird populations.
- 8.30 A bat survey will be required before the removal of any trees, and this will be secured by planning condition.
- 8.31 Any potential habitat loss can be appropriately mitigated through habitat enhancement and compensatory planting which can be secured by condition.

Flood Risk and Drainage Impact

- 8.32 HwLDP Policy 66 states that all proposed development must be drained by Sustainable Drainage Systems (SuDS).
- 8.33 The proposal is supported by a drainage strategy, as detailed on Drainage Layout Plan Drawing No. 106 Rev 02, which demonstrates that surface water drainage will connect to the Council's existing road drainage network, and will be supplemented by a combination of channel drains, filter drains and solid drains to manage runoff from the development. As such, the drainage proposal accords with HwLDP Policy 66.
- 8.34 The Council's Flood Risk Management Team has no record of flooding affecting the site, indicating no known history of flood-related issues. Furthermore, SEPA's T200 coastal flood mapping shows the site is located at a sufficient elevation above predicted extreme coastal flood levels, meaning the risk of coastal flooding is considered very low. Accordingly, the site is not considered vulnerable to coastal flooding, and the proposal accords with NPF4 Policy 22 by locating development in an area free from significant flood risk.

Other material considerations

- 8.35 Representations refer to the road network in the area, including the Ness Road/Ness Road East junction. This, however, lies out with the Planning Application site boundary.
- 8.36 Regarding the potential for overnight parking, the scheme has been deliberately designed without dedicated provision for motorhomes or campervans – which can use the adjacent camping and caravanning site – using a height-restriction barrier

at the entrance. Any unauthorised overnight parking would remain a management matter for the car park operator.

- 8.37 Representations suggest that the proposed height restriction barrier could limit access for wheelchair accessible vehicles and other adapted vehicles. In order to control the use of the car park, the final detail of the height of the barrier can be controlled by conditions. In order to demonstrate how accessible parking spaces will be provided and maintained for all users without unreasonable restriction, it is considered appropriate to control this by condition.
- 8.38 Representations suggest that the correct statutory publicity procedures were not followed. Where there are no premises on neighbouring land to which a neighbour-notification notice can be sent, the Planning Authority is required to advertise the application in a local newspaper. In this instance, the proposal was advertised in the Ross-shire Journal on 7 August 2026. The relevant statutory publicity requirements have therefore been satisfied.
- 8.39 **Non-material considerations**
- 8.40 Applications have to be assessed on their individual merits, and alternative sites are not a matter that can be considered. Furthermore, alternative project solutions such as a park-and-ride facility, shuttle bus service, or improved public transport, are not material planning considerations in the determination of this application.
- 8.41 The funding of a project, or the Council's spending priorities, are not material, planning considerations.
- 8.42 Representations identify the absence of public toilet facilities within the proposed car park. Whilst noted, toilet provision is not considered necessary to make the proposed development acceptable in planning terms and is not afforded significant weight in its assessment.
- 8.43 Representations also raise general opposition to tourism and attracting additional visitors to the area. These are not material planning consideration.
- 8.44 The question of the ownership of the application site is a private legal matter. The submission of a planning application does not require the applicant to own the land, provided that the appropriate ownership certificate has been completed and any required notices have been served on the relevant landowner or landowners.
- 8.45 Representations speculate about future visitor behaviour, including that visitors may choose other destinations, decline to use the proposed car park, continue parking elsewhere, or that the facility may encourage overtourism. Speculation about individual behaviour carries no weight in the assessment.

8.46 **Matters to be secured by Legal Agreement / Upfront Payment**

8.47 None

9. Conclusion

- 9.1 The proposal is for the formation of a car park close to the existing caravanning and camping site, and golf club. It would address an identified shortfall in visitor parking serving Chanonry Point, Rosemarkie Beach, Fortrose and Rosemarkie. It is intended to manage existing visitor demand more safely and effectively, rather than generate significant additional trips. Its location alongside established tourism and recreational uses is appropriate and would not contribute to the coalescence of Fortrose and Rosemarkie.
- 9.2 The development would not result in unacceptable impacts on the coastal landscape, flood risk, residential amenity, biodiversity or road safety. Access, drainage and SuDS arrangements are acceptable, while landscaping, tree replacement, ecological mitigation, sensitive lighting and detailed boundary treatments can be secured by condition. The proposal is also expected to reduce inappropriate parking and improve overall visitor management.
- 9.3 The proposal is therefore considered to accord with NPF4 Policies 3, 10, 13, 14, 29 and 30, and the relevant policies of the Highland-wide Local Development Plan. No material considerations have been identified that would justify refusing planning permission.
- 9.4 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: Electric Vehicle Charging Points
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued N

Notification to Scottish Ministers N

Conclusion of Section 75 Obligation N

Revocation of previous permission N

Recommended to **GRANT** the application subject to the following conditions and reasons

1. The development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. No works in connection with the development hereby approved shall commence unless an archaeological Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the Planning Authority and a programme of archaeological works has been carried out in accordance with the approved WSI. The WSI shall include details of how the recording and recovery of archaeological resources found within the application site shall be undertaken, and how any updates, if required, to the written scheme of investigation will be provided throughout the implementation of the programme of archaeological works. Should the archaeological works reveal the need for post excavation analysis the development hereby approved shall not be occupied or brought into use unless a Post Excavation Research Design (PERD) for the analysis, publication and dissemination of results and archive deposition has been submitted to and approved in writing by the Planning Authority. The PERD shall be carried out in complete accordance with the approved details.

Reason: In order to protect the archaeological and historic interest of the site.

3. The access to the site shall provide a minimum visibility splay of 90m onto the public road, to the satisfaction of the Planning Authority.

Reason: In the interests of road safety.

4. Prior to the commencement of development, full details of the height barrier controlling access to the car park shall be submitted for the approval in writing of the Planning Authority. For the avoidance of doubt, the details shall include

the height of the barrier, which shall have a minimum clearance of 2.1m, and its material finish. The agreed barrier shall thereafter be installed prior to the first use of the car park and thereafter retained in perpetuity.

Reason: In order to control access to the car park and as no details have been provided.

5. No development shall commence until details of a scheme of hard and soft landscaping works (demonstrating biodiversity enhancement) have been submitted to, and approved in writing by, the Planning Authority. Details of the scheme shall include:
 - i. details of all earthworks and existing and proposed finished ground levels relative to an identified fixed datum;
 - ii. the location and design, including materials and finishes, of all proposed walls, fences, gates, hard surfaces and other boundary treatments (including the net screening);
 - iii. plans and schedules for all proposed planting, specifying the location, species, number, size and planting density of all trees (minimum of 42), shrubs and other vegetation, with an emphasis on native species appropriate to the locality;
 - iv. details of measures to conserve, restore and enhance habitats and biodiversity within the site; and
 - v. a programme for the implementation, establishment, management, maintenance and protection of all landscaping, retained trees and habitat-enhancement measures.

Thereafter, the approved scheme shall be implemented in full. All planting, seeding and turfing shall be completed during the first planting season following commencement of the development, or in accordance with another timescale approved as part of the scheme.

Any tree, shrub or plant which, within five years of planting, dies, is removed, becomes seriously damaged or diseased, or otherwise fails to become established shall be replaced during the next available planting season with another of the same species and size, unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure the development is appropriately integrated into its surroundings, retained trees and habitats are adequately protected, and meaningful biodiversity enhancement is delivered and maintained.

6. No development shall commence until Protected Species Plans (including bats and birds), including a protected species pre-commencement survey, has been undertaken and a report of the survey has been submitted to, and approved in writing by, the Planning Authority. The survey shall cover the

application site and permitter. The report of survey shall include mitigation measures where any impacts, or potential impact, on protected species or their habitat has been identified. Development and work shall progress in accordance with any mitigation measures contained within the approved report of survey and the timescales contain therein.

For the avoidance of doubt Pre-Construction Surveys shall be carried out 3 months prior to works commencing and construction works shall be undertaken outwith the main bird breeding season (March – August inclusive).

Reason: To ensure that the site and its environs are surveyed and the development does not have an adverse impact on protected species or habitat.

7. No external lighting shall be installed until details of its location, design and operation have been submitted to and approved in writing by the Planning Authority. Lighting shall be downward directed, fitted with appropriate shielding, use warm-spectrum lamps and avoid direct illumination of retained trees and surrounding habitats. Thereafter, the lighting shall be installed and operated in accordance with the approved details.

Reason: To minimise light pollution and safeguard bats, birds and other wildlife.

8. No directional signage shall be installed until details of its location, wording, dimensions, design, materials, colours and method of illumination, where applicable, have been submitted to and approved in writing by the Planning Authority. All directional and street-name signage shall be bilingual, with Gaelic and English afforded equal prominence. The approved signage shall be installed before the development is first brought into use and shall thereafter be retained and maintained in accordance with the approved details.

Reason: In the interests of pedestrian safety and to ensure the safe movement of vehicles and pedestrians within the development.

9. No development, site excavation or groundwork shall commence until all retained trees have been protected against construction damage using protective barriers located as shown on the approved Tree Protection Plan and in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction (or any superseding guidance prevailing at that time). These barriers shall remain in place throughout the construction period and shall not be moved or removed without the prior written approval of the Planning Authority.

Reason: In order to ensure the protection of retained trees, which are important amenity assets, both during construction and thereafter.

10. No development shall commence until an updated and detailed Tree Planting Plan and maintenance programme has been submitted to and approved by the Planning Authority.

The Tree Planting Plan shall contain the planting of no less than 42 new trees and it shall be implemented in full during the first planting season following commencement of development or as otherwise agreed in writing by the Planning Authority, and the applicant shall provide photographic evidence to show planting has been carried out.

Reason: In the interests of amenity and biodiversity.

11. Prior to the commencement of development, full details of the golf ball catching mesh fencing to the western boundary of the application site shall be submitted for the approval in writing of the Planning Authority. For the avoidance of doubt, the details shall include the height of the fencing, which shall be at least 6m, and its mesh size, colour, and material finish, and a scheme for its maintenance. The agreed fencing shall thereafter be installed prior to the first use of the car park and thereafter retained in perpetuity.

Reason: In order to control access to the car park and as no details have been provided.

REASON FOR DECISION

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

INFORMATIVES

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: <http://www.highland.gov.uk/yourenvironment/roadsandtransport>

Application forms and guidance notes for access-related consents can be downloaded from:

http://www.highland.gov.uk/permits_for_working_on_public_roads/

Mud and Debris on Road

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

Construction Hours and Noise-Generating Activities

You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

Protected Species – Halting of Work

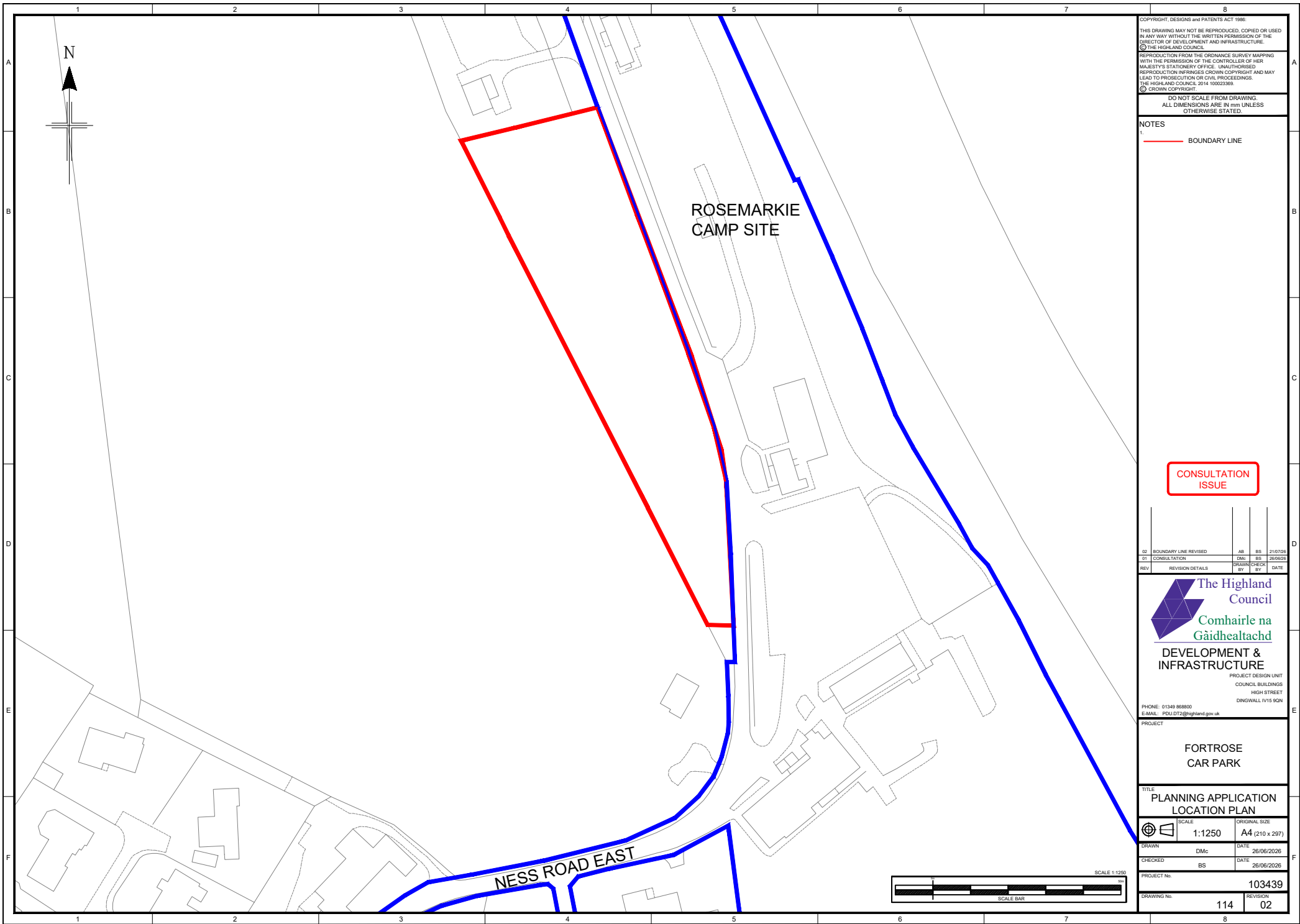
You are advised that work on site must stop immediately, and NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species>

Signature:	Bob Robertson
Designation:	pp. Area Planning Manager North
Author:	Hannah McFarlane

Background Papers: Documents referred to in report and in case file.

Relevant Plans:

- Plan 1 - 114 REV 02 LOCATION PLAN
- Plan 2 - 111 REV 02 SECTION PLAN - FENCING
- Plan 3 - 108 REV 02 KERB LAYOUT PLAN
- Plan 4 - 107 REV 02 ROAD LAYOUT PLAN
- Plan 5 - 106 REV 02 DRAINAGE LAYOUT PLAN
- Plan 6 - 104 REV 02 SITE LAYOUT PLAN
- Plan 7 - 100 REV 02 SITE LAYOUT PLAN
- Plan 8 - 109 REV 01 SECTION PLAN 1 OF 2
- Plan 9 - 110 REV 01 SECTION PLAN 2 OF 2
- Plan 10 - 102 REV 01 SITE LAYOUT PLAN - UTILITIES
- Plan 11 - 002 TREE PROTECTION PLAN
- Plan 12 - 001 REV A TREE CONSTRAINTS PLAN



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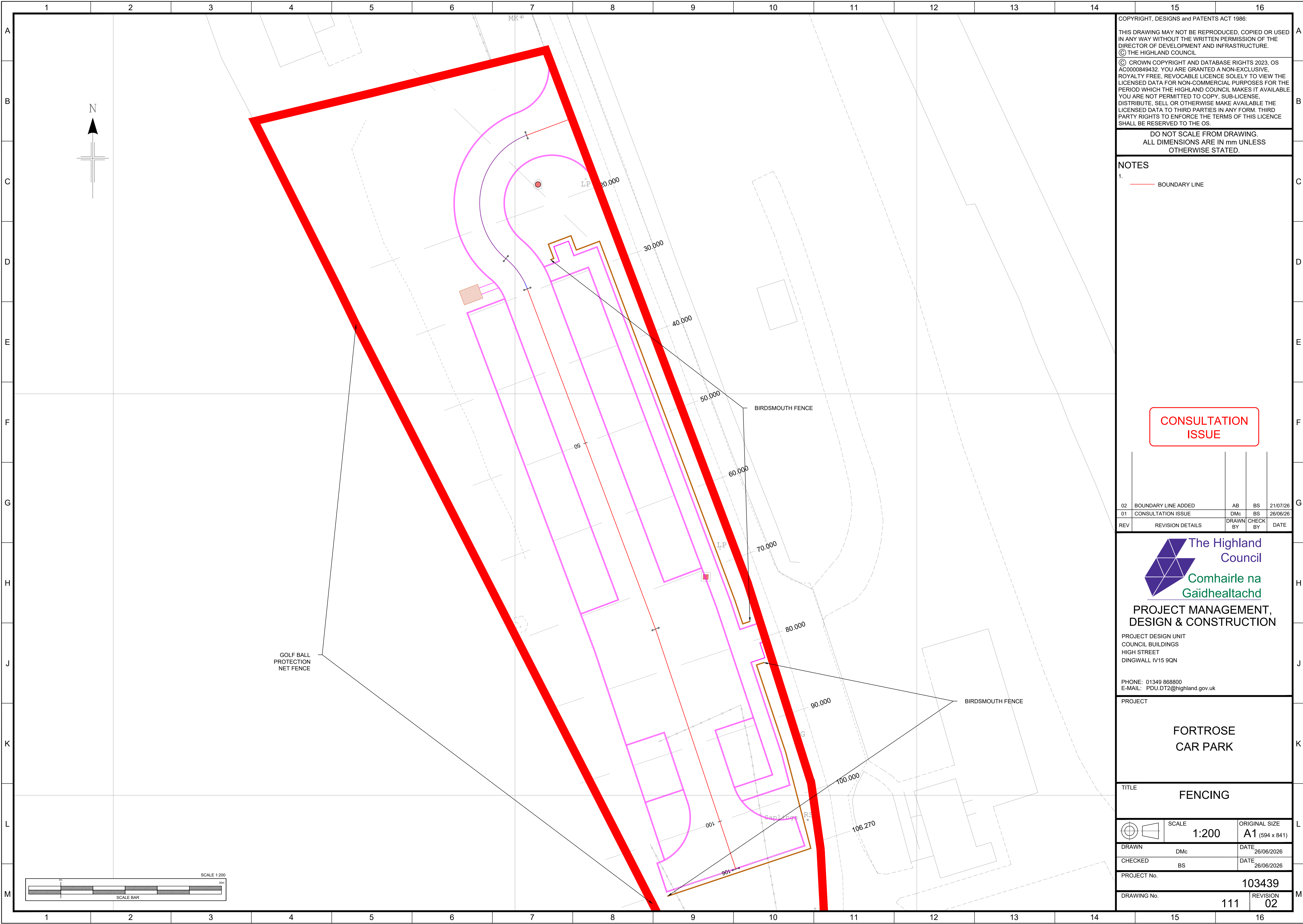
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01	CONSULTATION	DMc	BS	26/06/20
REV	REVISION DETAILS	DRAWN BY	CHECK BY	DATE

 **The Highland Council**
Comhairle na Gàidhealtachd
DEVELOPMENT & INFRASTRUCTURE
PROJECT DESIGN UNIT
COUNCIL BUILDINGS
HIGH STREET
DINGWALL IV15 5QH
PHONE: 01349 868800
E-MAIL: pdu.dti2@highland.gov.uk

PROJECT
**FORTROSE
CAR PARK**

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DRAWN DMc	DATE 26/06/2026
CHECKED BS	DATE 26/06/2026
PROJECT No. 103439	
DRAWING No. 114	REVISION 02

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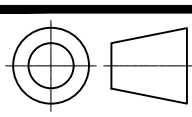
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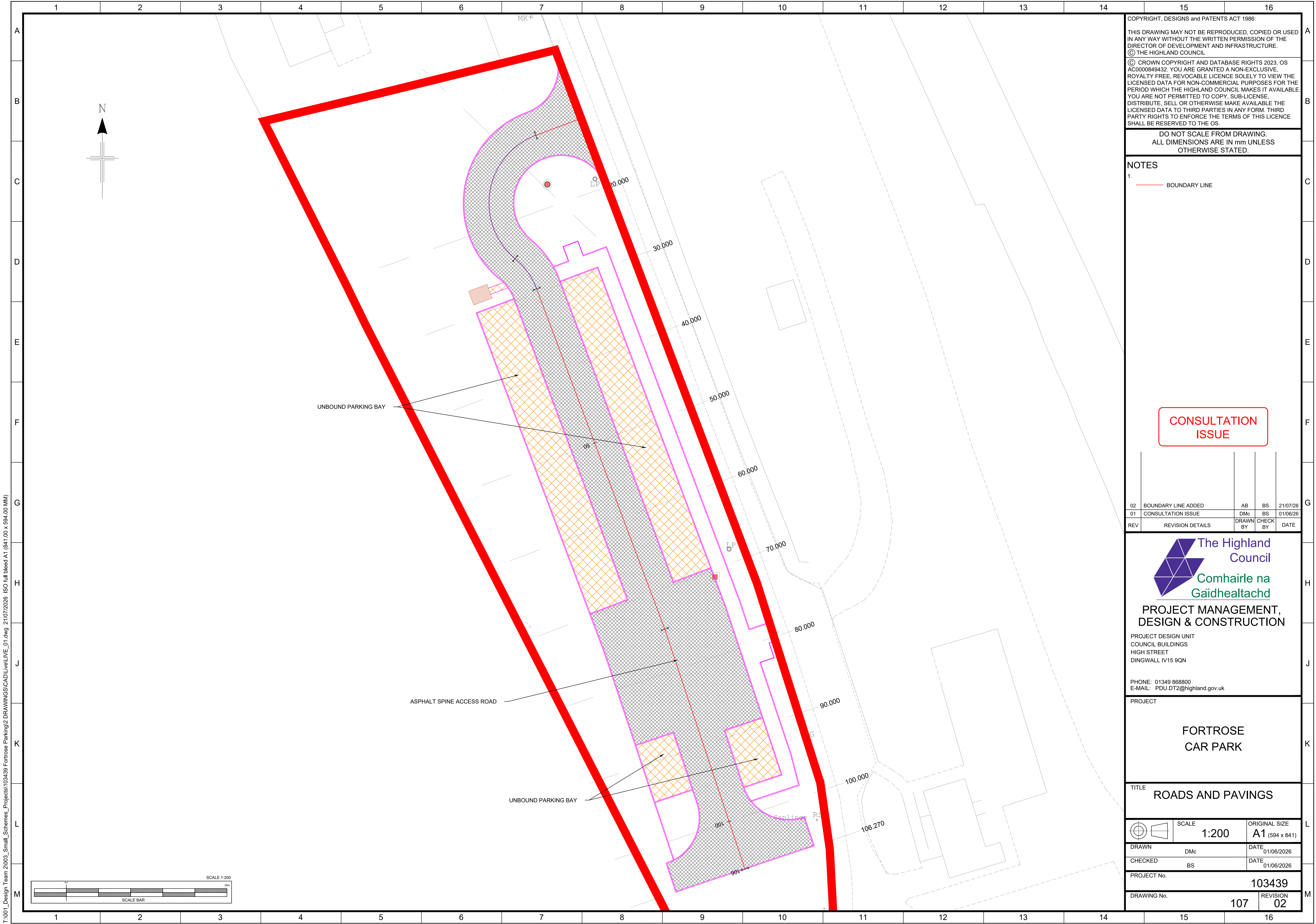
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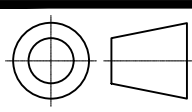
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TITLE

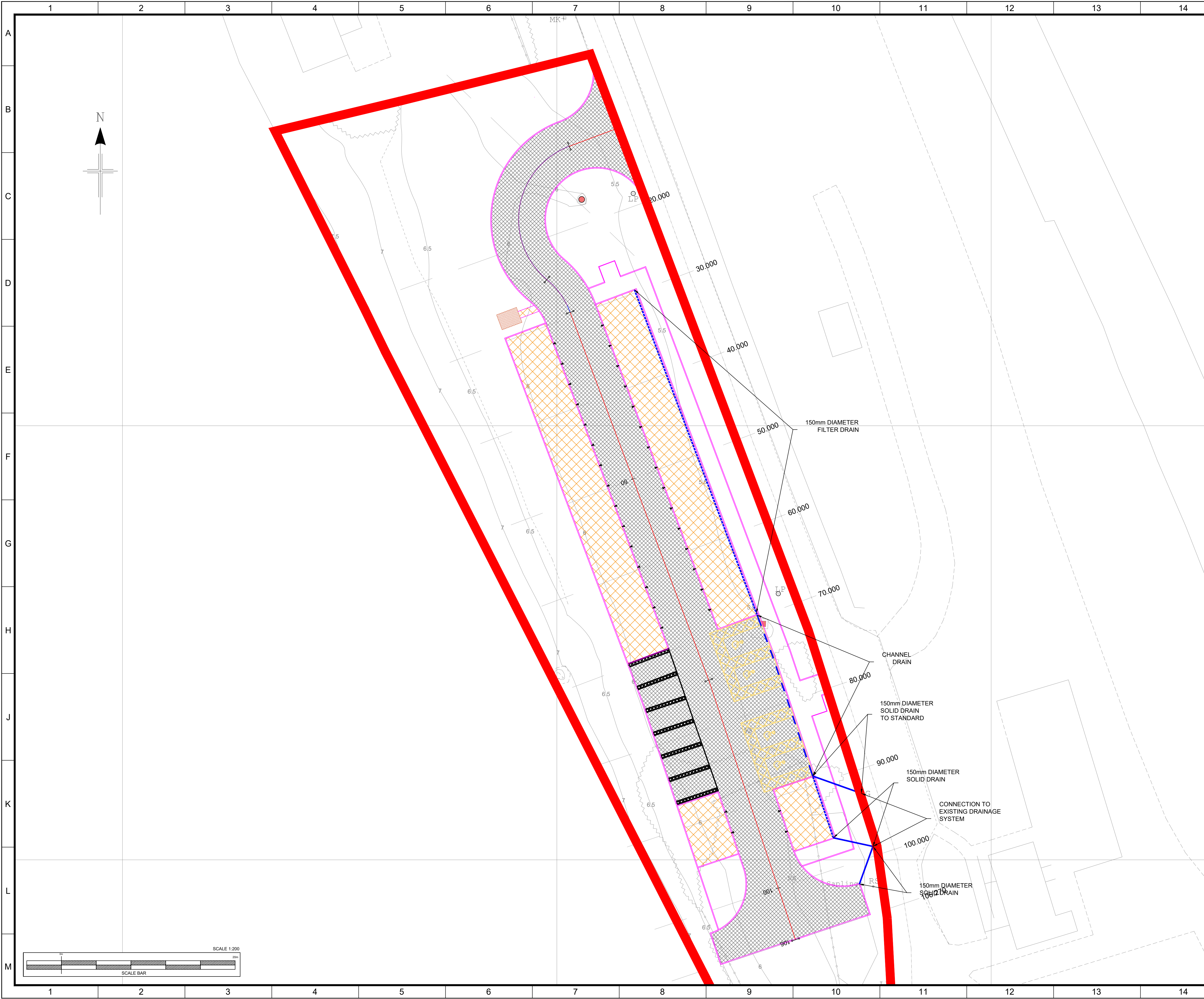
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PROJECT No. 103439

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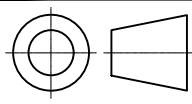
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DINGWALL IV15 9QN

PHONE: 01349 868800
E-MAIL: PDU.DT2@highland.gov.uk

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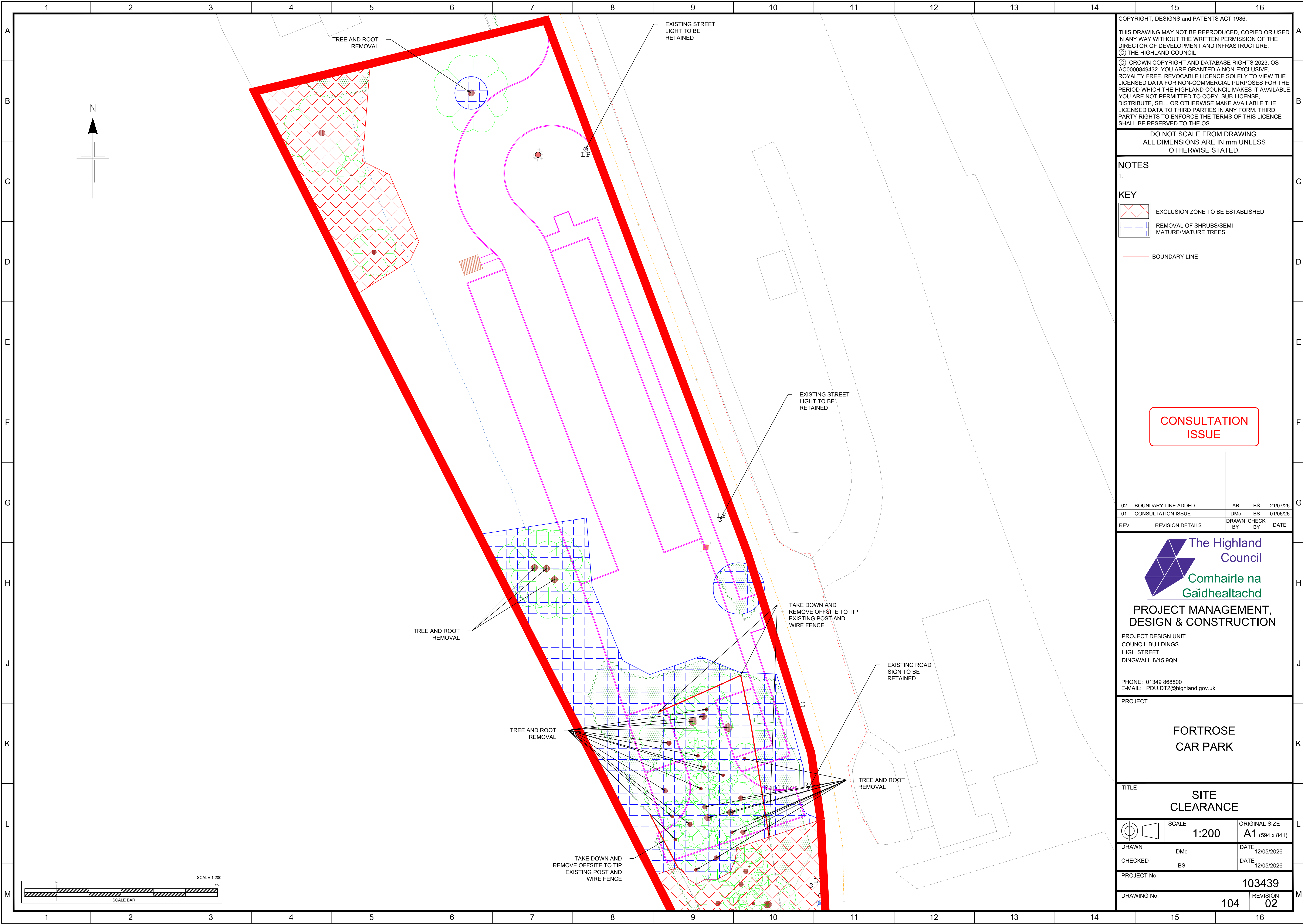
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PROJECT No. 103439

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NOTES
1.

KEY
 EXCLUSION ZONE TO BE ESTABLISHED
 REMOVAL OF SHRUBS/SEMI MATURE/MATURE TREES

 BOUNDARY LINE

CONSULTATION
ISSUE

02	BOUNDARY LINE ADDED	AB	BS	21/07/26
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REV	REVISION DETAILS	DRAWN BY	CHECK BY	DATE



The Highland Council

Comhairle na Gàidhealtachd

PROJECT MANAGEMENT,
DESIGN & CONSTRUCTION

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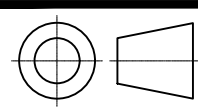
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PROJECT

FORTROSE
CAR PARK

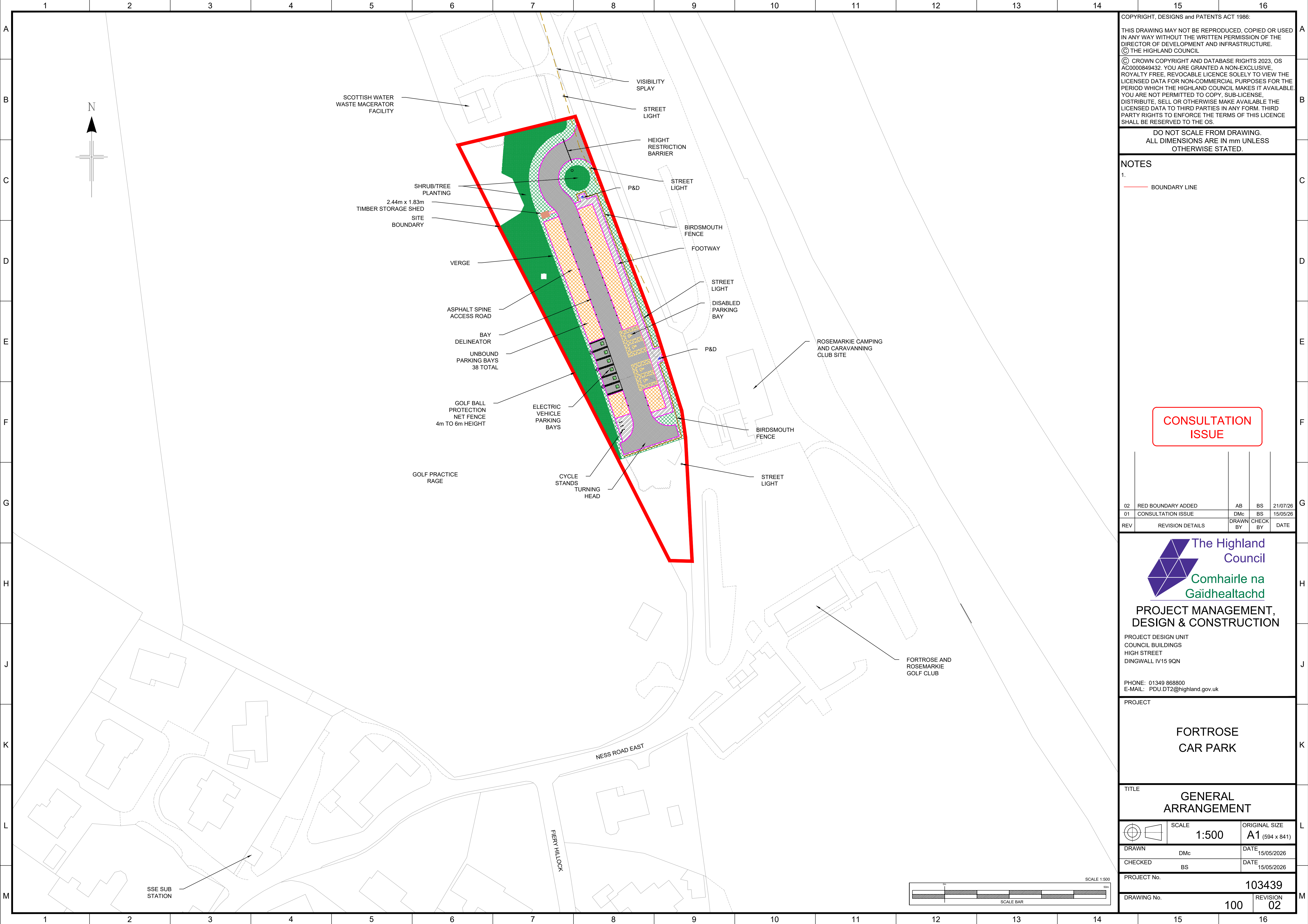
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SITE
CLEARANCE

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PROJECT No. 103439

DRAWING No. 104 REVISION 02



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NOTES

1. ——— BOUNDARY LINE

CONSULTATION
ISSUE

02	RED BOUNDARY ADDED	AB	BS	21/07/26
01	CONSULTATION ISSUE	Dmc	BS	15/05/26
REV	REVISION DETAILS	DRAWN BY	CHECK BY	DATE



The Highland Council

Comhairle na Gàidhealtachd

**PROJECT MANAGEMENT,
DESIGN & CONSTRUCTION**

PROJECT DESIGN UNIT
COUNCIL BUILDINGS
HIGH STREET
DINGWALL IV15 9QN

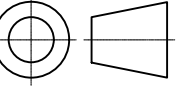
PHONE: 01349 868800
E-MAIL: PDU.DT2@highland.gov.uk

PROJECT

**FORTROSE
CAR PARK**

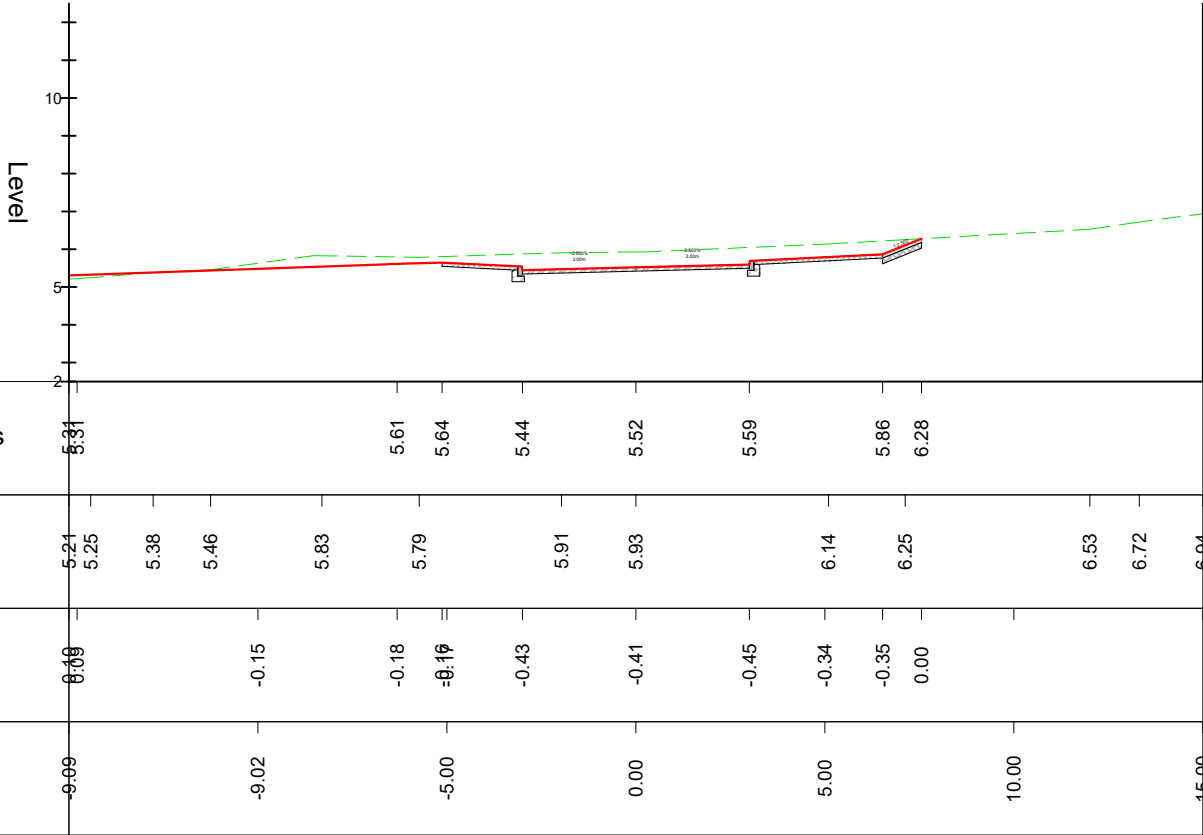
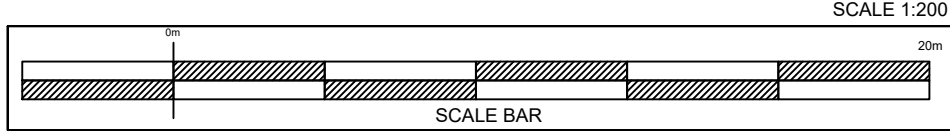
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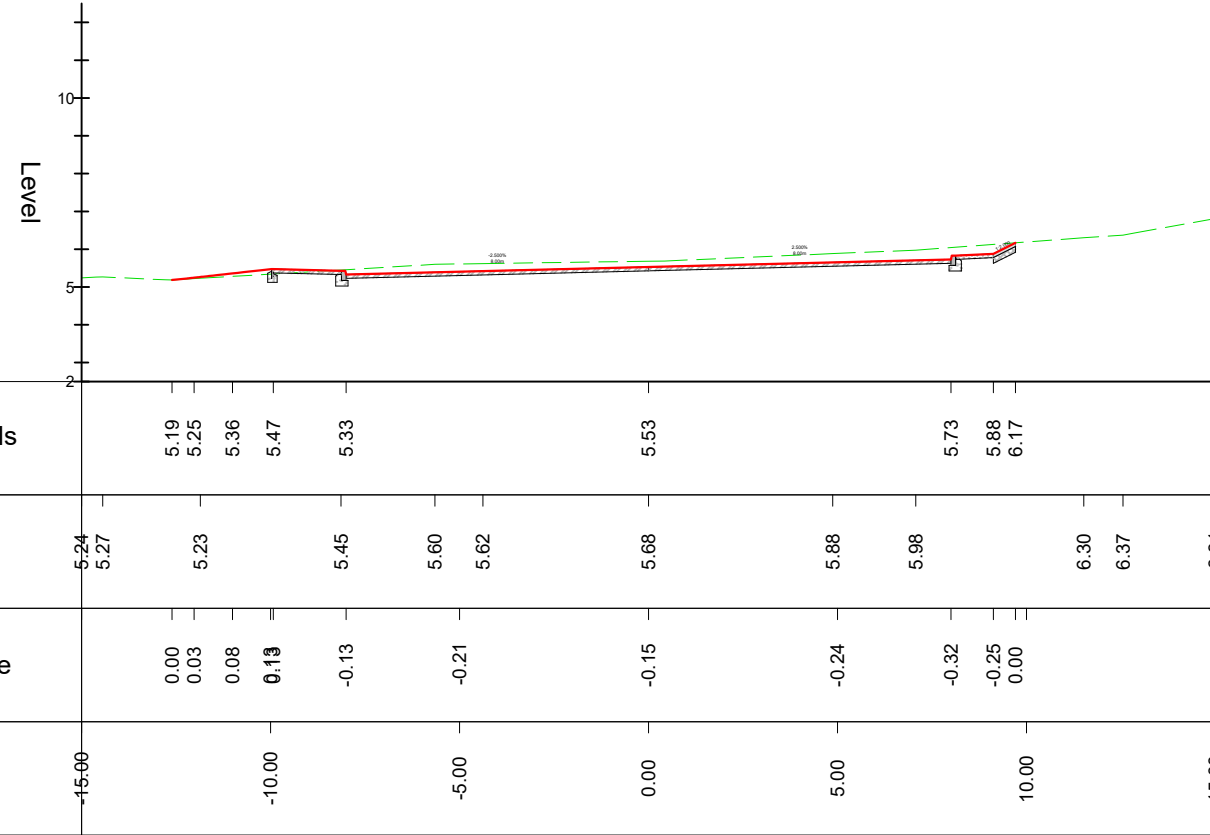
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DRAWN	Dmc	DATE 15/05/2026
CHECKED	BS	DATE 15/05/2026

PROJECT No.	103439		
DRAWING No.	100	REVISION	02

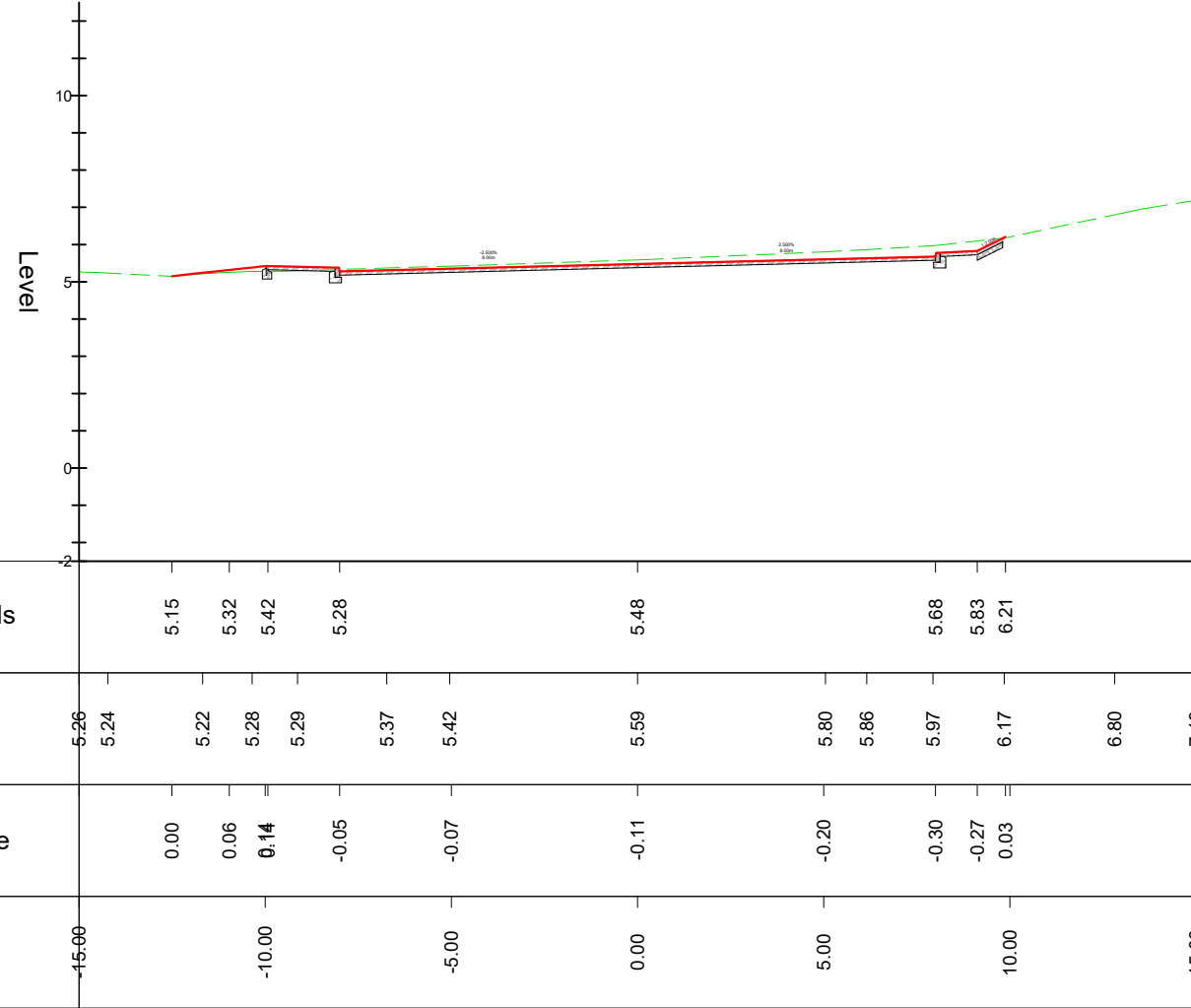
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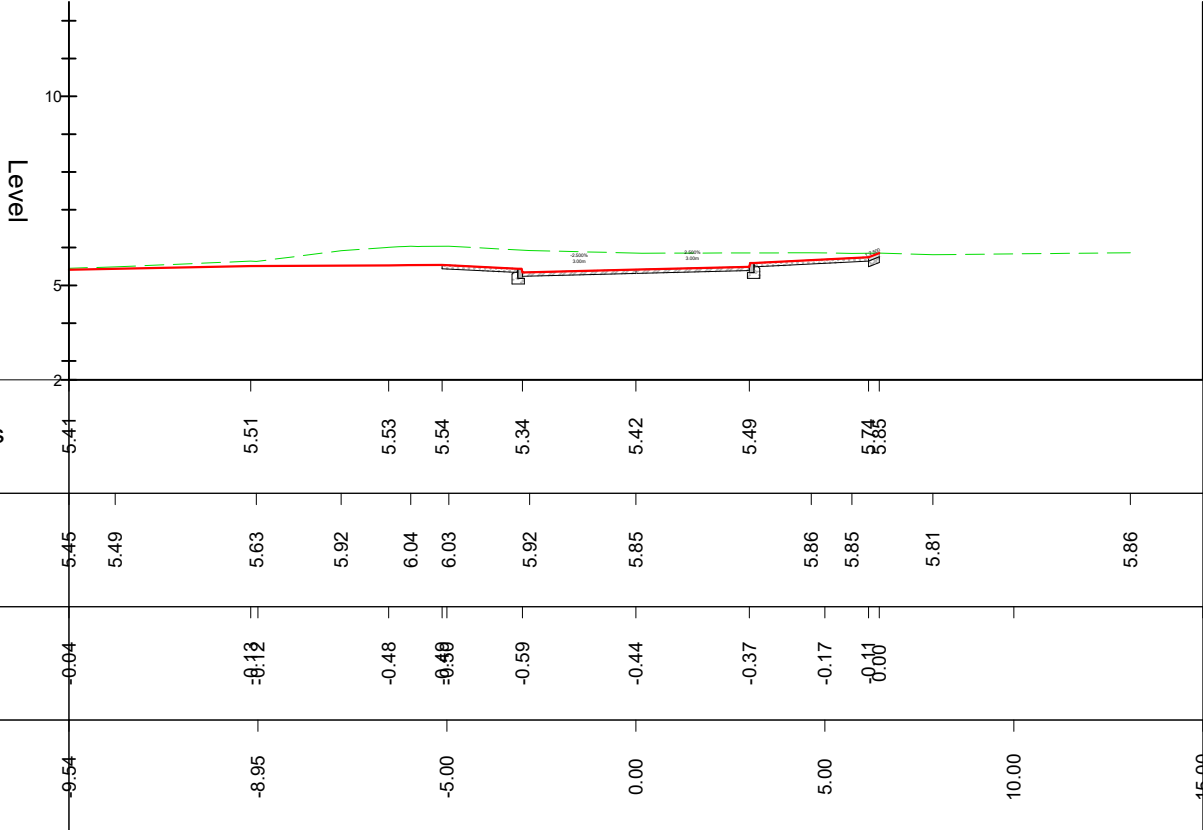
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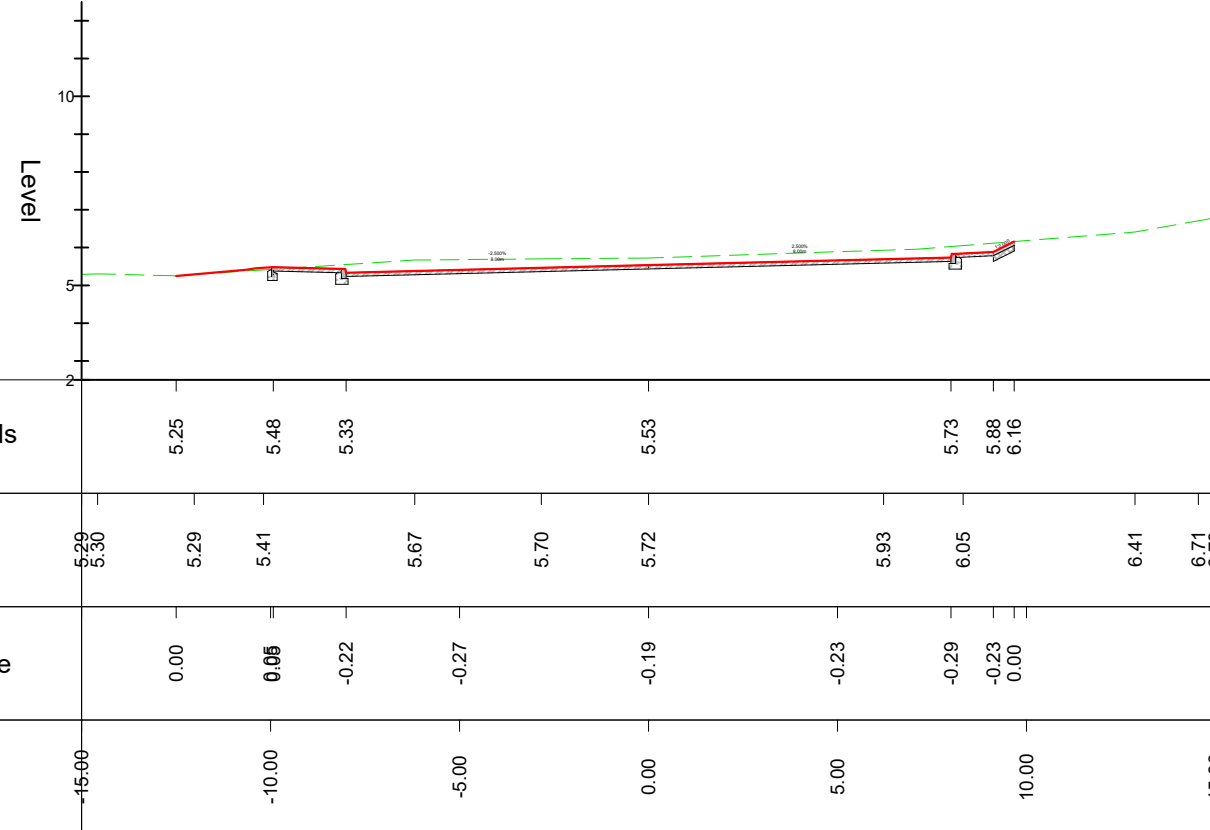
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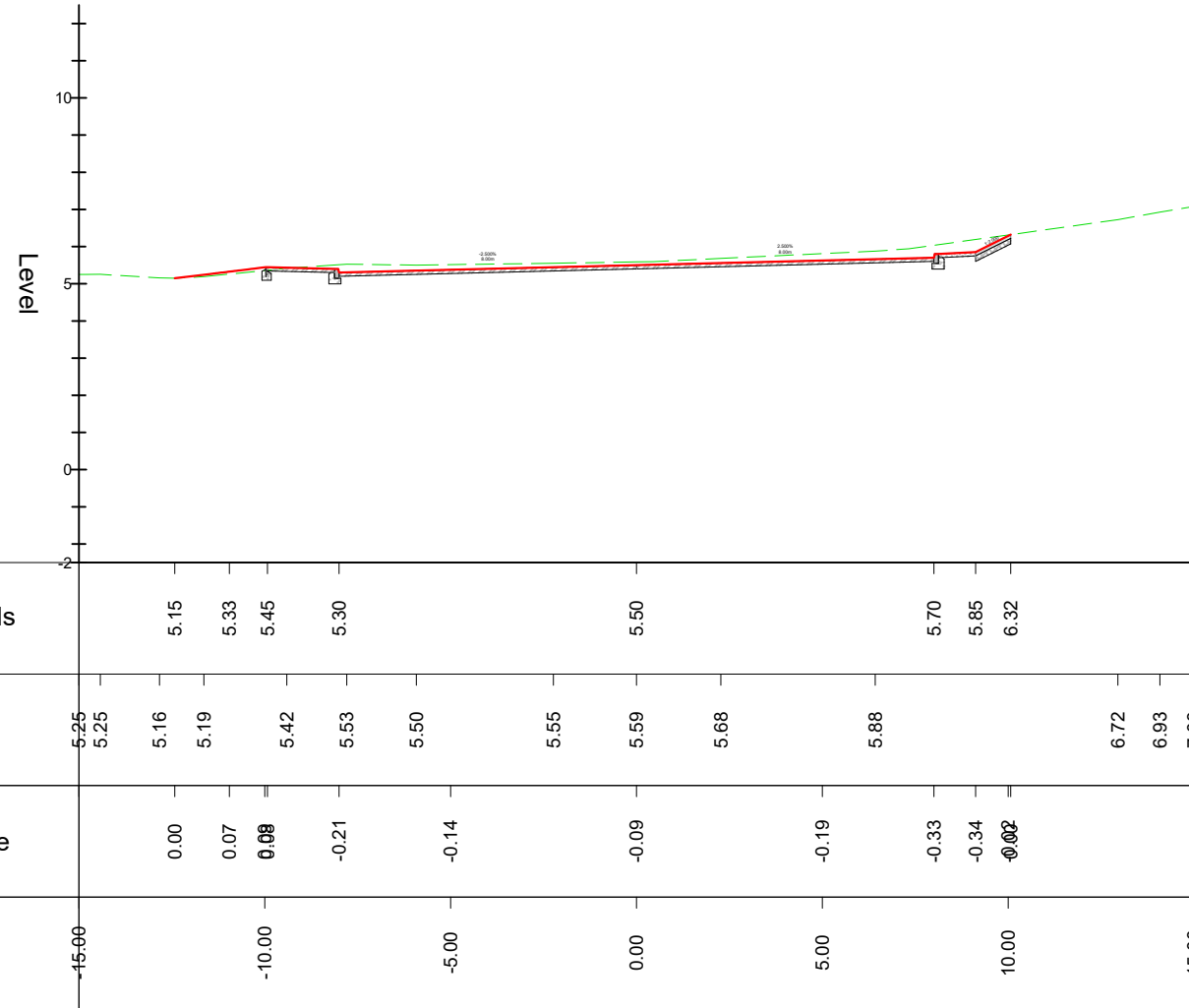
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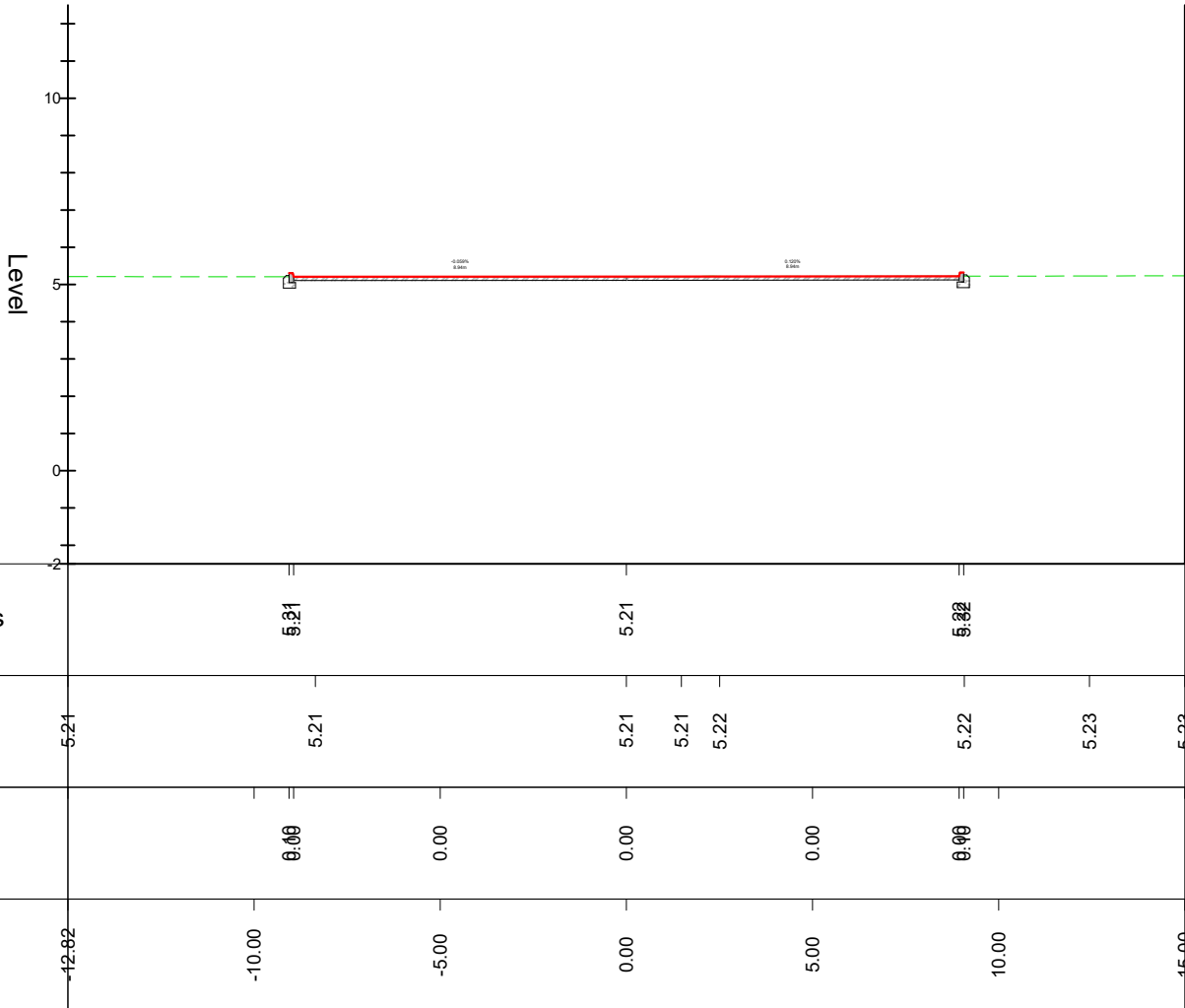
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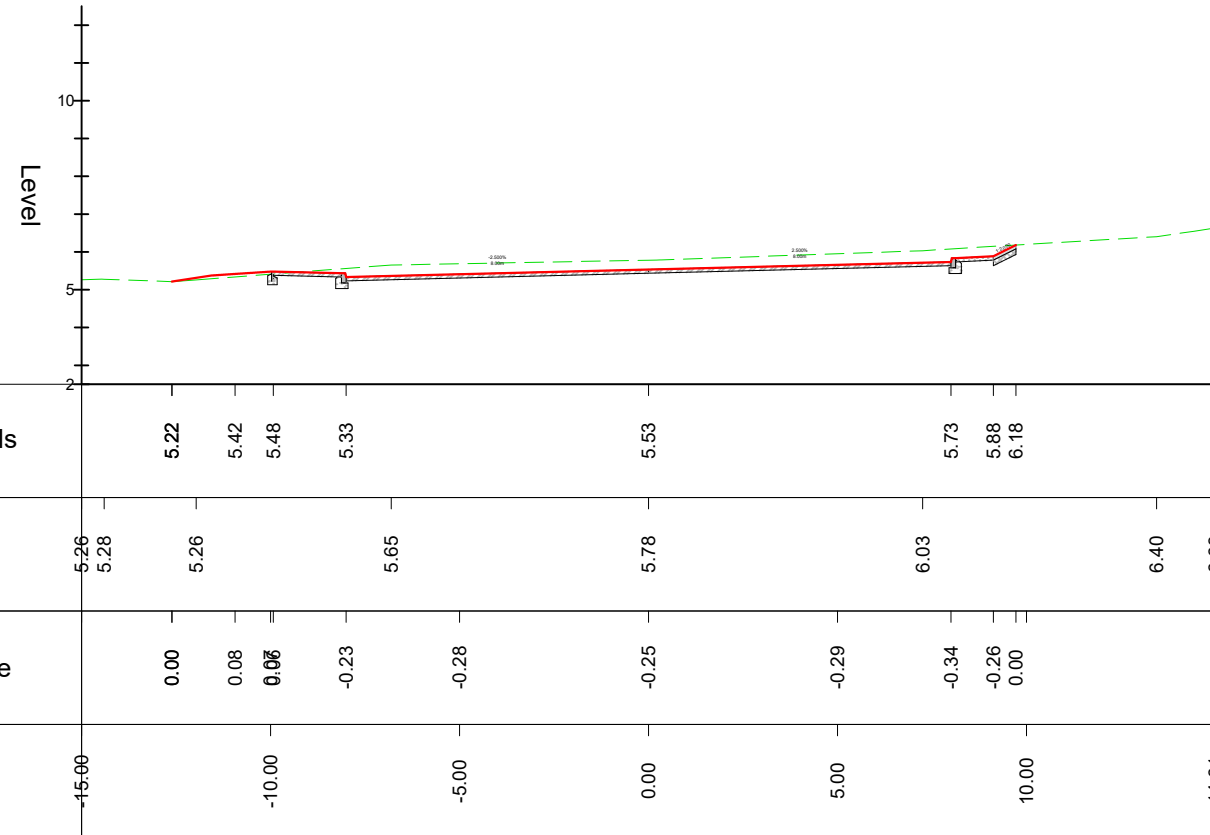
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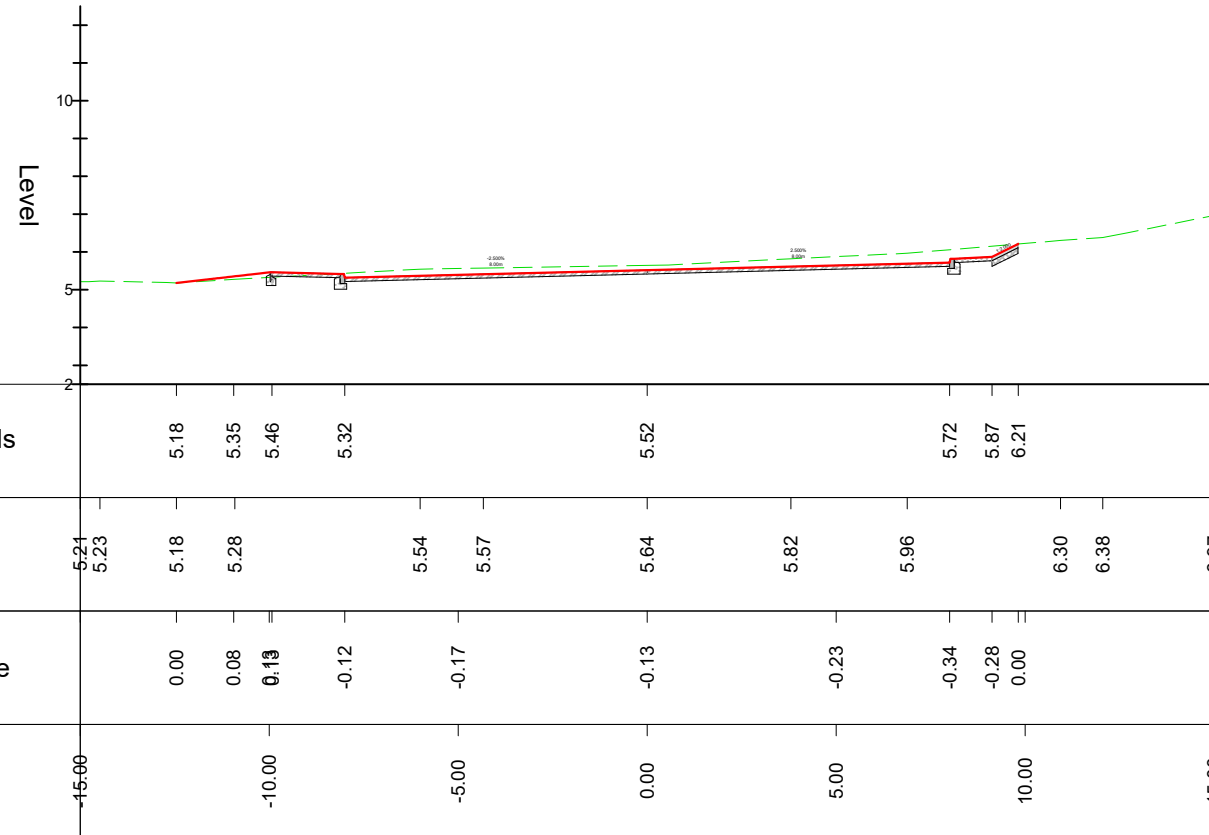
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Chainage 0.000



Chainage 30.000



Chainage 60.000

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NOTES

1.

CONSULTATION
ISSUE

01	CONSULTATION ISSUE	DMc	BS	26/06/26
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REV	REVISION DETAILS	DRAWN BY	CHECK BY	DATE
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PROJECT MANAGEMENT, DESIGN & CONSTRUCTION

PROJECT DESIGN UNIT
COUNCIL BUILDINGS
HIGH STREET
DINGWALL IV15 9QN

PHONE: 01349 868800
E-MAIL: PDU.DT2@highland.gov.uk

PROJECT

FORTROSE
CAR PARK

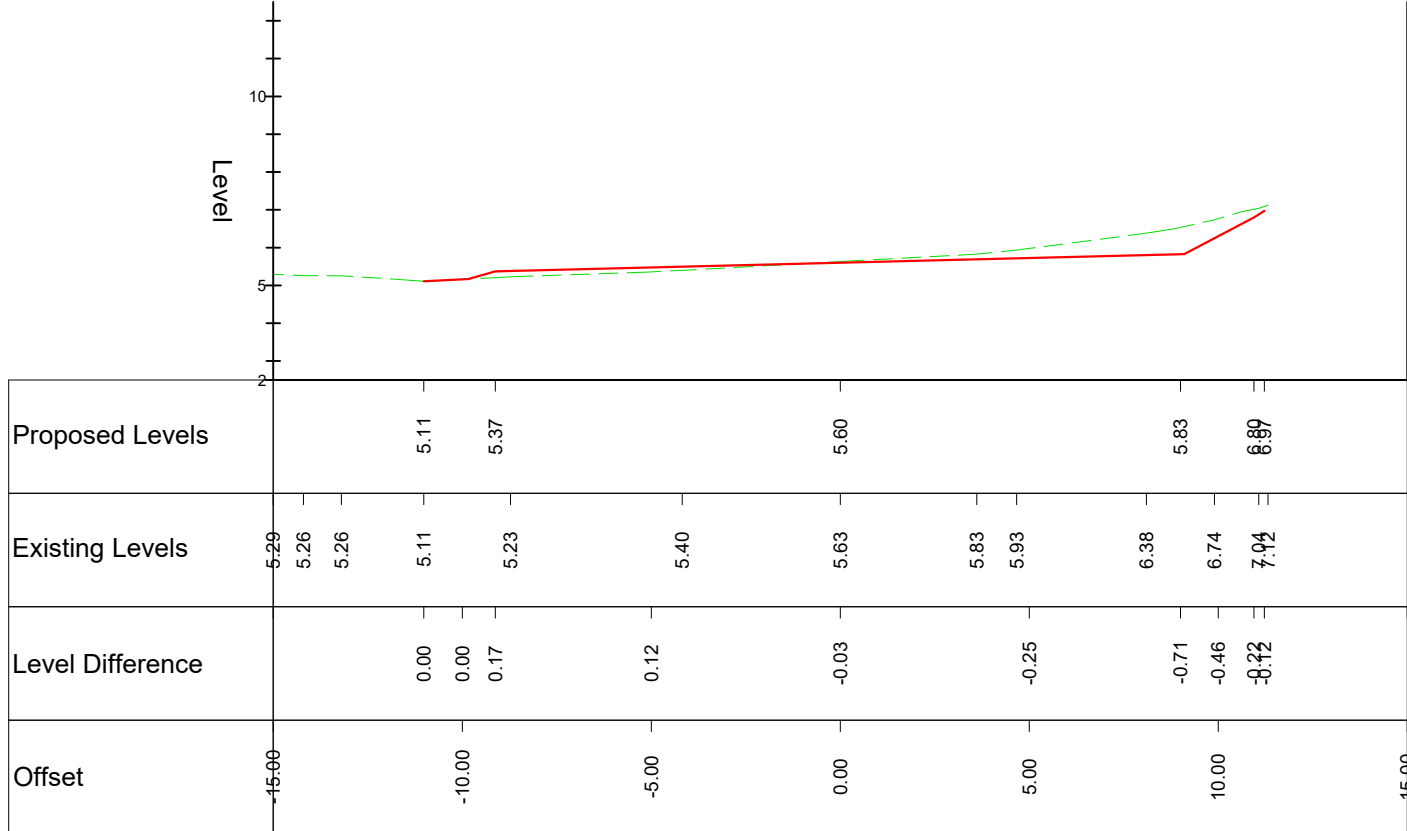
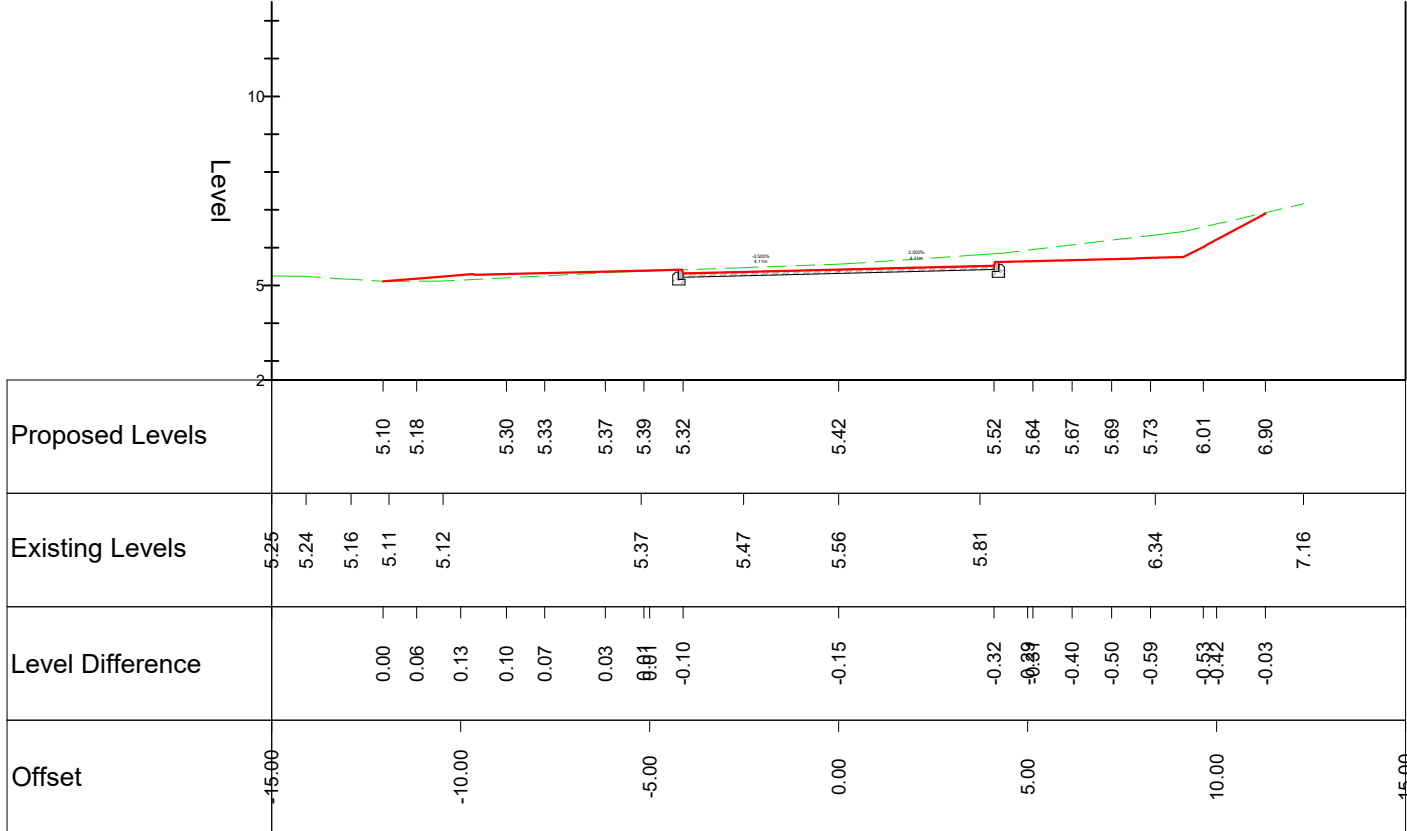
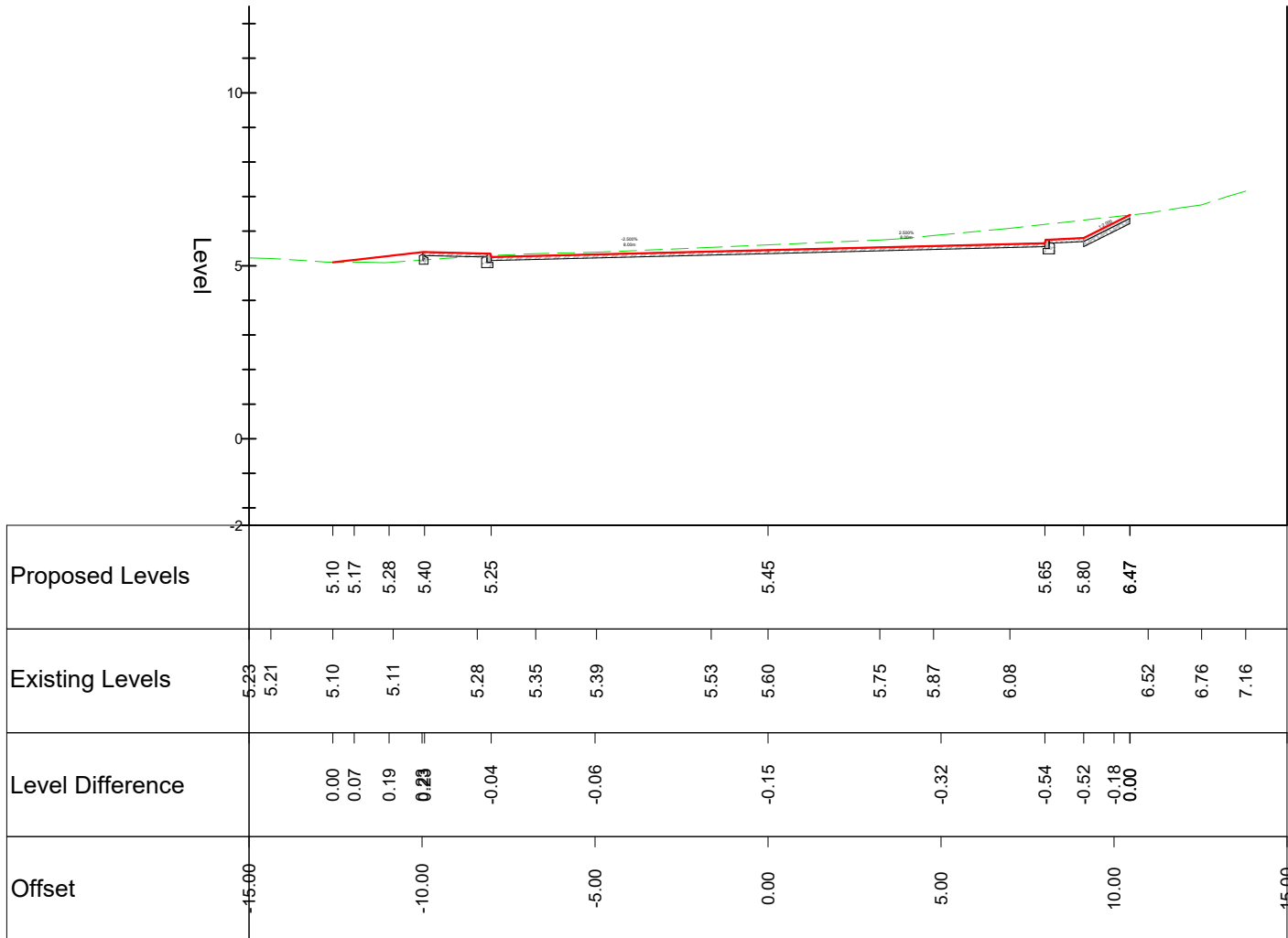
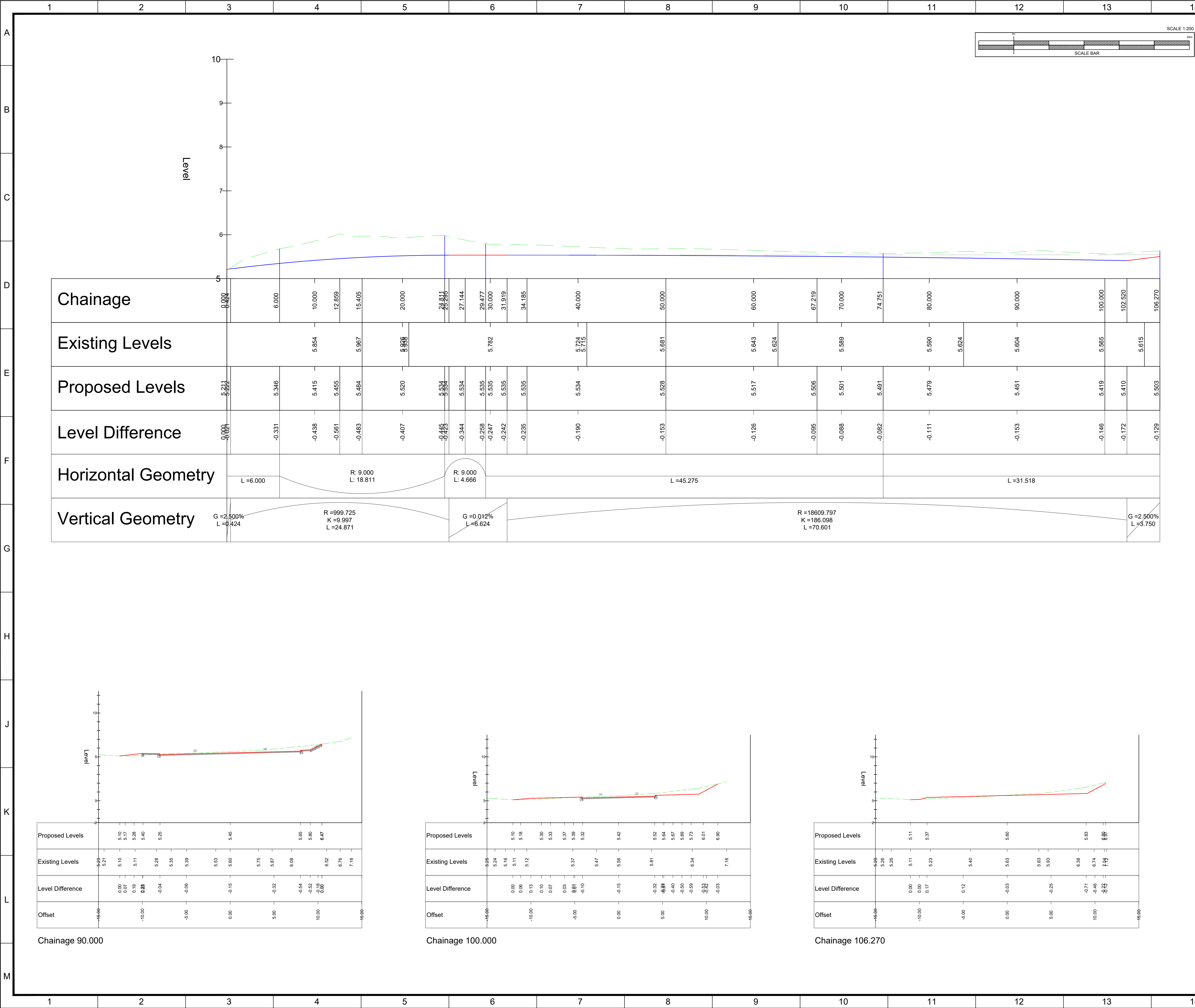
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DRAWN DMc	DATE 28/06/2026	
CHECKED BS	DATE 28/06/2026	

PROJECT No. 103439

DRAWING No. 109 REVISION 01

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NOTES

1.

CONSULTATION
ISSUE

01	CONSULTATION ISSUE	DMc	BS	01/06/26
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The Highland Council
Comhairle na Gàidhealtachd

PROJECT MANAGEMENT,
DESIGN & CONSTRUCTION

PROJECT DESIGN UNIT
COUNCIL BUILDINGS
HIGH STREET
DINGWALL IV15 9QN

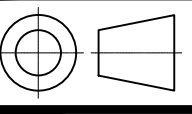
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E-MAIL: PDU.DT2@highland.gov.uk

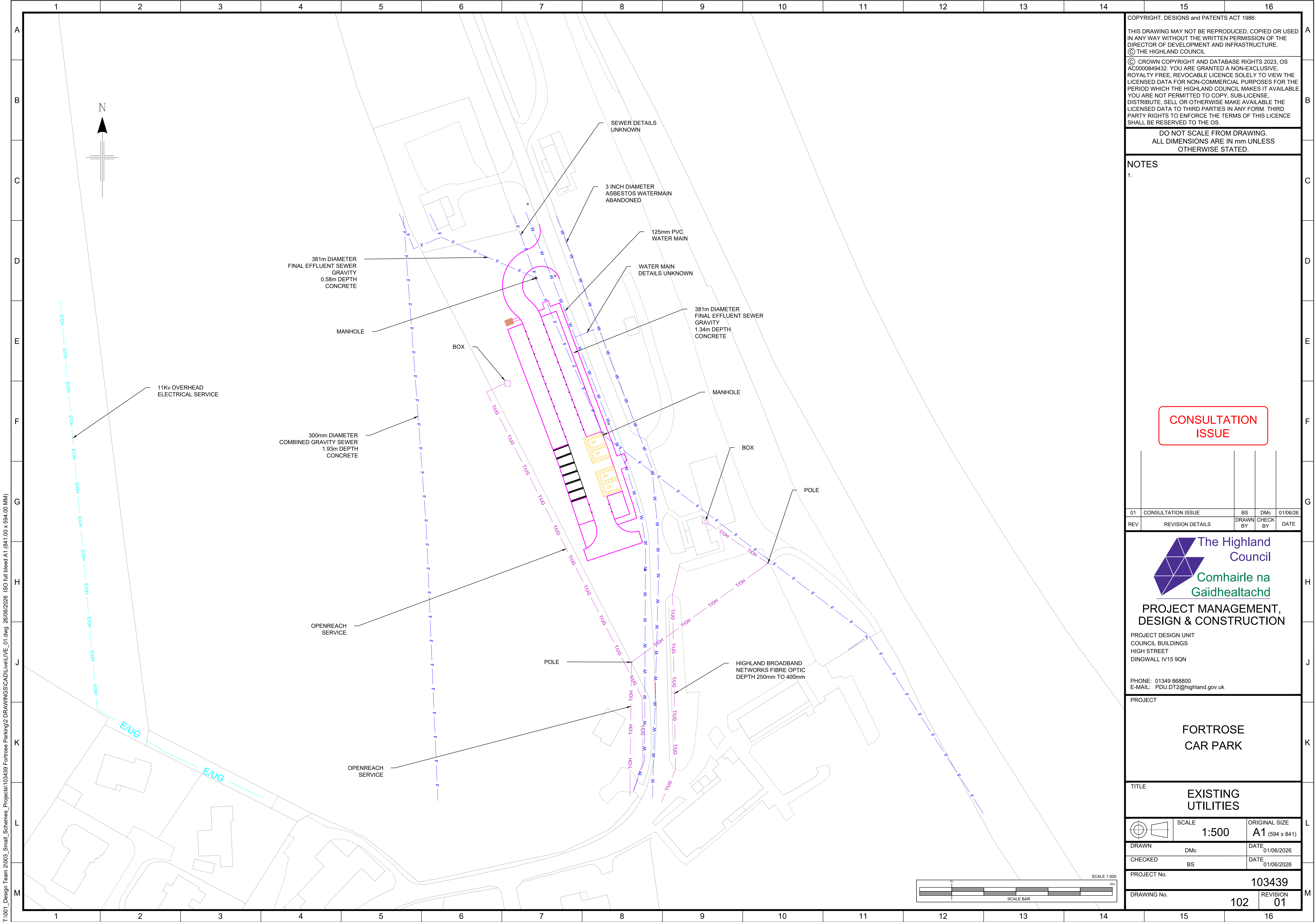
PROJECT

FORTROSE
CAR PARK

TITLE

CROSS SECTIONS 2 OF 2
AND LONG SECTION

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DRAWN DMc	DATE 01/06/2026	
CHECKED BS	DATE 01/06/2026	
PROJECT No. 103439		
DRAWING No. 110		REVISION 01



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ISSUE

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**PROJECT MANAGEMENT,
DESIGN & CONSTRUCTION**

PROJECT DESIGN UNIT
COUNCIL BUILDINGS
HIGH STREET
DINGWALL IV15 9QN

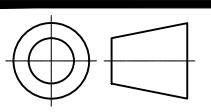
PHONE: 01349 868800
E-MAIL: PDU.DT2@highland.gov.uk

PROJECT

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CAR PARK**

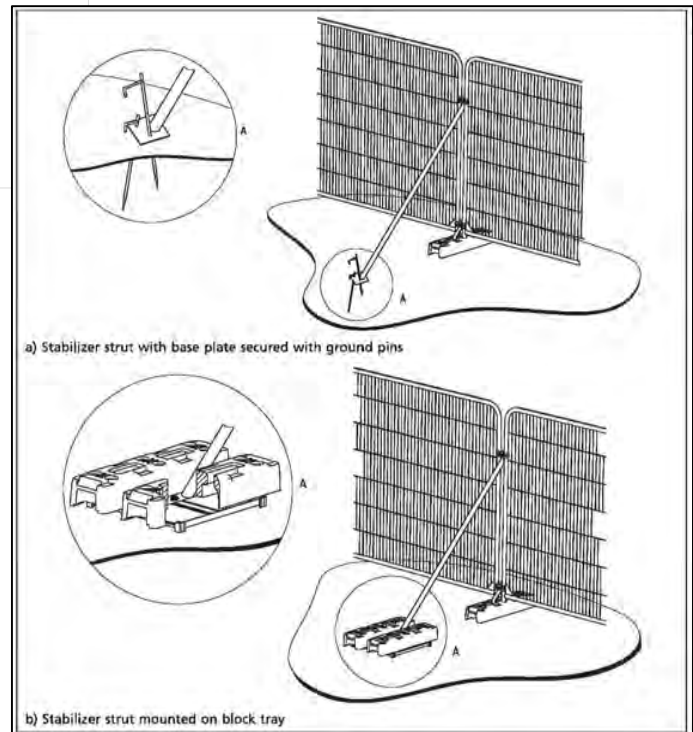
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**EXISTING
UTILITIES**

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CHECKED BS	DATE 01/06/2026	

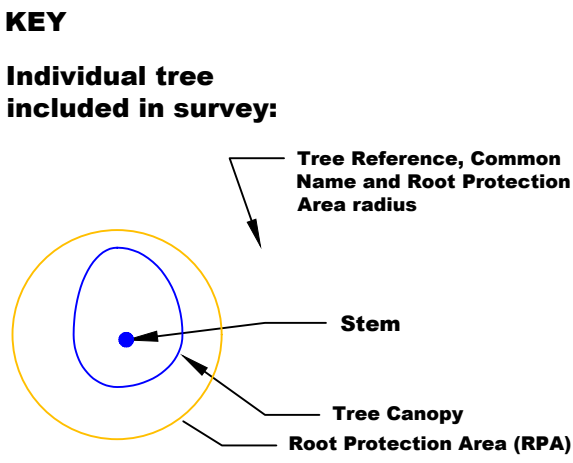
PROJECT No.	103439
DRAWING No.	102
REVISION	01

TREE PROTECTION PLAN



Tree Protection Fencing Specification

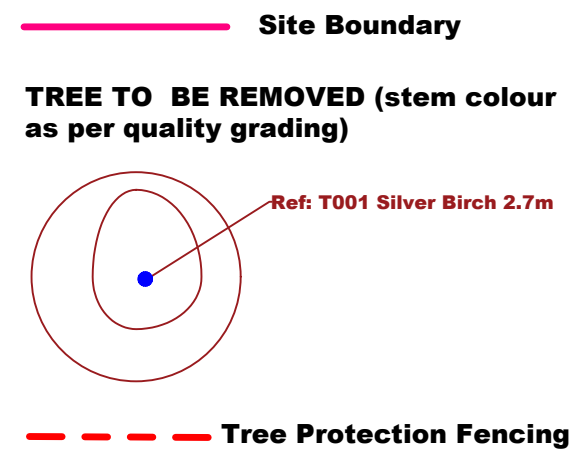
GOLF PRACTICE
RAGE



Colours are in accordance with BS5837:2012 quality grading:

Red: Unsuitable for retention
Grey: Low quality
Blue: Moderate quality
Green: High quality

Root Protection Area (RPA): The minimum area around a tree deemed to contain sufficient roots and rooting volume to maintain the tree's viability, and where the protection of the roots and soil structure is treated as a priority (BS5837:2012)



Tree survey performed by Callum McCutcheon BSc (Hons) M.Arbor.A on 08.06.2026



No. Revision/Issue Date

Firm Name and Address

Urban-Arb LLP
Dolphin Cottage
11 The Muir
Bogmoor
Spey Bay
Fochabers
Moray IV32 7PN
www.urban-arb.com



Project Name and Address

Fortrose Car Park

Project

TREE PROTECTION PLAN

Date

18.06.2026

Scale

1:350@A1

Sheet

002



Tree Protection
Guidelines

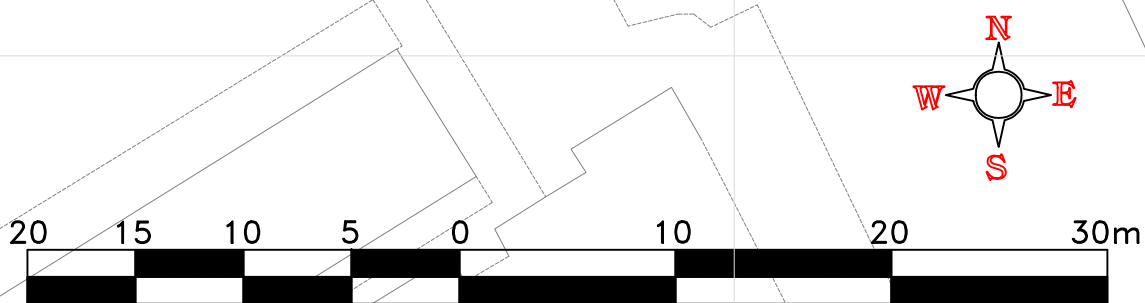
In order to safeguard the trees on this site please observe the following:

- Do not move the tree protection barriers
- Do not enter the protected area
- Report any damage to protection barriers at the site office
- Do not use the area within the protection barriers to store or mix materials
- Do not carry out any excavation works within the protection barriers
- Avoid handling fuels or liquid contaminants within 10 metres of the protected area.

In the event of damage to a retained tree on this site please contact:

Arboriculturist: Callum McCutcheon
Tel: (01343) 821763
Mob: 07766735488

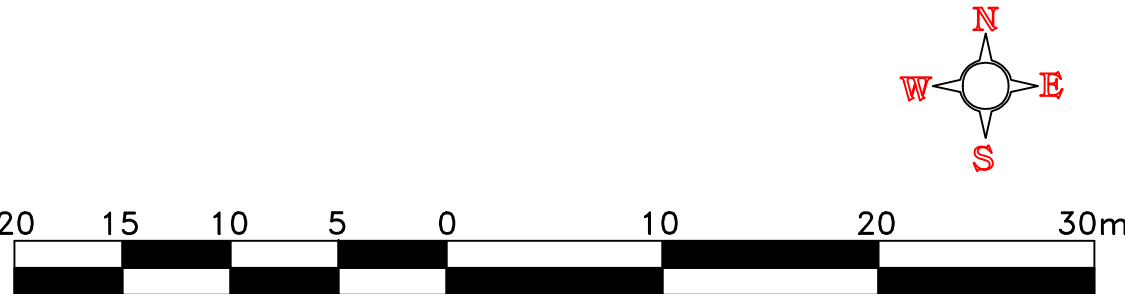
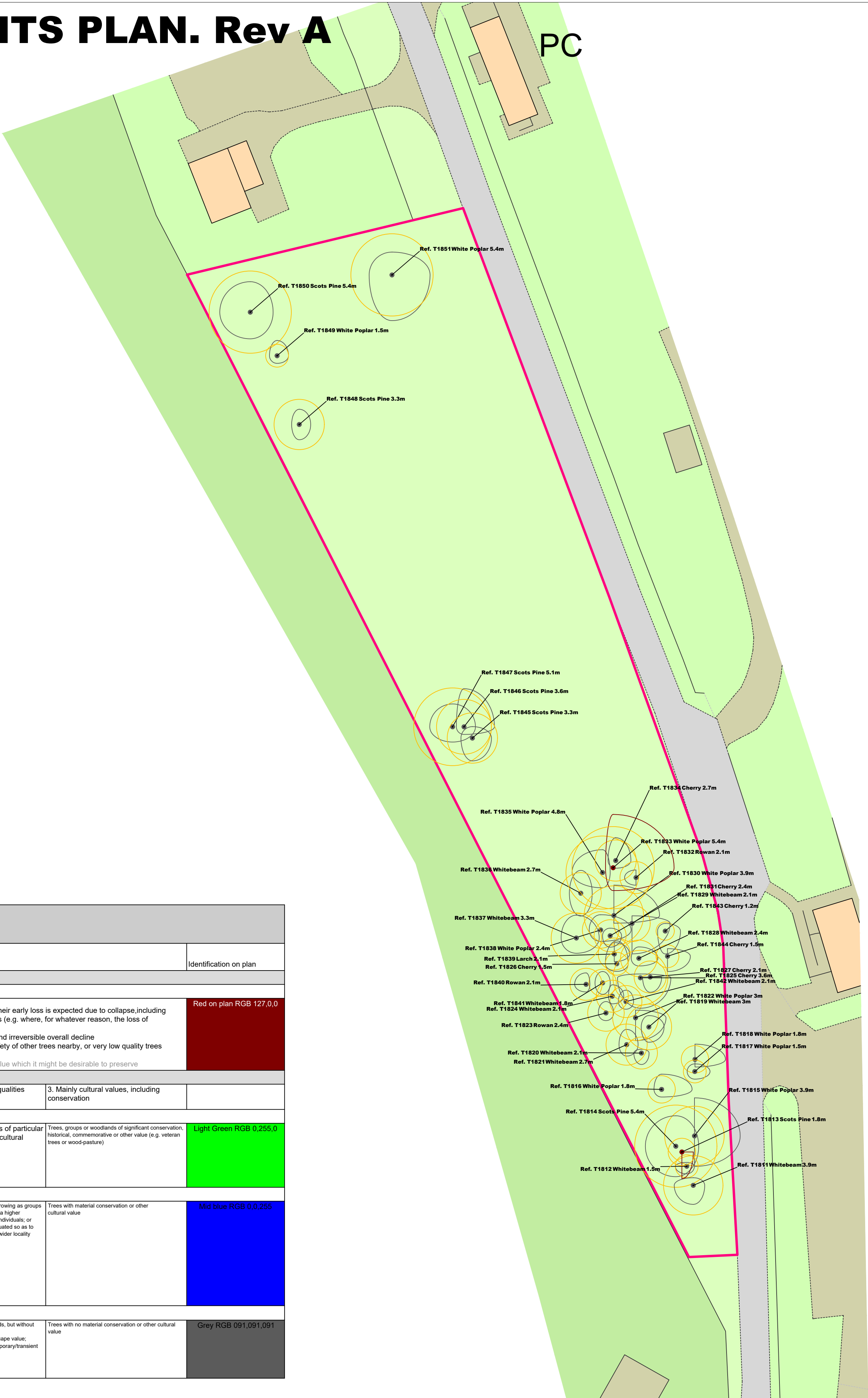
W: www.urban-arb.com Email: callum@urban-arb.com Tel: 01343 821763/07766 735488
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TREE CONSTRAINTS PLAN. Rev A

PC

BS5837:2012 Cascade chart for tree quality assessment				
Category & Definition		Criteria (including subcategories where appropriate)		Identification on plan
Trees unsuitable for retention				
Category U				Red on plan RGB 127,0,0
Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years		• Trees that have a serious, irremediable, structural defect, such that their early loss is expected due to collapse, including those that will become unstable after removal of other category U trees (e.g. where, for whatever reason, the loss of companion shelter cannot be mitigated by pruning) • Trees that are dead or are showing signs of significant, immediate, and irreversible overall decline • Trees infected with pathogens of significance to the health and/or safety of other trees nearby, or very low quality trees suppressing adjacent trees of better quality <i>NOTE Category U trees can have existing or potential conservation value which it might be desirable to preserve</i>		
Trees to be considered for retention				
	1. Mainly arboricultural qualities	2. Mainly landscape qualities	3. Mainly cultural values, including conservation	
Category A				
Trees of high quality with an estimated remaining life expectancy of at least 40 years	Trees that are particularly good examples of their species, especially if rare or unusual; or those that are essential components of groups or formal or semi-formal arboricultural features (e.g. the dominant and/or principal trees within an avenue)	Trees, groups or woodlands of particular visual importance as arboricultural and/or landscape features	Trees, groups or woodlands of significant conservation, historical, commemorative or other value (e.g. veteran trees or wood-pasture)	Light Green RGB 0,255,0
Category B				
Trees of moderate quality with an estimated remaining life expectancy of at least 20 years	Trees that might be included in category A, but are downgraded because of impaired condition (e.g. presence of significant though remediable defects, including unsympathetic past management and storm damage), such that they are unlikely to be suitable for retention for beyond 40 years; or trees lacking the special quality necessary to merit the category A designation	Trees present in numbers, usually growing as groups or woodlands, such that they attract a higher collective rating than they might as individuals; or trees occurring as collectives but situated so as to make little visual contribution to the wider locality	Trees with material conservation or other cultural value	Mid blue RGB 0,0,255
Category C				
Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm	Unremarkable trees of very limited merit or such impaired condition that they do not qualify in higher categories	Trees present in groups or woodlands, but without this conferring on them significantly greater collective landscape value; and/or trees offering low or only temporary/transient landscape benefits	Trees with no material conservation or other cultural value	Grey RGB 091,091,091



General Notes

KEY

Individual tree included in survey:

Tree Reference, Common Name and Root Protection Area radius

Stem

Tree Canopy

Root Protection Area (RPA)

Colours are in accordance with BS5837:2012 quality grading:

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Grey: Low quality
Blue: Moderate quality
Green: High quality

Root Protection Area (RPA): The minimum area around a tree deemed to contain sufficient roots and rooting volume to maintain the tree's viability, and where the protection of the roots and soil structure is treated as a priority (BS5837:2012)

Survey Area

Tree survey performed by Callum McCutcheon BSc (Hons) M.Arbor.A on 08.06.2026



No.	Revision/Issue	Date

Firm Name and Address

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Dolphin Cottage
11 The Muir
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Project Name and Address

Fortrose Car Park

Project

TREE CONSTRAINTS PLAN

Date

18.06.2026

Scale

1:350@A1

Sheet

001a